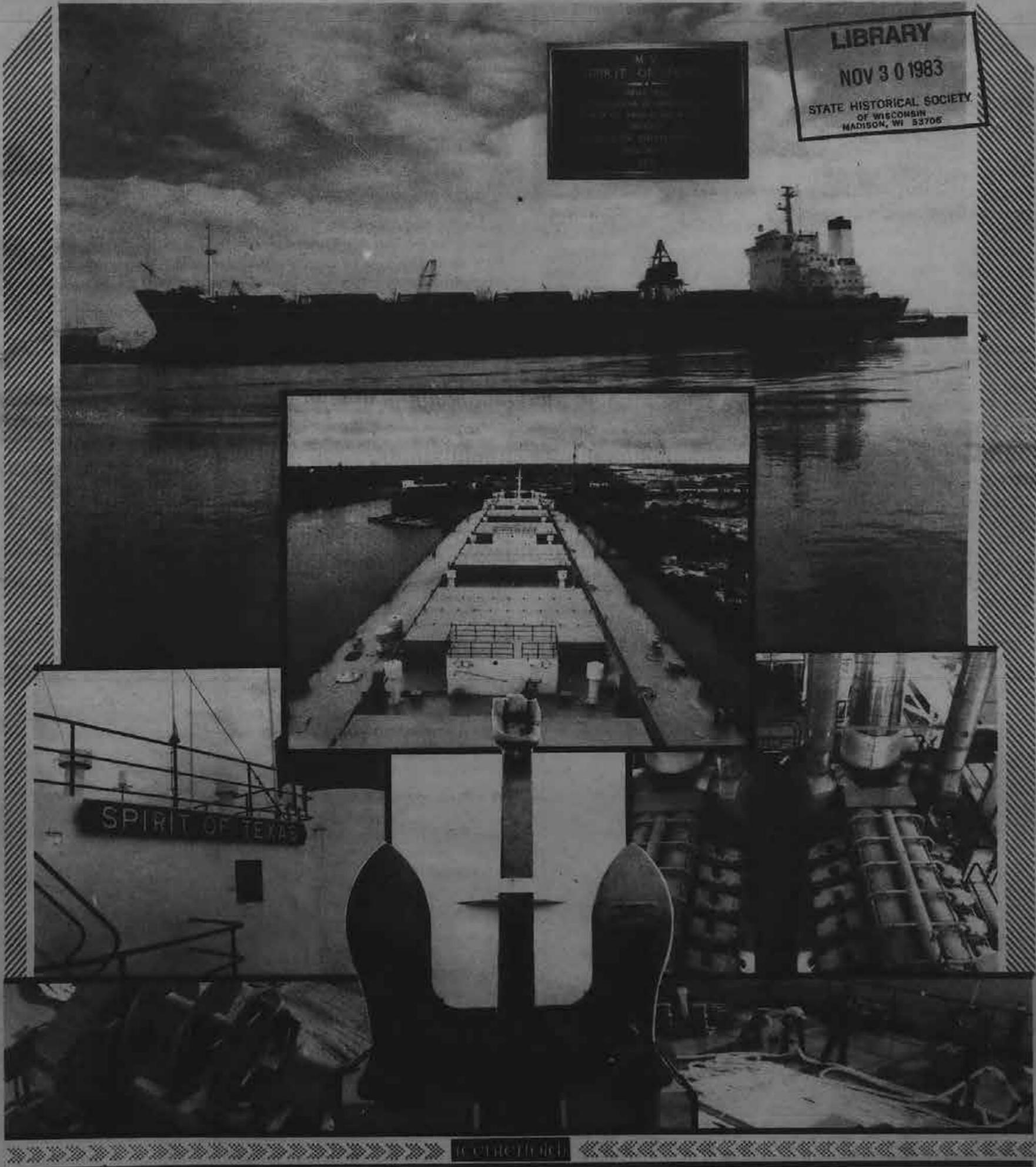


LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 45 No. 1 January, 1983

SIU Crewmembers Man Spirit of Texas



President's Report

by Frank Drozak

WE ARE beginning a new educational program which will put into action what we have believed all along: that if we as an organization are going to resolve our problems, then we as individuals are going to have to understand the issues and work together to build for the future.

Our Union and our industry are confronted with serious problems. This nation is suffering under the worst economic recession we have experienced in more than 40 years. Unemployment across the United States is still rising with more than 12 million Americans looking for work—and several million more who have given up.

In our industry where cargo is the name of the game, we have people in high places who would sell our industry abroad in the name of "free trade", or for some immediate parochial economic gain. Just recently the governor of Alaska wrote to Congresswoman Lindy Boggs asking her to support the repeal of the Jones Act.

Well, there are 70 U.S.-flag ships carrying Alaska oil today with many hundreds of American seamen earning their living aboard these vessels. Thirty of these ships are under contract with the SIU. Many more U.S.-flag ships are presently working the coastal trade with many more hundreds of Americans earning their livings aboard them.

Despite growing unemployment in our own country, there is a move afoot to swap Alaska oil to Japan and trade off the jobs and job security of thousands of American workers in some hokey scheme to narrow a balance of payment deficit.

That's only one problem. We must remember that there are more than 60 Congressional committees and Administration agen-



cies which legislate and regulate our maritime industry. Just about everything we do as an industry and as a labor organization is subject to some governmental law or regulation.

In addition, there are more than 330 active political action committees roaming the halls of the Capitol in Washington—and some of those groups are there for the sole purpose of working against our interests.

This is why we are in Washington, and this is why we have developed a new educational program to help our membership understand the kinds and the scope of the problems we face.

We are determined that our membership will have the opportunity to come to our Headquarters in Camp Springs to learn first-hand from the officers and staff of our Union what our problems and programs are. We want our membership to understand our goals and our objectives. We need to have our membership understand that we must all work together to solve our problems and achieve our goals.

On these two pages of the LOG is an explanation of our new educational program and how it works. We have just completed our first five-day session with a group of some 25 Seafarers who are attending upgrading classes at our school in Piney Point.

This is the beginning. Throughout this year we plan to bring in seven groups of upgrading Seafarers to participate in this week-long educational program at our Headquarters. In addition, we will give six groups of "A" Seniority Upgraders, Recertified Bosuns, and Recertified Stewards an opportunity to take part in the program.

I have said many times before that if we can understand our problems we can work together to resolve them. Education is the key. It is the key to our survival as an industry and as a labor organization; it is the key to our growth as individuals, and it is the key to jobs and job security for all of us.



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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 5201 Auth Way, Camp Springs, Md. 20746, Tel. 899-0675. Second Class postage paid at M.S.C. Prince Georges, Md. 20790-9998 and at additional mailing offices. (ISSN #0160-2047)

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Seafarers Launch Education Program To Give Members First-Hand View of SIU's Programs, Goals & Objectives

BEGINNING this month, the SIU launches a new educational program to give our membership a first-hand look at the problems, programs, goals and objectives of our Union.

The intent of the program is to continue to build a relationship between the membership of our organization and the leadership which is founded on trust, openness and sharing of information, and which is rooted in the firm belief in the democratic process.

The method of this educational program is to bring the membership of the SIU to our Union Headquarters to meet with the officials and staff members who work on their behalf.

Upgraders attending classes at the Seafarers Harry Lundberg School of Seamanship will be brought to SIU Headquarters in groups for a five-day schedule of meetings. During the week

they will meet with the SIU Secretary-Treasurer, Vice President in charge of contracts, and the administrative heads of the SIU Pension, Welfare and Vacation plans.

The members also meet and talk with officials of the AFL-CIO Maritime Trades Department, Transportation Institute, and the Seafarers legislative and political action team.

In addition, the editor and staff of the LOG will meet with the members to explain the publication programs of the Union, and the directors of the SIU Data Center will explain the function of our Union's computerized records systems.

SIU President Frank Drozak meets with the members at the close of the week's educational activities to review the SIU's current programs and long-range objectives, and to answer questions concerning the Union's programs.



SIU Secretary-Treasurer Joe DiGiorgio was joined by Carl Peth, left, who heads the SIU's union education program, to explain the many operations of our headquarters in Camp Springs.



The SIU constitution, and the Union's contracts, were explained to the visiting Seafarers by SIU Vice President Angus "Red" Campbell, who is in charge of contracts and contract enforcement, and Frank Paladino of the SIU contract department.



Jean Ingrao, executive secretary of the AFL-CIO Maritime Trades Department, emphasized the importance of our affiliation with other unions and the importance of our Port Councils throughout the nation.



SIU President Frank Drozak wrapped up the week-long session with a reminder that education is the key to our survival and growth—as individuals, and as an organization.



SIU Political Director Marianne Rogers and Legislative Director Frank Pecquex talked of the importance of our presence in Washington, and explained the complex machinery of the legislative process.



One of the highlights of the five-day education program was a tour of the Capitol in Washington, and lunch at the National Democratic Club.

8 New House Democrats Get Maritime Unit Posts

WASHINGTON, D.C. — Eight — almost a third of the 26 newly elected Democratic U.S. House of Representatives members were assigned to the Merchant Marine and Fisheries Committee.

The new Democrats named to the committee in the 98th Congress are: Congressmen William O. Lipinski (Ill.) Robert Borski (Pa.) Thomas R. Carper (Del.) Douglas H. Bosco (Calif.) Robert Tallon (S.C.) Robert Thomas (Ga.) Barbara Boxer (Calif.) and Solomon Ortiz (Tex.).

NMC Again Opposes Export Of Alaskan Crude Oil

The National Maritime Council (NMC) went on record again late last month to oppose changing U.S. law to permit the export of Alaskan North Slope crude oil.

Last fall, the NMC told the Reagan Administration's Cabinet Council on Natural Resources and Environment of its opposition. The Cabinet council subsequently decided against the proposal to support the export of Alaskan crude oil.

The NMC expressed its opposition in a letter to the U.S. Department of Commerce's International Trade Administration (ITA). The ITA had asked for comments on the Export Administration Act of 1979 which expires on Sept. 30.

The law sets the U.S. export control policy on commodities

The assignment of the eight gave the Dems a majority of 26 in the committee with the Republicans in the minority with 14 members. In the 97th Congress, the Dems had 21 members on the unit.

The GOP, as yet, hasn't chosen to increase membership on the committee.

One of the five Republicans who won't be back on the committee is Rep. Paul N. McCloskey (Calif.) who was a thorn in the side of the SIU. He was the ranking minority member of the Merchant Marine Subcommittee in the last Congress.

and technical data which the President and the secretary of commerce carry out. It regulates exports as regards to national security, foreign policy and short supply.

The NMC said "By permitting the export of this secure production, a strategic national asset would be undermined . . . political instability or embargoes could strike our major foreign supply sources, bringing back the crises of 1973 or 1979. . . ."

Also the exportation of Alaskan crude oil could damage the American Jones Act 75-tanker fleet which carries a great part of the North Slope production. A foreign-flag tanker fleet would displace the U.S. fleet if the oil is allowed to be exported, the NMC said.

To fill up the depleted minority side of the committee, the GOP assigned four newcomers Reps. Herbert Bateman (Va.) John McKernan (Me.) Harold Sawyer (Mich.) and Webb Franklin (Miss.) to the panel.

Appointed by Texas Governor White

Joe Sacco Named to Panel To Study Transport Problems

SIU Gulf Coast Vice President Joe Sacco served on the transition committee appointed by the new governor of Texas to make policy recommendations in the area of transportation.

In a surprise victory, labor-backed Democrat Mark White upset Texas governor Bill Clements in the November 1982 elections.

