

LOG

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SIU Efforts in Washington Save 1,080 Jobs

American-Flag Ships Will Carry Flour to Egypt

American ships will carry some 500,000 tons of wheat flour to Egypt, cargo which had been on the verge of being loaded onboard foreign-flag vessels, before the SIU and others brought heavy pressure to bear on the government.

Earlier this year, the United States Department of Agriculture (USDA) announced the sale of 1 million tons of bagged wheat flour to the Egyptians, but the department claimed the sale did not fall under any cargo preference legislation which guarantees that 50 percent of government cargo sails on U.S.-flag ships. That's when the controversy began (see Feb. 1983 LOG).

The SIU, the shipping industry, congressional supporters, and the Maritime Administration began their attempts to enforce cargo preference. The USDA stubbornly held its ground.

The matter was not settled until late last month when President Reagan issued a directive ordering the department to en-

sure that 50 percent of the flour be shipped on U.S.-flag vessels.

However, while the directive will be a major boost for the merchant marine in the wheat sale, there was no indication that the White House plans a more vigorous enforcement effort of current cargo preference laws. (See editorial on page 39.)

Hundreds of Seagoing Jobs at Stake

Alaskan Oil Fight Gains New Support

A bipartisan effort to retain the export ban on Alaskan oil picked up momentum last month with the introduction of legislation to continue the export restriction.

But, a high-powered and heavily financed lobbying effort to lift the ban may make the fight to protect the nation's energy supply, defense capability and seagoing jobs more difficult than expected.

Since 1973 the export ban has been upheld three times by Congress, and in 1981 the adminis-

The two major arguments against applying the 1954 Cargo Preference Law were that the USDA claimed the sale was a commercial, not government, transaction and that using American ships would tremendously boost the cost of transportation.

Even according to informa-

tion from the USDA, government participation in the sale occurred at almost every step, from supplying the wheat to American millers to extending credit to the Egyptians and arranging the sale at some \$145 a ton below the normal commercial price for the flour.

(Continued on page 5.)

tration's Cabinet Council on Natural Resources and the Environment agreed that the ban should continue.

The Export Administration Act of 1979 contains the language banning the export of Alaskan oil. But that act expires in September. Two congressmen, Stewart R. McKinney (R-Conn.) and Howard Wolpe (D-Mich.) introduced H.R. 1197 which would continue reserving American oil for American use.

But the Alaska Statehood Commission recently issued a report calling for the export of the oil to Japan. It claimed that such a deal would dramatically lower the U.S. balance of trade deficit with Japan.

While the commission is one of the major proponents for export, Capitol Hill sources expect several business groups, which have reportedly retained a public relations firm with strong government ties, to mount a major campaign against H.R. 1197.

But the SIU, along with other labor unions, industry supporters, congressional allies and some consumer groups have begun a united drive to fight any export plan.

"A shift in policy regarding

the export of crude oil is just not rational. . . Restrictions are absolutely necessary and should be maintained," SIU President Frank Drozak said in a letter to William H. Brock, U.S. special trade representative.

40 SIU Ships Involved

Currently some 50 U.S.-flag ships, including about 40 SIU-contracted vessels, move the oil to the West Coast, or through the Panama Canal or its pipeline, to the Gulf and East Coasts. A large portion of that oil is shipped into the nation's Strategic Petroleum Reserve (SPR).

"It's an energy security issue, an energy independence issue, a trade issue and a jobs issue," said Frank Pecquex, SIU legislative director.

A presidential study group is reviewing the issue and Pecquex said there are several strong export proponents in the White House.

Drozak pointed out that if the American oil was sent to Japan, it would have to be replaced by the purchase of foreign oil. In other words, if the U.S. takes in \$30 a barrel from Japan, it will have to turn around and spend that \$30 or more to re-

(Continued on page 5.)

MTD Forges Maritime Program



House Speaker Thomas P. (Tip) O'Neill Jr. led a parade of congressional leaders who came to a meeting of the AFL-CIO Maritime Trades Department late last month to call for a revitalization of the U.S. merchant marine. (See pages 19-22).

President's Report

by Frank Drozak

FOR YEARS the United States merchant marine has undergone steady decline, seemingly mired in a downward swirl, notwithstanding strong expressions of concern and good intentions by national observers and legislators. The figures, indeed, are sobering: in 1950 the United States fleet totaled 1,170 merchant ships and carried 42 percent of U.S. foreign commerce. Today's fleet has shrunk to 515 ships carrying merely 4.6 percent of U.S. foreign commerce.

Consider the following: the United States is the world's largest trading nation, yet carries less than 5 percent of its own imports and exports on U.S.-flag ships. America depends on foreign shipping to transport more than 98 percent of its bulk commodities, more than 97 percent of our petroleum and other liquid cargoes and over 71 percent of general cargoes.

Most troubling of all, however, is the conspicuous lack of a unified, coherent, well-planned and enforceable national maritime policy—one designed to revitalize all segments of the United States shipping and shipbuilding industries and one which addresses the question of cargo.

Only assurances of continuous cargo, as we have underscored previously, can provide the incentive to build, maintain and operate U.S.-flag vessels. Only such assurances can keep American trading and shipping companies competitive and provide American maritime and related labor with substantial and secure jobs.

The centerpiece of any truly effective U.S.-flag bulk shipping program must be a cargo policy mandating that a designated percentage of bulk cargo be carried on U.S. bottoms.

There is more. In order to effect a strong and viable maritime industry which will revitalize our economy and secure our defense there needs a workable and realistic policy for each of the three major parts of the industry: liner, bulk and domestic trades, including the Great Lakes and inland waterways.

We have spelled out in detail just such a program at our recent AFL-CIO Maritime Trades Department meeting. (See pages 19-22). Read it, talk about it at your shipboard meetings.

We're going to have to work together if we are going to rebuild our industry. Together we can do it.



Caribbean Plan Warrants Caution

SIU President Frank Drozak talked tough on the Caribbean Basin Initiative this month. He criticized the Reagan administration's silence on the scope of the initiative and what would happen to American jobs if tariffs on Caribbean Basin imports were abolished.

"Keeping American jobs is our prime concern," Drozak said. "The SIU will not sit idly by and trade off America, American jobs and American industries to foreign countries, foreign industries and foreign workers."

Though Drozak expressed concern about the duty-free foreign export program, he did not totally reject the plan, leaving room for constructive dialogue with administration officials.

"The SIU opposes any new programs and policies until we are positive these policies will not put jobs in jeopardy in the Virgin Islands and Puerto Rico," Drozak said.

Labor officials speculate the plan could allow 27 nations in the Caribbean Basin to undercut commodity prices of the primary products exported to the U.S. from the two U.S. territories.

Flourishing tuna, rum, and sugar industries could be devastated by the initiative, Drozak said.

Unemployment is already near 20 percent on the Virgin Islands and 22.8 percent in Puerto Rico, U.S. Department of Labor statistics show, and could jump even higher, Drozak warned.

"As we see it, there are no effective safeguards for U.S. industries in the Virgin Islands and Puerto Rico," Drozak said.

Noting consequences of similar "one way trade zone" policies he added, "Jamaica is included as a 'tax haven' for tourism, debilitating the tourism industry in Puerto Rico and the Virgin Islands."

Quote of the Month

"I continue to be discouraged with the administration's inability to develop alternative maritime promotional programs."

Mario Biaggi, (D-N.Y.)
Chairman
House Merchant
Marine Committee



SIU Headquarters Is Now Located In Washington

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LOG

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Would Be A "Devastating Blow" to U.S. Jobs, Economy, Defense:

CDS Paybacks Slammed by Union and Industry

If subsidy-built U.S. tankers are allowed to pay back those subsidies and then ply their trade along Jones Act reserved domestic routes, the nation's domestic tanker fleet would be dealt a "devastating blow," the SIU told a House subcommittee earlier this month.

The hearings, in front of the House Merchant Marine Subcommittee, were the result of a proposed Department of Transportation (DOT) rule which would allow such paybacks. Now, if a tanker is built with Construction Differential Subsidy (CDS), that ship is limited to foreign trade. Domestic or Jones Act trade is reserved for non-subsidized U.S. vessels.

The trade CDS-tanker operators are eyeing is the lucrative Alaskan oil trade. As several witnesses testified, one of the main reasons behind CDS operators' support of the new rule has been the decline in international tanker traffic and the large, more than 100,000 dwt, vessels need cargo so their oil company owners won't suffer losses.

"Certainly steps must be taken to preserve the CDS-built U.S. tanker fleet. But the aim should be to promote the viable and profitable operation of these vessels in the international commerce, not to promote the further deterioration of the current domestic fleet," SIU Legislative Director Frank Pecquex told the subcommittee.

Even the DOT's chief witness agreed that the proposal would "harm" the nation's domestic tanker fleet.

Charles Swinburn, DOT's deputy assistant secretary for policy and program development, claimed the new rule would benefit the federal treasury (by some \$200 million plus interest on CDS), would promote more efficient operation in the domestic trades and would increase competition and reduce freight rates.

"For an expressed motive that must be considered beneath the national dignity, to recoup a sunk investment in subsidies claimed to reach \$200 million, it is proposed to smash this functional market mechanism where recent private investment exceeds \$4 billion," said Michael Klebanoff, president of the American Maritime Association and Ogden Marine Co.

Pecquex and others pointed out that for decades maritime

law deliberately separated foreign and domestic trade. Domestic trade was not subsidized and foreign trade was. Shipping companies based their business decisions on those facts.

Swinburn claimed that if the CDS vessels were allowed in the trade and the domestic ships were laid up because of it, it was all part of a normal market place, the strong survive.

Estimates by both pro and con witnesses concluded some 15 CDS tankers might enter the domestic trade market. Because most of the subsidy tankers are Very Large Crude Carriers (VLCC), they could replace dozens of the smaller tankers now engaged in the oil trade. If that happens opportunities for sea-going jobs would decline tremendously.

"As much as four million deadweight tons of shipping could enter the domestic trades through this proposal. This additional tonnage would be added

on top of the current domestic fleet of 10 million deadweight tons, over which a million tons is already in surplus. Such severe overtonnage would undoubtedly cause the additional lay-up of several ships, involving an extensive loss of jobs for American seamen," Pecquex testified.

In addition to the negative impact on jobs and shipping companies, the military stands to lose too, witnesses said.

"Especially hard hit would be the smaller tankers," Pecquex said, "... the military has expressed a need for these small tankers, particularly the clean product tankers which are vitally necessary in military support operations. Should they be bumped out of the domestic trades and unable to find employment elsewhere, the fate of these vessels would be in question. If they are scrapped, military support capabilities would ultimately suffer."

Senate Approves Antitrust Immunity Bill for Shippers

The Shipping Act of 1983, granting far-reaching immunity from antitrust regulations for maritime shipping operators engaged in international commerce, breezed through the Senate this month by a 64-33 margin.

The bill, S.47, considered by some to be one of the more important pieces of maritime legislation before the 98th Congress, is expected to be introduced in the House. A similar bill last year received majority support in the House but died in the lame duck Senate because of a filibuster threat.

Making the act law would restate a 1916 provision which protected U.S. carriers from antitrust suits. The aim of the World War I piece of legislation was to help rejuvenate a sagging maritime industry.

Proponents of the bill, supported by the Reagan administration, argued antitrust laws weaken U.S. competitiveness by denying cost-cutting options long enjoyed by foreign shipping lines.

Making the act law also would unlock the industry from layers of court revisions which supporters claimed had eroded the original intent of the 1916 law, principally forbidding operators from joining in rate-setting international cartels.

The bill seeks to allow ship-

pers, manufacturers and freight forwarders conducting international trade to enter into agreements with each other and with ship operators and strips away the regulatory power of the Federal Maritime Commission.

Senator Rudy Boschwitz (D-Minn.) tacked on one amendment that could harm the U.S.-flag merchant fleet. It would nullify the U.S.-flag cargo preference for President Reagan's "blended credit," "payment in kind" and foreign sales new credit package.

Critics of the bill, spearheaded by Howard M. Metzenbaum (D-Ohio), charged, too, the bill would be costly for the nation, giving shipping companies carte blanche to increase rates by as much as 20 percent.

Metzenbaum, who at last year's congressional debate stymied the bill with a filibuster, stopped short of blocking the bill again. Saying that would be a "vain act," the senator offered instead 20 amendments soundly defeated in a debate that stretched into two weeks on the Senate floor.

SIU, Crowley Meet to Plan Joint Training, Safety Programs



Senior marine operations officials of Crowley Maritime met at Piney Point, Md. with Seafarers Union officials and educators from the Seafarers Harry Lundeberg School of Seamanship earlier this month to review training and safety programs which were developed jointly by the Union and Crowley. Seated from left are SHLSS Dean of Vocational Education John Mason; Randy Collar and Don McLean from Crowley Maritime's California Division; SHLSS Vice President Frank Mongelli; SIU Vice President for Inland Waterways Mike Sacco, and SIU Safety Director Bob Vahey.

Write Your Congressman—Now!

The SIU may not have the resources to hire a fancy, high-powered public relations firm to take the Alaskan oil case to Congress. But it does have a resource our opponents don't—you, your family and friends.

While Union officers and lobbyists work in Washington, you and your family are responsible for working at home. You can do this right now by taking just a few minutes to write to your two U.S. Senators and your representative, urging them to support banning the export of Alaskan oil.

When a large number of letters, phone calls and even visits to the legislators' district offices begin, legislators do pay attention.

Writing a letter to your senators or representative is an easy task. It counts more if it's written well. Here are some guidelines that will help you.

If you don't know the names of your senators or representatives, look up the Board of Elections in your phone book. It will be listed under your city or county government. They will tell you.

Address your letter and envelope properly:

Honorable _____
House of Representatives
Washington, D.C. 20515
Dear Congressman _____:

Honorable _____
United States Senate
Washington, D.C. 20510
Dear Senator _____:

• Keep your letters brief and to the point.

• State your reason for writing. Explain how this legislation will affect you and your family.

• For ideas, use the list of reasons below. But use your own words. If everybody uses the same standard phrases, letters will look like form letters and have little impact.

• Don't be argumentative and no name-calling. It will only interfere with the point you are trying to make.

• If you have met your legislator or have a connection, other than as a voter, draw attention to that.

• Be sure to ask your legislators to write you back. Ask them to state their position.

• Do not threaten to vote against them if they don't agree.

• Sign your name clearly at the end of the letter and include your address.

• Once you have written a good letter you can send the same letter to your senator and representative. But make sure you change the address and greeting.

• Get your family members to write letters. We need as many letters as possible to help make our point.

Read the sample letter below. But remember to use your own words.

Remember to use your own words and that there are several other reasons why Alaskan oil should not be exported. Read the accompanying story or check the following list of other reasons.

• Pressure on Japan to meaningfully reduce barriers to U.S. manufactured and agricultural exports would be significantly reduced. Japanese attempts to reduce the trade deficit by purchasing Alaskan oil could back-



fire and create additional protectionist sentiment in the Congress.

America's overall balance of trade would worsen since the purchase of foreign oil with American dollars would offset the gain realized by the Japanese purchase of Alaskan oil but additional dollars would be spent on foreign shipping crews.

• Even if provided for by contract, terminating oil exports during a crisis would severely damage our relationship with the Japanese.

• America's national security would be weakened since the Department of Defense would have significantly fewer tankers to call upon in times of war.

• America's energy security

would be threatened: the oil distribution system (tankers and pipelines) would be devastated and unavailable in time of national emergency.

• Any increase in government revenues from the windfall profits tax would be offset by potential financial losses on government guaranteed loans of much greater amounts.

• Consumers will not benefit: the price of Alaskan oil is tied to the delivered price of OPEC and Mexican crude so that refiners pay the same price regardless of any transportation savings. Moreover, the price of gasoline at the pump will probably increase since the major Alaskan producers are also the chief retail discounters.

Congress Schedules Hearings In April on Boggs Cargo Bill

Congressional hearings have been set for late April on the Boggs Bill, the legislation which would guarantee that 20 percent of the nation's bulk cargo would be carried on American ships by 1990.

The bill, H.R. 1242, was introduced in early February by Rep. Lindy Boggs (D-La.) and has received substantial support from all segments of the maritime industry. During the past few weeks 10 more representatives have signed on as co-sponsors of the bill, bringing the total to 55.

The main points of the bill require that 5 percent of the country's bulk exports and imports be carried on U.S.-flag ships in 1984, and then increase that share by 1 percent each year until the 20 percent figure is reached in 1990. But it is also tied to a provision which calls for a 15 percent reduction in the costs of constructing and operating the ships.

SIU lobbyists and field representatives have begun their efforts to persuade congressional members to support the maritime legislation. Also it ap-

pears that a companion Senate bill will be introduced in late March.

Today 98 percent of America's bulk cargo is carried on foreign ships.

Can the Costs Be Trimmed?

One of the keys to the new Bulk Bill introduced by Rep. Lindy Boggs (D-La.) is the mandate for a 15 percent reduction in the costs of ship construction and operation.

Can it be done? This is how Mrs. Boggs and her supporters, including SIU President Frank Drozak, say it can be achieved.

Construction

Innovations and increased productivity, such as series construction of 10 ships of a single design at one shipyard would reduce costs. A stable workload would allow shipbuilders to dedicate specific equipment, workforce and management to a single task, bulk ship construction.

(Continued on page 8.)

Here's a Sample Letter

Dear Congressman Smith:

I am writing you with regard to legislation recently introduced in the House of Representatives which would continue to ban the export of Alaskan oil. H.R. 1197. It is vital not only to the maritime industry but to the nation as a whole.

As a merchant seaman and member of the Seafarers International Union, I support this legislation because it makes no sense for America to sell oil to the Japanese and then be forced to purchase foreign oil for our Strategic Petroleum Reserve and domestic needs. Unemployment in the maritime industry would increase and I could find myself out of a job.

I ask you to support this legislation and would appreciate knowing your position.

Sincerely,

New York Port Council Supports SIU Programs

Representatives from the federal government, the state of New York, and organized labor attended a legislative meeting of the New York Maritime Port Council held earlier this month at the World Trade Center in New York City.

Nearly 100 people braved an early morning storm to establish a strong grassroots base capable of dealing with the problems facing the maritime industry, the Labor Movement, the Northeast Corridor and the national economy.

The meeting offered different unions and state organizations a chance to set an agenda for the upcoming year. Legislation was discussed. SIU Headquarters Representative Jack Caffey, for example, talked about the Competitive Shipping and Shipbuilding Act of 1983. Representatives from the State AFL-CIO made a strenuous plea for stimulating commerce and industry in New York state and the Northeast Corridor through a comprehensive trade policy. State and municipal employees pledged support for maritime unions and talked about the need for instilling a sense of solidarity between private and public sector workers.

Two local congressmen, Stephen Solarz and Major Owens, both Democrats, were on hand to listen to the discussion. Both criticized the Reagan administration for its approach to the



maritime industry and the economy in general.

Ray Dennison, legislative director of the AFL-CIO, told Caffey that AFL-CIO President Lane Kirkland would do all he could to see that Congress passes the Competitive Shipping and Shipbuilding Act of 1983. Dennison also talked at length about the failure of the president's economic policies, which has led to 12 million Americans being unemployed.

"Twelve million Americans are out of work, and the administration has come up with a *jobs exporting* program," Dennison told the audience. He was referring to the president's Caribbean Basin Initiative which was narrowly defeated last year, and which the president plans to reintroduce. "The potential damage to American workers in terms of lost jobs and reduced tax revenues is tremendous."

Alaska Oil Fight Gains New Support

(Continued from page 1.)
place the oil for domestic consumption and the SPR.

In addition to the balance of payments problems, shipping American oil to Japan, then buying foreign oil for the country's commercial stocks and SPR would force an even larger dependence on foreign oil. Despite the fact petroleum consumption has fallen since the first oil embargo, figures show that the U.S. currently imports a larger share of its oil now than it did prior to 1973.

"Export of secure and available domestic oil reserves will surely undermine and destroy credibility in the public's mind for the Strategic Petroleum Reserve and further exploration and development of oil on the

outer Continental Shelf," Drozak said.

Some supporters of the export to Japan claim that it will help trade problems the U.S. has with the Asian country. But there is no guarantee that Japan will open its trade doors to any other American product.

"In reality," Drozak said, "it will relieve pressure on Japan to open its markets to U.S. manufactured and agricultural products which we truly wish to export."

Because the oil is earmarked for domestic use, the Jones Act requires that every barrel be shipped on American vessels. If the oil is exported it is highly likely it would be carried on foreign-flag ships.

"Billions of dollars have been

Paul Drozak: In Memoriam

Paul Drozak was a young man when he died six years ago this month at the age of 50.

But Paul Drozak had already made unique contributions to the SIU, the maritime Labor Movement, and America's towing industry.

He played a key role in the SIU's early successes in organizing inland Boatmen in the Gulf and Western Rivers of America. Then, as SIU Vice President in charge of the Lakes and Inland Waters, he helped build the SIU into the largest union in the country representing tug and tow-boatmen.

It was probably his own lack of education that made Paul Drozak believe so deeply in the need for education. He helped to build the nation's first entry training program for Boatmen at the Seafarers Harry Lundeberg School of Seamanship. And he worked tirelessly to expand this pro-



gram into the most complete curriculum in the nation for Boatmen—from deckhand to Captain, First Class Pilot and Chief Engineer.

It is fitting that one of the vocational training buildings at SHLSS is dedicated to the memory of this special man.

American Flag Ships Win

(Continued from page 1.)

If there had been no government participation at every step of the complex deal, there would have been no sale of the flour, Rep. Walter B. Jones (D-N.C.) and chairman of the House Merchant Marine and Fisheries Committee wrote in a letter to Agriculture Secretary John H. Block.

Jones said he understood the secretary's responsibility to the

agriculture community and the need to expand U.S. exports. But he added, "You simply cannot ignore other equally important policies."

SIU President Frank Drozak, in letters to Block, Secretary of Transportation Elizabeth Dole and Special Trade Representative William Brock, explained why the cost would not jump if American ships were used.

Because the bagged flour can be carried by liner companies which operate within international rate-making conferences, the costs would be "equal for both U.S. and foreign-flag ships," he said.

Cargo preference "will not in any way increase the cost of the transaction," he added.

He also pointed out, in a letter to Dole, the various economic benefits to the U.S. if 50 percent of the flour was shipped on American bottoms.

Liner vessels will make about 25 voyages of 60 days, and bulk carriers will carry the remainder in 11 60-day trips. These voyages will create some 1,080 jobs.

He also pointed out that some 71 percent of every dollar of income to U.S.-flag carriers remains within the U.S. economy. In addition the federal government will receive approximately \$5.4 million in taxes.

profiles

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

Congressman Don Bonker

DON BONKER (D-Wash.) is an active supporter of the U.S. merchant marine and has compiled an impressive maritime voting record.

As a senior member of the House Foreign Affairs Committee, Congressman Bonker has worked to promote U.S. exports as a means of economic recovery both in Washington state and nationwide. Recently, addressing the Maritime Trades Department's Winter Executive Board Meeting in Bal Harbour, Florida, Bonker said "the United States must reorient its approach to trade. Trade equals American ships and American jobs—the only formula for economic recovery in the international trade sphere."

No stranger to sea duty, Bonker served in the Coast Guard for four years and participated in the Coast Guard Reserves for five years. Elected to the 94th Congress in 1974 he sits on the following Committees: Foreign Affairs Committee—Chairman of its Subcommittee on International Economic Policy and Trade; Merchant Marine and Fisheries Committee; House Select Committee on Aging; and House Export Task Force.

On Jan. 31, 1983 Congressman Bonker introduced legislation to repeal the "Third Proviso" of the Jones Act, H.R. 1076. "As currently worded, the third proviso would permit a combination of Canadian rail and foreign vessels to divert U.S. to Alaska domestic waterborne travel from Puget Sound to Canadian ports thereby jeopardizing hundreds of millions of dollars of investment in Jones Act equipment and thousands of U.S. jobs. Since it threatens vital domestic commerce—the third proviso must be repealed."

Another major legislative initiative of Bonker's, which the SIU wholeheartedly supports, is revision of the Export Administration Act. Congressman Bonker's changes are "aimed at clarifying and reducing export sanctions for national security or foreign policy purposes and better define the respective enforcement roles of the Com-



Congressman Don Bonker

merce Department and U.S. Customs Service."

Bonker is also pushing for greater lending authority for the Export-Import Bank "which is not a budget outlay and creates hundreds of thousands of jobs for Americans. Increased Ex-Im lending authority will target relief and long-term growth to our hard-hit manufacturing core, where unemployment is most severe. All we need to move our products and get people back to work is competitive financing."

The SIU will work hand-in-hand with Congressman Don Bonker to open up foreign export markets and develop a strong international trade policy where U.S. commerce is carried on American-built flag ships, crewed by American seafarers.



Congressman Gene Snyder

GENE SNYDER (R-Ky.), Ranking Minority Member of the important Public Works and Transportation Committee was the author of the Snyder Amendment to the Port Development legislation of the last Congress (97th). This amendment would have reserved 40 percent of the U.S. dry bulk trade for U.S.-crewed and U.S.-built vessels.

In an interview last year, Congressman Snyder explained his philosophy on the American merchant marine. "I have always been a strong supporter of our merchant fleet. I happen to think a strong merchant marine is needed for the well-being of our country. It is certainly essential to the defense of this country. Every other nation in the world has cargo preference by some name or other. We need an opportunity to compete against those nations in a fair and just manner. Without cargo you cannot have a viable U.S.-flag fleet."

In this present Congress, Snyder is one of the original cosponsors of the Competitive Shipping and Shipbuilding Act of 1983, H.R. 1242. This legislation extends bilateral concepts to all bulk commodities.

Elected to the House of Representatives in the 88th Congress in November of 1962, Congressman Snyder represented the third district of Kentucky. He was elected to the 90th Congress from the fourth



Congressman Gene Snyder

district of Kentucky in November of 1966 and has been re-elected to each succeeding Congress. He serves as ranking minority member of the Public Works and Transportation Committee and sits on the Merchant Marine and Fisheries Committee. Snyder also ranks 70th in seniority in the full House of Representatives.