White then set up a transition committee to make recommendations on future policy. The committee was broken down into subcommittees and Brother Sacco was appointed as a member of a study group looking at the problems of transportation, including water-borne transportation.

That appointment gave him a good opportunity to express SIU views that would help both Seafarers and workers throughout Texas. For instance, he pointed out the necessity for deepening Texas' ports to accommodate larger ships as well as the coal colliers that will be needed for the expected boom in coal exports. Such deepwater ports would help not only Seafarers, but many other workers in the State of Texas.

Another measure that would help both groups was also recommended by Brother Sacco.

Rep. Walter Jones (N.C.) is chairman of the committee with Congressman Mario Biaggi (N.Y.) a senior member. Rep. Edwin B. Forsythe (N.J.) is the ranking minority member of the unit.

That is the Competitive Shipping and Shipbuilding Act introduced last year by Rep. Lindy Boggs (D-La.). The bill is designed to increase the American bulk cargo fleet. Such a bill, Sacco pointed out, would have a positive impact not only on shipping, but also on shipyards, the steel industry, and mining in Texas.

A need to keep the Jones Act strong so that America can maintain a healthy domestic fleet was also stressed by Brother Sacco. He further pointed out that the Federal government should play a larger role in renovating and maintaining the vital inland waterways system in Texas.

Brother Sacco was therefore able to get the SIU's voice heard on a committee that could have a big impact on the governor of a very large and important state.

It was the SIU's vigorous political activity in Texas and the union's very vocal support of candidate White that has allowed the SIU this input on the committee.

Besides representatives from labor, the transition committee had representatives from business and from state and city governments.

A report on the committee's recommendations is due out soon.

Spirit of Texas Committee



This is the Ship's Committee of the recently-crewed *Spirit of Texas* as the vessel made ready for sea at Orange, Texas. From left are SIU Houston Port Agent Gene Taylor; Chief Steward Jim Bartlett, ship's secretary/reporter; Bosun Bill Hampson, chairman; Pete Hove, engine delegate; George Malone, steward delegate; and Reuben Salazar, deck delegate.

Dempster Elected Head Of MTD Port Council

SAN FRANCISCO—Sailors Union of the Pacific (SUP) President Paul Dempster was elected head of the AFL-CIO Maritime Trades Department (MTD) Port Council for the Bay Area at the council's monthly meeting on Jan. 12.

Dempster succeeds former SUP President Morris Weisberger who held the council post for more than 25 years and didn't seek reelection.

Elected vice president of the council was T. J. Stapleton, business agent for the International Union of Operating Engineers, Local 3. Reelected secretary-treasurer of the council was Brandon Tynan, president of the Marine Staff Officers Union.

The San Francisco Port Council represents 37 local unions in the maritime and allied fields.

Congress OK's Shipboard Convention Bill

For the past several months, the SIU has been monitoring the progress of the Shipboard Conventions Tax Bill, which would amend the Tax Code to eliminate discriminatory measures that have hindered full development of the American passenger vessel industry.

At what seemed like the last possible moment, Congress passed legislation that gave the fledgling American passenger vessel industry a big boost in the arm.

Experts earlier had given Spark Matsunaga (D-Hawaii), who had introduced the Tax Conventions Bill in the Senate, and Frank Guarini (D-NJ) his counterpart in the House, a good

chance of passing their respective versions of the Shipboard Conventions Tax Bill. However, the lameduck session of Congress proved more unpredictable than anyone could have imagined. It soon became apparent that Congress would have enough time to pass the Gas-Tax Bill, a couple of continuing resolutions, and nothing else.

In a brilliant move, Spark Matsunaga attached an amendment to the Gas-Tax Bill that incorporated many of the provisions of the Senate version of the shipboard Conventions Bill. It passed.

Under the new act, American taxpayers can deduct up to \$2,000 for expenses incurred at

conventions held at sea, as long as the vessels stop at American ports. Industry experts are pleased about the development. "It's a first step and it will help the industry," said SIU President Frank Drozak. "It's long overdue." The SIU led the fight on Capitol Hill for passage of this important job-securing legislation.

The bill will have an immediate and long-term effect on SIU members in terms of more jobs. The SIU crews the only two American-flag passenger vessels, the *Constitution* and the *Independence* now in service. The two ships provide SIU

members with several hundred job opportunities.

While the *Constitution* and *Independence* have been profitable ventures, the American-flag passenger vessel industry was severely handicapped by a tax code that unfairly discriminated in favor of foreign-flag vessels and land-based hotels. Plans were underway for American-flag passenger vessels to compete in the Caribbean Trade and to start a West Coast voyage from San Francisco to Los Angeles, but neither was feasible as long as the tax code remained unchanged.

America's Job Crisis Worsens:

MARAD Authorization Bill Omits Shipbuilding Funds

For the first time in a long while, Congress failed to pass an Annual Maritime Authorizations Bill. Ironically, the major beneficiary of that development will be the maritime industry, which had faced the bleak prospect of having to swallow the Administration's "build foreign" maritime program whole until time ran out on Capitol Hill.

When the regular session of Congress ended in November, Congress had failed to pass a majority of the budget resolutions needed to keep the Federal Government running. A special session of Congress called by President Reagan and Republican leaders got mired in partisan politics and failed to accomplish what it was supposed to.

Congress did finally pass a continuing budget resolution that permitted funding of programs at last year's levels. That had no effect on the maritime industry, however, since Congress had passed an Appropriations Bill for the maritime industry earlier in the year. The Appropriations Bill became the controlling piece of legislation.

This Authorizations Bill was fiercely opposed by most of the maritime industry because it contained provisions that would have crippled the nation's ship-

building industry. It put a cap on Title XI funding, allowed subsidized operators to build their vessels in foreign shipyards, and eliminated the Construction Differential Subsidy Program.

While the maritime industry was saved from disaster, it still could not save the vital Construction Differential Subsidy Program. The elimination of that program hurts this nation's shipbuilding capacity, and makes worse the deepening unemployment crisis.

Reagan Names Elizabeth Dole New U.S. Secretary of Transportation

President Reagan early this month nominated Elizabeth H. Dole, of the White House staff and wife of Sen. Robert J. Dole, (R-Kans.) as the new U.S. Secretary of Transportation.

She will succeed former Sec. of Transportation Drew Lewis, who is slated to resign on Feb. 1 to take a job in private industry.

Mrs. Dole, 46, is an ex-member of the Federal Trade Commission (FTC) and has been working as the President's assistant for public liaison. She'll be the second woman in the Reagan Cabinet and the first to head an Executive Department.

The nominated secretary is a



Elizabeth Dole

political science graduate of Duke University, Durham, N.C. She was Phi Beta Kappa at Harvard Law School, Cambridge, Mass.

M/V Energy Altair Christened

A new towboat, the 4300 h.p. *M/V Energy Altair* (Energy Transport) was christened last month in New Orleans.

The ocean-going towboat will tow anhydrous ammonia barges from New Orleans to the port of Tampa.



At the christening of the towboat were (l. to r.) St. Louis Port Agent Pat Pillsworth, Joseph Cuneo, president of Energy Transport; Houston Port Agent Joe Sacco and Mobile Port Agent Tom Glidewell.



New Towboat *M/V Energy Altair*

1982: The Year In Review

1982 was a tough year for the American people. With unemployment hitting a 10.8 percent record high, and rampant inflation easing a bit only at year's end, it was reminiscent of the Great Depression days of 1929 to 1941. President Reagan's "Reaganomics" didn't help much either as federal budget cuts and cutbacks cost many persons not only their maritime, government, or private industry jobs—but their welfare benefits as well.

For SIU Seafarers and Inland Boatmen, however, 1982 wasn't too bad. The launching and rechristening of new ships and boats gave them more jobs, increased union benefits brought them more security, and the opening of the new SIU headquarters in Washington brings them still better representation.

And all went well with Seafarers Cost of Living Adjustments. On December 16, deep sea seafarers got a 2 percent COLA raise from their tanker and freightship/passenger agreements. On the same date, SIU-contracted Pacific Maritime Association ships' crewmembers got a 2.67 percent COLA wage raise.

A Year of Cooperation

But with unemployment climbing, then topping the double-digit mark, the need to protect unlicensed seafaring jobs became a paramount concern.

The year 1982 was a year when SIU and NMU officials expressed hope that past misunderstandings and competition for jobs may become a part of history, like the worn waterfront battles of old. Agreeing to cooperate, to strengthen the maritime industry, officials signed a "Memorandum" guaranteeing both unions an equal share of jobs on all new ships and contracts renewed. Officials then established a "Committee on Cooperation." By working together on legislation, union organizing campaigns and political strategems, the committee will seek, in years ahead, to preserve the jobs of seamen.

The year 1982 was one in which pledges of unity were exchanged with yet another union, District 2 MEBA-AMO. To bolster employment, SIU and MEBA passed proposals to combine seafarer upgrading and training programs, to negotiate joint job contracts and to lobby as a unit in the political arena for more jobs for seamen.

And in 1982, this spirit of cooperation culminated in a November letter to AFL-CIO Chief Lane Kirkland, in which SIU President

Frank Drozak and NMU President Shannon Wall asked for help in "structuring a merger" between the two unions. With continued cooperation expected, the beginning of a new era, one that revives a vigorous merchant marine industry, dawned in this year 1982.

Progress in Legislation

The year, too, saw important bills brought before legislators on Capitol Hill.

In early August, Rep. Lindy Boggs (D-La.) introduced a bill into the 97th Congress—the Competitive Merchant Shipping and Shipbuilding Revitalization Act of 1982. It would require U.S. bulk traders to ship 5 percent of their cargoes on American-built,



SIU and MTD President Frank Drozak takes to the dais at the AFL-CIO MTD Executive Board annual midwinter meeting on Feb. 11-12 at Bal Harbour, Fla.

American-crewed ships in 1983. It would also require shippers to increase their use of the bulk flagships by 1 percent each year until a 20 percent figure is reached. Yet to be introduced into the Senate, the bill had 78 backers in Congress at year's end.

In late November, the U.S. Senate passed the Passenger Ship Convention Bill which would permit tax deductions for convention expenses on American passenger ships sailing between U.S. ports of call. The passage of this bill would be a boost for the American passenger liner industry which, in turn, would provide more jobs for seafarers. A similar bill is awaiting 1983 passage in the House of Representatives.

Employment and Ships

1982 was a year when new ships and old brought jobs for SIU seafarers. Perhaps the greatest boom to the industry, in terms of job security, occurred when Crowley Maritime International, Inc., purchased the SIU-manned Delta Steamship Lines—keeping 24 vessels, which might otherwise have been laid up indefinitely, plying the world's trade lanes.

At the Avondale Shipyard in New Orleans, American Presidential Lines launched three of the world's largest container ships last year. One, the *President Lincoln*, the first of three supertankers to be built and crewed by SIU seamen, is outfitted to carry up to 2,500 twenty-foot containers.

And technological innovations had an impact last year, not only on the size of such vessels, but also on the conversion capabilities of shipbuilders, the versatility of vessels and, ultimately, the job possibilities for seafarers.

In a surprising departure from the dry docks, the *Jade Phoenix* hastened employment of a seafaring crew onboard for her second maiden voyage. Originally constructed as an LNG transport carrier, the *Jade Phoenix*, after sustaining damage to her fuel tanks, was completely converted to a multi-purpose dry and liquid bulk carrier.

In another technological feat, the CATUG series (Apex Marine)



The biggest U.S. containership, the M/V *President Lincoln* (APL) on sea trials in October. She went on her maiden voyage on Nov. 7 to the Far East.