Rep. Snyder is not only a strong advocate of the maritime industry, but he is also concerned about the entire Labor Movement. During the 97th Congress, he cosponsored H.R. 5020, a bill restricting the amount of foreign components which may be installed in the propulsion systems of U.S.-flag vessels. He was also instrumental in re-flagging the *SS Oceanic Independence* allowing the vessel to operate in the U.S. domestic trade and providing hundreds of seafaring and support industry jobs.

Congressional Quarterly, a Washington-based publication which reviews and analyzes legislation, has described Congressman Snyder as "a man who is smart and tough with the reputation of being a dangerous man to cross." Jack Anderson, a nationally syndicated columnist, rates Snyder as "one of the 12 most effective members of the House of Representatives."

The SIU looks forward to continuing its long, hard-working relationship with Congressman Gene Snyder.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



IN THE PORT of New Orleans we recrewed the *Ogden Hudson* (Ogden Marine), a chemical carrier. In layup for about two months, the ship is now on a time charter to one of the major oil companies. She'll operate between the Gulf and the East Coast.

SIU New Orleans Port Agent Gerry Brown is progressing so rapidly that he may even be present at the annual St. Patrick's Day festivities. After a rip-roaring parade in the Irish Channel neighborhood, many of the marchers wind up at the New Orleans Union Hall for some food, music and green beer. As SIU New Orleans Rep. Lou Guarino said, "it's one wild Irish time."

Here in the port of Houston, contract negotiations are continuing with Sabine whose agreement expires at the end of March.

Also, we crewed up a newly acquired American Bulk ship, the *Commanche*, which carries an unlicensed crew of 17. The tanker is heading for the Dominican Republic and then will be returning to Houston.

From the port of Jacksonville we're happy to report that the recent membership meeting drew an attendance of 65. That's probably the largest attendance there on record.

Also, out of Jacksonville we are negotiating a contract with the Tampa Bay Pilots Launch Operators Association and with Marine Contracting and Towing in South Carolina.

Politically in that port, the SIU has endorsed the mayor, Jake Godbold, in his bid for reelection.

Out of the port of Mobile we expect next month to be crewing the fourth in a series of brand new integrated tug-barges being built by SIU-contracted Apex. She'll be called the *Baltimore*. Her previously crewed sister ships were the *Jacksonville*, *Groton* and *New York*.

East Coast, by V.P. Leon Hall



THE SEAFARERS Pension Plan contains various types of options including the relatively new "base-wage related" pension.

The Administrator of the Seafarers Pension, Welfare and Vacation Plans, Carolyn Gentile, is visiting some of the ports to explain the Pension Plan to the members. Last month she and I attended the membership meeting in Philadelphia and this month we went to the ones in Baltimore and Norfolk.

Out of the port of Norfolk we have word that the final proposals on the C. G. Willis contract have been sent out to the members. The ballots must be back by April 1. The contract expired Feb. 16 and of course the new contract will be retroactive.

Also in Norfolk, we crewed the *Overseas Harriette* (Maritime Overseas) on Feb. 18. She had been laid up for about three weeks.

Up north, out of the port of Gloucester, we have word that the dredge *Long Island* (Henry DuBois' Sons) is in for repairs in South Boston for two or three weeks with the crew still aboard her.

Concerning our SIU fishermen in Gloucester, Union Rep. Leo Sabato reports that they are in a "hit and run" situation fighting the storms. "When the weather breaks we run out for one, two, sometimes three days."

At this time of the year the catch is mainly ground fish—cod, small and large haddock, red fish, pollock and gray sole. There are also scallops and some shrimp, although the latter is very scarce.

In fact, fishing in general is scarce and it's a very hard struggle. This is especially so since the prices for fish keep fluctuating because of the lower price of fish that comes down from Canada. Fishing vessels are subsidized in Canada, and Sabato feels that the import duties in this country are not high enough.

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



I'M HAPPY TO REPORT that there was an overwhelming ratification of the Heartland Transportation river boat contract.

The three-year contract for these 11 boats was a very good one. We made major gains in wages and for the first time the SIU Boatmen at Heartland have a guaranteed day-for-day work rule. This will take place in the third year of the contract and it means that they will have one day on and one day off.

Further, the contract was ratified at SIU-contracted Moore's Landing which is the fleeting operation for Heartland.

Our historic river paddlewheelers, the *Mississippi Queen* and the *Delta Queen* have resumed their cruises on the Mississippi River. They are working in the lower river right now but they will start working their way up river as the weather gets warmer. We have several hundred members on these two boats which are SIU top to bottom.

Also on the rivers I want to report that the Orgulf contracts will soon be on the boats.

Up on the Great Lakes, the mild weather is permitting an early fitout. The following ships will be fitting out anywhere between the middle and end of March and have already begun taking on part of their crews: *Medusa Challenger* (Cement Transit); *Crapo* and *Paul Townsend* (both Huron Cement); *American Republic*, *St. Clair* and *Indiana Harbor* (all American Steamship Co.). The latter company has also tentatively scheduled seven more ships for fitout in April.

Concerning our inland equipment on the Lakes, SIU-contracted Luedtke Engineering Co. has been awarded a dredging and harbor improvement job in Lorain, Ohio. The company has also been declared the low bidder on a pipeline job in Sheboygan, Wis.

Finally, Great Lakes Dredge and Dock will be fitting out shortly to begin river and harbor work in Cleveland, Ohio.

West Coast, by V.P. George McCartney



I'M SORRY TO have to report that William W. Jordan, a former president of the Marine Firemen's Union, passed away on March 1. Jordan was a heck of a labor leader and he'll be sorely missed. He retired as the Marine Firemen's president in 1969. He was also a vice president of the SIUNA.

From here in the port of San Francisco we have news that the SIU-contracted *Lurline* (Matson) was caught in a storm between Honolulu and this port. The storm was so bad—almost like a typhoon—that some containers were thrown overboard and others were badly damaged. The storm was part of the terrible weather that has been hitting California lately.

Also, out of the port of San Francisco we crewed the *Panama* (Sea-Land) and the *Jade Phoenix* (Titan Navigation). The crew of the latter was flown to Korea for the ship's maiden voyage as a converted LNG tanker. She will be heading for Portland, Ore. to pick up grain for Egypt.

In the port of Seattle we crewed up the *Overseas Boston* (Maritime Overseas) which had been laid up for two weeks. She'll be on the Alaska to Panama oil run.

We also crewed up the *Philadelphia* (Sea-Land) which was laid up for over three weeks. She will be on the Seattle to Alaska run.

In Portland, Ore. where the SIU-contracted *Ultramar* (Apex) has been laid up for two weeks, we have learned that she will continue in lay-up for another 30 days.

We're waiting for the election to be set on the fish processing ship *Golden Alaska* which we are trying to organize.

Also, SIU-contracted American President Lines has been rerouting its ships from the Pacific Northwest trade to the California trade.

Marine Electric Is Lost at Sea; 31 NMU Sailors Dead, Only 3 Are Saved

Today the *Marine Electric* lies upside down, 122 feet under the Atlantic Ocean. The former 605-foot NMU-manned collier is in two sections now, her cargo of coal spread across the seabed 30 miles off Chincoteague, Va. Thirty-one sailors are dead. There are only three survivors of the Feb. 12 capsizing and sinking.

Those are the easily established facts of this latest maritime tragedy. But the tough questions—the whys—remain.

Why did the 39-year-old ship, "jumboized" 19 years ago, go down in stormy but survivable seas? Why was her scheduled drydock and certification inspection delayed? Why weren't written crew complaints alleging serious safety problems acted on promptly?

Those questions won't be answered for several months until the U.S. Coast Guard and the National Transportation Safety Board release separate reports on the mishap.

But the story of the *Marine Electric's* final hours, pieced together from testimony and newspaper interviews of the three survivors, is a story of horror and courage that touches every man and woman who sail the deep sea ships of the U.S. merchant marine.

It was cold and rainy in Norfolk when the last of almost 25,000 tons of coal was loaded into the ship's five holds and the *Marine Electric* was ready to sail north to New England. She was heading into the teeth of a storm later dubbed on the

East Coast as "The Blizzard of '83."

As soon as the ship left protected waters and entered the sea, the storm-stirred ocean began sending large waves over the ship's bow, spewing across the forward hatch covers.

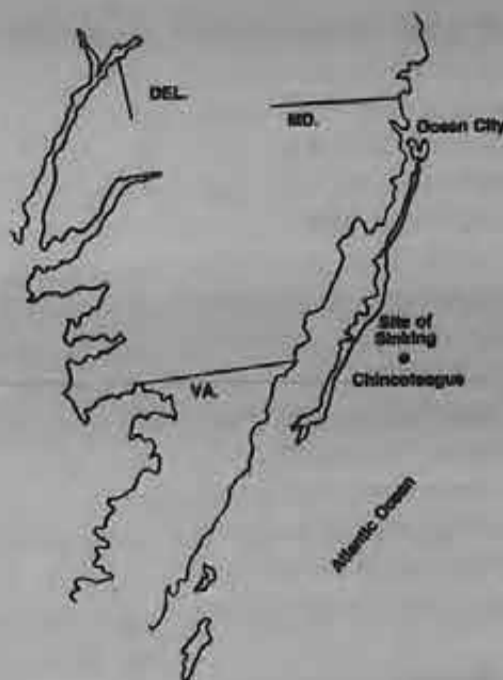
Those hatch covers are a possible key to the fate of the *Marine Electric*. Initial testimony from the three survivors centered around their concerns about the seaworthiness and watertightness of the covers. But testimony from others disputed their claims. In addition, the ship had a 3-inch gash in her bow which had been temporarily repaired with a cement patch following an earlier voyage, witnesses testified.

The storm intensified that night. The wind picked up to 50 knots and the 15-foot waves continued to break over the bow. Capt. Phillip Corl ordered the *Marine Electric* slowed from 12 to 8 knots.

"We were taking a beating. The captain came up and told us to slow down," AB Paul O. Dewey, 28, of Granby, Conn. said.

Dewey and the other survivors, Chief Mate Robert M. Cusick, 59, of Scituate, Mass. and Third Mate Eugene S. Kelly, 31, of Norwell, Mass. said that before the ship capsized they could feel she was "heavy at the head."

Most of the crew were asleep and the slowed ship seemed to be riding a bit easier. By midnight the officers and crew on the bridge noticed the ship was



growing even heavier forward, but the strong winds and heavy seas prevented anyone from checking the forward holds, some 400 feet from the bridge.

Cusick was asleep when the captain woke him around 3 a.m.

"I believe we are in trouble," he said the captain told him.

At about the same time the Coast Guard reported its first contact from the *Marine Electric*.

"The report we had was that she was taking water over the bow and going down by the bow," said Chief Warrant Officer Larry Gray of the Chincoteague Coast Guard Station.

At about the same time Kelly was awakened by a crewmember, told to put on a lifejacket and report to the bridge. He said when he arrived he could see the first two hatches were covered by five to six feet of water.

The three men said the preparations to abandon the ship were running smoothly and there was no panic as men readied lifeboats and rafts.

Finally at 4 a.m. Capt. Corl ordered the engines stopped and the ship abandoned. The Coast Guard was notified. The *Marine Electric* was listing slightly to starboard.

But the hours of pounding finally took its toll. As the crew were making their way to the lifeboats, suddenly and unexpectedly the *Marine Electric* rolled over.

"I just watched the ocean level climb up and grab me," Kelly remembered.

Cusick was making his way to the lifeboat. "The next thing I knew it was like the sound of water going out of the tub. I kept swimming, swimming until I reached a railing," he said.

Hanging on to an oar, Cusick said he floated in the stormy sea for about an hour. He said all around he could see the strobe lights on the life jackets bobbing up and down in the heavy seas. People were calling for help. The winds were blowing and the water was cold.

Cusick floated by an empty raft and was able to make his way into it.

"It was freezing cold. Seas came over and tried to wash me under. I thrashed around to keep circulation . . . (he called) lifeboat here, lifeboat here," but no one answered.

After about a half-hour in the water, Kelly found a lifering with five others hanging on to it. "There was a lot of praying, a lot of talking back and forth," he recalled.

But the freezing water and biting wind took their tolls. One by one the others slipped away, no longer able to hang on to the ring. He said finally there was only one other with him, the ship's radio operator.

"He said, 'I'm cold. I'm cold,' and was stiffening up," Kelly said. Shortly after daylight a helicopter spotted the lifering. "I turned to Sparks to tell him the (rescue) basket was here. But he wasn't there."

The rescue efforts only found the three men alive. The Coast Guard recovered 24 bodies and the others were believed trapped in the ship when she went down.

The question of why the *Marine Electric* went down may or may not be thoroughly answered. But according to some she shouldn't have.

"They don't sink every day in 15-foot seas. Fifteen-foot seas up north this time of year are normal. Fishermen fish in 15-foot seas . . . It's rough, it's nasty but it's normal," Coast Guard Lt. J. F. Boyd said.

Robert Cusick has a question too.

"Why was I saved, and so many other men, younger men with children were lost? Why was it that I was picked to be saved?"

CAN THE COSTS BE TRIMMED?

(Continued from page 4.)

Series construction would allow the costs of engineering and equipment to be spread over 10 ships as opposed to the normal one or two. Materials and equipment account for some 50 to 60 percent of construction costs. By constructing a series of ships, large discounts from suppliers would become available.

Standard designs and common components reduce the construction time and attendant costs.

Operations

Higher skills and productivity

are two keys to reducing operating costs, Mrs. Boggs said. She added that representatives in maritime labor have pledged realistic vessel manning scales, along with providing the highly skilled personnel needed for the new and more technologically advanced ships.

She added that some maritime unions have promised joint contracts for each new ship built under the program. Three complete crews would rotate between two ships, which would increase productivity and reduce costs.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

March 1983

Legislative, Administrative and Regulatory Happenings

The new session of Congress is barely two months old, and supporters of the maritime industry have taken Al Haig's advice to heart. They have "hit the ground running." They learned the hard way that to do otherwise is to court disaster.

During the 1980 election, President (then candidate) Reagan promised to "revitalize" the American-flag merchant marine. In retrospect, his promises read like a bad joke. The Reagan administration has what is possibly the worst maritime record ever. Important subsidies have been cut back or eliminated. American-flag operators have been encouraged to build their vessels in foreign-flag shipyards. Jobs have been lost.

Lindy Boggs

Congresswoman Lindy Boggs (D-La.) is one of a growing number of congressional leaders who understands the severity of the problems facing the American-flag merchant marine. She has reintroduced the Competitive Shipping and Shipbuilding Revitalization Act, H.R. 1242, which was overlooked during last year's ill-conceived lame duck session.

Fifty-five congressmen have volunteered to co-sponsor the legislation, which would require that five percent of all U.S. imports and exports be shipped on U.S.-flag vessels by 1984. (The 5 percent figure would be increased by one percent a year until 20 percent of all bulk imports and exports are carried on American-flag vessels.)

Frank Drozak

Frank Drozak, president of the Seafarers International Union, has joined Lane Kirkland and other labor leaders in speaking out against the administration's plan to export American jobs under the guise of the Caribbean Basin Initiative. He has also taken a forceful stand against the administration's decision not to renew the Export Administration Act, which bans the export of Alaskan oil. The latter issue is of extreme importance to American seamen. American security is at stake, and so are 40 tankers and 1,500 seagoing jobs. Once again, it's jobs and job security that are on the line.

Daniel Inouye

Senator Daniel Inouye (D-Hawaii) is remarkable. The new session of Congress is barely two months old, and this strong believer in a viable U.S. maritime policy has already introduced four major pieces of maritime legislation: S. 125, which would revive the Construction Differential Subsidy Program; S. 188, which would further the development of a strong merchant marine by requiring that certain mail of the United States be carried on vessels of U.S. registry; S. 205, which would extend the jurisdiction of the Shipping Act of 1916; and S. 206, which would increase the role of the Secretary of Transportation

in administering Section 901 of the Merchant Marine Act of 1936.

Maritime Decline: Jobs

The American Shipbuilding Company has closed its shipyard in Toledo, Ohio. At its peak, the Toledo yard employed more than 350 workers.

Officials at the company blamed the depressed state of the national economy for the closing. Yet the closing must be seen as being part of a larger trend. In 1960 there were more than 200 bulk carriers on the Great Lakes. Now there are only 100, and half of them are laid up for lack of cargo.

The deterioration of the American maritime industry has accelerated during the past two years. The American-flag merchant marine has lost 22 ships since 1981. (It now has 509 vessels, 200 fewer than the amount lost during World War II.) During the past two years five commercial shipyards have closed.

This trend has had tangible results for American seamen, which can be felt whenever a member bids for a job. U.S. shipboard jobs have declined by almost 3,000 during the past two years, to 19,942. A bigger job decline has occurred in the shipbuilding industry. In 1981 there were 27,525 jobs. Today there are 16,000.

It took a Republican congressman, Rep. Gene Snyder of Kentucky, to find the words to put the Reagan administration's maritime record in perspective. After politely listening to Admiral Shear, head of the Maritime Administration, testify about the administration's decision to put a cap on Title XI funding, Rep. Snyder replied, "I have a hard time understanding your testimony on this. The administration's position is like being between the dog and the fireplug."

Strategic Petroleum Reserve

While welcomed, falling oil prices have had one undesirable effect. Reagan officials are using the momentary glut in the world's oil market as an excuse not to fill the Strategic Petroleum Reserve at the rate mandated by law.

Last year, Congress passed a law which told the president to fill the Strategic Petroleum Reserve at a rate of 220,000 barrels of oil a day (300,000 if the president decides that it is in the national interest to do so). This year's budget proposals contain enough money to fill the SPR at a rate of 140,000 barrels a day. So much for Reagan's respect for congressional mandates.

Reaction to the proposals has been swift and negative. *The New York Times* ran an editorial calling the Reagan administration "penny-wise and pound foolish." We agree. Now is the time to take advantage of falling oil prices to fill the Strategic Petroleum Reserve, not later.

At the monthly membership meeting in New York, Frank Drozak, president of the SIU, told our members that, "The problems facing the American-flag merchant marine are substantial. It is nearly impossible to find solutions to them when you have to spend half your time making sure that the people in charge of formulating policy don't evade the law."

Strategic Materials

The British government has established a strategic stockpile to ensure supplies of critical metals and minerals for important industries in case war breaks out.

According to private sources, the British government decided to go ahead with the stockpile because of its experience with the Falkland Islands dispute. The stockpiling of strategic materials is part of a comprehensive British defense program that gets the most out of monies allotted to the defense budget.

The British understand that the procurement of advanced technology is only part of an overall defense effort. There is no use in spending money on advanced technology if you don't have the sealift capability to transport that technology to combat zones, the oil to fuel your vessels, or the strategic minerals necessary to run an efficient national defense machine.

Passenger Vessel Industry

Two bills have been introduced in Congress that would seriously impede the revival of the American-flag passenger vessel industry just as it is beginning to take hold.

Rep. Baltasar Corrada (D-P.R.) has introduced H.R. 89, which would allow the operation of foreign-flag vessels between U.S. ports and Puerto Rico, either directly or by way of foreign ports. Rep. Duncan Hunter (R-Calif.) has introduced similar though more extensive legislation. Hunter's bill, H.R. 1130, would permit the carriage of passengers between ports and places in the United States by foreign vessels if the voyages of such vessels do not directly compete with U.S.-flag vessels.

The PL-480 program came under attack earlier this year when the Department of Agriculture tried to exclude the sale of flour to Egypt from its provisions. The flour had been given to the mill operators as part of the government's overall farm subsidy program. The Agricultural Department argued unsuccessfully that PL-480 did not apply because there was no direct cash subsidy.

After much pressure from the SIU, President Reagan issued an executive order forcing the Agriculture Department to live up to the provisions of the PL-480 program. Elizabeth Dole, secretary of the Department of Transportation, was instrumental in persuading President Reagan to adopt the stance.

Some Sections of New Code Draw Drozak's Fire:

Peter Friedman, Counsel
Senate Subcommittee on Merchant Marine and Coast Guard

Dear Mr. Friedman:

Seafarers International Union of North America, AFL-CIO (SIU) is a labor organization which counts among its members thousands of unlicensed seamen who work aboard U.S.-flag merchant vessels, plying the oceans, Great Lakes and inland waters. In the interest of marine safety and existing rights of its members, SIU submits these comments pertaining to S. 46, 98th Congress, first session (Jan. 26, 1983), which euphemistically has been referred to as a recodification of Title 46 of the U.S. Code.

We have reviewed S. 46 in light of the intent of the sponsors of the bill and its drafter, the United States Coast Guard, to recodify Title 46 without creating substantive changes prejudicial to those who are affected by the regulatory framework provided by the statutes contained in existing Title 46 and without broadening existing regulatory authority. It is based on the aforementioned supposition that we bring to your attention the following proposed statutory provisions which, if enacted, will seriously undermine marine safety and prejudice the existing rights of SIU members contrary to the avowed intent.

Proposed Section 3206 relating to the scope and standards of vessel inspections and proposed Section 3207 relating to Regulations promulgated pursuant to Section 3206 and other proposed statutes contained in Chapter 3 of S. 46 incorporate provisions of no less than 34 statutes contained in existing Title 46. Unlike the proposed statutes, existing statutes provide minimum standards and specifications for the substance and procedures pertaining to vessel inspections. The proposed statutes are generalized and materially broaden the scope of the regulatory discretion of the Coast Guard to deem a vessel fit or unfit for service.

We are opposed to the elimination of specific standards and criteria which presently exist by statute because the inspection process is a vital and critical element of safety to our members. The inspection process is far too important to leave to a regulator's discretion without the existence of a standard against which minimal safety can be measured. We suggest that to correct the substantive changes which will be wrought by Sections 3206 and 3207 an additional section setting forth existing minimum standards be included to act as a statutory floor to guide

The U.S. Senate is working a bill that is designed to update Title 46 of the U.S. Code. That part of the federal law basically covers safety regulations, inspection requirements and sailors' rights and protections on the oceans, Great Lakes and inland waters. Some sections of the code are more than 100 years old, and others overlap and contradict.

those who operate and inspect vessels. Such approach was adopted in S. 46, at subchapter 4, Section 3403, with respect to minimum standards for the design, construction and operation of tank vessels and should be applied with respect to all other inspected vessels.

Proposed Section 3209, which is being substituted for existing Sections 435, 660a and 660b, substantively changes the requirement for periodic interim inspections between the biennial inspections required for most vessels. Section 435 requires frequent and regular inspections of vessels to ensure their continued safety to persons aboard. Sections 660a and 660b require monthly inspections to ensure that crew accommodations aboard vessels are sanitary and have all plumbing and appliances in proper repair. The requirements for these regular and frequent inspections are eliminated by virtue of their lack of inclusion in S. 46.

Proposed Section 3214(b) similarly decreased measures of safety existing under present law. Pursuant to existing Section 435 a vessel which fails to comply with applicable statutory and regulatory standards for vessel safety, or otherwise is unsafe, shall have its certificate of inspection revoked until deficiencies are corrected. The proposed statute undesirably leaves the decision to revoke a non-complying vessel's certificate to the regulator who may revoke such certificate only "if necessary." No criteria or guidelines are set forth to indicate when revocation is "necessary." We suggest that the "if necessary" phrase be replaced by the existing standard, to wit, if the vessel is unsafe for any reason.

Proposed Section 3216(a) requires, *inter alia*, that unlicensed crewmembers, documented merchant marines, assist in the examination or inspection of a vessel on which they are serving and point out defects and imperfections known to them in matters subject to regulation and inspection. They are

While the SIU supports the updating effort, the Union has kept a constant watch on the process to make sure your rights and safety are not endangered. Following is a letter from SIU President Frank Drozak to the Senate Subcommittee on the Merchant Marine. It outlines several objections and problems the Union has with certain portions of legislation S-46.

further required to make known to officials designated to enforce this law at the earliest opportunity, all accidents or occurrences producing serious injury to the vessel, its equipment, or persons thereon. The basis for this statute is existing Section 234 which, however, is not as sweeping as that proposed. In effect it is a substantial substantive change and exposes documented merchant mariners who have no supervisory authority to substantial regulatory discipline as well as liability. This provision, if at all warranted, should be applicable to licensed personnel who are in effect the supervisors of all personnel aboard the vessel. As presently statutorily provided in the course of inspections documented government officials can request all personnel to assist and at that time inquire of those seamen assisting them any and all information relative to the vessel's accidents or injuries to personnel. This proposal, in part, shifts the responsibility of the government inspector to unlicensed seamen who have little authority aboard a vessel.

Proposed Section 3402(4) gives the Secretary authority to regulate "duties" of the crews of tank vessels. This provision is an unwarranted expansion of regulatory authority. The statute should be limited to ensure that the regulator does not usurp the collective bargaining process with respect to work assignments performed by unlicensed crewmembers.

Proposed Section 5101 requires only that marine casualties resulting in loss of life be reported to the Coast Guard. The decision whether other marine casualties must be reported is left to the discretion of the regulator. In order to properly police marine safety, all marine casualties must be reported as required by existing Section 239.

In describing the rights of parties of interest in proposed Section 5203, the statute places holders of merchant mariners' documents separate and apart from owners, masters and licensed officers. The present statute providing for hear-

ings and who are parties in interest has been judicially determined and the federal courts have concluded that unlicensed seamen are "parties in interest" with full rights to participate at such hearings. This is a sharp revision of substantive law and is unacceptable. The proposal should be corrected by placing the phrase "each holder of a merchant mariners document" immediately after "licensed officer" to indicate that all of the aforementioned persons have equal standing with respect to their rights to participate in investigation of marine casualties.

Section 6215(a) as proposed, would grant expressed statutory authority for the Coast Guard to establish new ratings in all departments by regulation. Under present law no such authority exists. By reason of the fact that creation of new ratings will impact upon working conditions if not wages which are subjects of collective bargaining, more definitive information is required as to what new ratings are proposed, the standards utilized, whether they will cross departments and the like, before assent is had to this provision. In other words, further dialogue is necessary.

Proposed Section 7101(c) states that a Coast Guard designated manning scale set forth in a vessel's certificate of inspection "may be appealed to the Secretary under prescribed regulations." The statute does not identify the person who may appeal to the Secretary. Pursuant to existing law, Section 222, "any person aggrieved" may file such appeal. This provision should be retained.

Proposed Section 8102(a) states that the Secretary shall designate "officials" to act as shipping commissioners. The titles of such officials are not identified and apparently are not limited to officials who may act as shipping commissioners under existing law, i.e., persons with knowledge of statutes enacted for the protection and relief of seamen.

Proposed Section 8104, which grants the Secretary authority to promulgate regulations to carry out provisions of Chapter VIII of S. 46 is superfluous in light of the grant of authority set forth in proposed Section 1002.

Proposed Section 8203, drastically changes existing Section 713 concerning the provisions to which seamen are entitled. A specified scale of provisions is replaced by a more generally designated diet.

(Continued on next page.)

Sections of New Code Draw Fire:

(Continued from page 10.)

In view of the fact that no particular foods are specified we object to the condition of Section 8203(a) that the statutory diet be provided only "where available." A vessel owner or operator should not be excused from providing the daily statutory minimum since provisions necessary to meet the statutory minimum should always be available.

Proposed Section 8305(b) sets forth the penalties if seamen report to a vessel tardily. Unlike existing Section 576, the proposed statute does not state that a tardy seaman shall be excused from such penalty if a log entry of his tardiness is not made on the same day that he was due to report.

Proposed Section 8502 limits the time for making a complaint of unseaworthiness based upon unfit water or provisions to a period before the vessel leaves the harbor. Existing Section 662 provides that such complaints of unseaworthiness may be made at any time. The existing provision should be retained.

SIU objects to the proposed repeal of some existing statutes, as set forth in the Table of Statutes repealed at proposed Section 11002. Specifically, SIU believes that safety standards and criteria as set forth in existing laws such as Section 390e, 467, 477, 478, 479, 480, 482, 493, 494 and 495 are necessary to marine safety. The permanency of safety measures, as declared by statutory provision, is desirable in view of the changing philosophies of regulators of marine safety who come and go with successive administrations.

SIU also objects to the repeal of existing statutes which grant rights concerning protection and relief of seamen or which penalize governmental officials and others who do not lawfully perform their duties in the interests of marine safety and seamen's welfare. Such statutes include existing Sections 403, 491, 495, 572, 573, 603, 604, 605, 660-1, 660a, 709 and 711.

Since the intent of the drafters and sponsors of S. 46 is to refrain from making substantive changes prejudicial to existing rights, we suggest that a statute in S. 46 be included to set forth such intent, as was included in predecessor bill S. 2660. Section 11001(a) of that bill stated:

"(a) The legislative purpose in enacting this Act is to restate, without substantive change, the laws repealed by this Act on its effective date. Laws effective after March 1, 1982, that are inconsistent with this Act are considered as

superseding it to the extent of the inconsistency."

Notwithstanding the intent to refrain from making substantive changes, SIU is fully cognizant that some substantive changes will be wrought by S. 46. For instance, it is the intent of the framers of S. 46 to remove from the book archaic laws inappropriate to our modern merchant marine. Consequently, SIU does not object to repeal of existing laws such as those which require that seamen be provided with one woolen suit of clothing and be given a ration of limes on a weekly basis. However, SIU does object to the inclusion in the proposed recodification of statutes such as proposed Section 8701, which sets forth offenses and penalties pertaining to seamen aboard ship. The penalties are not commensurate with the offenses, in accordance with our modern concepts of justice, and in some respects are proposals for cruel and inhuman punishment inconsistent with our Twentieth Century system of justice. For instance, subsection 5 of proposed Section 8701 states as follows:

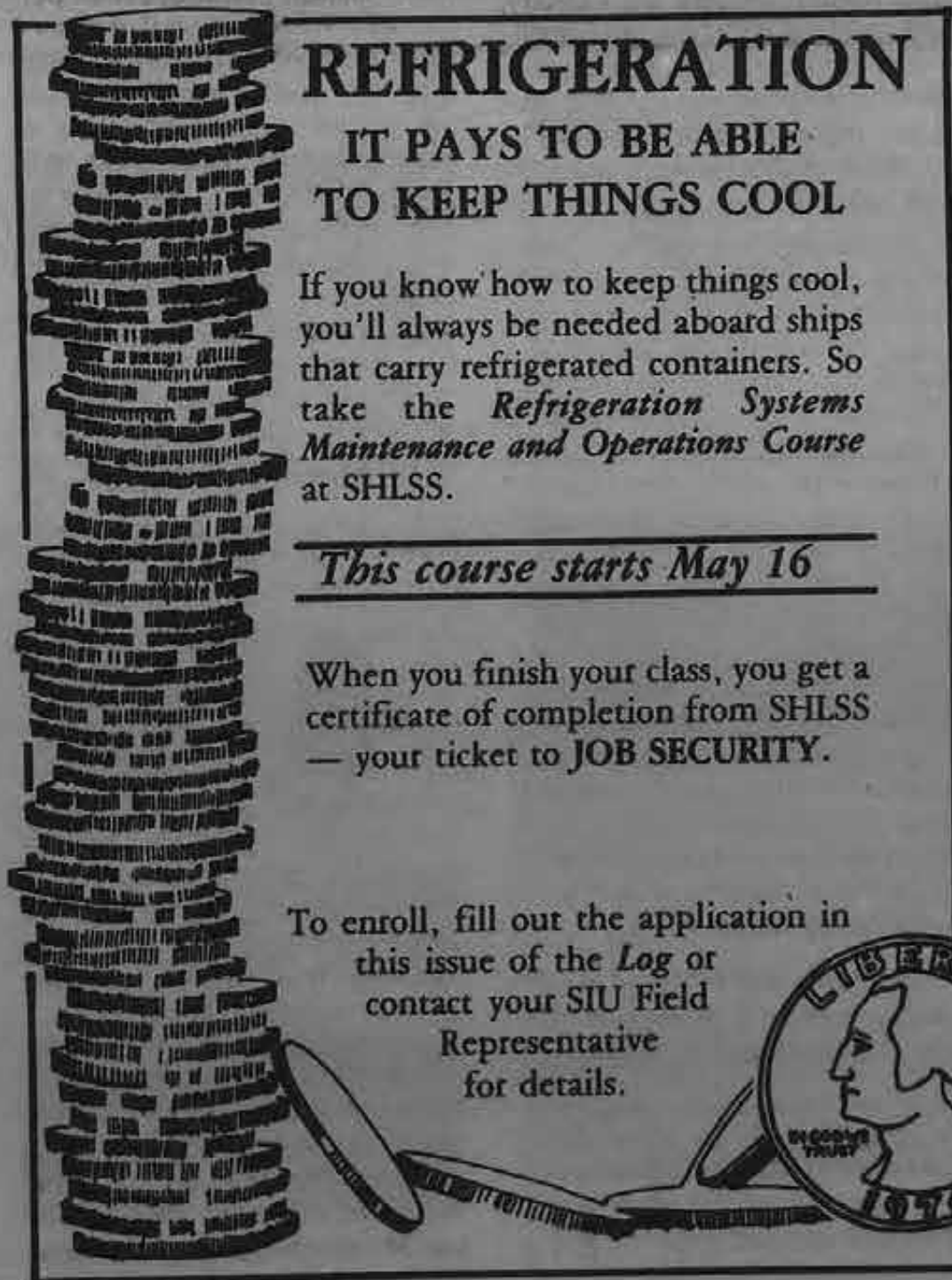
"(5) for continued willful disobedience to lawful command or continued willful neglect of duty at sea, by being, at the discretion of the master, placed in irons, on bread and water, with full rations every

5th day, until such disobedience shall cease, and upon arrival in port by forfeiture, for every 24 hours' continuance of such disobedience or neglect, of not more than 12 days' pay, or by imprisonment for not more than 3 months, at the discretion of the court;"

Proposed Section 8701 must be amended and modernized. And seamen who are accused of crimes at sea must be notified of their constitutional rights at the time the government's agent, the master of the vessel, charges or detains a seaman for conduct which constitutes a crime.

We are appreciative of this opportunity to present our views and comments concerning S. 46. We have worked in a spirit of cooperation with the drafters of the bill to ensure that the rights and interests of our members will not be abrogated as a result of the proposed recodification of Title 46. It is our intent to continue to work in a similar vein with this committee. My staff and I will be happy to meet with members of the committee or their staff in order to achieve passage of a recodification which is not prejudicial to our membership.

Frank Drozak
President



REFRIGERATION

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To enroll, fill out the application in this issue of the *Log* or contact your SIU Field Representative for details.

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.
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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) 568-8900

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) 991-4400

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Davies, Roberts, Reid,
Anderson & Wacker
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Seattle, Wash. 98119
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2620 West Kennedy Boulevard
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Inland News

Our Members At Work

Aboard Dixie Renegade in Cameron, La.



SIU Rep Bob Vahey (r.) gabs with (l. to r.) Pilot Gerry Williams, Capt. Dennis Bourg and Tankermen Tom Callahan and Ron Thomas in deckhouse of the tug *Dixie Renegade* (Dixie Carriers) dockside in Cameron, La.

Deckhands on the Deck of the Harry Brindel



On the deck of the tug *Harry Brindel* (Heartland Transportation) in the port of New Orleans (l. to r.) Deckhands Mike Healy, Steve Scufari and Matt Mallon place ballots to elect a Contract Negotiating Committee this month.

Dixie Carriers Chief Blasts RR Bid

Archie L. Wilson, head of Dixie Carriers based in the port of New Orleans, late last month in Houston rapped a proposed bill by U.S. Sen. Robert Packwood (R-Ore.) which would let railroads operate barge lines.

"It makes us suspicious to hear proponents of rail entry into barging ask for the changes of the present restraints which simply say that rail ownership of a barge line is permitted except where ownership may 'exclude, prevent or reduce competition,'" Wilson charged.

2 Pilots and a Captain on the Dixie Courage



Dixie Courage Capt. Percy Primeaux poses with (l. to r.) Pilots Mike Lordos and Don Everett.

On the Dixie Volunteer

Dixie Courage Tanker



Dixie Carriers (l. to r.) Capts. Brewster Knott and Bill Battise on *Dixie Volunteer*.



Here's *Dixie Courage* Tankerman A. J. Taylor.



Tankermen Clyde King and Scott Hart on *Dixie Volunteer*.

Crowley Launches 'Heaviest Barge'

Crowley Marine launched its "heaviest barge" last month, the second of two to come from the FMC Corp. in Portland, Ore.

The 400-by-105 foot barge costs \$5-million and hauls 3,000-ton modules from the West Coast to Alaska's North Slope.

National Mission Crew Poses



Crew of the *National Mission* (National Marine Co.) gather 'round for their picture. (l. to r.) Adell Gauthier, tankerman; Lee McNamara, tankerman; Keith Gladdisa, pilot; Bill Greer, captain; and Teddy Carlisle, tankerman.

On the National Enterprise



Here's someone taking a side look at the burnt-out towboat *National Enterprise* (National Marine Service) which caught fire amidship in the lavatories Saturday morning Jan. 8 at Westwego, La. near the port of New Orleans. None of the crew onboard of Capt. Ed Henleben, Pilot Norm East, Tankerman Fred Payne and Cook Billy Stubblefield was injured fighting the blaze.

INLAND LINES

Lakes' Dredging Starts Up

Luedtke Engineering Co. has been awarded a year-long pipeline project contract in Sheboygan, Wis. Work is expected to begin in late April.

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Dunbar and Sullivan Dredging Co. has begun a fitout of tugs and dredges and began in early March on a dredging project in Huron, Ohio.

The Peter Kiewits Sons' Co. will complete a lake outfall pipeline at Lakewood, Ohio. It is expected to be completed in about three months.

Sabine Contract Talks Begin

Contract negotiations at the Sabine Towing and Transportation Co. of Port Arthur, Texas began early this month. The contract expires on Mar. 31.

Heartland Contract Ratified

The new contract for Boatmen of the Heartland Transportation Co. of the port of St. Louis late last month was unanimously accepted and ratified by the membership rank-and-file.

National Marine Service has expanded its shipyard repair facilities in this port by adding a No. 7 3,200-ton lift drydock measuring 200 feet by 95 feet with a span of 85 feet.

The yard now handles line haul towboats up to 10,000 hp, miniships, offshore barges (tank, deck and dry cargo) drill rigs, dredges and ferryboats.

National Marine also owns and operates the Grafton and Hartford Shipyard flanking Lock and Dam 26 in Alton, Ill.

C. G. Willis Contract Talks Continue

Contract renewal negotiations at the C. G. Willis Co. in the port of Norfolk were still going on at the beginning of this month. The three-year agreement ended at the end of February.



SIU Rep Bob Hall (l.) goes over a new pension formula with Chief Engineer Frank Stanley of the towboat *National Energy*.



National Marine's Kent Shedran (l.) fills out fire report on the *National Enterprise*. At right is Pilot Norm East.

National Navigator



National Enterprise Capt. Ed Henleben on the deck of the towboat *National Energy* on Jan. 9 shows a piece of his luggage he saved from the fire.



Emmet Gillett, tankerman on the *National Navigator* (National Marine Co.), checks the tanks on the barge at the dock in New Orleans.

**Support Your Blood Bank
It's a Life Saver**

Inland Pensioners



Eugene Woodrow Moore, 60, joined the Union in Port Arthur, Texas in 1963 sailing as a captain for Sabine Towing from 1946 to 1982. Brother Moore was born in Nacogoches, Texas and is a resident of Groves, Texas.



Stanley S. Bratkowski, 59, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Charles H. Harper Associates from 1948 to 1964 and for Curtis Bay Towing from 1964 to 1982. Brother Bratkowski was born in Baltimore and is a resident there.



Chester Leonard Ciesielski, 62, joined the Union in the port of Baltimore in 1956 sailing as a chief engineer for Charles H. Harper Associates from 1942 to 1982. Brother Ciesielski was born in Baltimore and is a resident of Punta Gorda, Fla.



Elmer E. McCoy, 62, joined the Union in the port of St. Louis, Mo. in 1969 sailing as a chief steward for the Inland Tug Co. Brother McCoy was born in Kentucky and is a resident of Portsmouth, Ohio.

Clifford Leroy Hannah, 69, joined the Union in the port of New Orleans in 1970 sailing as a tug operator, tankerman and captain for Dixie Carriers from 1956 to 1982. Brother Hannah was born in Pensacola, Fla. and is a resident of Laurel, Miss.

Michael Joseph Lipari, 59, joined the Union in the port of New York in 1960 sailing as a deckhand, mate and bridge motorman for the Penn-Central Railroad from 1952 to 1982. Brother Lipari was born in Jersey City, N.J.

Michael Wanca, 65, joined the Union in the port of New York in 1960 sailing as a deckhand for the Penn-Central Railroad from 1936 to 1982. Brother Wanca was born in Jersey City, N.J.

Robert Francis McKnight, 65, joined the Union in the port of Philadelphia in 1972 sailing as a deckhand for IOT from 1970 to 1982. Brother McKnight sailed deep sea for the SIU from 1966 to 1970. He was born in Pennsylvania and is a resident of Philadelphia.

In Memoriam

Pensioner Allen Dale Bridgeman, 64, died of cancer in the Pungo District Hospital, Belhaven, N.C. on Nov. 20, 1982. Brother Bridgeman joined the Union in the port of Philadelphia in 1968 sailing as a tankerman and captain for IOT and Sonat Marine. He was born in North Carolina and was a resident of Belhaven. Interment was in the Odd Fellows Cemetery, Belhaven. Surviving are his widow, Virginia; a daughter, Lorita and a brother, Colin.

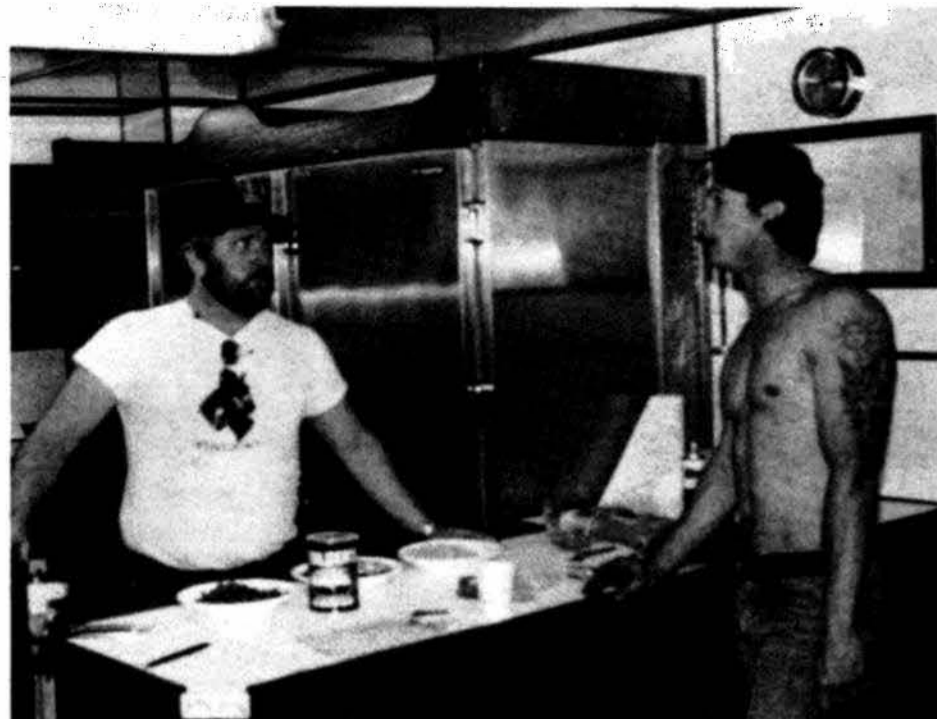
Albert Earl Hart, 55, died of cancer in the Slidell (La.) Hospital on Sept. 26, 1982. Brother Hart joined the Union in the port of New Orleans in 1966 sailing as a tankerman, mate and pilot aboard the tug *Dixie Maurauder* (Dixie Carriers) from 1966 to 1977 and for the company from 1953 to 1977. He was a former member of the Masters, Mates and Pilots Union (MM&PU). Boatman Hart was a veteran of the U.S. Army in World War II. A native of Poplarville, Miss., he was a resident of Pearl River, La. Burial was in the Bethlehem Cemetery, Hickory, La. Surviving are his widow, Lola Belle; sister, Mrs. James (Suphronia) Garretson of Pearl River and a son-in-law, Neil Joliff.

Alton Earl Lewis Sr., 46, died of a

heart attack on arrival at the Chesapeake (Va.) General Hospital on Nov. 7, 1982. Brother Lewis joined the Union in the port of Norfolk in 1969 sailing as a captain for Norfolk Towing in 1956. He also worked in the Colonna Shipyard, Norfolk. Boatman Lewis was born in North Carolina and was a resident of Chesapeake. Interment was in the Chesapeake Gardens Cemetery. Surviving are his widow, Mary; two sons, Alton Jr. and Steven and his mother, Eva of Bath, N.C.

Eugene H. Maui Sr., 51, died of a heart attack in Metropolitan Hospital, Philadelphia on Sept. 9, 1982. Brother Maui joined the Union in the port of Philadelphia in 1967 sailing as a chief engineer, diver and deckhand for the Curtis Bay Towing Co. and the Delaware River Lighterage Co. in 1963. He attended a Pilots Class in 1978 at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Piney Point, Md. Boatman Maui was a former member of Local 107 International Brotherhood of Teamsters Union. Maui was a veteran of the U.S. Army during the Korean War. Born in Philadelphia, he was a resident there. Interment was in the Cathedral Cemetery, Philadelphia. Surviving are his widow, Anna Mae; two sons, Eugene Jr. and Michael and a daughter, Mary Ann.

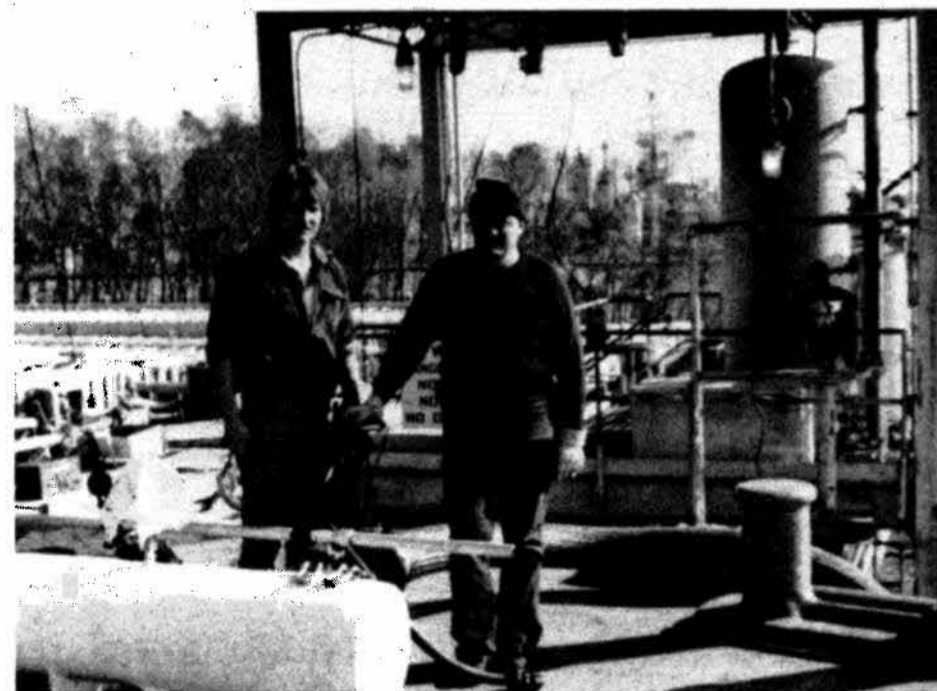
On the Energy Altair In the Port of New Orleans



AB Jerry Larson (r.) of the new towboat *M/V Energy Altair* (Energy Transport) talks with SIU Rep Bob Hall in the galley of the ocean tug-barge at the port of New Orleans.



Starting to cook dinner is Cookie Joe Conlin in the very spacious galley of the *M/V Energy Altair*.



AB-Tankerman Ron Dailey (r.) and Reefer Technician Steve Doran are standing by at the pumping station of the *Energy Altair's* barge carrying anhydrous ammonia.

At Radcliff Materials Houma Yard



With a background of dredged-up shells at Radcliff Materials Houma (La.) Yard stand (l. to r.) Roy Trosclair, Shop Steward Tom Aston, Crane Operator Dave Trosclair, Oiler Ronald Mabire and SIU Rep Bob Vahey.

In the Galley Of the Tug Swan



DH Brian Lejeune in tug Swan (Radcliff) galley.

Dredge Albatross



Near Morgan City on the dredge Albatross (Radcliff) are DH Carl Ezell (l.) and Cook Bob Odom.

Union Meeting on the Mallard



Engineer James Nouwood (r.) of the dredge Mallard and (l. to r.) Oiler James Colbert and Relief Capt. Orrie Odom take part in a Union meeting aboard their boat.

Radcliff Crews at Work



Welders Odell Chestang (l.) and Donny Weaver aboard the dredge Pelican show their Union books to SIU Rep Bob Hall.



Welders Al West (l.) and James West on the dredge Pelican (Radcliff Materials) at Houma, La. to make refurbishing repairs.



On the crewboat coming back from the dredge Mallard (Radcliff Materials) are Chute Operator Harris Stacey (l.) and Leverman Elvin Stacey.



Taking a coffee break on the dredge Pelican (l. to r.) are Capt. Alvert Villon, Leverman Stan Guidry, Welder Carlton Amos and Engineer Elvin Veillon.



Aboard the dredge Mallard are (l. to r.) Deckhand Daniel Eubank and Chute Operators James Tumberville and Hybard Dees.

Port of Philadelphia

SIU Inland Members At Work



THE PORT of Philadelphia is a busy crossroad for both foreign and domestic traffic. Here in the deep waters of the port, the boats of SONAT and Curtis Bay are busy docking

incoming freightships and maneuvering barges of commercial cargo.

Manning these boats are the members of the Seafarers International Union. They are cap-

tains and mates, cooks and deckhands, tankermen and engineers.

Earlier this month, our LOG photographer went aboard some of these boats to get these photos of our members at work.



Capt. Johnny Jones is in the wheelhouse of the *Delaware* (Curtis Bay Towing) in the port of Philadelphia.



SIU Representative Mark Trepp (l.) meets with several crewmembers of the *H. C. Jefferson* (Curtis Bay Towing). They are (l. to r.) Capt. Eddie Bethel, Oiler Harry Chromiak Jr. and Engineer Ernie Trotter.



Taking a break from his duties onboard the *H. C. Jefferson* (Curtis Bay Towing) is Mate Ed Hultz.



Cook Paul Zilkow is about to prepare a meal aboard the tug *Delaware*.



The tug *Lambert Point* (Curtis Bay Towing) is docked in the port of Philadelphia after a hard day's work.



SIU Representative Mark Trepp joins several crewmembers onboard the *Reedy Point* (Curtis Bay Towing) for a cup of coffee and some good talk. Pictured in the tug's galley are (l. to r.) Mate Bill O'Neill, Cook Charlie Oski, Capt. Jake Joyce, Trepp, Deckhand John Gallagher and Engineer Paul Dukel.



Standing on the deck of the *Wagners Point* (Curtis Bay Towing) is SIU Boatman John Kahriger, deckhand.



Shown aboard the *Patriot* (SONAT Marine) in the port of Philadelphia is a father-son team: Mate Roy Alcock (l.) and AB Tony Alcock.