AFL-CIO President Lane Kirkland at mikes blasts the economic policies of the Reagan Administration as the cause of the highest U.S. unemployment rate

generated business community interest in 1982. Designed so that the interlocking tug-barge halves can be replaced if damaged by other interlocking tug-barges in the series, this innovation saves both lay-up repair time and expense and lost man-hours.

And 1982 was a year that witnessed royalty, pomp and jubilation as a congressional decree ceremoniously returned the cruise liner *S.S. Constitution* to the Hawaiian Islands passenger route. Monaco's late Princess Grace christened the ship, splitting a bottle of French champagne, and union officials filled in as instructors at the Harry Lundeberg School to ready 300 men and women for her weekly cruises.

It was a year when high praise commending the *S.S. Transcolumbia* was heard for her April delivery of the fragile wings of NASA's 1985 Space Shuttle Discovery's Orbiter Vehicle Challenger. From Bayonne, N.J., to the Port of Los Angeles, the 50,000 pound, 58-foot span crested and fell along the blue expanse, a bird of the seas.

Health and Safety

When 1982 did not quell concern in this nation over the transporting of hazardous wastes and rising health care costs, when cuts in Coast Guard and OSHA funding and diminishing interest on the part of the Reagan administration hampered the safety of workers, SIU officials took the initiative: A formal Safety Program was formed.

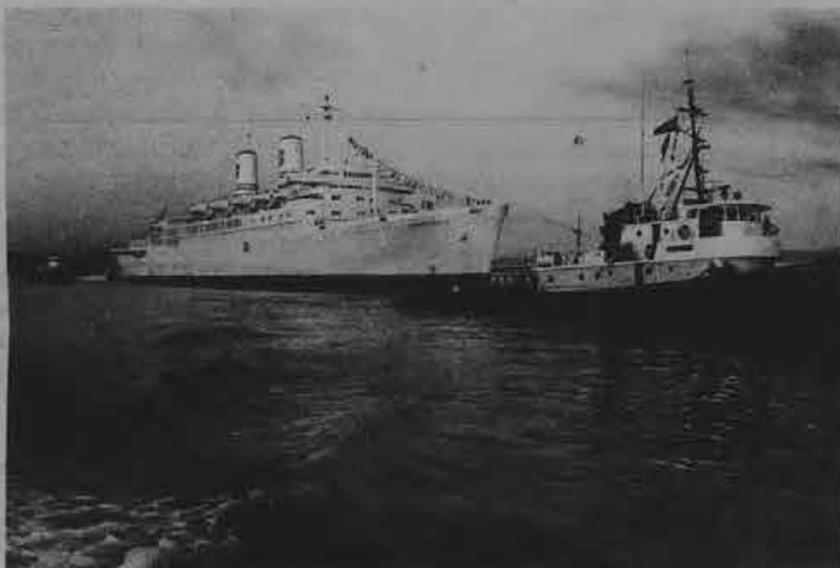
An SIU panel, as of 1982, inspects ships, particularly those carrying toxic cargoes. It reports violations of federal standards to insure safe and healthy voyages for seafarers.

In a related development, facing increased medical costs for its membership, the SIU Welfare Program Board of Trustees voted to reduce costs by requiring seamen to submit "Unfit for Duty" medical slips from SIU clinics instead of from private physicians.

10.1 percent in 42 years at a unions' demonstration in September near the White House in Washington, D.C.

With 24 clinics operating out of union halls, job calls in 1982 were reduced to three a day to allow personnel more time to process claims and treat the medical needs of seafarers and their families.

And, amid such streamlining considerations, the Seafarers Medical Clinic in New York, the original SIU clinic, celebrated a milestone in 1982 as the staff toasted its one-quarter century of dedicated and caring service to seafarers and their families.



The former American Export passenger liner *SS Independence* (American-Hawaii Cruises) comes into Los Angeles Harbor for overhaul before heading back to the Isles with her SIU crew to join her sistership *Constitution*.

Other Benefits

There is no doubt that SIU members were given the best benefits possible in 1982. The SIU Welfare Plan paid a whopping \$47,000, three-month hospital bill last July for care of a seafarer's premature infant in Mississippi; retired one bosun in November on a \$1,000-a-month pension; and awarded \$70,000, a record amount for one year, to four seamen and four dependents as part of the SIU Scholarship Program.

Since its inception in 1952, the "Charlie Logan Scholarship Program" has awarded educational grants to 49 seamen and 112 dependents. It was the late Paul Hall's belief that education is, in and of itself, the key to bettering mankind and the world for all of the centuries to come.

New Beginnings

As 1982 came to a close, the SIU Headquarters was, at long last, moved from Brooklyn, N.Y., to Camp Springs, Md. The new building is nearly completed, with dedication ceremonies not far into the future. It is anticipated that by being nearer to Washington, D.C., SIU officials will be in an improved position to work with the Congress and with other labor leaders as the SIU staff expectantly turns the pages of calendars, to the month of January of the new year, nineteen-hundred and eighty-three.



SHLSS victorious rowers raise arms in salute to the crowd after close first heat in the 29th Annual International Lifeboat Race in New York Harbor on July 4.

Ogden Merrimac Scrapped in Chittagong

In December, the 38-year-old *Ogden Merrimac*, accompanied by her crew, made her final voyage to Chittagong. After discharging her last cargo, she went to the scrap yard. The *Merrimac* was a converted T-2. Built at the Sun Shipyard in Chester, PA. in 1944, she carried both oil and dry bulk cargo.



Ogden Marine representative, Bill Kamber (l.) and Bosun Walter Butternon (r.) confer with SIU rep Joe Air to amend a transportation beef.



Chief Cook Bertrand Wright (left) and Steward Assistant Jeff Hawkinberry check flight schedules home.



N.Y. SIU representative Joe Air answers a few questions for Wilton McNeil. Seafarer McNeil has been sailing with the SIU since July 11, 1942.



Big smiles and "put it there" handshake from first-trippers Keith Jones, steward assistant (left) who finished in the top 3rd of class 365 at the Seafarers Harry Lundeberg School of Seamanship, and Richard Black, wiper, from class 362.



SIU representative Joe Air (seated) signed the payoffs for mates anticipating unpacking after their long trip back from Chittagong, where their ship, the *Ogden Merrimac* was scrapped. Shown at JFK airport at the committee meeting are (l. to r.) AB Muslim Mohammad, deck delegate; Steward George Luke, secretary; Cook/Baker Buersindo Triguero, steward delegate, Oiler Randy Utterback, engine delegate, and Bosun Walter Butternon, Chairman.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

January 1983

Legislative, Administrative and Regulatory Happenings

Marad Study

The American-flag Merchant Marine lost 15 vessels last year. Translated into more concrete terms: American seamen had 450 fewer opportunities for employment.

According to statistics released by the Maritime Administration, there are now 567 oceangoing ships and 143 Great Lakes vessels documented in American registry.

Coal

The rapidly growing coal exporting industry is the latest victim of Reaganomics.

Demand for coal, which had been steadily rising since the 1973 Oil Embargo, has slackened. Statistics released by the American Coal Association show that coal exports will remain static over the next twelve months.

Part of the problem can be traced to the failure of the federal government to come up with a coherent policy to promote the export of coal. Administration officials have not explored the use of bilateral trade agreements, nor have they encouraged the development of this nation's ports, most of which are hopelessly outdated.

Several port development bills were introduced in Congress last year, but none was passed. The Reagan Administration views port development as a regional problem rather than a national issue affecting the balance of payment deficit and the volume of exports.

Vanatu

Liberia and Panama had better move over. The world has a new shipping giant: Vanatu.

Vanatu is not a car. It is a small, newly independent country in the South Pacific that is going to cash in on the indifference of the United States Government to the greed of some American shipowners who are looking for ways to evade taxes and safety regulations.

American shipowners flying under the Liberian flag were worried that the recent coup in that country would endanger their huge investments. They've been shopping around for a new tax haven and Vanatu is it.

Composed of 80 islands in the South Pacific, the Republic of Vanatu was called New Hebrides before it received its independence from a joint British and French agreement in 1980.

Investors call Vanatu "a small, stable parliamentary democracy" that will keep merchant vessels registered under its flag under "effective U.S. control." Of course they said the same thing about Liberia before a little known Colonel in the Liberian Army dragged the President Elect and his sleeping family from their beds and had them shot.

Great Lakes Cargo

Private industry and maritime labor have

joined forces to save the Great Lakes maritime industry, which has been severely affected by the recent downswing in economic activity.

The Great Lakes Cargo Marketing Corporation was formed to actively promote Great Lakes shipping and to make the region live up to its nickname: the Fourth Seacoast.

Thomas Allegreti, who works for the Transportation Institute as Director of their Waterways Division, will serve as secretary of the organization. Rear Admiral Ray Hoffman, director for the Port of Milwaukee, will be Chairman.

Journal of Commerce

In contrast to the Administration's cheerful assessment of its shipbuilding program, the widely respected Journal of Commerce said in a recent editorial that the U.S. shipbuilding industry was in "perilous plight."

"New orders for commercial vessels are just about at the zero mark, with contracts from the Navy benefitting but a few yards."

Maritime Torts

The Commercial Fisheries Bill—important for our fishing industry—would have held little importance for deepsea sailors had not two amendments with important ramifications been attached to it.

The Maritime Torts Bill, HR 3942, had been blocked in the House most of last year. That was good because the bill contained several provisions that would have encouraged companies to use foreign workers in maritime related jobs. Under the terms of the bill, foreign workers would be prohibited from suing in American courts if they had sued in the courts of their own country or if they had accepted

some kind of workers compensation, no matter how minimal the sum.

Unfortunately, the Maritime Torts Bill was attached whole to the Commercial Fisheries Bill. The amendment slipped by unnoticed. But there was a silver lining. Later on, Senator Daniel Inouye (D-Hawaii) was able to attach an amendment to the same Commercial Fisheries Bill that redefined the Jones Act to include vessel incineration of waste products within U.S. waters.

The toxic waste industry is a new one that holds tremendous promise for future employment in our maritime industry.

Caribbean Basin

The SIU worked closely with other labor unions to defeat President Reagan's Caribbean Basin Initiative. Though the bill's general aims were admirable, several of the specific provisions would have hurt workers in the United States at a time when the unemployment rate was hovering around 11 percent.

The SIU was particularly concerned with the effect that the bill would have had on the tuna industry, which was suffering its worst slump in years.

Alaska Oil

While it did not come up in Congress this year, one of the most important issues that will come up next year is the ban on the export of Alaskan oil. At stake are as many as thirty SIU-contracted tankers.

The Export Administration Act will expire next year. If Congress does not renew it, then Alaskan oil can be sold abroad. If that happens, American security will be compromised and thousands of American jobs lost.

The issue is already hot. Several prominent newspapers have run editorials about the issue.

SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record.

SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. These are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and Lakes.

The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal.

A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.



**SUPPORT
SPAD**

SIU Pacific District

New Wage Rates on PMA Ships

The following Base Wage Rates and Overtime Rates became effective December 16, 1982 for day cargo vessels under contract between SIU Pacific District and PMA.

MARINE COOKS & STEWARDS UNION
WAGE RATES FOR DRY CARGO VESSELS

EFFECTIVE 12/16/82

POSITION	VESSEL TYPE	BASE WAGE RATE		HOURLY OVERTIME
		MONTHLY	DAILY	
Chief Steward	Freighter	\$2,010.82	\$67.03	\$7.31
Chief Steward	Modified Mariner	2,121.08	70.70	7.31
Chief Steward/Chief Cook	Mauna Kea	1,963.57	65.45	7.31
Chief Cook, Night Cook, and Baker	Freighter	1,896.04	63.20	7.31
2nd Cook and Baker, 2nd Cook	Freighter	1,777.86	59.26	7.31
Assistant Cook/ Messman	Freighter	1,587.72	52.92	7.31
Assistant Cook/ Combination	Mauna Kea	1,637.26	54.58	7.31
3rd Pantryman	Freighter	1,425.72	47.52	5.54
Messman	Freighter	1,367.18	45.57	5.54
Passenger BR, Passenger Waiter	Modified Mariner	1,367.18	45.57	5.54
Utilityman	Mauna Kea	1,367.18	45.57	5.54

Former Boston Agent

Gene Dakin Dies at Sea

Former Boston (Mass.) Port Agent (1958-1964) Eugene "Gene" Oscar Dakin, 62, died at sea aboard the *M/V Groton* (Apex Marine) on Nov. 22, 1982 while departing St. Croix, V.I. for Stapleton, S.I., N.Y.

Recertified Bosun Dakin (November 1975) was a charter member (D-9) of the SIU joining the Union in the port of Boston in 1938. He was a SIU official for 10½ years serving as a patrolman in the port of New York in 1972.

That year he attended, as a Boston delegate, a Union Educational Conference, Workshop No. 1, at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Piney Point, Md. Later on he also attended a S-L 7 Crews Conference there.

Brother Dakin sailed deep sea in 1969 for Cities Service and in 1974, too.

Born in Medford, Mass., he was a resident there.

Surviving is his widow, Virginia.

Sealand Adventurer



The Ship's Committee aboard the *Sealand Adventurer* takes time out to pose for the LOG photographer. From left are Able Seaman Raul Iglesias, Ship's Chairman Loyal Joseph, Deck Delegate J. Bonefont, Steward Delegate Abul Azez, and Ship's Secretary G.W. White.

Happy Faces on the Pioneer



Dockside at Port Elizabeth finds smiling faces aboard the *S/L Pioneer*. And why not! Disputed overtime from the last trip is sustained as SIU representative Joe Air hands checks to steward assistants George Patterson and Doreen Nute.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

Fogel, Rothschild, Feldman & Ostrov
5900 Wilshire Boulevard, Suite 2600
Los Angeles, Calif. 90036
Tele. # (213) 937-6250

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

Gruenberg, Sounders & Levina
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) 881-4400

SEATTLE, WASH.

Davies, Roberts, Reid,
Anderson & Wacker
100 West Harrison Plaza
Seattle, Wash. 98119
Tele. # (206) 265-3610

TAMPA, FLA.

Hamilton & Douglas, P. A.
2620 West Kennedy Boulevard
Tampa, Florida 33609
Tele. # (813) 879-8842

**Support
SPAD**

**For Jobs . . .
For Job Security**

The Sweet Lady *KOPAA* On the Sugar Run

Casting off in California, sweet lady *Kopaa* headed East for the Yonkers, New York sugar refinery where she moored for 48 hours as shore workers unloaded her cargo into storage bins. From processing, to packaging to final transport to America's grocery stores and taste buds, the *Kopaa* regularly stops off at ports in San Francisco, Yonkers and the Hawaiian Islands to carry on the cycle.

Originally constructed in 1944 as a general carrier, she was converted to a sugar carrier at Portland, Oregon in 1971 and is now operated by Pacific Gulf Marine. She is 595 feet long with a loaded draft of 47 feet and a carrying capacity of 24,333 dwt.



Waiting to unload raw sugar, the *Kopaa* lays dockside beside the refinery.



Three fellow AB's aboard the *Kopaa* pose for the LOG photographer. They are (from left) Fred Verona, Carrol Heick and Mickey Noble.



Electrician Mike Bogley and wiper Jody Mitchell make ready to depart for the holidays.



O.S. John McAuliffe stands on deck with refinery warehouses in the background.



Manning the *Kopaa's* hydraulic levers, Recertified Bos'n Gary Hoover opens up pieces of the sky to the sugar mountains below deck in the hold area.



Lending an aura of mystique to their culinary creations, the galley crew of the *Kopaa* solemnly hold the radish blossoms they had carved to garnish the crew's luncheon platters. Chief Steward/Baker Robert (Be-Bop) Fernandez, (second from right) is the master of this art form and specializes in carving houses out of pineapples for centerpieces. His steward mates are (from left) Saloon Messmate Abdullah Hussein, B.R. Utility Joseph English; Chief Cook Percival Wicks; and (far right) Crew Messman Virgilio C. Romero.

At Sea/Ashore

Overseas Harriette, Marilyn and Robert E. Lee to Egypt

From Jan. 25 to Feb. 6, the *ST Overseas Harriette* or the *ST Overseas Marilyn* (Maritime Overseas) will sail from Beaumont, Tex. for Port Said or Alexandria, Egypt with a cargo of 23,200 gross metric tons of bagged wheat flour.

Going to the same ports from Memphis, Tenn. or Little Rock, Ark. will be the *LASH Robert E. Lee* (Waterman) carrying 10,751 gross metric tons of bagged wheat flour.

1,200,000 Tons of U.S. Wheat Sold to Soviets

Up to the middle of this month, the U.S. Department of Agriculture has sold to the Soviet Union 1,200,000 metric tons of hard winter wheat for delivery during the 1982-83 marketing year which ends May 31.

To date, sales of American grain delivery during the seventh year of the U.S.-U.S.S.R. long term grain agreement total 5,949,500 tons of which 2,900,000 is wheat and 3,049,500 is corn.

MARAD OKs APL Deal to Build 2 New C9s

MARAD early this month gave the green light to the SIU-partly manned American President Line (APL) to trade in the C9 container ship *SS President Roosevelt* in order to build two new C9 container ships (the last one now completed) in Avondale Shipyard, New Orleans.

The *SS President Monroe* is set for delivery next month. The Union "mans" the steward department.

Moon Shipyard to Repair 2 U.S. Ships

The SIU-contracted Moon Shipyard, Norfolk, Va. has won a U.S. Government contract worth \$324,135 to repair two reserve fleet vessels in the James River Anchorage needed in case of a national emergency.

The two ships are the *SS Cape Alava* nee *SS African Comet* and the *SS Cape Alexander* nee *SS African Meteor*.

Liner Queen Mary Gets New Facelift

The SIU-contracted ex-luxury liner, *SS Queen Mary*, permanently berthed in Los Angeles Harbor as a tourist attraction, got a \$10-million "facelift" recently.

She was repainted, her teak decks refinished and many miles of especially woven "Cunard patterned" carpets laid down throughout the superliner.

Her public rooms were also redecorated in their original style while the hotel and dining facilities were upgraded.

Seafarers On the Line



The Seafarers were there in force when the Los Angeles County Federation of Labor (AFL-CIO) staged a massive demonstration to protest the anti-labor policies of Litton Corp. The protest which involved labor organizations throughout Southern California took place outside Litton's annual stockholders meeting in Beverly Hills. From left are Ricardo Gill, Paul Anderson, SIU Patrolman Frank Gill and Paul Victor.

Sealand Pioneer Committee



Winding up their trip from Northern Europe, The Ship's Committee of the *Pioneer* moored in Port Elizabeth for a payoff, took time out to pose for the *Log*. Appearing with SIU representative Joe Air (center) they are (seated l. to r.) QMED L. S. Ivanauskas, engine delegate; AB R. H. Guerin, deck delegate; Bosun J. L. Bourgeois; Electrician Haywood Wilson, educational director and (standing) Chief Cook L. Faulkner, steward delegate.

Waterman Builds 3rd R/O R/O Ship

Waterman expects early delivery this year of a third R/O R/O ship named the *SS Charles Carroll* being built at the General Dynamics Shipyard, Quincy, Mass.

Silver Lining in '84 for Inland Field

The head of the SIU's Dixie Carriers, Archie L. Wilson, sees a silver lining in the inland field for early 1984 with an upturn in business by mid to late 1983 predicted by economic forecasters.

Wilson added that while the barge industry usually lags behind the general economy, it should pick up later on.

'Wreckers' Strip Ship Off England

In a scene out of the long ago dim past, a horde of 200 village "wreckers" recently boarded a freighter stranded on the rocks off the English Devon coastline to plunder everything that wasn't "nailed down."

They clambered aboard the 960-ton Panamanian *SS Johanna* by the light of a full moon to strip her of thousands of dollars worth of radio equipment, chains, ropes, furniture, beer, baked beans, clothing and even the vessel's Christmas tree, the ship's captain said.

The *Johanna* struck the rocks off Hartland Pt. in southwest England in a storm on New Year's Eve enroute from South Wales to Rotterdam, the Netherlands. Her seven-man Dutch-Asian crew was winched off the ship by helicopter and lifeboat.

The captain returned to his ship the next day to find the men, women and children "wreckers" had used grappling irons and ladders to loot everything movable.

He asked "What right have they got to go raiding my ship? So much has gone. It just vanished overnight."

But a British official explained that because the ship has been declared abandoned, the looters did nothing illegal. It was the owner's responsibility to protect the property, he said.

Sealand Baltimore Committee

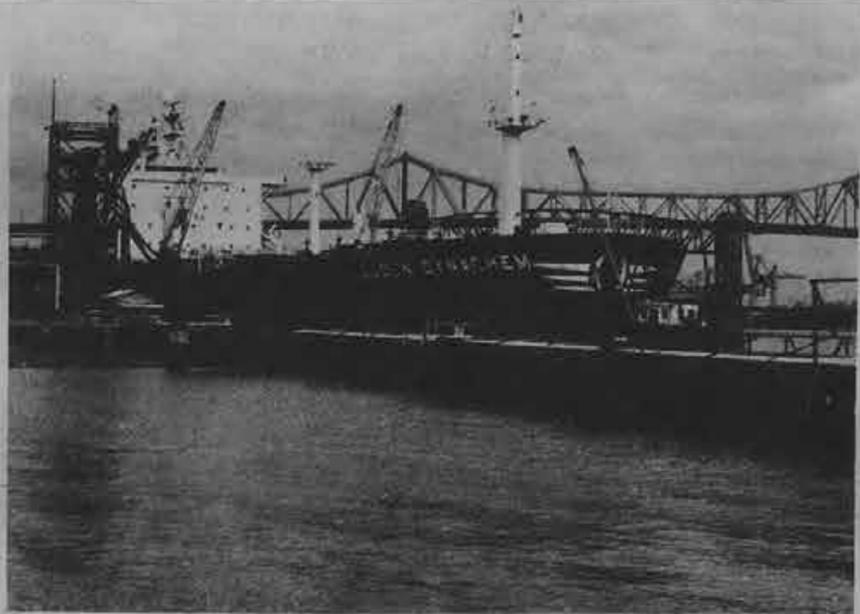


Capping off a Boston-Baltimore-Newark Atlantic run, seafarers on the *Baltimore* meet with SIU representative Joe Air. They are, (seated from left) AB Peter Mistrretta, deck delegate, and Bosun G. Kidd, and (standing l. to r.) Steward Bill Wroten; Chief Cook Turkey Jones; Steward Assistant Charlie Wilson, steward delegate; AB George Lowe and AB Papa Manolis.

Ogden Dynachem Offloads in New Jersey



QMED Larry Walker jots down gauge readings in the engine room.



Ogden Dynachem berthed at Goethals Exxon, Bayway, N.J. refinery hitches up lines to discharge her cargo of crude oil.



QMED Archie Bligen and Stonewall Jackson, saloon assistant, stand beside the Christmas tree they decorated with tinsel and ornaments.