The *H. C. Jefferson* (Curtis Bay Towing) waits for a call to guide a deep sea vessel through the shallow waters of the port of Philadelphia.



Deckhand William Williford takes time out aboard the tug *Delaware*.



SIU Representative Mark Trepp (far right) meets with several crewmembers onboard the *Lambert Point* (Curtis Bay Towing). Next to him are (l. to r.) Cook Dave Appel, Capt. Bill Southard and Mate Leon Paulley.

Ogden Champion Sets New Loading Record

Onboard the S.S. *Ogden Champion* (Ogden Marine), Feb. 14, 1983 started out as a routine day at the new Trans-Panama Pipeline terminal in Chiriqui, Panama where the SIU crew began loading 265,000 gallons of oil into the vessel's tanks.

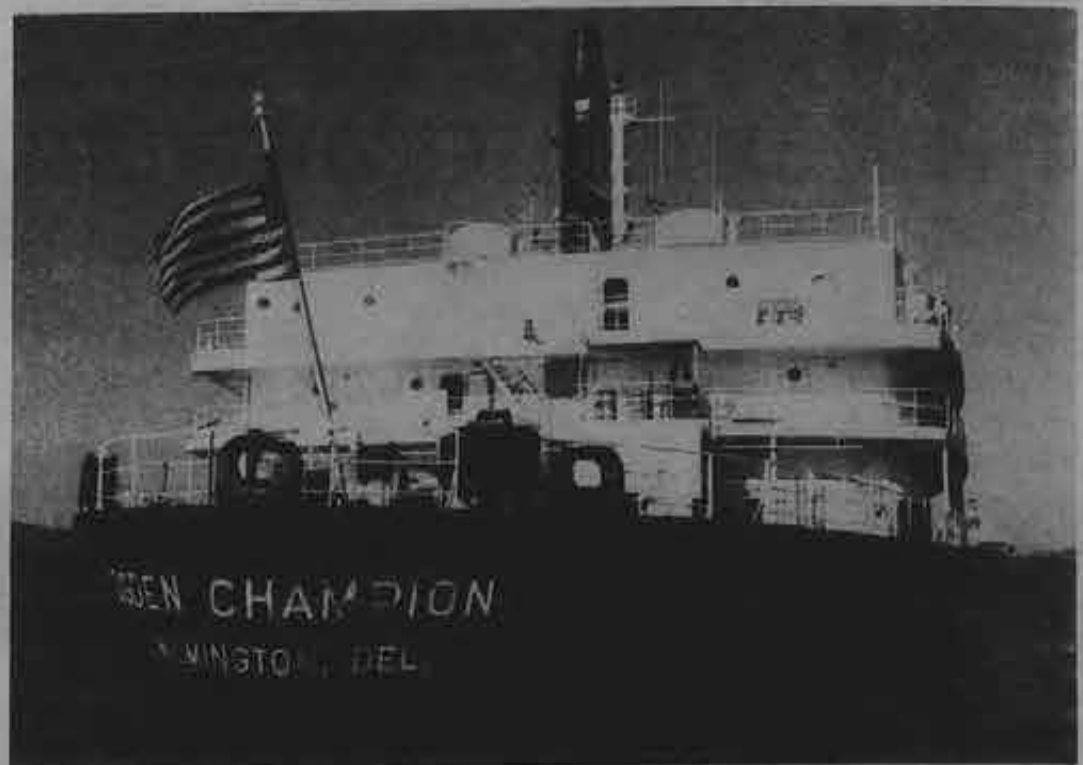
From experience they knew that this would be a 9½ to 10 hour job. Then a crewmember casually asked his mates if there were any record time for such a loading.

It was as if a silent alarm had been sounded. The members looked around at one another; instinctively they knew what they wanted to accomplish. If

any group could break the record, the SIU crew felt they could.

The officers and crew went to work, giving it their all. And they did it! The *Champion* was loaded in seven hours flat, establishing a record for the fastest loading time of any Exxon-operated vessel.

Before sailing on to Lake Charles, La. with her full load, *Ogden Champion's* Chief Steward Rudy de Boissiere received a radiogram from Craig Rassinier, charter fleet coordinator for Exxon Marine, extending his "congratulations for a job well done to all officers and crew."



Learning By Doing At SHLSS



Hands on experience is gained when scholarship students board the CL2 harbor tug and Mississippi River *Susan Collins* pushboat docked at the Harry Lundeberg piers.



Classroom exercises give students a solid understanding of navigational mechanics. Scholarship classmates Lorenzo Diaz (L.) and Tony Roman are pictured manipulating sextants to measure distances.

Dispatchers Report for Deep Sea

FEB. 1-28, 1983

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	3	5	0	4	1	0	1	4	10	0
New York	67	24	1	53	22	0	0	154	55	3
Philadelphia	4	2	0	0	5	0	0	7	3	1
Baltimore	13	3	0	3	1	0	0	35	15	0
Norfolk	8	13	0	12	7	0	0	18	24	0
Mobile	8	0	0	23	6	0	3	23	12	0
New Orleans	48	7	1	32	4	0	0	129	35	2
Jacksonville	23	8	0	25	19	0	2	70	25	2
San Francisco	24	7	3	25	4	0	1	62	18	6
Wilmington	19	11	0	19	5	0	0	52	35	5
Seattle	27	16	1	19	16	0	0	57	37	2
Puerto Rico	10	1	0	21	5	0	0	19	5	0
Houston	31	22	0	31	10	0	3	90	57	2
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	265	121	6	267	169	0	10	720	331	23
ENGINE DEPARTMENT										
Gloucester	0	2	0	1	1	0	0	2	7	1
New York	62	15	1	36	5	0	0	149	45	1
Philadelphia	2	1	0	0	2	0	0	6	1	0
Baltimore	11	3	0	1	1	0	0	30	5	0
Norfolk	12	4	0	10	1	0	0	20	9	0
Mobile	10	1	0	9	0	0	4	23	11	0
New Orleans	37	6	0	28	5	0	2	94	21	0
Jacksonville	18	4	0	22	5	0	0	51	19	2
San Francisco	26	12	2	19	7	0	1	48	23	3
Wilmington	11	4	0	7	1	0	0	31	17	0
Seattle	16	5	1	16	4	0	0	52	17	1
Puerto Rico	11	4	0	5	4	0	0	12	6	0
Houston	27	6	0	16	1	0	0	59	29	3
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	243	67	4	170	41	0	7	577	210	11
STEWARD DEPARTMENT										
Gloucester	0	0	0	0	0	0	0	0	1	0
New York	45	6	0	30	17	0	0	66	33	0
Philadelphia	1	0	0	3	2	0	0	2	0	0
Baltimore	5	0	0	3	2	0	0	14	1	0
Norfolk	9	1	0	6	3	0	0	17	4	1
Mobile	6	0	0	13	5	0	6	14	3	0
New Orleans	17	3	0	19	12	0	1	51	11	0
Jacksonville	12	3	0	14	5	0	0	31	21	0
San Francisco	19	23	3	10	30	0	0	35	63	4
Wilmington	3	1	0	6	7	0	0	15	8	1
Seattle	7	3	1	14	16	0	1	15	13	1
Puerto Rico	2	1	0	1	3	0	0	5	2	0
Houston	10	8	0	10	4	0	0	30	16	0
Piney Point	0	0	0	0	7	0	0	0	0	0
Total	135	49	4	129	113	0	8	295	166	7
ENTRY DEPARTMENT										
Gloucester	0	8	0	0	0	0	0	0	22	0
New York	22	73	6	0	0	0	0	39	203	19
Philadelphia	2	12	0	0	0	0	0	5	10	0
Baltimore	4	13	0	0	0	0	0	18	33	3
Norfolk	3	14	0	0	0	0	0	7	41	0
Mobile	1	9	2	0	0	0	0	4	26	2
New Orleans	22	31	2	0	0	0	0	41	95	7
Jacksonville	6	18	1	0	0	0	0	19	55	3
San Francisco	8	59	22	0	0	0	0	26	135	68
Wilmington	0	21	4	0	0	0	0	3	78	12
Seattle	9	30	9	0	0	0	0	17	71	20
Puerto Rico	4	11	3	0	0	0	0	11	26	3
Houston	10	43	1	0	0	0	0	26	117	3
Piney Point	0	15	0	0	0	0	0	0	5	0
Totals	91	357	50	0	0	0	0	216	910	140
Total All Departments	755	594	54	566	263	0	25	1,806	1,626	161

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

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

Shipping in the month of February was up from the month of January. A total of 854 jobs were shipped in February on SIU-contracted deep sea vessels. Of the 854 jobs shipped, 591 jobs or about 69 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 25 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 323 relief jobs have been shipped.

MTD Forges a Broad Maritime Program

When the AFL-CIO's Maritime Trades Department gathered for their annual conference in Bal Harbour, Fla. last month, the problems and strengths of the maritime industry were the main topics of discussion.

Following is the essential maritime program forged by the MTD in its efforts to keep the American merchant marine afloat.

National Maritime Policy

We envision a policy which would outline a posture for each of the three major parts of the industry: liner, bulk and domestic trades.

To stimulate increased liner trade we support compliance with the UNCTAD Code of Conduct for Liner Conferences. The liner code provides for a 40-40-20 cargo sharing agreement whereby 40 percent of ocean trade between two nations would be reserved for ships flying the flags of those countries with 20 percent open to third-flag lines.

Bilateral shipping and trade agreements show promising potential and should be embodied in any national maritime policy. A truly effective national maritime policy must embody measures which ensure compliance with existing cargo preference laws.

Similar policies must be undertaken with regard to the bulk carrier industry. Above all the centerpiece for any effective U.S.-flag bulk shipping program must be a cargo policy mandating that a designated percentage

of bulk cargo be carried on U.S. bottoms.

For the domestic trade industry we urge specific actions to close the current Jones Act loopholes, such as the third proviso, waivers with regard to Great Lakes trade and the Virgin Islands exemption. Such policy would also advocate the elimination of administrative waivers of the Jones Act that permit foreign-flag vessels to operate within the domestic trade and extension of the Jones Act from its current three mile limit to the 200 mile economic zone.

It is important the maritime support programs—the operating differential subsidy and the construction differential subsidy—be maintained and fully funded pending the implementation of alternate programs.

To ensure effective implementation of the foregoing maritime policy, the Maritime Trades Department proposes placement of all maritime related administrative and regulatory functions under one central federal agency.

Inland Waterways

The nearly 26,000 miles of commercially navigable inland waterways provide the means for a competitive mode of transportation in America. In terms of employment impact, the inland waterways directly provide well over 100,000 jobs both on-board vessels and in shoreside support industries.

It is imperative that the inland waterways be maintained and rehabilitated as needed. Our



House Speaker Tip O'Neill (D-Mass.) called for a strong and viable American merchant marine when he spoke at last month's annual MTD Executive Board meeting. O'Neill (l.) is shown with MTD President Frank Drozak and Vice President Stephen J. Leslie (r.).

country cannot afford to allow outdated and deteriorating locks and dams go without replacement and rehabilitation. It is necessary that the continuing deterioration of navigation structures on the inland waterways of the United States be halted, and the system be developed to its fullest potential.

Great Lakes

The Great Lakes region is continuing to weather the most debilitating effects of the nationwide recession. Presently an estimated 40 percent of the Great Lakes fleet is idle due to the recession.

It is important to underscore the importance of reestablishing a strong U.S.-flag carrier presence on the Great Lakes/St. Lawrence Seaway. Currently only 3 percent of all cargo transported via the St. Lawrence Seaway is carried aboard U.S.-flag vessels. Such a situation must not be allowed to continue.

The U.S.-flag marine carrier industry has expressed its commitment through the establishment of the Great Lakes Cargo Marketing Corp. The federal

government must match the dedication of the Great Lakes Maritime Industry.

The MTD strongly recommends the development of an innovative program specifically tailored to the needs of the Great Lakes maritime region, through a collective effort between government and industry.

U.S. Passenger Ships

The cruise ship industry operating out of U.S. ports is one of the largest and most lucrative tourist businesses in the world. Foreign-flag vessels hold a virtual monopoly in this service.

Some progress has been made with the *SS Constitution* and the *SS Independence* reentering the trade. Legislation to permit a tax deduction for convention expenses on U.S.-flag vessels will certainly improve the industry's competitive position.

By law, all passengers transported by water between two points in the United States must be transported on U.S.-flag vessels. This law has not prevented foreign-flag operators from violating the law or seeking ex-

(Continued on next page.)



AFL-CIO President Lane Kirkland told the Board that the Federation will throw its weight in the MTD's fight to ban the export of Alaskan oil, and that he will support other serious maritime issues.

(Continued from page 19.)

ective and administrative waivers.

We urge the Congress and related federal agencies to strictly enforce the U.S. coastwise laws and deny any attempted waivers to the law that would inhibit the revitalization of the U.S.-flag passenger fleet.

U.S. Fishing Industry

Foreign fishing competition continues to plague the U.S. fishing industry. Solutions to the industry's ailments are available provided the federal government is willing to play an active role in supporting American fishing interests.

Congressional reaffirmation of the United States policy on highly migratory species would serve as a signal that the U.S. will protect U.S. fishing activity worldwide. Efforts to reduce overall operating expenses of American-flag fishing vessels through the reestablishment of government assisted fuel cooperatives should be speeded up.

Review should be undertaken to determine the inroads into domestic markets made by imported fish and fish products. Particular attention to present tariff levels and import quotas should be paid. Any revisions in trade policy should be acted upon in a timely fashion to provide necessary safeguards to this important industry.

Dredging

It is imperative for the United States to develop a private sector dredging capability to meet the challenges of our domestic and overseas marine needs.

It is time for the federal government to share in this effort. In the domestic market, the federal government should systematically increase the utilization of the private sector while concurrently effecting a reduction in the size and role of the federal dredge fleet.

With respect to the overseas market, American financed military dredging assignments should be reserved exclusively for American dredging contractors and U.S. citizens.

Shipbuilding

At a time when strict attention to balancing the budget is foremost in the minds of voters and politicians, proposals and arguments for and against increased military spending and increased domestic spending have flared. But the issue is a mute one for shipbuilding.

The shipbuilding industry is an "irreplaceable pillar" upon which the U.S. national defense is dependent. With Navy shipbuilding limited to a few yards, this industry in time of war provides shoreside workers and facilities and in times of peace domestic economic growth.

But the layoffs of shipyard

employees, declining by 15 percent between January 1981 and July 1982, and workers from the myriad of shipbuilding support industries hurts the U.S. economy and national security.

The MTD Executive Board recommends the industry, as a vital and indispensable key to the strength of the nation should become a permanent element of strategic and economic planning from this point forward. To this end, the Board calls for the passage in Congress this year of the Competitive Shipping and Shipbuilding Act.

The Boggs Bill

The Competitive Shipping and Shipbuilding Act of 1983, the Boggs Bill, proposes revitalizing the merchant marine and shipbuilding sectors of our economy.

By requiring 5 percent of all bulk cargo shipments in the foreign trade of the United States be carried on U.S.-flag vessels from 1984, and increasing by 1 percent per year, a 20 percent level is reached by the Boggs Bill requirements.

The bill would also create the demand for a minimum of 158 new ships and some 200,000 jobs in related maritime indus-

AFL-CIO Maritime Trades Sets Plans to Rebuild America's Merchant Marine

A broad legislative program aimed at restoring the health of the American merchant fleet was given fresh impetus by the Executive Board of the AFL-CIO Maritime Trades Department at its winter meeting late last month.

More than 200 representatives of MTD affiliates approved 45 statements encompassing economic and special policies as well as maritime issues. The board also received reports from the department's officers: President Frank Drozak, Vice President Stephen J. Leslie and Executive Secretary-Treasurer Jean Ingraio.

The centerpiece of the MTD program is the proposed Competitive Shipping & Shipbuilding Act introduced by Rep. Lindy Boggs (D-La.) and cosponsored by 45 House members.

This measure would require that a fair share of the bulk cargoes in U.S. foreign trade be carried by American-flag ships, starting at 5 percent of such cargoes in 1984 and gradually

increasing to at least 20 percent by 1999.

The MTD said passage of the bill would create a demand for construction of 158 new bulk-cargo vessels in American shipyards over the next 15 years.

"This would have a positive impact not only on shipyards, but also on this nation's basic industries such as mining, steel and manufacturing," the statement stressed.

It estimated that the measure would result in the direct creation of about 13,000 jobs in shipyards and aboard ship while preserving some 200,000 additional jobs in maritime-related industries. The bill would thus generate new federal and state tax revenues and would also help reduce the U.S. balance of payments deficit.

The statement also cited the legislation's importance to national security in building up a bulk-carrier fleet capable of serving as a military auxiliary in time of national emergency.

The two-day meeting of the MTD board was punctuated with sharp criticism of the Reagan administration's policies by nearly every speaker.

Drozak charged that "Reaganomics is not working" and is "killing the American maritime industry." He condemned Reagan's action in eliminating funds for construction differential subsidies while encouraging operators to continue ship construction aboard.

AFL-CIO President Lane Kirkland assailed the administration for again proposing to sell Alaskan oil to Japan, "violating the solemn commitment to secure the benefits of the Alaska Pipeline for the exclusive use of the American people."

Kirkland also charged that the administration's refusal to support "a measure of justice" in cargo allocation through bilateral agreements with other nations "is a serious injury to American interests." He said

the MTD's efforts to win corrective action "will be high on the list of legislative priorities of the AFL-CIO and the entire labor movement."

House Speaker Thomas P. O'Neill Jr., a long-time friend of the SIU, denounced the administration for two years of policies that have brought "the strongest economy in the world to the point where soup kitchens are running out of food and hundreds of thousands of Americans are living in cars and shanty towns."

O'Neill outlined a program to begin putting the jobless back to work, bring down interest rates, encourage industrial investment, and establish fairness in foreign trade.

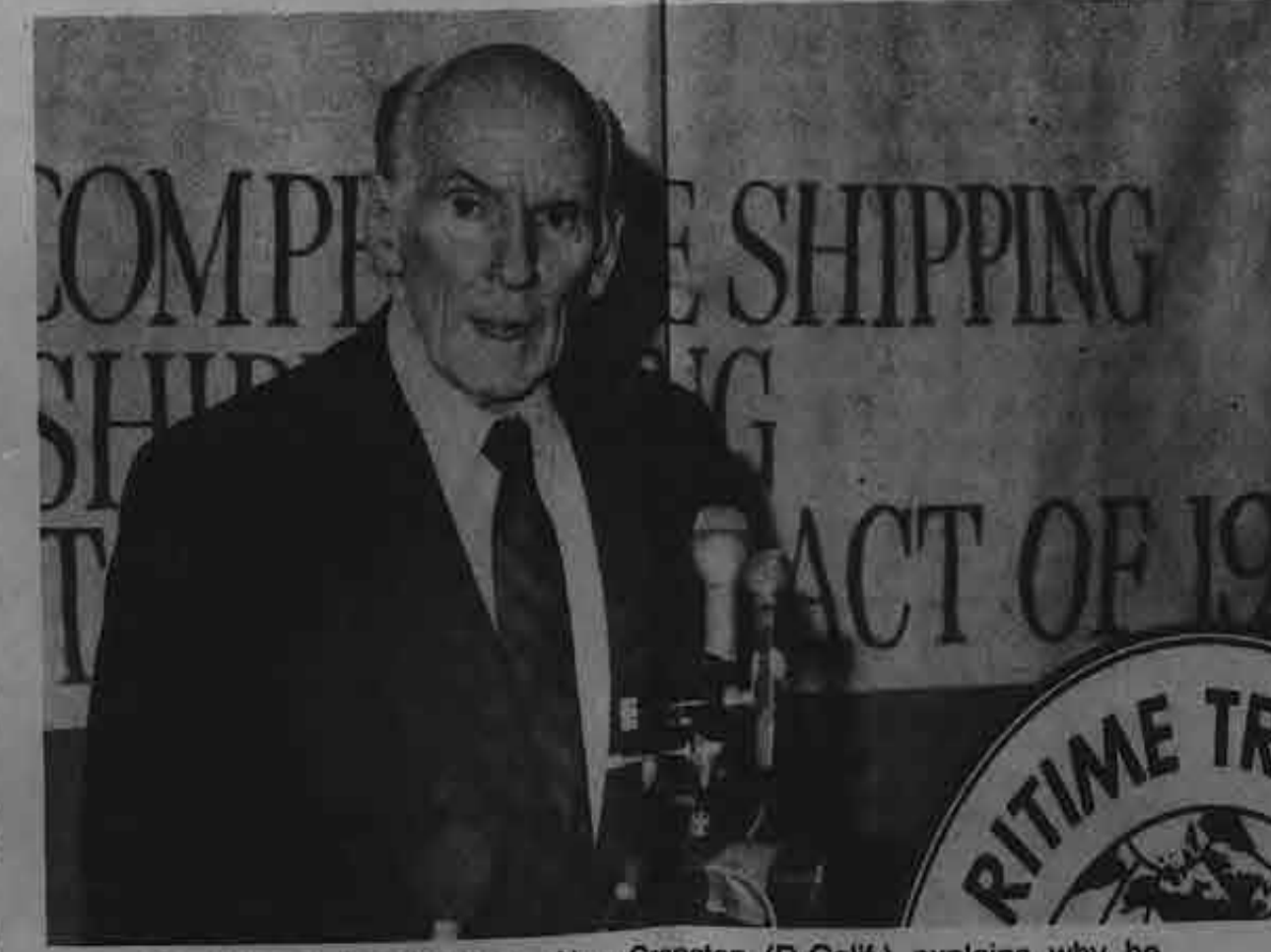
"We will balance the budget when we have full employment," the Speaker declared. "We want a recovery budget, not a hard times budget. We want a fair budget, not a budget that breaks the backs of the poor."



Several important pieces of maritime legislation will be considered during this congressional session; MTD Executive Secretary-Treasurer Jean Ingraio briefs Board members on the items.



Rep. Dan Rostenkowski (D-Ill.), Chairman of the House Ways and Means Committee, addresses the annual MTD Executive Board Conference.



Presidential hopeful Sen. Alan Cranston (D-Calif.) explains why he believes a strong U.S.-flag fleet is both an economic and military necessity.

administration and the Congress to support this vital piece of legislation.

Alaskan Oil Export

A substantial portion of the U.S. tanker fleet is engaged in the Alaskan oil trade. If Alaskan oil were exported, American tankers would undoubtedly lose the trade to foreign-flag tankers.

The MTD calls upon the ad-

If Alaskan oil is exported at least 50 tankers will be scrapped or laid up and some 3,200 American seamen will lose their jobs. An additional 7,200 jobs in related shoreside work might also be lost.

The export of Alaskan oil makes no sense in terms of economic welfare or the nation's security. It will greatly increase U.S. dependence on foreign oil imports.

Given the fact that the tanker fleet is of vital importance to the U.S. and its national security, the Maritime Trades Department will remain vigorously opposed to a raising of export restrictions. The MTD will strongly oppose any legislative attempt to lift the prohibitions.

Seamen's Medical Care

The U.S.-flag fleet is a vital component of this nation's defense posture and merchant mariners crewing U.S.-flag vessels are a quasi-military group who should be afforded the same medical benefits as the conventional armed forces.

The MTD supports the General Accounting Office's review of the results of the disentanglement of medical care for merchant seamen, which was the

result of the Omnibus Budget Reconciliation Act of 1982. The report will provide a study on the feasibility of providing merchant seamen with health care benefits within the Defense Department's ongoing programs.

The MTD supports any measure in which the federal government will acknowledge and reestablish financial responsibility for the health and welfare of American seamen, including the use of existing tonnage taxes for that purpose.

Ocean Mining

To reap the benefits of ocean mining the U.S. must become part of some type of international agreement. As a step toward the eventuality, the MTD has supported the renewal of funding for the program which issues exploration licenses for mining companies which desire to operate under U.S. law.

Furthermore the MTD supports the concept of a reciprocating states agreement with any nation that has the mining capability and an interest in reciprocal recognition of rights to seabed mining ventures while operating in international waters. Such an arrangement must include labor and safety standards

as proposed by the International Labor Organization and the International Marine Organization.

The MTD also strongly urges that any such international agreement adheres to the principle of American-flag vessels and American crews as embodied in the Deep Seabed Hard Minerals Resources Act of 1980.

Cargo Policy

The most rational and direct policy option is one that would guarantee cargo to the U.S.-flag fleet. Existing preference programs must be maintained to ensure that the cargo available to U.S.-flag ships does not decrease. The Cargo Preference Act as it applies to Public Law 480, the Strategic Petroleum Reserve and other government programs must be enforced. Any legislative or administrative actions to reduce U.S.-flag carriage under these programs must be opposed.

The goods purchased from the grants of the Agency for International Development's Cash Transfer Program have been exempted from the Cargo Preference Act. That program should not be expanded unless

(Continued on next page.)

MTD Forges a Broad Maritime Program for U.S.

(Continued from page 21.)
its exemption from cargo preference is removed.

This policy should include enforcement of existing cargo preference laws, action that would make more exempt cargos available to American ships, and passage of legislation reserving a portion of non-government commerce for U.S.-flag vessels.

Laws to Protect Seamen's Rights

Bills will be introduced shortly in the new 98th U.S. Congress to clarify, reorganize and revise parts of Title 46 of the U.S. Code. The code deals with laws on seamen's welfare, marine safety, vessels standards and shipping.

The bills will seek to eliminate a number of outdated provisions of the code and update it. In the U.S. Senate, the bill is called S. 46.

The AFL-CIO Maritime Trades Department (MTD) Executive Board calls upon the Congress to take care that in its review and consolidation of Title 46 it makes sure that there will be no weakening of the safeguards in the present law.

Merchant Marine Safety

Two major marine disasters, the sinking of the SIU-crewed *SS Poet* with all her crew in October 1980 and the loss of 84 in the sinking of the U.S. offshore oil drilling rig, the *Ocean Ranger* in February 1982 spurred the 97th Congress to hold hearings on vessel safety and come up with a bill, H.R. 7038.

The MTD Board backs H.R. 7038 to improve vessel design,

operation, maintenance, inspection and personnel. It urges Congress to enact more laws to better marine safety, enforce the laws and upgrade international regulations to U.S. levels.

Maritime Subsidy Programs

The Merchant Marine Act of 1936 gave the American merchant marine the Construction-Differential Subsidy (CDS) and the Operating-Differential Subsidy (ODS) programs to be able to compete with foreign flags and flags-of-convenience shipping.

However, the Reagan administration for the third straight year has not funded the CDS Program urging the 24 subsidized U.S. shipping companies to build foreign.

The MTD endorses S. 125 by Sen. Daniel Inouye (D-Hawaii) which would give the American companies \$200-million in CDS funds. Furthermore, it supports full funding of both the ODS and CDS Programs to insure that the country has the ships and shipyards for national security.

Navy-Maritime Cooperation

The success of the British Navy and her merchant marine navy in the Argentine War over the Falkland Islands shows us that our Navy and merchant marine should work together in order to improve our national sealift defense.

The expansion of the U.S. Navy to 600 ships necessitates the use of American merchant marine seamen aboard naval support vessels.

So the MTD calls upon the administration to order those



Rep. Don Bonker (D-Wash.), a staunch merchant marine supporter in the House of Representatives, pledges his help for upcoming maritime legislative battles.

agencies coordinating our Navy and merchant marine functions to develop programs using the nation's maritime manpower pool.

The Jones Act

The Jones Act in the Merchant Marine Act of 1920 prohibits use of any ship which is not American built, owned or manned in the waterborne carrying of cargo and passengers between U.S. ports of call.

The administration is considering extending the Jones Act from its present three-mile limit to 200 miles offshore.

The MTD believes that vigorous support and strictest enforcement of the Jones Act is critical to the well-being of our merchant fleet and the nation.

Port Development

Many in and out of government are advocating the end of federal funding for the development and maintenance of our ports. They want local or state financing of the ports.

Today, the increase of exporting our coal and agricultural products has led to the need for deepening our ports and increasing our dry bulk fleet.

The MTD calls upon the administration and Congress to work out funding to improve our ports and supports adoption of a domestic cargo program to increase our dry bulk fleet.

Other Leaders At Meeting

Other congressional leaders addressing the MTD board meeting included the chairman and vice chairman of the House Merchant Marine Committee, Representatives Walter B. Jones (D-N.C.) and Mario Biaggi (D-N.Y.).

Among other speakers were Rafael Hernandez Colon, former governor of Puerto Rico who is again the Democratic candidate for that office, and the directors of four AFL-CIO headquarters departments: Rudy Oswald, economic research; Ray Denison, legislation; John Perkins, COPE, and Alan Kistler, organization & field services.



MTD President Frank Drozak slammed the Reagan administration's maritime policies at the Board meeting. "Reaganomics . . . is killing the American maritime industry," Drozak said.



More Photos
Will Appear In
The April Issue

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Opens College Doors for All SIU Members

SHLSS graduates embark on seafaring careers where new worlds and cultures spark a sense of discovery and awe. To wonder just where one fits into the whole scheme of things, to watch the dazzle and everyday life unfold, to question, to learn to think independently is what college education at the Seafarers Harry Lundeberg School of Seamanship is all about.

It's just another odyssey.

In 1978 the SIU and Charles County Community College developed a higher education general studies program for Seafarers leading to an Associate in Arts degree. Denied access to universities because of time and travel, historically Seafarers were a self-educated people. Little thought or hope was given to acquiring college instruction.

Things have changed.

The Format

The self-study format means SIU members may balance academia and tours-of-duty. Correspondence courses at sea or tutorial instruction at the Lundeberg Charles County Community College Center while taking upgrading or attending basic training classes, do not interrupt career goals.

The self-study format means students may balance employment and college because there are no strict timetables. The program begins at the Seafarer's discretion and is self-paced and

flexible. Students set their own deadlines for completing assignments, though one year is the maximum time students have to finish each course.

Students who choose to study at the center have two distinct advantages.

A professional staff of instructors and counselors is available to assist students in learning, reviewing assignments, suggesting sources of information and explaining degree stipulations.

The SIU library located on the Lundeberg grounds has thousands of volumes of technical works and reference materials, more than 300 periodicals, class texts and video display equipment. Because the library subscribes to statewide inter-library loan arrangements with public and university libraries, students of the center have a wealth of invaluable resources at their fingertips.

The Curriculum

The curriculum at SHLSS facilities is open to Seafarers who wish to complement particular interests or complete the general studies program for an Associate in Arts degree. Many students transfer class credits, enroll in universities in junior and senior level courses and earn bachelor degrees. Other students have found classes rewarding in and of themselves as



Mary Hartshorn, Charles County Community College student advisor, and SHLSS trainee Tim Moore check on some of the college courses offered to SIU members.

avenues for self-expression or more thorough analyses of exciting topics and issues.

Most students, though, are satisfied with gaining that "competitive edge" in an industry where fast approaching new technologies demand the best and the brightest seamen.

"More and more we're becoming a college educated world," program director John Kearny explains. "You can still do without a degree, but it's becoming harder and harder to do that."

From extensive contact with maritime employers and graduates, Kearny is firm in his belief that a degree or transcript listing a student's college courses and accomplishments may determine whether an applicant is hired by SIU-contract shipping companies.

Degree Requirements

The degree curriculum consists of 60-62 class hours, roughly 20 courses, divided among academic and SHLSS vocational courses. Academic courses are English, mathematics, laboratory science, physical education or health, arts and humanities, and social science.

SHLSS vocational training may be counted toward college credit requirements based on the accreditation conferred on the Lundeberg curriculum by the American Council of Education. Depending on the distribution, a total of 39 hours, approximately 13 SHLSS vocational classes may fulfill Charles County Community College elective and math/science segments toward the AA certificate.

(Continued on next page.)

Honor Roll

These SHLSS Seafarers and instructors have earned Associate in Arts degrees in general studies from the Lundeberg affiliated Charles County Community College.

Abraham Easter	Jan. 1982	David Frazier	Jan. 1979
Eliot Dalton	May 1982	Michael Mannion	Jan. 1980
Alexander Reyer	May 1982	Laymon Tucker	Jan. 1980
Mannel Rodriguez	May 1982	William Eglinton	May 1980
Jack Parcel	Aug. 1982	Davis Hammond	Jan. 1981
John Lundgren	Aug. 1982	Gary Gateau	May 1981
George Nason	Jan. 1983		

Licensed Third Mate

Navigating to the Job With a Silver Lining

U.S. Department of Labor statistical reports, adjusted for inflation, show real earnings of American families fell by 1.7 percent during the fourth quarters of 1981 and 1982.

Seafarers can beat financial forecasts by upgrading to mates in the offshore towing industry or on the deep seas and increase their earnings. The Harry Lundeberg School lends qualified instruction leading to endorsement as Third Mate of steam or motor vessels any gross ton, or original Second Mate of steam or motor vessels any gross ton.

The 10-week course prepares students for responsible roles navigating from bridge and forecastle by water borne traffic and narrow thoroughways. Third and second mates assist captains in chartwork plotting safe passages.

To attain Coast Guard licensing students are encouraged to review for the course by studying the *Coast Guard Navigation Rules* manual and the *Study Guide to the Multiple-Choice Examination for Third and Second Mate*, by Captain Richard M. Plant. The final Coast Guard examination, an intensive three-day series of tests, is rigorous but SHLSS instructors bring confidence to each student with professional guidance that makes learning easier.

Topics of instruction include international and inland rules

College Doors Open at SHLSS

(Continued from page 23.)

No Cost Tuition

Tuition costs are covered by the Seafarers Welfare Plan. At a time when tuition fees are soaring, making college education an expense many people can't afford, defraying this cost, in paraphrasing Paul Hall's commitment to education, enables Seafarers opportunities to make better lives for themselves and to better serve the maritime industry.

Things indeed have changed. Those bleak bygone days of black gangs and the accompanying "second-class" status which tempered scholastic opportunities are now history. It is time to take advantage of these new opportunities.



Third Mate Leon Pierce (foreground) plots a line of position. The Harry Lundeberg School of Seamanship offers 10-week courses leading to Licensed Third Mate and Original Second Mate examinations.

and regulations, navigation astronomy and weather and tides and currents. Additional topics include shiphandling, aids to navigation, chart theory and calculations, cargo on- and off-loading, relative bearing fix, azimuth, L.A.N., amplitude, compass error and range of lights.

To be eligible for the Third Mate examination, a student must have an original discharge showing a minimum of three years seetime in the deck department of ocean or coastwise steam or motor vessels with two and one-half years as an ordinary seaman and six months as an able-seaman, quartermaster or bosun; or all three years as an able-seaman, quartermaster

or bosun. The student is required to bring three recommendations from captains he or she has sailed with. All seetime must be on vessels 1,000 gross tons or over.

To be eligible for the examination for Original Second Mate, a student must have a discharge showing five years service in the deck department of ocean or coastwise vessels. Two years of this time must be as boat-swain, quartermaster, or able-seaman while holding a valid AB endorsement. All time must be on vessels over 1,000 gross tons. The student is required to bring three recommendations from captains he or she has sailed with.



Third Mate John Cosentino studies tides and currents as part of his effort to upgrade at the SHLSS.

Education/Upgrading
It's Your Key to
Job Security

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

2800 South High St.,
P.O. Box 0770, 43207
(614) 497-2446

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

675 4 Ave., Brooklyn 11232
(212) 499-6600

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PADUCAH, Ky.

225 S. 7 St. 42001
(502) 443-2493

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

1057 Fernandez, Juncos,
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

TOLEDO, Ohio

935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Gearing Up for New Jobs and Advancement

The pumproom operations and maintenance course is designed for those students desiring employment as pumpmen and QMED-any rating candidates needing a specialty course to count toward the six required for endorsement.

During the six-week course students hone skills of their craft working on the machines of the SHLSS industrial workshop and attending lectures. The fundamental goal is to teach seamen skills that are necessary to the safe and full functioning pumproom whether automated or labor-intensive.

Working with centrifugal and reciprocating pumps, engines, lathes, and associated heavy machines and fine grade tools hands-on training adds to the

permanence of students' education. Students gain an understanding of the operation and maintenance of pumps. Other areas include how to monitor the system, with an emphasis on accurate measurements and the disassembly and reconstruction of pumps, valves and piping; packing, mechanical seals, lubrication, drive components and bearings.

In the classroom environment, technical manuals and instruction immerse the novice in a detailed analysis of such topics as tanker construction, inert gas networks, loading processes, tank cleaning, pollution, safety and emergency and discharge procedures for tankers and firefighting and first aid.



Only part of the SHLSS Pumproom Maintenance course takes place in the classroom. Along with their in-class study, these students will receive hands-on instruction.



Allen George (l.) of Mobile, Ala. and R.G. Nickalasky of Seattle, Wash., put some of their "book-learning" to practical use as part of the Pumproom Maintenance class.



These three upgraders (l.-r.) Ron Lener, Danny Johnson and Edward Dandy, all of New York, discuss a center punch for a ballpin hammer which they designed.



One of the major projects of the Pumproom Maintenance class is to design and machine a hammer. Above (l.-r.) Diogenes Santo, Raymond Blethen and Horace Lewdwell inspect their finished project.

DON'T MISS YOUR CHANCE

to
Improve Your Math Skills

HOW?

SHLSS has self-study materials in the areas of fractions, decimals, percent, algebra and geometry. Upon your request, SHLSS will send them to you to study in your spare time.

You can use these math skills:

- ★ in your JOB
- ★ to improve your math skills for UPGRADING
- ★ to review old math skills or learn NEW SKILLS

I am an SIU member. Yes No

Book Number is _____ Social Security No. _____

I joined the SIU in 19 _____ Department Sailing In _____

Please send me the area(s) checked below.

- () Fractions
- () Decimals
- () Percent
- () Algebra
- () Geometry

Send my area(s) here:

Name _____

Street _____

City _____ State _____ Zip _____

Cut out this coupon and mail it to this address:

Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674
ATTN: Sandy Schroeder

Send it today!



Upgrading Course Schedule Through July 1983



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

Following are the updated course schedules for February through July 1983 at the Seafarers Harry Lundeberg School of Seamanship.

For convenience of the membership, the course schedule is separated into three categories: **engine department** courses; **deck department** courses; and **steward department** 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.

Deck Upgrading Courses

Mate/Master Freight & Towing Vessels	February 28	April 22
Towboat Operator Scholarship	April 4	May 20
Quartermaster	April 4	May 13
Third Mate	May 9	July 15
Celestial Navigation	March 28 April 25 July 18	April 15 May 20 August 12
Lifeboatman	March 28	April 8

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Maintenance & Operations	April 25	June 3
Automation	March 28 June 7	April 22 July 1
Marine Electronics	May 16	June 24
Marine Electrical Maintenance	March 21	May 13
Welding	April 25 May 31	May 20 June 24
Conveyorman	March 23	April 22
Diesel—Regular	April 18	May 13

Steward Upgrading Courses

Assistant Cook	Open-ended
Cook and Baker	Open-ended
Chief Cook	Open-ended
Chief Steward	Open-ended
Towboat Cook	Open-ended

**For Higher Pay and
Job Security
Upgrade Your Skills
At SHLSS**

Ships Are Powered Differently Today

Cash In On The Changes

**Take the Diesel Engines
Course at SHLSS
It Starts April 18**

To enroll, contact SHLSS or fill our the application in this issue of the *Log*.



Apply Now for an SHLSS Upgrading Course

(Please Print)

Seafarers Harry Lundeberg School of Seamanship Upgrading Application

(Please Print)

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

Address _____
(Street)

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

Deep Sea Member

Inland Waters Member

Lakes Member

Book Number _____ Seniority _____

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

Social Security # _____ Endorsement(s) or License Now Held _____

Piney Point Graduate: Yes No (if yes, fill in below)

Entry Program: From _____ to _____
(dates attended)

Upgrading Program: From _____ to _____ Endorsement(s) or License Received _____
(dates attended)

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

Dates Available for Training _____

I Am Interested in the Following Courses(s) _____

DECK

- Tankerman
- AB Unlimited
- AB Limited
- AB Special
- Quartermaster
- Towboat Operator Inland
- Towboard Operator Not More Than 200 Miles
- Towboat Operator (Over 200 Miles)
- Celestial Navigation
- Master Inspected Towing Vessel
- Mate Inspected Towing Vessel
- 1st Class Pilot
- Third Mate Celestial Navigation
- Third Mate

ENGINE

- FOWT
- QMED — Any Rating
- Marine Electronics
- Marine Electrical Maintenance
- Pumproom Maintenance and Operation
- Automation
- Maintenance of Shipboard Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer (Motor Inspected)

STEWARD

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

ALL DEPARTMENTS

- LNG
- LNG Safety
- Welding
- Lifeboatman
- Firefighting
- Adult Basic Education

No transportation will be paid unless you present original receipts upon arriving at the School.

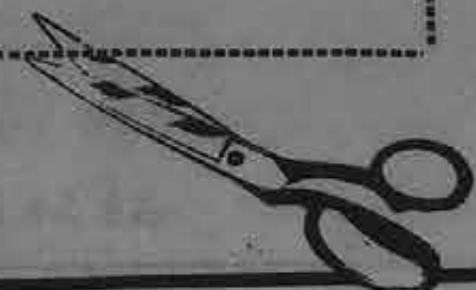
RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

Please Print

RETURN COMPLETED APPLICATION TO:
Seafarers Lundeberg Upgrading Center
PINEY POINT, MD. 20674





Deep Sea



Pensioner **Francis Joseph Sullivan**, 67, died in Goldwater Memorial Hospital, F.D.R. Is., New York City on Nov. 27, 1982. Brother Sullivan joined the SIU in 1948 in the port of New York sailing as an oiler. He was on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1973 to 1980. Seafarer Sullivan was a veteran of the U.S. Navy in World War II. Born in Springfield, Mass., he was a resident of Edgewater, N.J. Surviving are his brother, Paul, and his sister-in-law, Patricia, both of Springfield.



Pensioner **Enrique Tanta Sr.**, 66, succumbed to a heart attack in Methodist Hospital, Brooklyn, N.Y. on Dec. 24, 1982. Brother Tanta joined the SIU in 1944 in the port of New York sailing as an OS. He was born in Ponce, P.R. and was a resident of Brooklyn. Burial was in Rosedale Cemetery, Linden, N.J. Surviving are his widow, Hortensia, and his son, Enrique Jr.



Pensioner **John Alexander Witcher, Jr.**, 68, died of heart failure in the Singing River Hospital, Pascagoula, Miss. on Dec. 31, 1982. Brother Witcher joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. He was a veteran of the U.S. Armed Forces. Seafarer Witcher was born in Alabama and was a resident of Pascagoula. Cremation took place in the Machpelah Cemetery Crematory, Pascagoula. Surviving are three brothers, R. M. Witcher of Pascagoula, Jack of Mesa, Ariz., and Ted of Memphis, Tenn., and a sister, Mrs. Ella Louise Erzell of Pascagoula.



Pensioner **John Malinowski Sr.**, 74, succumbed to lung failure in the Wyman Park Hospital, Baltimore on Sept. 1. Brother Malinowski joined the SIU in 1947 in the port of Baltimore sailing as a FOWT. He was born in Baltimore and was a resident of Greensboro, Md. Interment was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Catherine; three sons, Chester of Westminster, Md., Richard of Dundalk, Md. and John Jr. of Taneytown, Md.; two daughters, Rosalie Stemple of Maryland, Md. and Anna Augustyniak of Baltimore; and two sisters, Estell Sypula of Baltimore and Jean Brown of Dundalk.



Pensioner **Charles G. Ashcom, Sr.**, 70, passed away from heart failure in York, Pa. on Dec. 3, 1982. Brother Ashcom joined the SIU in 1950 in the port of New York sailing as a QMED. He was born in Baltimore and was a resident of York. Cremation took place. Surviving are his son, Charles Jr. of Montgomery, Ala. and his sister, Mrs. Margaret A. Anderson of Los Angeles, Calif.



Pensioner **Martin William Badger**, 71, passed away. Brother Badger joined the SIU in 1947 in the port of New York sailing as a chief steward for Sea-Land. He was born in Boston, Mass. and was a resident of Lynwood, Wash. Surviving are two sisters, Mrs. Sally Westcott and Mrs. Agnes Reynolds of Winchester, N.H.



Pensioner **Joseph Wilfred Brodeur**, 74, died on Feb. 4. Brother Brodeur joined the SIU in 1943 in the port of New York sailing as an oiler. He was born in Rhode Island and was a resident of Jefferson, La. Surviving are his widow, Blanche of New Boston, Texas and three sisters, Eileen, Rita and Jo Ann.



Marion Purvis Edge, 59, died in New Orleans on Oct. 14, 1982. Brother Edge joined the SIU in 1947 in the port of Lake Charles, La. sailing as an AB. He was born in Fayetteville, N.C. and was a resident of Pascagoula, Miss. Burial was in the Serenity Gardens Cemetery, Mobile. Surviving is his widow, Marion of Mobile.



Pensioner **George Walter Owen Jr.**, 59, succumbed to smoke inhalation in a fire at his home in Portsmouth, Va. on Jan. 27. Brother Owen joined the SIU in the port of Houston in 1964 sailing as a bosun. He also sailed during World War II. Seafarer Owen was born in Virginia. Interment was in St. Luke's Cemetery, Southfield, Va. Surviving are his widow, Minnie; an aunt, Mrs. Helen M. Leggett of Chesapeake, Va. and a cousin, Mrs. Constance B. Lingo, also of Chesapeake.

Alvie J. Williams died on Sept. 4. Brother Williams joined the Union in the port of Norfolk. He was born in Leland, N.C. and was a resident there.



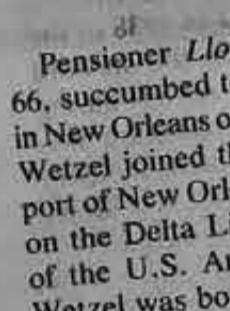
Pensioner **Rafael Vincente Saldana Sr.**, 59, died on Jan. 22. Brother Saldana joined the SIU in 1944 in the port of New York sailing as an AB for Sea-Land. He was born in Playa Fajardo, P.R. and resided there. Surviving are his widow, Filomena; a son, Rafael Jr. and a daughter, Esther.



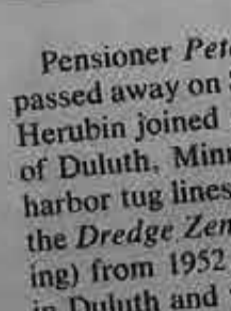
Pensioner **Albert William Saxon**, 66, died on Feb. 15. Brother Saxon joined the SIU in 1947 in the port of Mobile sailing as an AB for Sea-Land and aboard the *SS Banner* (IOT). He was born in Mobile and was a resident of Satsuma, Ala. Surviving are his widow, Ola Belle and three sons, Gary, William and James.



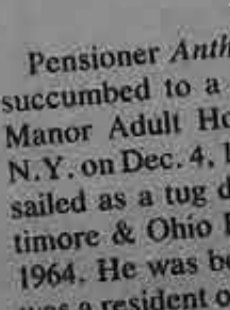
Pensioner **Henry Bussey** died on Jan. 14. Brother Bussey joined the Union in the port of Detroit. He was a resident of Muskegon, Mich. Surviving is a niece, Mary Holmes.



Pensioner **Lloyd Jules Wetzel Sr.**, 66, succumbed to pneumonia at home in New Orleans on Dec. 7, 1982. Brother Wetzel joined the SIU in 1947 in the port of New Orleans sailing as a waiter on the Delta Line. He was a veteran of the U.S. Armed Forces. Seafarer Wetzel was born in New Orleans and was a resident there. Burial was in St. Roch's Cemetery, New Orleans. Surviving are five sons, Lloyd Jr., Arthur, Wayne, Leon and Jules and three daughters, Linda, Anna Mae and Carolyn Ann.



Pensioner **Peter John Herubin**, 81, passed away on Sept. 2, 1982. Brother Herubin joined the Union in the port of Duluth, Minn. in 1961 sailing as a harbor tug linesman and deckhand on the *Dredge Zenith* (Great Lakes Towing) from 1952 to 1971. He was born in Duluth and was a resident of Lake Nebagamon, Wis. Surviving is a brother, Raymond of Superior, Wis.



Pensioner **Anthony V. Herzich**, 83, succumbed to a stroke in the Island Manor Adult Home, Bohemia, L.I., N.Y. on Dec. 4, 1982. Brother Herzich sailed as a tug deckhand for the Baltimore & Ohio Railroad from 1923 to 1964. He was born in Yugoslavia and was a resident of Southold, L.I., N.Y. Interment was in Calvary Cemetery, Woodside, Queens, New York. Surviving are four brothers, Joseph of Southold, Paul, John and Frank of Flushing, N.Y.; a nephew, John P. Herzich of Northport, L.I., N.Y. and a niece, Mrs. Mary Turic of Flushing.

Kenneth Robert Brown, 23, died of heat stroke in the Arizona desert on Aug. 7, 1982. Brother Brown joined the SIU in 1979 following his graduation from SHLSS as an OS. He also worked as a toolmaker. Seafarer Brown was born in Green Bay, Wis. and was a resident of Mira Loma, Calif. Cremation took place in the Greenwood Crematory, Phoenix, Ariz. Surviving are his mother, Mrs. Nancy S. Minor of Mira Loma and his father, Robert.

Michael E. Halupniczak, 21, died in Upstate Medical Center, Syracuse, N.Y. of a head injury sustained in an auto accident in St. Lawrence, N.Y. on Dec. 29, 1982. Brother Halupniczak joined the SIU in 1982 after his graduation from SHLSS as an OS and tankerman. He had completed two years of college. Seafarer Halupniczak was born in Springfield, Mass. and was a resident of Winthrop, N.Y. Cremation took place in the Springfield Crematorium. Surviving are his parents, Edward and Louise of Fairview, Mass. and a sister, Mrs. Joane Goudreau of Winthrop.

Ernest Ward Kuhnhausen, 59, died of heart failure in the San Pedro (Calif.) Peninsula Hospital on Oct. 2, 1982. Brother Kuhnhausen joined the SIU in the port of San Francisco in 1969 sailing as a cook. He sailed 16 years and upgraded to assistant cook at Piney Point in 1981. Seafarer Kuhnhausen was a former member of the Inland Boatmen's Union. And he was a veteran of the U.S. Marine Corps in World War II. A native of Klamath Falls, Ore., he was a resident of Los Angeles. Cremation took place in the Angeles Abbey Crematory, Compton, Calif. Surviving is his widow, Hazel.

Pensioner **Joseph Labranche**, 76, passed away on Dec. 22, 1982. Brother Labranche joined the SIU in the port of New Orleans.

Mark Allen Meckler, 30, died of a brain hemorrhage in the Moassat Hospital, Alexandria, Egypt after a fall aboard the *SS Transcolumbia* (Hudson Waterways) on Nov. 26, 1982. Brother Meckler joined the SIU following his graduation from Piney Point in 1981. He sailed as an AB. Seafarer Meckler was born in Brooklyn, N.Y. and was a resident of Casselberry, Fla. Burial was in Woodlawn Park Cemetery, Orlando, Fla. Surviving are a son, Milton; his father, Milton; and his brother, Bruce.

Dennis Joseph O'Connell Sr., 63, died in the Hospital da Beneficencia Portuguesa, Sao Paulo, Brazil on Nov. 10, 1982. Brother O'Connell joined the SIU in the port of San Francisco in 1961 sailing as a deck maintenance. He began sailing in 1953. Seafarer O'Connell was born in San Francisco and was a resident there. Surviving are his widow, Jane; two sons, Dennis Jr. and John; and two daughters, Mrs. Mary Ann Morel and Susan.

(Continued on next page.)



(Continued from page 28.)