O. A. Pittfield, able seaman, takes the gangway watch.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, February 7	2:30 p.m.
Philadelphia	Tuesday, February 8	2:30 p.m.
Baltimore	Wednesday, February 9	2:30 p.m.
Norfolk	Thursday, February 10	9:30 a.m.
Jacksonville	Thursday, February 10	2:00 p.m.
Algonac	Friday, February 11	2:30 p.m.
Detroit	Friday, February 11	2:30 p.m.
Houston	Monday, February 14	2:30 p.m.
New Orleans	Tuesday, February 15	2:30 p.m.
Mobile	Wednesday, February 16	2:30 p.m.
San Francisco	Thursday, February 17	2:30 p.m.
Wilmington	Tuesday, February 22	2:30 p.m.
Seattle	Friday, February 25	2:30 p.m.
Piney Point	Friday, February 11	3:00 p.m.
San Juan	Thursday, February 10	2:30 p.m.
St. Louis	Friday, February 18	2:30 p.m.
Honolulu	Thursday, February 10	2:30 p.m.
Duluth	Wednesday, February 16	2:30 p.m.
Jeffersonville	Thursday, February 17	2:30 p.m.
Gloucester	Tuesday, February 22	2:30 p.m.
Jersey City	Wednesday, February 23	2:30 p.m.

Area Vice Presidents' Report

Gulf Coast by V.P. Joe Sacco



In the Gulf we're gearing up for two important inland contract negotiations. One is in Texas—Sabine Towing and Transportation. The other is in New Orleans—Dixie Carriers. Both contracts expire Mar. 31.

Though shipping in the port of Houston is not as busy as we'd like, I'm happy to report that last month we crewed up the brand new bulk carrier *Spirit of Texas* (Titan Navigation). A full story on this ship, along with photos, can

be found in this issue of the LOG.

In the port of Jacksonville I want to welcome aboard SIU official George Ripoll who's been working for the past several years in New York. He'll now be heading our port in Jacksonville and will have the able assistance of SIU official Edd Morris. I want to wish Brother Ripoll good luck in his new post.

Out of Jacksonville we have word that a very successful dinner was held in the Union Hall by that city's mayor, Jake Godbold. The mayor is seeking reelection to his post this year and the dinner was the start of his campaign.

Concerning the conversion to an oil pipeline of a gas pipeline that runs from Texas to Florida, a meeting is to be held in Tampa on Jan. 21 among opponents of the conversion. The SIU will be represented since we feel that if conversion takes place, tug and barge traffic between Texas and the rest of the Gulf will be seriously damaged.

Also out of Jacksonville, SIU-contracted Crowley Maritime Corp. reports that it has extended its operation to include Guantanamo Naval base in Cuba.

Last month out of the port of Mobile we were expecting to crew up a brand new integrated-tug-barge, the *New York* (Apex). However, there has been some delay and the new crewing date is Jan. 22.

Finally, I want to report to the members that I visited New Orleans Port Agent Gerry Brown in the hospital and he's in very good spirits. The doctors are amazed at the progress he's making. Brother Brown wants to thank everyone for their cards and messages.

East Coast, by V.P. Leon Hall



This month, as I do each month, I attended membership meetings along the East Coast. However, because of the New Year's holiday, the New York and Philadelphia meetings fell on the same day and so I could not attend the latter.

In the Baltimore area our SIU-contracted dredge the *Sugar Islander* (North American Trailers) has been working in the upper reaches of the Chesapeake Bay. She's dredging the approaches to the Chesapeake and Delaware

Canal.

Also in Baltimore we had a payoff on our SIU-contracted containership the *Amco Trader* (American Coastal Line-Joint Venture, Inc.) which was carrying military cargo. The *Amco Trader* is the former SIU-contracted *Mayaguez* (PRMMI).

I'm happy to report that in the port of Norfolk we crewed up a ship that had been laid up since October. She's the SIU-contracted *Golden Endeavor* (Apex).

Concerning inland contracts in the port of Norfolk, we're in negotiations with SIU-contracted C.G. Willis. The three-year agreement with C.G. Willis expires in February. We have about 55 members at the company.

Up in the port of Gloucester tanker traffic, which is usually strong in the winter, is about 20 percent off this year. This is probably due to poor economic conditions and the mild winter.

Finally, I want to remind our members that the move of SIU Headquarters from New York to Camp Springs has been completed. That means that New York is now a service port like any other and we must handle claims and vacation applications the way the rest of the outports do. Because of the move, there is bound to be some delay in processing claims. But this is only temporary and I ask the members to please be patient for awhile.

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



It's good to be able to report this month on some new SIU-contracted inland equipment. This March or April, Orgulf will be coming out with the *Justin T. Rogers*, an 8600 hp twin screw towboat. She's the sister boat of Orgulf's *James Ludwig* which we just crewed up last month.

Also, St. Louis Port Agent Pat Pillsworth went to New Orleans last month for the christening of the 4500 hp ocean tug *Energy Altair* (Energy Transportation).

On inland contracts, the recently negotiated Orgulf agreement was passed and copies of the contract have been sent out to the members.

Currently we're preparing for the Heartland Transportation negotiations for the barge line operation and the fleeting contract. The expiration date on the agreement is Mar. 13.

On the Great Lakes I'm happy to report that the final word has not yet been spoken on the SIU jobs aboard the *Chief Wawatam*. As I reported last month, the Detroit-Mackinac Railroad Co. lost the bid on renewing operation of the "hand bomber" for the State of Michigan. The operation went to the non-union company—Michigan Northern Railroad. However that company has now agreed to sit down and talk about a contract with us and the Marine Engineers Beneficial Association.

The last ship to be laid up for us on the Lakes was the *Indiana Harbor* (American Steamship). I'm sorry to say that the 1983 shipping season on the Lakes will probably not be much better than 1982. However, compared to other seamen on the Lakes, our Seafarers are still a little luckier considering the number of SIU-contracted ships that have been running.

The outlook for shipping by mid summer is somewhat uncertain. The Steelworkers contract expires on July 31 and there are strong rumors about a strike. There could be a lot of stockpiling at the beginning of the year which would be good for shipping.

West Coast, by V.P. George McCartney



In southern California in the port of Wilmington, SIU-contracted Crowley has two new pieces of equipment which mean more jobs for us. One is the supply boat *Skilak* with 14 SIU jobs and the other is the crew boat *Eileen Elizabeth* with four SIU jobs. Both boats perform port services for the personnel aboard offshore oil rigs.

Here in San Francisco, however, I'm sorry to report that the SIU-contracted *Santa Mariana* (Delta) has been laid up since Dec. 22 because of a lack of cargo. The *Santa Mariana* is a combination cargo/passenger ship and when she carries a full complement of passengers, she also carries 80 SIU members. The ship runs to South America carrying a variety of cargo including frozen products.

In the Port of Seattle, Agents George Vukmir and Horace Hamilton reported a good deal of shipping activity.

The SIU-contracted *Newark* (Sea-Land) which had been laid up since Nov. 1, crewed up and is heading for Alaska. Early in January the SIU-contracted *Ultra Sea* (Apex) loaded grain for Egypt.

And later this month the SIU-contracted *Overseas Vivian* (Maritime Overseas) is expected to start the grain run to Russia.

Four American President Line (APL) ships that had been laid up for lack of cargo have now been recrewed in Seattle. They are the *President Cleveland*, the *President Jackson*, the *President Wilson* and the *President Fillmore*. The APL ships are part of the SIU-contracted fleet of deep sea ships within the Pacific Maritime Association (PMA).

Also out of Seattle, our organizing drive aboard the fish processing vessel *Golden Alaska* is moving along. Right now the National Labor Relations Board is identifying the unit to be represented. We expect an election within 40 days. On the ballot will be the SIU, the Sailors Union of the Pacific, the Marine Engineers Beneficial Association, and the company.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

In the Steward Department

Opportunities Make The Difference



Romeo Lupinacci, steward department executive chef, shows trainee Janet Kreitzer the right way to trim fat from veal legs for veal scallopini.



Cook and Baker Mark Scardino, tears apart freshly baked Pullman flour rolls before hungry SHLSS students and staff hit the lunch line.



With the blender blades safely stopped, Cook and Baker Joseph Marasco hand blends butter into a devil's food cake batter.

The opportunities are what make the difference to the hundreds of men and women who have come to the Seafarers Harry Lundeberg School of Seamanship.

The Steward Department shipboard cooking and baking curriculum from the beginning level Steward Assistant class to the Chief Steward class multiply the opportunities at every step along the way.

Students upgrading to Assistant Cook, Cook and Baker and Chief Cook find their earning potential and culinary skills broadening, and the enhancement of their job security increased, in proportion to the educational achievements they have made.

The Steward Department courses run for six weeks although students may elect to

extend training to finish all necessary requirements for ratings.

Student trainees launch their careers in SHLSS fully-equipped galleys under the watchful direction of experienced professional chefs. As assistant Third Cooks, eligible trainees take to the seas. Cook and Baker candidates may also sign on tugboats to feed an entire crew.

Steward Department upgraders practice their trade in the bakery, butcher shops, kitchens and commissaries at the Piney Point base. They turn out breads, rolls, pies, cakes, cookies and breakfast foods by following international recipes.

At the same time, upgrading students are trained in ordering supplies, menu planning, and nutrition and like all students in this department are given background in safety, sanitation and personal hygiene.



Gary Schuch, steward assistant trainee, readies serving utensils for salad dressings.



Cardiopulmonary Resuscitation

Cardiopulmonary Resuscitation (CPR) refers to life-sustaining medical treatment that artificially restores oxygen to the vital organs of a person experiencing respiratory or heart failure.

As part of the SHLSS entry-level curriculum program all trainees are required to participate in the 12-week CPR course. Seafarers who are upgrading are

urged to attend the classes.

By the last day of the course the student should be able to demonstrate mastery of CPR emergency techniques coupled with a basic understanding of the underlying causes and symptoms of heart disease and respiratory dysfunction.

Certification is awarded by the American Red Cross and the American Heart Association.



Students practice two-man cardiopulmonary resuscitation on mannequin before the watchful eyes of CPR Instructor Gary Joy. The 'lead off' partner tilts the head to open air passages, then begins breathing for the victim as his partner concentrates on chest compressions.

Quartermaster Course

Steering to New Skills, New Job Security

The year 1983 will be an especially fulfilling year for the SHLSS candidate who successfully completes the six-week Quartermaster course.

This course of instruction allows candidates an opportunity to sharpen seamanship skills, to receive certification in first aid, CPR, and fire fighting and most importantly to prepare for a third mate rating.

The Quartermaster curriculum outline contains a total of 44 hours of class time devoted to radar instruction and 24 hours to the International and Inland

Rules of the Road.

The course enables students to gain a workable knowledge of technical publications, magnetic and gyroscopic compasses, the uses of bearings and fixes, chart drafting, aids to navigation and emergency operations.

Students will also become thoroughly familiar with the theoretical and practical aspects of rapid radar plotting and international codes and signals, weather, tides and currents, R.D.F. and fathometers, and the handling of bridge equipment.



Instructor Abe Easter shows the radar relative motion lines.



Oscar C. Wiley plots the closest point of an approach for a collision avoidance.



Relative motion is discussed by George Bruer, Oscar C. Wiley, Robert Adams, and James Radar.

First Class Pilot Course

Charting a Course To Job Security



Paul Dunaway studies Pilot rules and regulations.

Marine Electronics

Serving the Needs Of the Industry

This course is one which explains in detail the relay logic of the Lash II gantry crane now in use aboard SIU-contracted Waterman and Delta Line Barge carrier ships.