Charles D. Oglesby, 56, died of heart failure in the USPHS Hospital, Nassau Bay, Texas on Aug. 19, 1982. Brother Oglesby joined the SIU in 1945 in the port of Seattle sailing as an AB. He was born in Florida and was a resident of Hasdine, Texas. Burial was in the Baron Hirsch Cemetery, Staten Is., N.Y. Surviving are his widow, Helen and two sons, Steven of Brooklyn, N.Y. and Brian.

‡

Rune Gustaf Olssen, 62, died of heart failure in St. Mary's Hospital, Grand Junction, Colo. on Jan. 21. Brother Olssen joined the SIU in the port of San Francisco in 1960 sailing as a bosun. He was a former officer in the Salvation Army. Seafarer Olssen was born in Gothenburg, Sweden and was a resident of Grand Junction. Interment was in the Orchard Mesa Cemetery, Grand Junction County, Colo. Surviving are his widow, Ila and three daughters, Barbara of Phoenix, Kathy of Oakland, Calif. and Tammy of Grand Junction.

‡

Francis "Frank" Xavier Rizzo, 47, succumbed to cancer on Aug. 26, 1982. Brother Rizzo joined the SIU in the port of Philadelphia in 1968 sailing as a chief electrician and QMED. He attended Piney Point Crews Conference No. 9 in 1970 and upgraded there in 1973. Seafarer Rizzo was a veteran of the U.S. Army. A native of Pennsylvania, he was a resident of Philadelphia. Surviving is his mother, Anna.

‡

Pensioner Joseph Thomas Ryan Jr., 54, died of a heart attack on the Erato St. Wharf, New Orleans on Dec. 14, 1982. Brother Ryan joined the SIU in 1950 in the port of New York sailing as a pumpman and chief electrician. He was born in Frostburg, Md. and was a resident of Slidell, La. Cremation took place in the St. John's Crematory, New Orleans. Surviving are his widow, Aurora; a son, Michael; a daughter, Mary Ann; and his mother, Mary of Frostburg.

‡

Eldon Conde Winslow, 57, died at sea aboard the *SS Galveston* (Sea-Land) off Pt. Hardy, British Columbia, Canada near Anchorage, Alaska on Sept. 5, 1982. Brother Winslow joined the SIU in the port of Seattle in 1967 sailing as an AB. He was a former member of the IBU. Seafarer Winslow was a veteran of the U.S. Navy in World War II. Born in Puyallup, Wash., he was a resident of Port Orchard, Wash. Surviving is a son, James of Port Orchard.

‡

Adolfo Carroll Zuniga, 41, died on Oct. 12, 1982. Brother Zuniga joined the SIU in the port of New Orleans sailing as a FOWT. He was born in La Ceibe, Honduras, Central America and was a naturalized U.S. citizen. Seafarer Zuniga was a resident of New Orleans. Surviving are his widow, Elizabeth and his parents, Pablo and Carmen of Honduras.

David Jay Willyoung, 21, died in New York City on Nov. 2, 1982. Brother Willyoung joined the SIU after his graduation from Piney Point in 1980 sailing in the steward department for Sea-Land. He was born in Rochester, N.Y. and was a resident of Troy, Mich. Cremation took place in the Long Island Crematory, West Babylon, L.I., N.Y. Surviving are his parents, Richard and Ellen of Troy.

‡

Pensioner Clyde Tanner, 72, passed away on Nov. 2, 1982. Brother Tanner joined the Union in the port of Houston in 1957 sailing as a tugboat cook for G & H Towing, Galveston from 1946 to 1972. He was born in Georgia and was a resident of Galveston. Surviving is a daughter, Mrs. Carolyn Casas of Conroe, Tex.

‡

Pensioner Harold N. Acord Sr., 55, expired on Dec. 9, 1982. Brother Acord joined the Union in the port of Philadelphia in 1961 sailing as a tankerman for IOT. He was a veteran of the U.S. Army in World War II. Boatman Acord was born in Baltimore and was a resident of Mays Landing, N.J. Surviving are his widow, Mary Ann; two sons, Harold Jr. and John; and two daughters, Mary Jane and Joyce Ann.

Pensioner Haywood Scheard, 79, passed away on Dec. 30, 1982. Brother Scheard joined the SIU in 1938 in the port of Mobile sailing in the steward department. He also sailed during World War II. Seafarer Scheard was born in Alabama and was a resident of Mobile. Surviving are his widow, Lillian, and a daughter, Carolyn.

Pensioner Simon Johannsson, 71, passed away on Sept. 28, 1982. Brother Johannsson joined the SIU in the port of New York in 1961. He sailed as a recertified bosun graduating from the Union's Recertified Bosuns Program in February 1976. Seafarer Johannsson also sailed in World War II and the Vietnam War. He sailed as a scow captain for the Traprock Co., Nyack, N.Y. for three years and for McAllister Brothers from 1973 to 1974. Johannsson walked the picketline in the 1962 Greater N.Y. Harbor strike. Born in Isaford, Iceland, he was a resident of Hampton, Va. Surviving are his widow, Geraldine, and a son, Jon K. Simonarson of Vallarborg, Isaford, Iceland.

‡

Donald R. Whitaker died on Sept. 24, 1982. Brother Whitaker joined the Union in the port of Norfolk. He was a resident of Virginia Beach, Va.

‡

Pensioner Floyd Lee White, 71, passed away on Nov. 11, 1982. Brother White joined the Union in the port of Norfolk in 1961. He was a deckhand for the Penn-Central Railroad from 1937 to 1971. Boatman White was born in Mobjack, Va. and was a resident of Mathews, Va. Surviving is his widow, Viola.

Edward C. La Plante died on Nov. 10, 1981. Brother La Plante joined the Union in the port of Chicago, Ill. He was a resident of Chicago.

‡

Frank Hanacheck died on Apr. 11, 1982. Brother Hanacheck was a resident of Brooksville, Fla. Surviving is a brother, Andrew.

‡

Pensioner Fred Sylvester Wolf, 72, passed away on Nov. 15, 1982. Brother Wolf joined the Union in the port of Duluth, Minn. in 1965 sailing as a FOWT, cook and baker. He sailed for the Boland and Cornelius Steamship Co. from 1940 to 1943. Laker Wolf was born in Pennsylvania and was a resident of St. Mary's, Pa. Surviving are his widow, Ora, and a sister, Mrs. Amanda Wolfel of St. Mary's.

Mursal Alus Yusuf died on June 29, 1982. Brother Yusuf joined the SIU merged-Marine Cooks & Stewards Union (MC&S) in the port of San Francisco. He was a resident of San Francisco.

Great Lakes



Pensioner Oliver Marques Ames, 66, died on Dec. 9, 1982. Brother Ames joined the Union in the port of Detroit in 1960 sailing as a bosun. He sailed for the Boland and Cornelius Steamship Co. from 1959 to 1960. Laker Ames was born in Michigan and was a resident of Deland, Fla. Surviving is his widow, Edith.



Pensioner Oscar Ernest Simi, 70, died on Oct. 7, 1982. Brother Simi joined the Union in the port of Detroit in 1960 sailing as a FOWT for Kinsman Marine from 1963 to 1973. He was born in Brule, Wis. and was a resident of Wentworth, Wis. Surviving is his daughter, Myrna.

‡

Pensioner Joseph Putko, 78, passed away from a heart attack in the Owensboro (Ky.) Daviess County Hospital on Jan. 9. Brother Putko joined the Union in 1948 in the port of Detroit sailing as a coalpasser and oiler for the Wyandotte Chemical Transportation Co., American Steamship Co. and the Erie Sand Co. from 1949 to 1969. He was born in Pennsylvania and was a resident of Owensboro. Burial was in the Memorial Gardens Cemetery, Owensboro. Surviving are his widow, Ada and his daughter, Mrs. Alice Horton of Owensboro.

Pensioner Urban John Reddinger, 87, succumbed to pneumonia in the U.S. Veterans Administration Hospital, Allen Park, Mich. on Nov. 15, 1982. Brother Reddinger joined the Union in the port of Alpena, Mich. in

1951 sailing as a chief steward for the Erie Motorship Co. He was a veteran of the U.S. Armed Forces. Laker Reddinger was born in New Kensington, Pa. and was a resident of Wyandotte, Mich. Cremation took place in the Woodmere Crematory, Detroit. Surviving is his widow, Aleetha.

‡

Pensioner James Patrick Walsh Sr., 85, passed away from a hemorrhage in the St. Mary's Hospital, Duluth, Minn. on Feb. 8. Brother Walsh joined the Union in the port of Duluth in 1961 sailing as a linesman on the tug *Illinois* (Great Lakes Towing) and for the Great Lakes Dredge and Dock Co. from 1946 to 1962. He also worked as a shipyard boilermaker. Laker Walsh began sailing in 1937. Born in Parkland Township, Wis., he was a resident of Wentworth, Wis. Burial was in the Greenwood Cemetery, Superior, Wis. Surviving are his widow, Ruth; a son, James Jr. and a daughter, Ellnore.

Marine Cooks

Henry Charles Barron, 56, died of heart failure aboard the *SS President Polk* (American President Line) at Subic Bay, Manila, P.I. on Aug. 27, 1982. Brother Barron joined the SIU-merged *Marine Cooks and Stewards Union* in the port of San Francisco in 1978. He was a resident of Yucaipa, Calif. Cremation took place in the San Lazaro (P.I.) Crematory. Surviving are his widow, Lagrimas of Jaro, Iloilo City, P.I. and his mother, Mrs. Marie L. Durkee.

‡

Pensioner David E. Guns died on July 5, 1982. Brother Guns joined the *Marine Cooks and Steward Union* in the port of San Francisco. He was a resident of Richmond, Calif. Surviving is a daughter, Cynthia.

‡

Pensioner Dale Y. Ogoy died on July 27, 1982. He joined the *Marine Cooks and Stewards Union* in the port of Seattle. Brother Ogoy was a resident of Seattle. Surviving is a grandson, A. Doubek.

Atlantic Fishermen

Pensioner Ellsha M. Conrad died on Dec. 2, 1982. Brother Conrad joined the SIU-merged *Atlantic Fishermen's Union* in the Port of Gloucester, Mass. He was a resident of Nova Scotia, Canada. Surviving is a relative, Baron F. Conrad.

‡

Pensioner Demetrios B. Kandris, 77, succumbed to heart disease at home in Gloucester, Mass. on Oct. 20, 1982. Brother Kandris joined the *Atlantic Fishermen's Union* in the port of Gloucester sailing as a cook. He was born in California. Burial was in Calvary Cemetery, Gloucester.

Digest of Ships Meetings

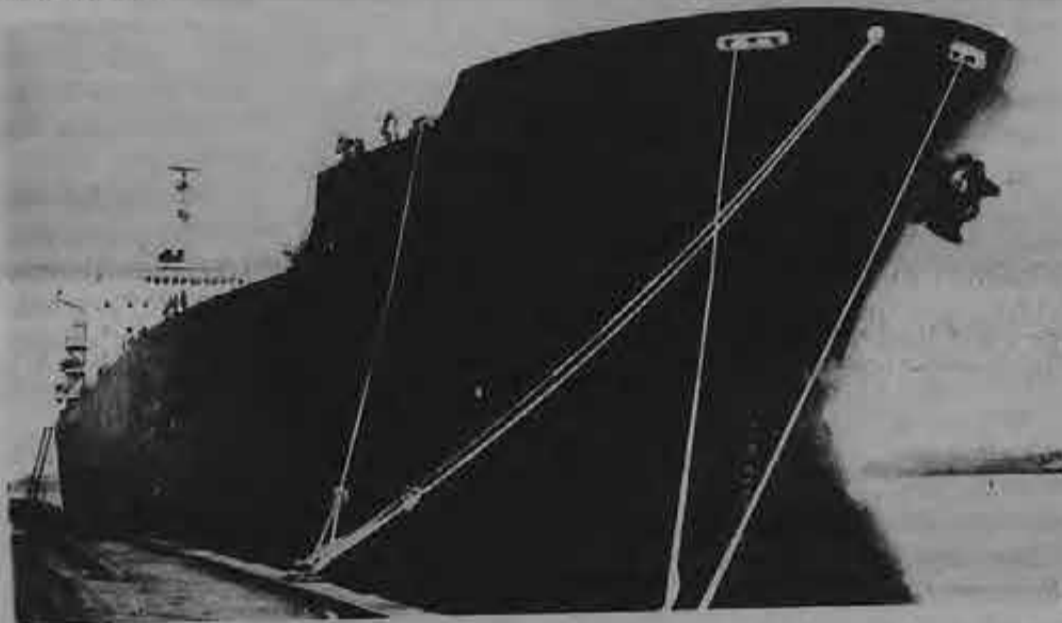
DELTA CARIBE (Delta S.S. Lines), January 30—Chairman James E. Todd; Secretary Charles Corrent; Educational Director V. Brunell; Engine Delegate H. Bergeson Jr. Some disputed OT in the engine department. There is now over \$1000 in the ship's movie fund which is in the safekeeping of the captain. The *Delta Caribe* is due to arrive in Haifa, Israel at the beginning of February but there is no word yet on her next arrival stateside. The address of the new SIU headquarters was posted. All members writing to headquarters should be sure to use this address. The bosun reported that some of the cadets making the voyage are doing the seamen's work, and complained about this to the captain. The captain ordered that the cadets do no work unbeknownst to him, and if any crewmember sees a cadet working under the orders of the chief mate, he should notify the bosun. A vote of thanks was given to the steward department for a job well done. Next port: Haifa.

EDWARD RUTLEDGE (Waterman S.S. Co.), January 9—Chairman Glen Stanford; Secretary Paul Hunt; Educational Director Daniel P. Mitchell. No disputed OT. There is \$360 in the movie fund. The voyage has been a good one; the crew was commended for their cooperation in all departments. A discussion was held on the recent wage increase. A motion was made by Paul L. Hunt to thank President Drozak for sticking with the cost of living raise and not going along with the unions that wanted to accept a pay cut and give up the cost of living increase. The steward department was given a vote of thanks for doing such a fine job this trip and for the extra good food.

INGER (Reynolds Metals Co.), January 9—Chairman Stanley J. Jandora; Secretary Edward Dale; Educational Director Paul Aubain. No disputed OT or beefs. The ship's treasury contains \$22.67. The chairman reports all is well aboard the *Inger*. Pay-off is expected to take place in Houston on Jan. 13. The secretary reminded each delegate to check the crew for blankets and pillows that will be needed for the voyage and to give the list to the steward before docking. Several items were requested by the crew, including a new TV antenna and new movies. A vote of thanks was given to the steward department for the excellent meals, especially the holiday dinner. A job well done! The steward department, in turn, would like to pass along this message to the LOG: "We, the steward department, must pass on to the staff of Piney Point the vote of thanks given us by the crew. Except for the chief cook and steward, this is a Piney Point department. Thanks fellows!" Next port: Houston.

LNG LEO (Energy Transportation Corp.), January 16—Chairman Malcolm B. Woods; Secretary Henry Jones Jr.; Deck Delegate E.A. Bousson; Engine Delegate Bruce Smith; Steward Delegate Mike Ruggiero. No disputed

OT or beefs. There is presently \$260 in the ship's fund. The PAC-MAN machine is going strong and is a good money-maker; the next project is getting movies for the ship's library. What would be particularly welcome are TV movies for the ship's use, and President Drozak's reports at various meetings. Crewmembers were once again warned to be careful of people selling them items on the street in Arun—items that could possibly put their jobs or their shipmates' jobs on the line. One item of discussion was for the Union to consider opening a branch office in Osaka, Japan. With the closing of the hall in Yokohama and with Brother Minix's heavy workload as Far East representative, the crewmembers of the LNG vessels feel the need for more Union representation in the Far East. [This request was forwarded to SIU headquarters in the form of a written resolution.] A big thanks was given by the bosun to the unlicensed department for keeping all areas of the ship clean and for respecting the other members, and a special thanks was given to the steward department which will be getting off in Japan. Next port: Himegi, Japan



MARYLAND (Bay Tankers), January 16—Chairman, Recertified Bosun R.F. Garcia; Recertified Steward Thomas Bolton; Educational Director John P. Lyons. No disputed OT. The chairman spoke about taking pride in your jobs. With so many people out of work today, you should do your jobs well and with a sense of responsibility. One way to improve your situation is to support SPAD; 50¢ a day is a very inexpensive insurance policy for the future. Another way is to upgrade. The steward just returned from the recertification program at Piney Point. He reminded crewmembers that the longer they wait to upgrade, the more people will get ahead of them for the classes they want. "Don't put off until tomorrow what you can do now—today!" A new washer/dryer for the crew was installed this trip, and everything is running smoothly in all departments. The chief engineer and the captain expressed their appreciation to all members of the deck department and one messman who chipped in and went into the boiler to clean out the soot. It was a job well done—and appreciated by all. Pay-off is scheduled at the next port: Long Beach; then back to Alaska for another 75,600,000 gallons of oil.

OGDEN DYNACHEM (Ogden Marine), January 29—Chairman H.B. Raines; Secretary John A. Darrow; Educational Director Joseph W. Spell; Deck Delegate Lawrence L. Kunc; Steward Delegate Stonewall Jackson. All three departments report disputed port time. This is due to the fact that the *Dynachem* spent the whole month of January waiting for orders at Southwest Pass at the mouth of the Mississippi River. The chairman also was not sure exactly when pay-off would take place. Otherwise, everything is running smoothly. A vote of thanks was given to the steward, chief cook and assistant stewards for the fine Christmas dinner, for nicely prepared and served food, and for keeping a clean ship. Thanks were also given to the radio operator for the countless telephone calls made by crewmembers during the month while waiting for orders. Next ports: Everett, Mass. and Baton Rouge, La.

OGDEN TRAVELER (Ogden Marine), January 30—Chairman W.N. Gregory; Secretary A.W. Hutcherson; Educational Director J.W. Dellinger. No disputed OT. There is \$100 in the ship's treasury; additional donations are welcome. Payoff will take place on arrival in Norfolk, Va. Crewmembers were reminded to take their transportation receipts to the captain. They

were also urged to register to vote if they had not already done so—to help elect men and women who will help the merchant marine and safeguard the jobs of Seafarers. It was agreed that this has been a good crew. The only problem seemed to be the rusty wash water caused by the ship's rolling. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Norfolk, Va.

RANGER (Ocean Carriers), February 6—Chairman V. Grims; Secretary V. Douglas; Engine Delegate Walter E. Ensor. No disputed OT or beefs. A sad event was reported by the chairman. On Jan. 24, Chief Cook Willie Smith went overboard. A search was conducted for about 10 hours. The crew were commended for their prompt action in manning the lifeboats, but his body could not be found. Brother Smith was well liked aboard the *Ranger*. A collection was taken up for his wife, and the Ocean Carriers representative received expressions of sympathy from some of the crew. One minute of silence was observed for Willie Smith.

ST. LOUIS (Sea-Land Service), January 16—Chairman John McHale; Secretary Humberto Ortiz; Educational Director Speers. No disputed OT. The chairman reported that for the last four trips, somebody in the deck department has missed the ship; he would like the Union to do something about this. The secretary spoke about the importance of donating to SPAD. He stressed that the voluntary contributions to SPAD are used to support those legislators who have shown pro-maritime and pro-labor attitudes in Congress and who, in the long run, will have a direct impact on maritime jobs and job security. Also, to know what's going on in our Union and to learn what our officials are doing in Washington, crew were advised to read the LOG. The steward department was given a vote of thanks for a job well done.

SEA-LAND CONSUMER (Sea-Land Service), January 9—Chairman Jack Nelson; Secretary Lee de Parlier; Educational Director Herb Calloe; Deck Delegate Pete Scroggins; Engine Delegate Rabbi Cohen; Steward Delegate John Bellamy. No disputed OT. Everything is running smoothly, reports the chairman. He urged all hands to attend the showing of a safety film on cold weather and spoke about the Boggs Cargo Preference Bill, requesting all members to contact their representatives to vote for it when it comes up in the Congress. Notification of the COLA wage increase was received and posted. The secretary reports that he has applications of all types for membership use and will assist crew in filling them out. Heading out to Port Everglades, Houston and New Orleans.

SEA-LAND DEVELOPER (Sea-Land Service), December 19—Chairman, Recertified Bosun T. Tolentino; Secretary V. Dixon; Educational Director B. Reamey; Engine Delegate W.H. Walton. No disputed OT. Seventeen dollars is in the ship's fund. The secretary has an assortment of forms: vacation, benefit, upgrading—all available for the asking. The crewmembers request replacement of their old mattresses. Next port is Seattle, then on to Oakland for pay-off.

SEA-LAND ECONOMY (Sea-Land Service), January 16—Chairman John F. Higgins; Secretary D. Sacher; Educational Director W. Lindsey; Deck Delegate B. Jarratt; Engine Delegate N. Aguilena; Steward Delegate R. Juzang. Some disputed OT in the engine department. There is \$30 in the movie fund and \$23 in the ship's fund. The minutes of the last meeting were read and accepted. The chairman reports a smooth-running ship. He reminded all crewmembers that alcoholic beverages are not allowed in the messrooms or rec. rooms. He urged those with enough seetime to upgrade at Piney Point. It was also suggested that the crew should support candidates who will help the shipping industry. A further recommendation was made that members write the Union with regard to their new contract, making any suggestions they feel are important. Next ports: Port Everglades, Houston and New Orleans.

(Continued on next page.)

Digest of Ships Meetings

(Continued from page 30.)

SEA-LAND PACER (Sea-Land Service), January 23—Chairman James Corder; Secretary T. Maley; Educational Director S. Gondzar. No disputed OT. The ship's fund now has \$10. The chairman stressed the importance of all members supporting SIU political activities through their voluntary contributions to SPAD. The educational director urged members, especially the younger ones, to protect their jobs by upgrading at Piney Point. A discussion was held about the new facilities there and about the importance of taking advantage of all the programs they have to offer. One crewmember onboard the *Pacer* is even taking college credit courses while employed. A vote of thanks was given to the steward department. Next port: Algeciras, Spain.



SEA-LAND PATRIOT (Sea-Land Service), January 9—Chairman, Recertified Bosun R.A. Sipsey; Secretary A.H. Reasko; Educational Director James J. White. No disputed OT. There is \$22 in the ship's fund and \$350 in the movie fund. The chairman reports that the next pay-off will take place in Oakland; a draw will be put out for Long Beach. The chief steward has applications for attending the upgrading programs at Piney Point as well as applications for voluntary contributions to SPAD. All communications from headquarters were read and posted. Crew were asked to help keep the lounge areas clean at all times. A vote of thanks was given to the steward department for their delicious Christmas and New Year's dinners. Report to the LOG: "All hands give their thanks to Brother Steve Troy for having a swell pay-off in the port of Oakland, Calif." One minute of silence was observed in memory of our departed brothers and sisters.

SEA-LAND PRODUCER (Sea-Land Service), January 23—Chairman Ray Kitchens; Secretary Robert M. Boyd; Educational Director Jack Brock; Deck Delegate Mike Cassidy; Engine Delegate Gary E. Doyen; Steward Delegate Jose A. Revera. No disputed OT. The chairman asked that crew getting off at the next port give their department head 24 hours' notice. A discussion was held about the importance of donating to SPAD. It was stressed that the best way to help yourself is to help your Union—and by contributing to SPAD, you are doing that. The SIU is planning for tomorrow. The new headquarters building is there to keep abreast of all the new legislation pertaining to the maritime industry; the school at Piney Point is there to help Union members improve themselves and be ready for any new jobs; and the new hotel is going to be the best any union has to offer. So don't forget SPAD—it works for you! A new washing machine is badly needed as the old one is really worn out; a new ice machine has been ordered. Next port: New Orleans.

SEA-LAND INDEPENDENCE (Sea-Land Service), January 16—Chairman William Mortier; Secretary Roy R. Thomas; Educational Director E.A. Richman. No disputed OT. There is currently \$10 in the ship's fund. The chairman discussed the Boggs Bill and asked crewmembers to write their respective congressmen as soon as possible. Names and addresses of congressmen were posted in the crew's lounge; and the engine delegate, the deck delegate and the chief steward offered their assistance to members of their departments in writing the letters. The chairman also stressed the importance of donating to SPAD. One minute of silence was given in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

SEA-LAND VOYAGER (Sea-Land Service), January 26—Chairman C.A. James; Secretary S. Platek; Educational Director W. Brack. No disputed OT. The chairman discussed the importance of donating to SPAD and urged members to write their respective congressmen on bills pending in Congress which relate to building a strong merchant marine. He also made

Calling With Two Pair



Just in from the east for a payoff at Port Elizabeth, Seafarers line up on the *Baltimore* to complete two pair: We have two ABs and two Bosuns. They are ABs Joe Polsney and L. Spivey and Bosuns Tony Guillen and G. Kidd.

a motion (which will be taken up with the patrolman at pay-off) that an automatic atmospheric device be placed on the heating and air conditioning unit in order to maintain balanced heating and cooling of the quarters. It was also brought up that wind and speed factors are creating conditions that are hazardous to men going to the lookout from the bow or from the bow to the lookout. Next port: Elizabeth, N.J.

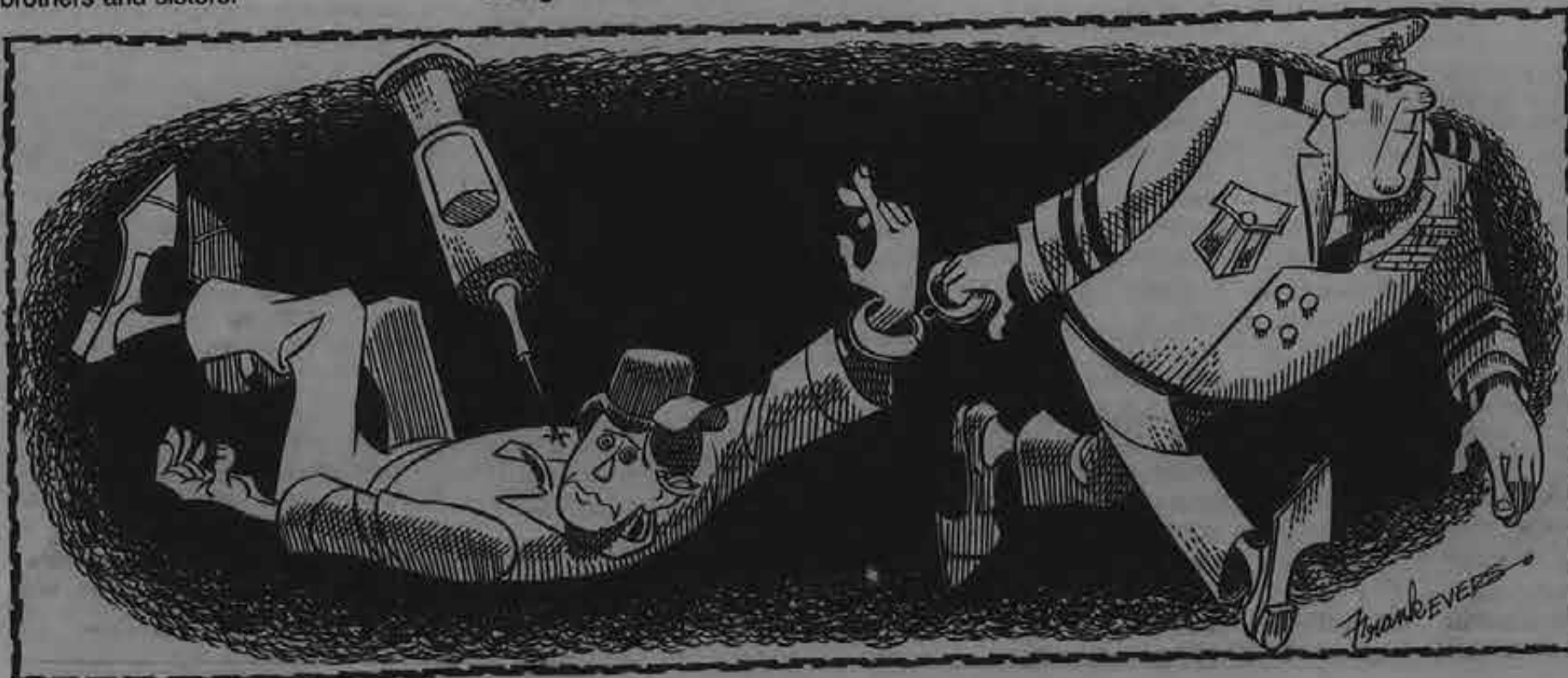
TAMARA GULDEN (Transport Commercial), January 16—Chairman John Chermesino; Secretary Joseph Bennett Jr. Some disputed OT in the engine department. Pay-off is expected to take place in the port of Houston. The chairman asked that crewmembers who have fans installed in their rooms not put in claims for air conditioning. The educational director stressed the importance of the voluntary contributions to SPAD. It was further added that all problems concerning unlicensed personnel should be reported to the ship's chairman or

the department delegate, not the ship's officers. The *Tamara Guilden* reports to the LOG that the chief steward has had the pleasure of sailing with his youngest son this voyage. A vote of thanks was given by the engine department to the steward department for a job well done. Next port: Houston.

Official ships minutes were also received from the following vessels:

AMCO TRADER
BALTIMORE
BROOKS RANGE
COVE LEADER
COVE MARINER
COVE SAILOR
COURIER
DELTA WORTY
LHO GENINI
GEORGE WYTHE
GREAT LAND
KOPAA
LEADER
LIBERATOR
ODDEN CHARGER
ODDEN LEADER
OVERSEAS ALASKA
OVERSEAS BOSTON
OVERSEAS OHIO

PONCE
ROSE CITY
SANTA BARBARA
SANTA ISABEL
SANTA LUCIA
SEA-LAND CHARLESTON
SEA-LAND DEFENDER
SEA-LAND ENDURANCE
SEA-LAND EXPLORER
SEA-LAND FREEDOM
SEA-LAND GALVESTON
SEA-LAND JACKSONVILLE
SENATOR
STAR OF TEXAS
STONEWALL JACKSON
SUGAR ISLANDER
TAMPA
WALTER RICE



GET BUSTED
FOR
NARCOTICS
AND YOU
LOSE
YOUR
PAPERS
FOR
LIFE...
IS IT
WORTH IT?

Industry Provides 240,000 Jobs To West Coast Region

A year-long Pacific Merchant Shipping Assn. (PMSA) study has found that the West Coast maritime industry provides 240,000 jobs, earns \$15.7 billion and pays \$580 million in state and local taxes to the region's economy.

The study also shows that 280,810 persons in maritime worker households are supported wholly or in part by the industry's payrolls.

In 1981, Pacific Coast ports handled \$78.4 billion in foreign trade cargoes which is 25 percent of U.S. foreign trade. The ports provide at least 320,000 maritime-related jobs and \$40 billion in gross sales to maritime. Waterborne trade there has grown by 132 percent since 1971 and containerized trade grew by 256 percent!

Area Families Spent \$2.7 Billion!

And in 1981 maritime workers' families in California, Washington, Oregon and Alaska spent \$310 million for food, \$365 million for transportation, \$680 million for housing, \$100 million for medical expenses, \$80 mil-

lion for clothing and \$470 million for education, recreation and other activities plus \$605 million for taxes, insurance and savings. A total of \$2,705,000,000 spent!

Breaking it down further, maritime business gave \$8.2 billion to the state of California, 138,000 jobs and paid \$380 million in taxes. In all, 165,000 persons are supported by the industry.

California ports generated 212,000 maritime jobs and \$23 billion in revenue for the state.

For movement of their cargoes, agriculture depends on the maritime industry by 23 percent, petroleum industry 32 percent and metals and chemicals industries each 16 percent.

Maritime families in California spent \$180 million on food, \$195 million for transportation, \$365 million on housing, \$55 million for medical bills, \$40 million on clothes, \$270 million for education and recreation and \$295 million for taxes, insurance and savings.

Wilmington Got 68,000 Jobs

Pinpointing California ports, Wilmington got 68,000 mer-

chant marine jobs, \$4.5 billion in revenue and paid \$220 million in taxes.

More than 78,068 marine families made their livings in the industry.

Port industries attribute at least 94,000 jobs and \$18 billion in sales to maritime trade.

Some 48 percent of the petroleum industry depends upon the merchant marine for transportation and 16 percent of the chemical and metals industry use ships in the port.

Maritime families spent \$95 million for food, \$110 million for transportation, \$190 million for housing, \$30 million for medical costs, \$20 million for clothing, \$130 million for education and recreation and \$165 million for taxes, insurance and savings.

San Francisco Got 38,000

The port of San Francisco got 38,000 jobs, \$2.1 billion in sales and paid \$120 million in taxes.

About 44,450 persons in maritime households made their livelihood in the industry.

The port provided almost 35,000 jobs and \$4.4 billion to the trade.

Maritime workers spent \$55 million for food, \$60 million on transportation, \$120 million for housing, \$20 million on medical charges, \$15 million for clothes, \$90 million for education and recreation and another \$90 million for insurance and savings.

Oregon Got 19,200 Jobs

Maritime families in the state of Oregon got 19,200 jobs, added \$990 million to the local economy and paid \$45 million in taxes.

About 25,690 persons in the maritime families earned their wages in the industry.

The forest products industry used 15 percent of maritime, high technology 8 percent, metals 31 percent, agriculture and food processing 7 percent and the transportation equipment industry 5 percent.

Merchant marine families spent \$20 million on food, \$25 million for transportation, \$50 million for housing, \$9 million for medical expenses, \$6 million for clothing, \$40 million for education and recreation and \$60 million for taxes, insurance and savings.

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 Drosak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

Stonewall Jackson Comes Home After 80 Days to Mideast

THE STONEWALL JACKSON returned to its docking berth at Pier 7 in Brooklyn after an 80-day trip to India and the Middle East. The ship, which is owned by the Waterman Steamship Company, will lay up for a few days before going to New Orleans, home port for most of the crewmembers.

Kermatt Mangram, an SIU patrolman in New York, paid off the ship. He met with the Ship's Committee to clear up any beefs that may have occurred during the voyage.

There weren't too many problems. It was a tight knit crew.

Life onboard the *Stonewall Jackson* is always the same, always different. The make-up of the crew is constantly changing. There are a few constants though. Several years ago someone pinned a map of Ireland on the wall of the crew's mess. It still remains, watching over the crew like a good-luck piece.

Bill Gonzalez, steward assistant, is one of the ship's elder statesmen. He has been on the vessel for almost a year and plans to stay until he has enough money to buy a new car. He is a professional, what seamen call an old-timer. He sailed onboard the old passenger vessels during the '50s, and it shows in the quality of his work.

Kenneth Gilson, saloon mess, worked alongside Gonzalez. It was his first trip in the steward department.

"I can't tell you how good it is to work next to this fellow," Gilson said about Gonzalez. "He knows his business. He even showed me how to stop the glasses and the silverware from moving when the seas get rough."

SIU Pacific District PMA Pension Plan

This is a summary of the annual report for the SIU Pacific District-PMA Pension Plan, Employer Identification No. 94-6061923, for the year ended July 31, 1982. The Annual Report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974, ERISA.

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$15,761,648. These expenses included \$638,549 in administrative expenses, and \$15,123,099 in benefits paid to participants and beneficiaries. A total of 10,023 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$99,559,154 as of the end of the plan year compared to \$92,567,186 as of the beginning of the plan year. During the plan year, the plan experienced an increase in its net assets of \$6,991,968. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and value of the assets at the beginning of the year or the cost of the assets acquired during the year.

The plan had a total revenue of \$19,805,093, including employer contributions of \$8,992,406, earnings from investments of \$10,811,409, and miscellaneous income of \$1,278.

During the plan year, in an effort to upgrade the quality of the plan portfolio and guarantee future benefit payments for participants and their beneficiaries, the assets were placed in dedicated accounts. In order to accomplish this dedication, the plan incurred book losses from the sale of certain assets in the amount of \$17,855,385. Therefore, the net revenue to the plan was \$1,949,708.

Minimum Funding Standards

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



The *Stonewall Jackson* (Waterman Steamship) is tied up at Pier 7 in Brooklyn after an 80-day voyage to India and the Middle East.



SIU Patrolman Kermatt Mangram, far left, meets with the Ships Committee of the *Stonewall Jackson*. From right are Bosun Carl Linberry, QMED Lex Shaw, Steward Delegate William Gonzalez, and Steward Curley Liles.

Summary Annual Report Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of three (3) percent of plan assets;

and

4. Actuarial information regarding the funding of the plan.
- To obtain a copy of the full annual report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison St., San Francisco, Calif. 94105, telephone (415) 495-6882. The charge to cover copying costs will be \$4.00 for the full annual report, or \$0.10 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison St., San Francisco, Calif. 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

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

A Look at the 70's: The Merchant Marine Act,

By John Bunker

In a ceremonial meeting on October 21, 1970, President Richard Nixon signed into law the Merchant Marine Act of 1970. It was the most far-reaching maritime legislation since the Merchant Marine Act of 1936.

This historic signing in the Cabinet Room of the White House was the culmination of years of effort by maritime interests—Labor and Management—for a strong, long-range American maritime policy. The major thrust of the law was to build 300 merchant ships during the next 10 years and provide operating subsidies for most U.S.-flag ships in the deep sea trades.

The bill made legislative history by sailing through Congress with only two dissenting votes.

An article in *The New York Times* noted that SIU President Paul Hall had been "the unofficial captain of the labor-management lobbying team that had pushed the new program through the House and Senate."

Hall praised the Act as "the first proposal that has taken into consideration the needs of the entire merchant marine."

Ever since he had become head of the SIU, first as secretary-treasurer and then as president, Paul Hall had been the industry's most vocal spokesman and persistent strategist for a strong merchant marine. He had spent many years building support in Congress with the Seafarers Political Action Donation (SPAD), making allies among ship owners and in Congress, and forging a strong labor alliance through a larger AFL-CIO Maritime Trades Department, of which he was president.

25 Years of Hard Work

It had taken the SIU and its friends almost a quarter of a century of hard work to arouse the kind of merchant marine awareness in Congress that made possible the Merchant Marine Act of 1970.

Not that the lawmakers had done nothing for the merchant marine over these years, however.

In November 1947 a committee appointed by President Truman recommended a program to revitalize the merchant fleet



President Nixon signs the Merchant Marine Act of 1970 into law at a White House ceremony in November 1970. Witnessing the historic event are (l. to r.) Under Secretary of Commerce Rocco C. Siciliano; Secretary of Commerce Maurice H. Stans; Maritime Administrator Andrew E. Gibson; Federal Maritime Commission Chairman Helen Delich Bentley; Secretary of Transportation John A. Volpe, and Rep. William S. Mailliard (R-Calif.), ranking minority member of the House Merchant Marine and Fisheries Committee.

by building 46 passenger ships and reviving the domestic trades. In 1958 President Eisenhower called for a 25 ship-a-year replacement program with new passenger ships and an increase in subsidies.

There had been the 25-ship Mariner construction program, the building of the superliner *United States*, construction of the *Savannah*, the world's first atomic-powered merchant ship, and other contributions.

While most of these efforts were dramatic they did not attack the industry's basic problems. Still lacking was a comprehensive, long-range maritime policy to bolster the U.S.-flag with across-the-board help to all segments of the fleet.

In 1961 the MTD proposed construction subsidies for all ships, including those on the Great Lakes, and operating subsidies for all U.S.-flag vessels competing with foreign ships. It would also have eliminated tax advantages enjoyed by American-owned ships flying flags of convenience.

SIU: "Voice of Maritime"

In June of 1964 President Johnson appointed a 14-man committee to study the govern-

ment's role in the maritime industry. Paul Hall was one of the four labor leaders in this group, a recognition of the SIU as a "voice of maritime."

At the first meeting of this board, the SIU was ready with a 25,000-word position paper defining the needs of a strong merchant fleet. This proposal, which was transmitted to President Johnson, called for a balanced fleet of tankers, bulk carriers, cargo liners and tramp ships, strict enforcement of cargo preference laws, and a vigorous cargo promotion incentive for American ships.

Hall told the President that two-thirds of the merchant marine was war-built and "fast steaming into obsolescence."

Knowing that rhetoric alone would not win the battle for a long-range maritime program, Hall announced in 1964 that the SIU would launch "an aggressive campaign among members of Congress to reverse the decline of the nation's merchant fleet."

This campaign was directed toward developing an awareness in Washington of the state of the merchant marine and the need to build it up. The SIU's objectives were an information program among lawmakers and

more intensive political action financed by voluntary contributions from the SIU membership.

By this time the SIU and its dynamic leader were being listened to on Capitol Hill. During the Union's biennial convention in Washington in 1967 some 70 legislators found time to leave their offices long enough to visit and be seen at the convention.

Hall Boosts MTD

After Paul Hall was elected president of the MTD in 1957 he worked hard at expanding its membership and broadening the scope of its influence in Washington. During the push for the Merchant Marine Act of 1970, the MTD had been built to include 44 national and international unions with eight million members—no small voice on the political scene.

Throughout the long battle for an adequate maritime program the MTD was an invaluable ally for the SIU. Its member unions were established and were politically active throughout the country. They represented many diverse industries in the constituencies of almost every congressman, and they were vital to the winning of legislative sup-

(Continued on next page.)

a Promise Not Fulfilled

port for maritime legislation.

In 1965 the SIU, the NMU and 13 other maritime-related unions set up a Joint Maritime Labor Committee "to carry on an all-out fight to strengthen the U.S. merchant marine."

In 1966 Paul Hall was invited to the White House to present his views on the merchant marine. As usual, the SIU went prepared, offering a long-range program that featured construction subsidies whereby berth-line operators could build 15 ships a year, plus operating and construction subsidies for those deep-sea, non-subsidized operators who wanted them.

Most important was a proposal for construction and operating subsidies for bulk carriers and the build-up of a fleet of 30 bulk ships every year for five years. It also urged that 30 percent of all oil imports come in U.S.-flag ships.

During his frequent appearances before Congressional committees, in speeches to groups of all kinds, in the MTD magazine "Maritime," and in the *Seafarers Log*, Hall kept emphasizing the importance of cargoes as well as ships.

Keeping the Holds Filled

"The key to keeping our merchant fleet afloat," he said, "is to keep its holds filled with cargo. American ships are carrying only 4.8 percent of our imports and exports. Foreign-flag ships are carrying 95.2 percent of our cargoes."

Although he hailed the 1970 Act as a great step forward toward a stronger merchant marine, Hall regretted that it did not more aggressively address the basic problem of cargoes.

He proposed strengthening the Act with a "national cargo policy" to "assure American ships access to a fair share of all types of cargo in the American trades." Such a policy, he emphasized, "should designate that a minimum percentage of energy imports be carried on vessels built in the United States and flying the American flag."

Ford Vetoes Energy Act

Convinced that these elements were essential to implementation of the 1970 Act, Hall and the SIU sponsored what became the Energy Transportation Act. Like the 1970 Act, it was a great legislative victory in Congress, being passed overwhelmingly in both Houses. At the last minute, however, it was vetoed by President Ford, acting to a large extent under influence from the State Department.

A History of the SIU Part XXV

Unfortunately, the 1970 Act did not bear the fruit expected of it for several reasons. The major problem was the lack of a cargo policy that would help owners obtain cargoes for ships built under provisions of the Act. Another problem, Hall said, "was the emergence in the 1970s of more state-owned fleets and the proliferation of cargo reservation measures." He also cited lack of commitment in government to carrying out provisions of the Act, and the continuing fragmentation of maritime affairs among the many federal agencies dealing with them: the Department of Commerce, the Department of



SIU President Paul Hall meets President Richard Nixon in the White House on the eve of the signing of the Merchant Marine Act of 1970.

Transportation, the Coast Guard, the Federal Maritime Administration, the Federal Maritime Commission and the Defense Department.

In 1976 Hall went before the House Committee on Merchant Marine and Fisheries to press for measures that would make the 1970 Act more effective.

"The American merchant marine of 1976," he said, "is

perative that the United States review and revise the means by which it can once again become a strong maritime nation."

Here again, as he had many times in the past before Congressional committees, Hall pointed out the weakness of the American bulk cargo fleet; that it carried a trifling portion of bulk imports, even though the United States was the largest bulk importer in the world.

"The Merchant Marine Act of 1970," says SIU President Frank Drozak, "was a great achievement for the SIU and its many allies. But the world scene and the maritime scene have changed tremendously since the 1970 Act was conceived and put through Congress. There are many new problems and new challenges today. But we will tackle them with the same spirit and tenacity that was exemplified in our long battle for the 1970 program."

forced to operate in a world characterized by a new feeling of nationalism and by a growing recognition of the economics and political importance of a strong and active maritime industry outside the United States. The unforeseen and rapidly changing international circumstances have, to a great extent, thwarted the goals of the 1970 Act. For this reason, it is im-



Frank Drozak and SIU Counsel Howard Schulman testify at a Congressional hearing in July 1977.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, April 4	2:30 p.m.
Philadelphia	Tuesday, April 5	2:30 p.m.
Baltimore	Wednesday, April 6	2:30 p.m.
Norfolk	Thursday, April 7	9:30 a.m.
Jacksonville	Thursday, April 7	2:00 p.m.
Algonac	Friday, April 8	2:30 p.m.
Detroit	Friday, April 8	2:30 p.m.
Houston	Monday, April 11	2:30 p.m.
New Orleans	Tuesday, April 12	2:30 p.m.
Mobile	Wednesday, April 13	2:30 p.m.
San Francisco	Thursday, April 14	2:30 p.m.
Wilmington	Monday, April 18	2:30 p.m.
Seattle	Friday, April 22	2:30 p.m.
Piney Point	Friday, April 8	3:00 p.m.
San Juan	Thursday, April 7	2:30 p.m.
St. Louis	Friday, April 15	2:30 p.m.
Honolulu	Thursday, April 14	2:30 p.m.
Duluth	Wednesday, April 13	2:30 p.m.
Jeffersonville	Thursday, April 21	2:30 p.m.
Gloucester	Tuesday, April 19	2:30 p.m.
Jersey City	Wednesday, April 20	2:30 p.m.

Pensioner's Corner

Deep Sea

James E. Bell, 65, joined the SIU in 1938 in the port of Mobile sailing as a chief steward for the Delta Line. Brother Bell was born in the U.S. and is a resident of New Orleans.



John F. Buckley, Jr., 60, joined the SIU in 1944 in the port of New Orleans sailing in the steward department for the Waterman Steamship Co. Brother Buckley was born in the U.S. and is a resident of Gretna, La.



Albert Cruz, 64, joined the SIU in the port of Yokohama, Japan in 1976 sailing as an AB and tanker man for Sea-Land. Brother Cruz first sailed in 1956. He was born in Canton, China and is a resident of San Jacinto Masbate, P.I.



Leo Fontenot, 51, joined the SIU in the port of Houston in 1959 sailing as a cook for the Delta Line. Brother Fontenot began sailing in 1953. He was born in Louisiana and is a resident of New Orleans.



Sylvester Anthony Furtado, 62, joined the SIU in 1939 in the port of Providence, R.I. sailing as a bosun for the Delta Line. Brother Furtado is a veteran of the U.S. Navy in World War II serving as a bosun's mate. He was born in New Bedford, Mass. and is a resident of Williamsport, Md.



Thomas Atheaus Robinson Jr., 62, joined the SIU in the port of New Orleans in 1955 sailing as a chief cook aboard the SS *Kopaa* (Pacific Gulf Marine) and for Delta Line in 1947. Brother Robinson was born in New Orleans and is a resident of Oakland, Calif.



Emil J. Spodar, 59, joined the SIU in 1947 in the port of New York sailing as a FOWT for the Delta Line. Brother Spodar sailed during World War II. He was born in the U.S. and is a resident of New Orleans.



Frank Strates, 65, joined the SIU in the port of Jacksonville in 1971 sailing as a FOWT. Brother Strates first sailed in 1961. He is a veteran of the U.S. Army's 21st Hdqs. Sp. Trs., 2nd Army, Camp Carson, Colo. in World War II. Seafarer Strates was born in Greece and is a naturalized U.S. citizen. Strates is a resident of Hialeah, Fla.



Osman Ben Zen, 64, joined the SIU in the port of New York in 1958 sailing as a cook. Brother Zen began sailing in 1947. He was born in East Malaysia and is a naturalized U.S. citizen. Seafarer Zen is a resident of Baltimore.



Louis A. Gardier, 65, joined the SIU in the port of New York in 1955 sailing as a cook for Sea-Land. Brother Gardier first sailed in 1947. He was born in Trinidad, B.W.I. and is a resident of Brooklyn, N.Y.



Leo Feher, 62, joined the SIU in 1943 in the port of New York sailing as an oiler. Brother Feher hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Aurora, Ill. and is a resident of San Francisco.



Carroll J. Quinnt, 62, joined the SIU in 1940 in the port of Baltimore sailing as a recertified bosun. Brother Quinnt was born in Baltimore and is a resident of Benton, Wash.



Phillip Roskhe, 65, joined the SIU in the port of New York in 1961 sailing as an AB. Brother Roskhe was born in the U.S.A. and is a resident of Miami Beach, Fla.



Richard Norman Sessions, 61, joined the SIU in the port of Wilmington, Calif. in 1950 sailing as a chief cook. Brother Sessions was born in Tampa, Fla. and is a resident of Houston.



Fritzbert Alexander Stephen, 65, joined the SIU in the port of New York in 1955 sailing as a 2nd cook. Brother Stephen started sailing in 1941 and sailed during World War II. He was born in the Estate Charlotte Amalie, St. Thomas, V.I. and is a resident of the Bronx, N.Y.



Nicholas Swokla, 57, joined the SIU in 1946 in the port of San Francisco sailing as a bosun. Brother Swokla also rode the Bull Line and in World War II in the European Theater of Operations he was a civilian OS employee of the U.S. Army. He was born in Bethany, Conn. and is a resident of Hayward, Calif.



Alphonse Rosenthal, 65, joined the Union in the port of St. Louis, Mo. in 1970 sailing as a cook for National Marine Service from 1968 to 1982. Brother Rosenthal was born in St. Louis and is a resident of Vivian, La.



Walter Thomas Brown, 63, joined the SIU in 1944 in the port of New York sailing as a chief cook. Brother Brown was born in Mobile and is a resident there.

Karl Agne Hellman, 64, joined the SIU in the port of New York in 1955 sailing as a recertified bosun for Sea-Land. Brother Hellman began sailing in 1946. He was born in Sweden and is a naturalized U.S. citizen. Seafarer Hellman is a resident of Renton, Wash.

Nick Athanasios Hrysaghis, 66, joined the SIU in the port of New York in 1956 sailing as an AB. Brother Hrysaghis was born in Kimi, Greece and is a resident of Brooklyn, N.Y.

Atlantic Fisherman

Peter Favazza Jr., 62, joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1980. He sailed 25 years. Brother Favazza was born in Massachusetts and is a resident of Gloucester.

Joseph Scola, 68, joined the Atlantic Fishermen's Union in 1960 in the port of Gloucester. Brother Scola was born in Illinois and is a resident of Gloucester.

Great Lakes

Lowell Mason Moody, 56, joined the Union in the port of Detroit in 1960 sailing as an oiler for the *American Steamship Co.* in 1956 and for the *Bay Shipping Co.* from 1981 to 1982. Brother Moody was born in North Carolina and is a resident of Detroit.



Personals

Carlos Soto

Please contact your brother, Hector Bosch, at 90-23 210th Place, Queens Village, N.Y. 11428 or call him collect (212) 740-0848.

Joe Smith

Please contact Manny at Red Mill, Seattle.

Jack McDaniels

Your shipmate, Dale Allen, is trying to get in touch with you. Please write him at 1046 N.E. 10th Ave., Ft. Lauderdale, Fla. 33304.