The primary objective of the eight-week course is to teach students how to properly use industrial electronics manufacturers' manuals to grasp the essentials of complementary automated systems such as container cranes and elevators.

Before the beam of the Lash II crane can be lowered to a barge, a sophisticated web of relays, switches and circuitry

hardware sends thousands of signals to the operator's board.

Students concentrate their efforts on studying the board during the first week of the course and the remainder on learning the inner assemblages of the system. So too, the focus shifts to wiring diagrams and relays, schematics and service charts.

With port time today slimmed to four or five hours, students learn to quickly and efficiently trouble-shoot problems, light off the crane and provide casualty control of the crane to better serve the needs of our contracted companies.



The swell arms of an electrical switch pointed out by Robert Bunch from Houston.

Maneuvering a ship in traffic involves committing to memory the environmental conditions and a chart sketch of the waterway area.

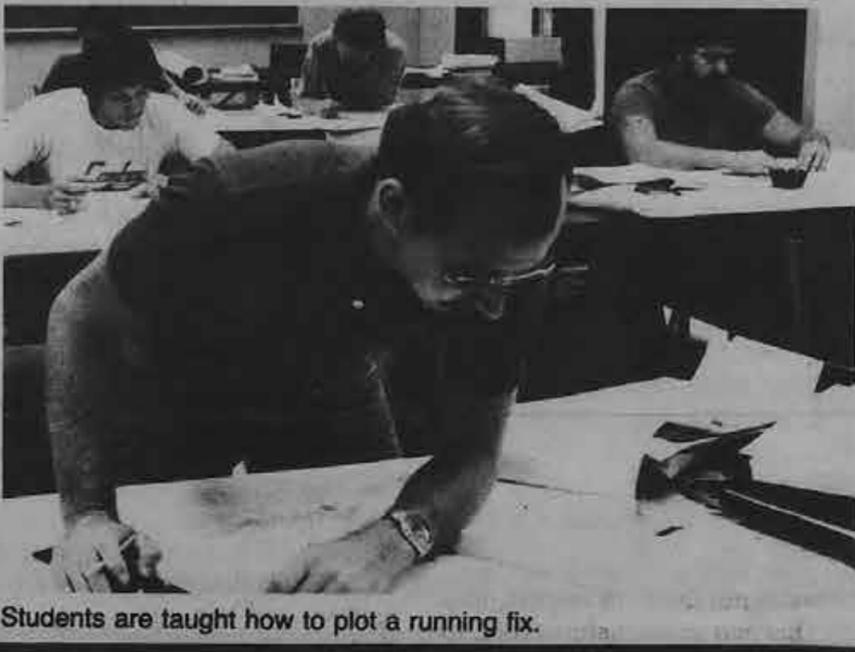
Candidates for First Class Pilot must be able to reconstruct the chart and describe conditions along the chosen route to pass the Coast Guard examination. They must also acquire a well-versed appreciation of "state of the art" developments in navigational instrument aids, accessories, and equipment.

In a world where technological innovations are no sooner developed than left to the marvels of yesteryear, the Harry

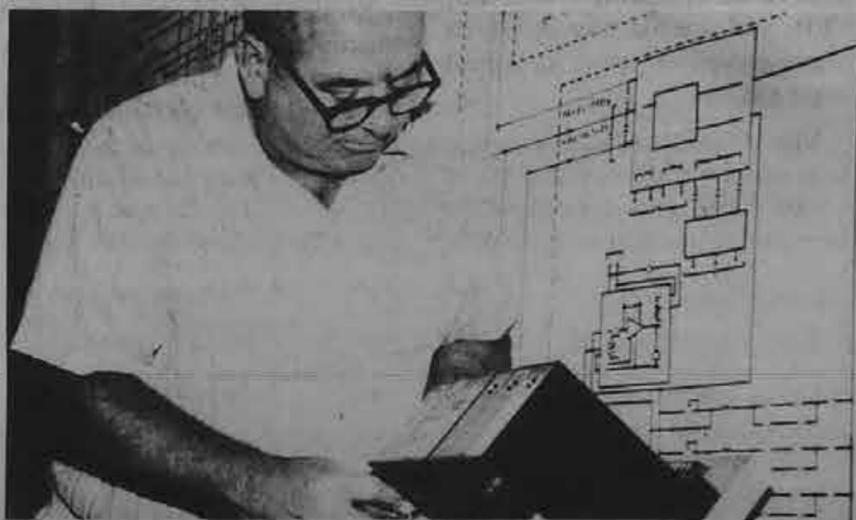
Lundeberg School strives to offer students quality education and the most up-to-date information available.

The 1983 school year will be no exception. To this end SHLSS instructors are helping students of this seven-week course assimilate modern navigational ship handling, Rules of the Road, piloting rules and the wind, weather, tides and currents which affect particular routes.

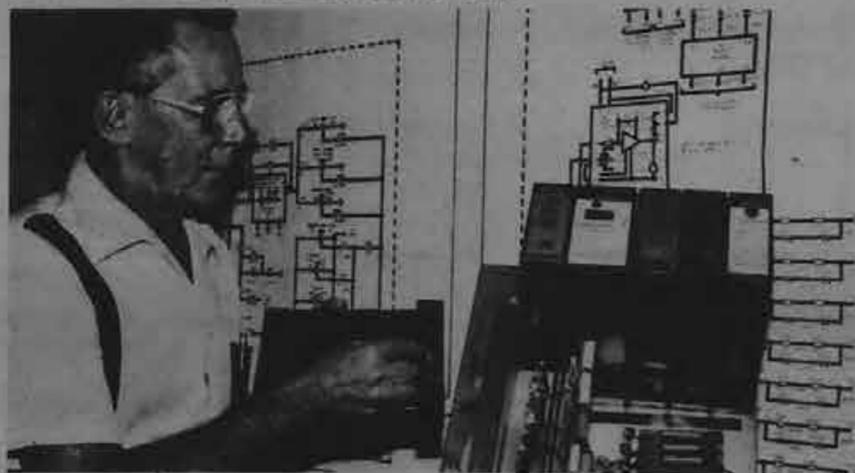
Experienced instructors conduct specific lectures pertaining to COLREGS, meteorology, seamanship, navigational devices and methods, compass error and sextant angles.



Students are taught how to plot a running fix.



The careful removal and installation of a card pack in a Regulator Panel is demonstrated by Instructor Jack Parcel.



Ray Nugent from Wilmington, California, removes a card pack on a Regulator Panel.

Upgrading Course Schedule Through March 1983

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

Course schedules for January through July 1983 are announced by the Seafarers Harry Lundeberg School of Seaman-ship. Once again, the course offerings are designed to upgrade the skills of SIU Seafarers and Boatmen, and to promote America's maritime industry by providing it with the best trained and most highly skilled workers in the maritime world.

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.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	January 17	April 7
Pumproom Maintenance & Operations	February 15 April 25	March 25 June 3
Automation	March 28 June 7	April 22 July 1
Marine Electronics	January 4 May 9	February 11 June 17
Marine Electrical Maintenance	March 14	May 6
Refrigeration Systems, Maintenance & Operations	February 28 May 9	April 8 June 17
Fireman/Watertender & Oiler	January 17	February 24
Welding	February 28 April 25 May 23	March 25 May 20 June 17
Conveyorman	March 23	April 22
Diesel—Regular	January 10 April 11	February 4 May 6
Third Assistant Engineer	January 4	March 11
Tankerman	January 31	February 10

Deck Upgrading Courses

First Class Pilot	January 4	February 18
Mate/Master Freight & Towing Vessels	February 28	April 22
Towboat Operator Scholarship	January 10 April 4	February 25 May 20
Able Seaman	February 15	March 24
Quartermaster	January 4 April 4	February 11 May 13
Third Mate	January 17 May 9	March 25 July 15
Celestial Navigation	February 28 March 28 April 25 July 18	March 25 April 15 May 20 August 12
Lifeboatman	January 31 March 28	February 11 April 8

Steward Upgrading Courses

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

William Hooper Committee



The crew aboard the *William Hooper* discuss overtime beefs at a payroll committee meeting at Port Elizabeth. With SIU representatives George Ripoll (center) and Joe Air (far left) listening and weighing suggestions, it's clear sailing ahead for this crew who are (standing l. to r.) QMED Richard Parrish, engine delegate; Steward James Carter, Jr.; AB Jack Bluit, deck delegate and (seated r.) Bosun Julius P. Thrasher.

Apply Now for an SHLSS Upgrading Course

(Please Print)

(Please Print)

Seafarers Harry Lundeberg School of Seamanship Upgrading Application

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 Presently Registered In _____
 Port Issued _____

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
- Fire Fighting
- Adult Basic Education

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

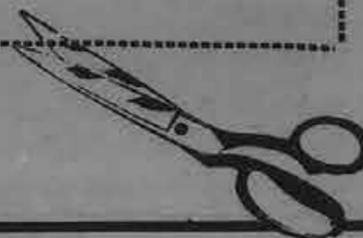
RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

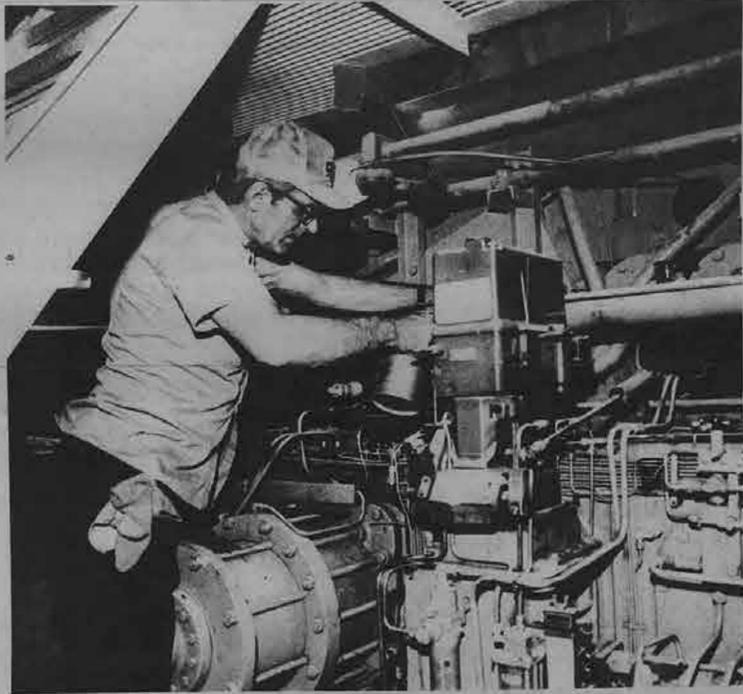
VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

Please Print

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

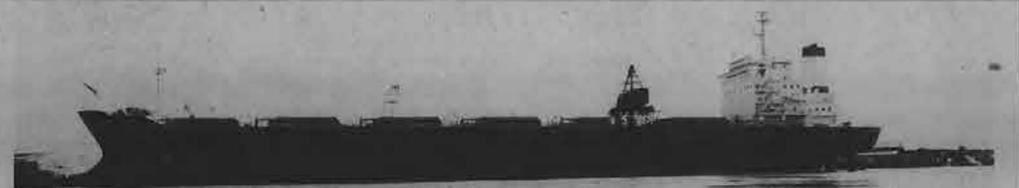




Working in the brand new engine room of the *Spirit of Texas* is QMED Charles Hamson.



Listening to QMED George Darney are First Assistant Engineer Pete Sederquist, left, and QMED Charles Hamson.

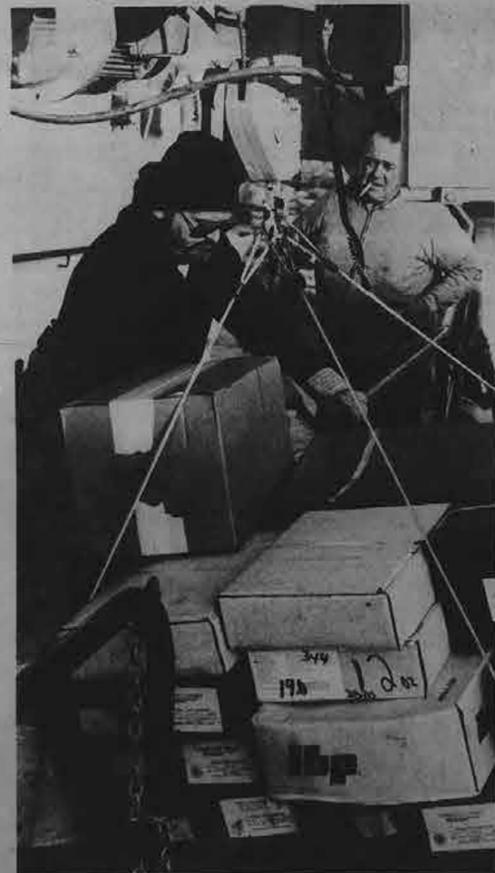


Ready to leave from the Livingston Shipyard in Orange, Tex. where she was built is the SIU-contracted *Spirit of Texas* (Titan Navigation).



Flaking lines on the 612-foot long vessel are, from the left: ABs Jack Donaldson and John Neff; Bosun Bill Hampson, and DEU Duke Manson.

A Third Bulk Carrier—the *Spirit of Texas*—Is Crewed by SIU Members and Heads for Egypt



Taking on stores aboard the bulk carrier are QMEDs Peter Hove, left, and George Darney.

Called the *Spirit of Texas*, a brand new bulk carrier was crewed by the SIU in the last days of 1982. Built at Livingston Shipyard in Orange, Tex., the 612 foot long vessel is operated by SIU-contracted Titan Navigation. She's the third in a series of identical bulk carriers built by the company in the last 18 months. The other two are the *Pride of Texas* and the *Star of Texas*.

All three ships have six holds in which they can carry a variety of dry bulk cargoes. The *Spirit of Texas*, which was crewed from the SIU port of Houston, loaded flour in Beaumont for a run to Egypt. She and her sisterships mean more jobs for SIU members. But they are also a boost to the long neglected U.S. bulk carrier fleet. Hopefully, they are a sign of things to come.



SIU Houston Port Agent Gene Taylor, center, discusses the contract with Steward/Baker Jim Bartlett, left, and Captain Harold Small.



The steward department aboard ship gets together for a photo in the galley. From the left are: K. Biddle, GSU; George Malone, assistant cook; Cecil Martin, chief cook, and Jim Bartlett, steward/baker.



In the freezer of the *Spirit of Texas*, Steward/Baker Jim Bartlett takes out some food for an upcoming tasty meal.

Cruises, Cash to Go to U.S. High School Maritime Essay Contest Winners

Deadlines for both the 48th High School and 7th College U.S. Maritime Essay Contests is Mar. 1 with free voyages on American ships and cash prizes being offered by the 17,000-member Propeller Club of the United States to the students.

The theme of the high school contest this year is: "Is our American-Flag Merchant Marine Fleet Inadequate to Support Our Armed Forces in an Overseas Conflict?" Themes for the college contest are picked by the students who must be club members based on maritime topics selected by the Propeller Club. Winners will be announced on National Maritime Day, May 22.

High school winners will get free ocean trips to the Mediterranean, Europe, the Orient, the Caribbean and South America, coastal cruises on the Atlantic and Pacific and ride the Great Lakes, Mississippi and Ohio Rivers, all on American vessels.

College winners will win prizes of \$500, \$400, \$300, and \$200.

Last year 16 high school students won free trips, two bond prizes and two honorable mentions. In 1982, four college students won cash prizes and four got honorable mentions.

Contest inquiries can be made to the 101 local port Propeller Clubs or to the Propeller Club of the U.S., 1730 M St., N.W., Washington, D.C. 20036.

Shipmates



Seafarers Ed Tichy (left) and Donald Williams were getting ready for the Christmas Holidays when this photo was snapped aboard the Sealander last month in Port Elizabeth, N.J. Both are graduates of the Seafarers Harry Lundeberg School of Seamanship (1981), and both sail GSU.

Talking about the contests, the club's president said "... Its purpose is to broaden the education of teenage students in maritime matters of vital importance to our country and acquaint our younger generation with the necessity of a strong merchant marine and maritime industry for our economic welfare and national security."

**Support
SPAD
For Jobs . . .
For Job Security**

Aboard Sabine Tug Samson



SIU Representative Don Anderson talks with the crew of the Samson (Sabine Towing) after the tug helped shift the recently-crewed Spirit of Texas from the Livingston shipyard in Port Arthur, Texas. Clockwise from lower left are Captain Weldon Potts, Engineer Andy Clinger, and Deckhands Lee Hebert and Leo George Bean.

Dispatchers Report for Inland Waters

DEC. 1-30, 1982

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	1	0	0	0	0	10	2	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	1	0	0	1	0	3	1	0
New Orleans	1	3	0	0	3	0	3	1	0
Jacksonville	1	3	1	0	1	1	4	5	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	2	0	0	0	22	3	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	0	1	0	0	1	0	0
Houston	1	4	0	0	5	0	14	2	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	2	3	2	1	0	2	0	10
Piney Point	0	0	0	0	0	0	0	0	0
Totals	7	15	6	3	11	1	60	14	16
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	1	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	4	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	0	0	1	0	0	1	6	1	1
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	0	1	0	0	1	0	0	2	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	0	0	1	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	1	1	0	0	1	2
Piney Point	0	0	0	0	0	0	0	0	0
Totals	1	2	0	1	3	0	2	3	3
Totals All Departments	8	17	7	4	14	2	68	18	20

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

Deposit in the SIU Blood Bank

The Saga of Seafaring Women

Seafaring Women

LINDA GRANT DE PAUW



For centuries, magical feminine forces have sprung from the sea and into the minds of sailors. Ever anxious to tame their fears of the unknown, ancient sea yarns were traded by mariners who believed the sea and ships were feminine spirits; that Indian sea princesses and goddesses roamed the vast oceans, and that they were all symbols of good fortune—unless unduly provoked.

By way of colorful introduction, Linda de Paw, author of the historical volume, *Seafaring Women*, unravels the stories that sustained generation upon generation of men at sea.

There is Aphrodite, Greek goddess of love, arising, sparkling, from the sea to provide them godspeed home to their loved ones and protection from the storm. Greek poets told of her in lyric iambic lines, but sometimes it was said the feminine force was an angry sea, venting her wrath and smoting out a ship and her entire crew.

Then, too, the embodiment of woman was a water witch with red hair, fire hair, stirring up whirlwinds or a silvery mermaid playfully steering ships past turbulent waters. Always before the gaze of women, sailors entrusted their lives and their souls at sea.

Though lively in their telling, Linda de Paw eclipses these poetic images to chronicle the reality of women who have since the earliest times gone down to the seas to labor as seafaring women. With an historian's devotion to accuracy, the author concentrated on the last several centuries, sifting out the names of women in ships records and their experiences from diaries and conversations with relatives.

Details were difficult to come by since captains were 'officially' forbidden from taking working women aboard, except those serving in the traditionally feminine roles as nurses, cooks, wives and laundresses. Their presence "as sailors before the mast or in positions of command," was recorded in the ships' logs only when their involvement in an emergency had to be explained to superiors.

Then, too, there were countless women who disguised their sex. Dressing as men, they toiled beside men performing tasks with equal proficiency, and many

were lucky enough to never be discovered.

One sees it was not a simple endeavor then for Linda de Paw to record their history. War records, though, were at least available and extensive since everyone on board was expected to fight and kill, and many names of those injured and killed were included in the records. As capably as men, women manned the naval guns, assisted surgeons in treating the wounded and hauled kegs of gunpowder to the artillery stands amid cannon fire thundering and shrapnel glazing the air.

There were women at sea whose service was so courageous they became celebrated folk heroes. In the 18th century, while peasants were starving and storming foreign ships off China's shores for food, Madame

Hsi Kai Ching amassed a fortune and a reputation for pillage and plunder commanding a fleet of 2000 ships.

Under the circumstances of poverty, piracy was a legitimate enterprise in China, and Madame Ching extended her domain on land to provide for her crew. And as her corporate creations crept further inland and her suc-

cesses in battle mounted the Emperor of China was forced to offer Madame Ching and her captains amnesty, regal honors, a palatial estate and command of a portion of the imperial fleet.

More numerous female heroes, though, were less aggressively ambitious than Madame Ching. De Paw describes women aboard whaling ships as leading rigorous lives, pitied by women aboard merchant and naval vessels.

Since the whaling industry began in the 18th century, women were able to join their husbands on voyages that generally lasted from three to five years. They were the exception. Leaving their warm homes with their children in hand they found the long sea voyage dreary and grueling.

Times were easier for merchant seafarers, however, and women desiring to become a part of the profession made their entrance much more easily. Because the captain of the merchant ship was often its owner, many captains showed their wives and their daughters how to set the sails, haul the lines, chart the stars and take the helm. The wives "occasionally might sign the articles and get paid," de Paw noted, and learning was not lost but passed on as fathers made daughters into sailors.

Only on merchant vessels were women able to excel in navigation, as some did, and command ships as a great many did.

The return of Mary Patten at San Francisco had "Leaders of the women's rights movement ecstatic, pointing to Mary Patten as living proof that there was nothing women could not do," de Paw writes. Mary Patten was nineteen years old, and four months pregnant, when her husband became ill and she took over the race against three merchant clippers delivering cargo to San Francisco in the 1880's. Nursing her dying husband, putting down a mutiny-minded officer, rounding treacherous Cape Horn, Mary Patten's clipper *Neptune's Car* finished second and the story of her feat was heard around the world. She won plaudits from all, a monetary award from the ship's insurance company and a place in history as the outstanding woman in the history of the U.S. Merchant Marine.

Personals

Richard Feddern

Your old shipmate Frank Corven is trying to get in touch with you. You may write him at: 11735 N. 19th Avenue, B-85, Phoenix, Arizona 85029.