David Green & George Amis

Mrs. Cherry Shriver ("Mama") asks to be remembered. You may write her at Monserrate, #638, Stop 15½, Santurce, P.R. 00907.

Support SPAD

Great Lakes Report

The Great Lakes region has been devastated by the current recession.

The statistics bear out these grim reports. There has been a sharp drop in the volume of bulk commodities shipped through the Great Lakes ports. Unemployment is at an all-time high. Industrial production is way down.

What is true of the Great Lakes region as a whole is doubly true of the Great Lakes maritime industry. Less than 3 percent of all cargo that passes through the St. Lawrence Seaway is carried on American-flag vessels.

There is a certain irony to this bad news. The St. Lawrence Seaway was built in 1959 as a joint venture by the American and Canadian governments to make the region more accessible to overseas markets. Since then, Congress has consistently reaffirmed its commitment to make the Great Lakes America's "Fourth Seacoast."

Unfortunately, the region needs more than just good intentions: it needs a coherent national economic policy.

The region's agricultural, mineral, and industrial products will be unable to compete effectively in international markets unless Great Lakes ports are modernized. At the same time, a large portion of the American-flag Great Lakes fleet will remain idle as long as the Midwest remains economically depressed.

Port Development

The administration has made user fees the centerpiece of its port development policy. It expects local ports to pay for their own maintenance and development by imposing tariffs on shippers.

The SIU disagrees with that approach. We feel that port development is part of a much larger problem.

This nation's transportation network has broken down. The effects are not confined to just one industry. The ability of American businessmen to market their products overseas is being seriously compromised.

The crisis is highly visible: bridges, highways and mass transportation systems are literally crumbling. Ships are no longer being built in the United States. Even an unskilled eye can see that most American port facilities are obsolete.

There are certain things that only a central government can do. Our foreign competitors understand this even if we do not. The economic miracle that occurred in Western Europe would have been impossible had not the Dutch underwritten the development of the highly sophisticated Europort in Rotterdam.

St. Lawrence Seaway

A move is underway in Congress to correct existing inequities and forgive the debt on the St. Lawrence Seaway. This comes as good news to a sector of the maritime industry that is in the throes of a full-fledged depression.

The survival of the Great Lakes as a viable maritime center depends in large part on the ability of local ports to modernize existing facilities. The St. Lawrence debt has hung over the region like a bad cloud and has inhibited economic development.

Under the terms of the St. Lawrence Seaways Act, the St. Lawrence Seaway Development Corporation is responsible

for repaying the Treasury all outstanding capital construction costs of the U.S. portion of the Seaway. This amount now totals \$109 million.

At present, the Seaway is the only North American waterway which is required to repay the costs of past construction and improvement projects. Since the debt relates only to past costs, forgiveness of it is in no way inconsistent with the administration's user fee proposals.

There is widespread bipartisan support for this legislation. The governors of six midwestern states have testified that the entire region will suffer if the debt is not forgiven. They make the following point: Canada no longer includes capital construction costs in the base to be covered by Seaway tolls. Given this fact, it would be virtually impossible to raise negotiated tolls to a level sufficient to produce the scheduled U.S. payback without causing severe dislocations in the economy of the Great Lakes region.

Cost Recovery and the Great Lakes

Sen. James Abdnor (R-S.D.) proposed legislation that would exempt the connecting channels

Tonnage Figures

According to statistics released by the Lake Carriers' Association, shipments of basic bulk commodities for the month of November 1982 dropped sharply over the previous year's levels. The biggest drop occurred in shipments of iron ore, which is used in the manufacture of many industrial products: autos, steel, etc. Here is the breakdown for the last three years:

	1980 Net Tons	1981 Net Tons	1982 Net Tons
Iron Ore	8,670,043	6,411,876	3,755,009
Coal	4,161,454	4,875,962	3,934,743
Grain	3,559,695	4,878,218	4,017,137
TOTAL	16,391,192	16,166,056	11,706,889

of the Great Lakes from any cost recovery program that the Reagan administration passes through Congress. The bill, S.1692, takes note of existing realities. There are more than two dozen American ports on the Great Lakes. It is impossible to determine how much each one benefits from the connecting channels of the St. Lawrence Seaway. It would take a massive bureaucratic effort to try to apportion user fees costs. Any effort to do so would distort existing markets and encourage the flow of cargo away from the region.

Great Lakes Bulklers Begin Fitout to Open 1983 Season

Up on the Great Lakes, fitout is beginning early this year. Mild weather is clearing most channels of late winter ice, making it possible for bulklers in the lower Lakes to begin their season early in April.

Three SIU-contracted cement carriers, and three SIU-contracted ore, coal and grain carriers are already fitting out and have taken crews aboard.

The *Medusa Challenger* (Cement Transit) and the *Crapo* and *Paul Townsend* (Huron Cement) are fitting out near Detroit.

The *American Republic*, *St. Clair* and *Indiana Harbor* (all American Steamship Company) are getting ready with crews aboard. American Steamship also announced that seven more ships of its fleet will crew-up and begin fitout early in April.

(The LOG will feature a picture story on the fitout season in our April issue.)

Dispatchers Report for Great Lakes

FEB. 1-28, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	DECK DEPARTMENT								
Algonac	16	2	1	0	0	0	40	2	2
	ENGINE DEPARTMENT								
Algonac	10	0	0	0	1	0	28	3	0
	STEWARD DEPARTMENT								
Algonac	3	2	0	0	0	0	4	10	0
	ENTRY DEPARTMENT								
Algonac	19	7	1	0	0	0	56	24	1
Totals All Departments	48	11	2	0	1	0	128	39	3

***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.

LETTERS TO THE EDITOR



SIU Scholarship Winner Passes Bar

I was the 1978 recipient of the \$10,000 Charlie Logan Scholarship Award. Thanks to this SIU scholarship I was able to attend and complete law school this spring. I passed the bar examination last summer, and yesterday I was sworn in as a member of the Washington State Bar.

Jobs are tight for new lawyers in this area, but I was lucky and went to work four days after completing the bar examination. I am now an associate at the law offices of Thomas W. Geisness, just two blocks away from the Seattle SIU Hall where I shipped out for 12 years.

I am writing to thank all my SIU brothers and sisters who helped to make my new career possible. I also want to assure you that I will never forget where I came from.

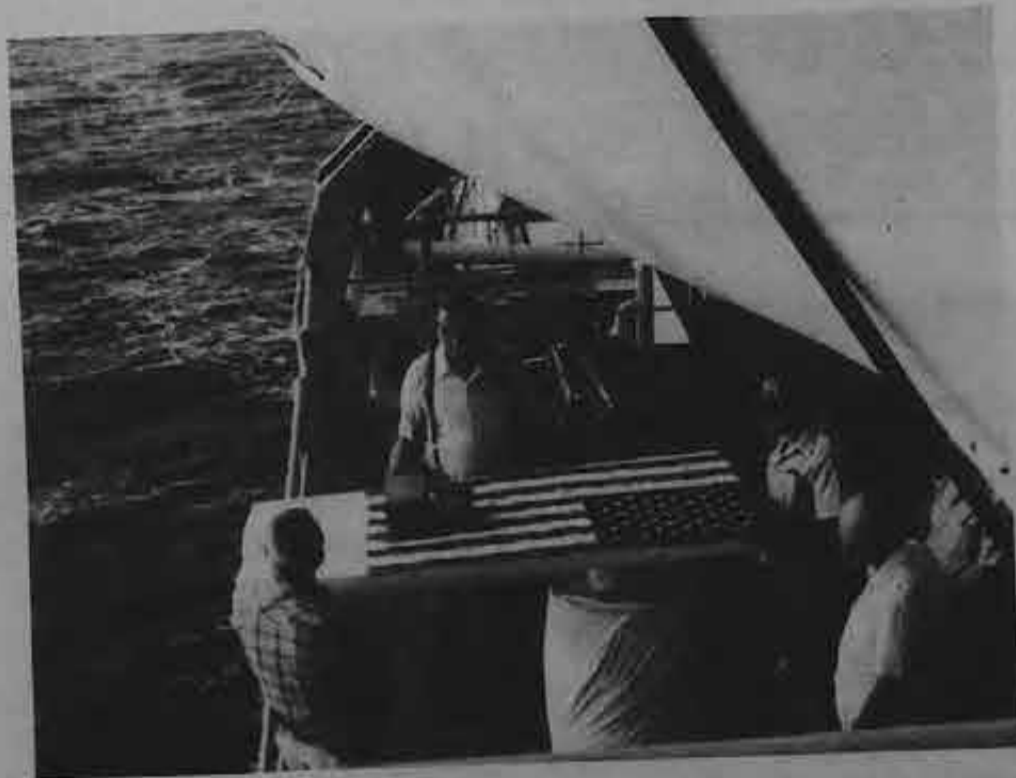
Sincerely,
John Merriam
Seattle, Wash.

Farewell to Our Shipmates

On November 18, 1982 aboard the *S.S. Dolly Turman* in Lat. 23-30.5 North, Lon. 87-34.4 West, we committed the ashes of two former SIU members to the deep.

One was my old friend and shipmate, George R. (Red) Mitchell, who sailed many years as chief electrician. He was one of the early SIU members and I know many old timers will remember him. Red was a true Union man and will be sorely missed. The other was Walter E. Rehberg who was sailing as chief mate at the time of his death.

Sincerely,
Billy D. Williams
Master Mates & Pilots



The ashes of two former SIU members are committed to the deep.

Thanks To My Shipmates

I would like to thank the officers and crew of the *S.S. Endurance* for their concern over the death of my stepfather, William W. Whitesides, and for their generous help in paying my airfare from Tokyo, Japan to San Francisco.

Their concern was greatly appreciated; maybe someday I can help someone in their time of need.

Jon R. Blasquez B-1079
S.S. Endurance

Seafarers Welfare Plan Eligibility Requirements

Following are changes in eligibility requirements for members' benefits from the Seafarers Welfare Plan:

Member Benefits:

1) 125 days of covered employment in the calendar year immediately preceding the year in which the claim accrues, and

2) One (1) day of covered employment in the six (6) month period immediately preceding the date that the claim accrues.

3) If an individual is injured or taken ill while working aboard a vessel that is being operated by a signatory employer he/she will be eligible to receive necessary emergency treatments if he/she has one (1) day of covered employment.

Application for benefits must be made within 180 days of the applicant's last day of covered employment.

Eligibility requirements for dependents' benefits have not been changed.

Senate Assesses TAKX Program; Thousands of U.S. Jobs at Stake

Hearings are being held on the Navy's decision to charter 13 TAKX Maritime Prepositioning Ships from private U.S.-flag owners at a cost of some \$1.8 billion over the next five years. While the MPS program continues to enjoy widespread support, some public officials—the most vocal being Sen. Howard Metzenbaum (D-Ohio)—have questioned the accounting procedures used by the Navy to determine the cost of the program.

The TAKX program was authorized in 1979 by the Secretary of Defense to provide sea-lift support for the rapid deployment of marine amphibious brigades to crisis areas. The TAKX ships are built-to-purpose, roll-on-roll-off container ships. The ships have self-sustaining capabilities to load and unload cargo in areas without port facilities.

Initially, the Navy proposed to finance, construct and own the TAKX ships. Ultimately, the proposal to own the TAKX ships was replaced by a proposal to charter the required ships. The decision to charter the ships was based on two studies, conducted on the Navy's account by a national accounting firm and an economic consultant, which concluded that

the Navy could charter TAKX ships for as much as 35 percent less than the cost of purchasing the ships.

The maritime industry accepted the Navy's proposals to charter private sector vessels with enthusiasm. The charter seemed like an ideal way to combine two important national objectives: to enhance this nation's military sealift capability, and reverse the downward trend of the American-flag merchant marine.

One SIU-contracted company, Waterman Steamship, is a major participant in the TAKX program. Waterman will get more than \$110 million to convert one ship at the National Steel and Shipbuilding Company in San Diego, Calif. In all, Watermen will convert three ships for the TAKX program.

The charter program comes at an opportune time for the American maritime industry. The shipping industry is in a worldwide recession. Construction of privately owned vessels in domestic shipyards has all but stopped, thanks to the death of the CDS program and cutbacks in existing maritime programs. These 13 vessels mean jobs for American seamen and shipyard workers.

It Is Time to Stop Federal Abuse of Cargo Laws

American ships will be allowed to carry their rightful and legally ensured share of wheat flour to Egypt (see story page 1). President Reagan announced that he had directed the USDA to comply with the law.

But pardon us if our applause is somewhat half-hearted. While the president and other administration officials helped win this battle, there has been no signal that they will sign up as long-term allies in the cargo preference fight.

From campaign to mid-term, the president and other administration officials have claimed to support existing cargo preference laws. But that message has not trickled down to the entire administration.

The law is clear. The flour is government cargo. Fifty percent of government cargo must go on U.S.-flag ships. What could be more simple? Yet the SIU and its maritime allies were forced to spend several weeks of valuable time and effort simply to force the federal government to comply with federal law. There should be no need for that.

But there was because a federal agency, the USDA, deliberately attempted to circumvent the law through spurious logic and unfounded legal hogwash.

We shouldn't be surprised. Since the landmark Cargo Preference Act of 1954, the maritime industry has gone to the mats dozens of times to force compliance with the law. In the last session of Congress alone the House Merchant Marine and Fisheries Committee was involved in four cargo preference disputes when the executive branch of the government attempted to deny cargo for American ships.

30 Years of Abuse

A recent report from the committee on the history of cargo preference and the disputes surrounding the almost 30-year-old 1954 act makes very interesting reading. It identifies the opponents of cargo preference, sheds light on their flimsy arguments against the law and suggests strengthening the laws needed to keep the American merchant marine alive.

There are three pieces of cargo preference legislation, excluding the Jones Act which applies only to domestic trade. The first is a 1904 law which says only U.S. ships may carry American military supplies. In 1934 Congress passed Public Resolution 17 which basically states that if the government makes any loans to help foster the export of agricultural or other products, those products should be shipped on American vessels.

By far the most important piece of cargo preference legislation is the 1954 act. It is also by far the most ignored and violated. Oddly enough every president from Eisenhower to Reagan has pledged strong support for the merchant marine, yet under each president executive agencies violated cargo preference laws.

Only six months after the law was passed, charges by its opponents forced congressional hearings to determine if the act was creating a bottleneck for U.S. agricultural exports. In 1956 a committee report said that one of the major problems in compliance was the executive branch, because it had not proposed the law and therefore did not support it.

In 1962 another committee report outlined the failure of many government agencies to comply with both the 1954 act and the 1904 military cargo law.

The most recent report states simply and accurately, "Cargo preference enforcement has always been a problem."

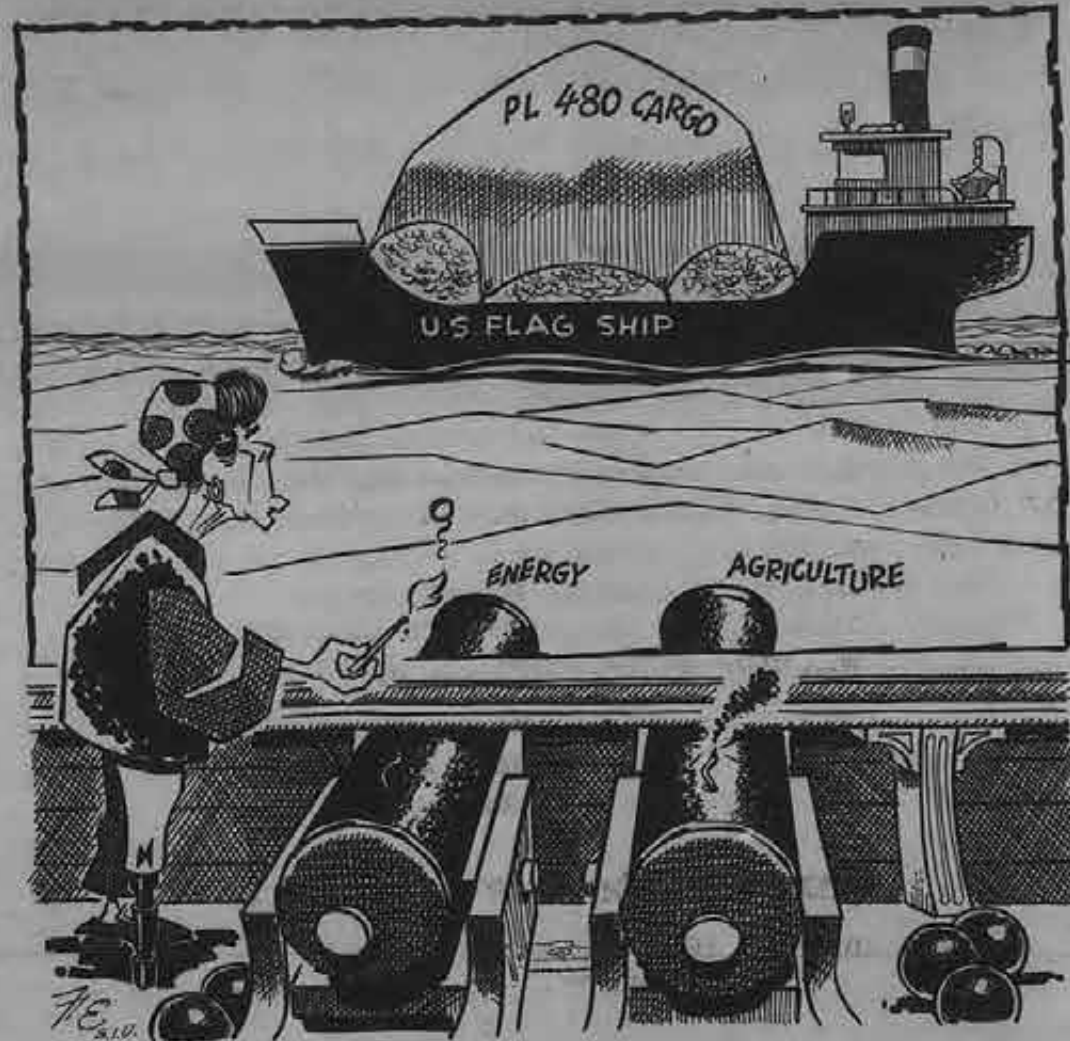
The Villains

Four government agencies have been the biggest violators of cargo preference laws and the thieves of merchant marine jobs: the USDA, the Department of Energy, the General Services Administration and the Commodity Credit Corp.

There are four clear-cut and separate instances where the law defines government cargo and declares half of it must sail on U.S.-flag ships.

1. When the United States buys goods for export or import the act applies.
2. When the United States provides goods to a foreign country for free or without adequate com-

His Secret Weapons



3. When the United States advances money or credit the act applies.
4. When the United States guarantees convertibility of foreign currency the act applies.

If one or more of these conditions are met, half of that cargo must be transported by American merchant marine vessels. That is not too complicated. The Union understands it. The industry understands it. A third grader could understand it. The government does not always understand it.

The Department of Energy put a new twist on cargo preference evasion tactics. The DOE is charged with filling the nation's Strategic Petroleum Reserve. The oil comes from the Alaskan North Slope fields and from foreign countries. In 1981 the committee discovered that only 28 percent of the foreign oil in the reserve had been shipped on U.S.-flag ships. When the DOE was asked why, the department responded by claiming that the Alaskan oil, which the Jones Act mandates must be carried in American ships, counted toward the 50 percent requirement.

"Obviously," the committee wrote, "if there were no foreign-

flag vessels in a trade, the U.S.-flag share of that trade would be 100 percent and cargo preference would not be necessary to reserve cargo for U.S. vessels. . . . Since the scope of (the act) extends only to trades which foreign-flag vessels may participate, such scope cannot include the domestic where foreign-flag vessels are excluded by the Jones Act. . . . (this) is simply another effort to avoid the intent of the cargo preference act."

The most recent efforts to deny American ships government cargo were the Egyptian grain deal and last year's Jamaican bauxite purchase (see Feb. 1983 LOG).

A Simple Law

It really is a simple law. President Reagan could live up to some of his promises about boosting the American merchant marine by simply directing all executive branch agencies to comply with the law, instead of forcing the SIU and its friends to stage long and costly battles to make sure the law is obeyed. That is not our job.

It is time for the president or Congress to guarantee the survival of the American merchant marine or there will be no American merchant marine left.

Stuyvesant Docks in Long Beach



The *Stuyvesant* (Bay Tankers) moored in sunny Long Beach for bunkers before steaming to Valdez to onload a river of Alaskan oil.

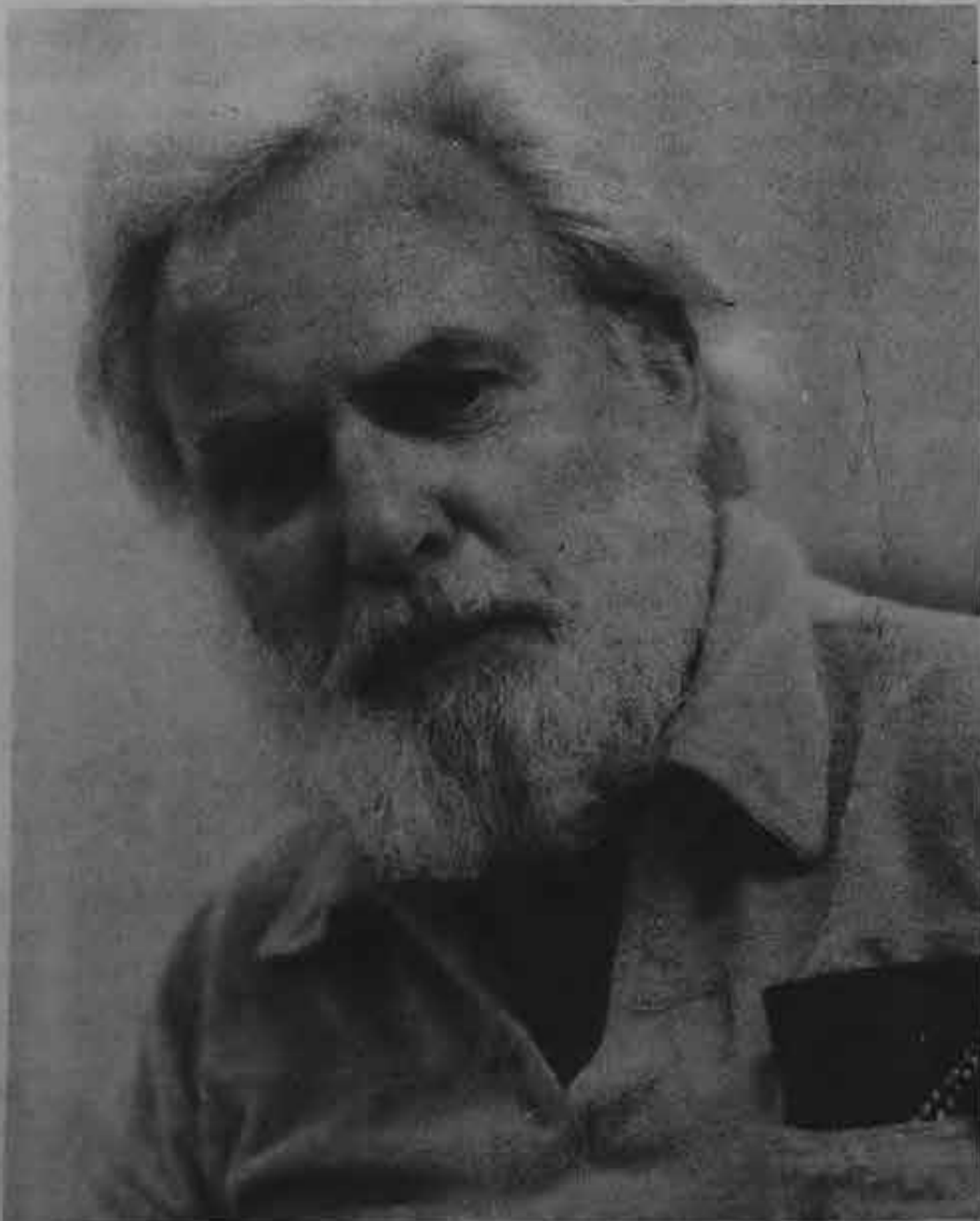
THE *STUYVESANT* is one of five Bay Tanker carriers sailing the Prudhoe Bay to Panama run transporting Alaskan crude oil. The Bay Tanker VLCCs *New York*, *Maryland*, *Massachusetts*, *Bay Ridge* and the *Stuyvesant* carry the crude oil back to meet our nation's need for a constant flow of energy.

The *Stuyvesant* continues her journey after pausing for refueling in Long Beach, Calif. Northward along Pacific coastal waters to Valdez, Alaska, she travels to load the crude cargo. On down to Panama she carries approximately 1,521,600 barrels of crude, a potential 18,259,200 barrels per year.

At Le Puerto Armules, Panama, the crude is offloaded to storage tanks, then onto a contingent of small ships for passage through the Panama Canal and through the U.S. port of entry to southwestern states.

During the mid-1970s, construction began on the *Stuyvesant*. In 1977, Seatrain S.B. Corp. completed its work, launching the tanker from the Brooklyn (N.Y.) Navy Yard. Building specifications measured 1,100 feet from bow to stern.

A powerful turbine steam engine spurs the tanker on. The 30-day operation could be slimmed by several days, perhaps, but the few added hours saved could affect the efficiency, the certainty that the crude, the river of black gold, just keeps on flowing.



Bos'n Ox Reading has sailed the winds by many shores.



Life is more than just a bowl of cherries for General Steward Utility Red Ryan. It's feeding the crew healthy meals from first course to dessert.



AB Chester Hughart (l.) smiles and trades sea tales of mostly good times with friends on his last trip before retiring after 40 years with the SIU. Standby ABs Sal Sbriglio with a handshake and Craig Skerston with words wish him bright days and easy sailing.



QMED Robert Larsen keeps an eye on the switches and dials of the *Stuyvesant's* automation control board.