John Somers

Please contact your sister Rita, 182 E. 5th Street, Oswego, N.Y. 13126



Dispatchers Report for Deep Sea

DEC. 1-30, 1982

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	4	0	3	4	0	0	6	10	0
New York	72	19	2	64	31	0	0	165	67	6
Philadelphia	0	0	0	0	0	0	0	0	1	0
Baltimore	16	7	0	12	4	0	2	29	14	1
Norfolk	7	5	0	11	7	0	1	19	13	0
Mobile	11	7	0	5	0	0	0	28	9	0
New Orleans	51	11	1	44	11	0	2	147	41	2
Jacksonville	42	15	1	22	17	0	0	65	24	3
San Francisco	5	0	0	4	0	0	0	71	27	5
Wilmington	16	9	1	13	6	0	0	52	34	6
Seattle	15	6	1	16	6	0	0	61	29	6
Puerto Rico	11	5	0	17	9	0	1	17	3	0
Houston	43	31	0	55	43	1	6	86	40	6
Piney Point	0	0	0	0	6	0	0	0	0	0
Totals	292	119	7	266	144	1	12	746	312	35
ENGINE DEPARTMENT										
Gloucester	1	3	0	0	2	0	0	6	4	0
New York	53	19	0	51	9	0	0	154	66	0
Philadelphia	0	0	0	0	0	0	0	0	1	0
Baltimore	7	0	0	8	2	0	1	20	14	0
Norfolk	4	2	0	5	1	0	0	14	14	0
Mobile	6	5	0	1	0	0	0	30	12	0
New Orleans	33	10	0	26	6	0	0	100	31	0
Jacksonville	24	9	0	14	14	0	0	42	19	0
San Francisco	3	1	0	0	0	0	0	43	14	7
Wilmington	7	6	0	5	1	0	0	27	24	3
Seattle	22	6	0	6	3	0	0	59	26	1
Puerto Rico	3	2	0	12	5	0	0	14	5	0
Houston	18	13	2	27	5	0	0	72	27	2
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	161	76	2	155	48	0	1	581	244	13
STEWARD DEPARTMENT										
Gloucester	0	0	0	0	1	0	0	0	3	0
New York	20	9	0	24	24	0	0	64	34	0
Philadelphia	0	0	0	0	0	0	0	2	0	0
Baltimore	2	1	0	2	3	0	1	15	4	0
Norfolk	3	2	0	2	2	0	0	18	6	2
Mobile	4	0	0	1	0	0	0	23	1	0
New Orleans	24	6	0	27	6	0	0	68	11	0
Jacksonville	12	12	0	14	11	0	0	15	14	0
San Francisco	10	4	0	1	0	0	0	35	37	9
Wilmington	6	2	1	8	2	0	0	15	14	1
Seattle	15	5	0	23	7	2	0	33	16	1
Puerto Rico	4	2	0	4	3	0	0	8	5	0
Houston	18	5	0	24	7	0	0	43	7	0
Piney Point	0	1	0	0	9	0	1	0	0	0
Total	118	49	1	130	75	2	2	339	152	13
ENTRY DEPARTMENT										
Gloucester	0	6	0	0	0	0	0	1	21	0
New York	23	68	2	0	0	0	0	47	235	30
Philadelphia	0	0	0	0	0	0	0	0	1	0
Baltimore	6	8	1	0	0	0	0	16	46	1
Norfolk	2	11	0	0	0	0	0	7	44	1
Mobile	2	10	0	0	0	0	0	11	25	2
New Orleans	17	28	4	0	0	0	0	45	94	6
Jacksonville	16	30	0	0	0	0	0	15	56	0
San Francisco	2	4	8	0	0	0	0	23	103	60
Wilmington	7	24	5	0	0	0	0	9	74	12
Seattle	18	20	4	0	0	0	0	28	75	13
Puerto Rico	8	13	0	0	0	0	0	15	28	3
Houston	10	37	1	0	0	0	0	26	82	6
Piney Point	0	17	0	0	0	0	0	0	9	0
Totals	111	276	25	0	0	0	0	241	893	134
Total All Departments	702	520	35	551	267	3	15	1,907	1,601	195

**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 December was down from the month of November. A total of 836 jobs were shipped in December on SIU contracted deep sea vessels. Of the 836 jobs shipped, 566 jobs or about 68 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. There were 15 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 290 relief jobs have been shipped.

Deposit in the SIU Blood Bank

Directory of Ports

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

Delta Line Asks No Delays on Sale to Crowley

Delta Line asked outgoing U.S. Secretary of Transportation Drew Lewis in the middle of this month to deny bids to delay its sale to Crowley Maritime International (CMI) for \$96 million.

Coordinated Caribbean Transport (CCT) MEBA District 1 and the Masters, Mates and Pilots Union (MM&P) had requested the secretary of transportation to reverse the MARAD's Subsidy Board (MSB) approval of the sale with eleven conditions which it gave late last month.

Crowley also seeks the green light to end Delta Lines two longterm yearly subsidy contracts (worth \$60 million) with the U.S. Government which runs through the mid-1990s in five years in return for a payment of \$525 million by the U.S. over that period. However, the MSB will hold a hearing on this matter in the near future.

One of the conditions of the proposed sale said Crowley would be able to continue sailing between U.S. ports but would be subject to certain restrictions on the number and size of its vessels.

Other provisos said CMI will comply with all current collective bargaining agreements to which Delta Line is a party, continue current Union representation of Delta Line employees . . . , maintain all pension and fringe benefits to Delta Line employees at levels under the Union contract.

SIU, MARAD, MEBA Hit Canadian Coal Topoff on Delaware Bay

The SIU, MARAD, MEBA District 2 and others have all come down hard on the Canadian Steamship Lines (CSL) of Montreal's unusual plans to use Canadian-flag vessel self-loaders to "topoff" its foreign-flag big bulk coal collier carriers at the mouth of Delaware Bay.

Joining in the mounting opposition were Transportation Institute, Lakes Carriers Assn. and the Associated Maritime Officers Union who complained to the U.S. Treasury. Treasury is awaiting comment from the U.S. Departments of Defense, Energy, Commerce and Interior.

Like MARAD, which said the plan was a "violation," SIU President Frank Drozak recently declared that a waiver for CSL of the Jones Act, which limits operations in U.S. domestic trades to U.S.-flag, U.S.-built ships, "would set a dangerous precedent, paving the way for other foreign interests to enter the domestic waterborne trade of the United States."

He added that the SIU "is opposed to this attempt to weaken the Jones Act" and the CSL plan is a "violation of the Act."

President Raymond T. McKay of MEBA District 2 said a waiver of the Act "would damage the U.S. merchant marine and have a negative impact on the economic and national security interests of this country."

In the middle of this month, CSL appealed to Secretary of

Transportation Drew Lewis to reverse MARAD's ruling of a violation of the Jones Act.

CLS, on the Great Lakes nearly 100 years, has 33 ships, some 100,000 to 150,000 dwt supercolliers. It had argued to MARAD that its carrying coal to Western Europe countered that region's dependence on the Soviet gas pipeline. MARAD replied that there were 16 U.S.-

flag colliers laid up which could carry that coal, some of them of the SIU-manned American Steamship Co.

Indeed, it was said that the America's Energy Transportation Group has already opened up a terminal at Port Richmond, Va. and has placed an order for two coal self-unloaders to begin toppingoff operations in Delaware Bay within a year.

A'Brew with Steamy Sauces



While steward department crew take time off ashore at Port Elizabeth, shoregang cooks Nick D'Amanti (foreground) and Tom Danyi fill in stirring the pot to feed the hungry crew of the *Baltimore*.

SIU Wins to Protect U.S. Tuna Industry

Active lobbying on the part of the SIU's legislative team in Washington, D.C. averted what would have been a big blow to American tuna workers.

As originally envisioned by President Reagan, his Caribbean Basin Program would have included the elimination for 12 years of tariffs on many imported goods. Among them would be processed tuna from Caribbean and Central American countries. That would have been disastrous for American workers whose jobs are tied into tuna.

Particularly hard hit would have been U.S. tuna cannery workers of which there are nearly 20,000. The SIU's affiliated United Industrial Workers (UIW) union represents thou-

sands of those cannery workers.

UIW National Director Steve Edney said that a lot of credit has to go to the "SIU, its President Frank Drozak and its Legislative Director Frank Pecquex for the tremendous job that was done to rally the forces against the bill."

When the Administration had the Caribbean trade bill introduced in the lame duck session of the last Congress, the SIU was quick to react. Not that the Union was against the President's aim of helping Caribbean countries. It was the method being used that was opposed.

As Edney said, "We're not opposed to aiding the people of the Caribbean. But it should not be done at the expense of the American worker."

Santa Comes to Piney Point



Santa Claus made a surprise visit to Piney Point Christmas Day to bring cheer and goodies to the Trainees and Upgraders at the Seafarers Harry Lundeberg School of Seamanship. Some of the school's staff and their children were there to share in the games and carolling. (Behind that snowy white beard is the affable and gregarious Ken Conklin, SHLSS Commandant.)

Digest of Ships Meetings

AMBASSADOR (Coordinated Caribbean Transport), November 12—Chairman Robert U. Dillon; Secretary W. P. Goff; Stewards Delegate Kathy A. DeVane. No disputed OT. \$184 in the ship's fund. Payoff is scheduled for November 14. Everything is running smoothly. Four men will be getting off at the next port, and relief is expected. At that time a repair list will be turned over to the patrolman. A vote of thanks was given to the steward and baker for a job well done over the last couple of months. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Panama.

AMCO TRADER (American Coastal), November 21—Chairman Al Whitmer; Secretary R. Edwards; Engine Delegate J. Sumlin; Stewards Delegate R. Bridges. There were some beefs in the steward and engine departments, but everything is running smoothly in the deck department. Crew were urged to support their union programs. Several suggestions were made to help keep the crew happy; one concerned meals. The crewmembers would like their main entree at each meal to consist of either beef, lamb, ham, chicken or turkey. Another concerned recreation aboard the vessel. They want to order about ten new films for the next trip and to have the TV fixed. The steward also asked for more cooperation in keeping the living areas clean. One minute of silence was observed in memory of our departed brothers and sisters.

BALTIMORE (Sea-Land Service), November 20—Chairman G. R. Kidd; Secretary W. Wroten; Educational Director W. Dunnigan; Deck Delegate P. Mistretta; Engine Delegate P. McAnaney; Stewards Delegate C. Wilson. Some disputed OT in the deck department, but otherwise the chairman reports that the voyage is progressing smoothly. There is \$15.25 in the ship's fund, which is in custody of the chief steward. Payoff is scheduled for December 1 in Port Elizabeth. The chairman read a letter from Leslie Tarantola pertaining to the formula for pension benefits which will be taken up at the next Board of Trustees meeting. The educational director informed crewmembers of the progress being made on the Boggs Bulk Cargo Bill. One suggestion was made to contact Sea-Land Service to see if shuttle bus service can be provided to crew from the Sea-Land terminal in Port Elizabeth to either the airport bus terminal or the Port Newark bus line. Next ports: Port Elizabeth, Philadelphia, and Baltimore.

BAYAMON (Puerto Rico Marine), December 6—Chairman G. Burke; Secretary J. DeLise; Educational Director W. Bland. No disputed OT. The ship's secretary reports that everything is going along fine. All three departments are running smoothly. The chairman mentioned that if anyone has any beefs to bring them to him as soon as possible. Payoff is scheduled for

December 9 in Port Elizabeth. At that time the patrolman will be asked for a clarification of time off for the deck department, as well as some other questions. The crew asked for additional movies to be put on board and to determine whose responsibility it is to have the movies exchanged. A vote of thanks was given to the steward department for the excellent Thanksgiving dinner. Next Port: Elizabeth, N.J.



COURIER (Ocean Carriers), November 28—Chairman Ray Schrum; Secretary Jacinto G. Guilles; Deck Delegate Orla Ipsen; Engine Delegate H. Arnold; Stewards Delegate Carlos Campis. No disputed OT. Everything is running smoothly in all departments, although the deck department is short one AB and the engine department is short two QMEDs—but replacements are expected soon. The chairman reiterated the need for crew to upgrade at Piney Point, especially the B-Books, and also stressed the importance of supporting SPAD to help in making our jobs secure. The secretary put in a request for more overtime sheets and vacation applications for those guys who like to apply for their vacation when they get off.

DEL ORO (Delta SS Co.), November 14—Chairman M. Zepela; Secretary G. Troclair; Educational Director W. D. Rakestraw. No disputed OT. The ship just came back from a short lay up. So far there's no news for another voyage, so no OT is available. All brothers were reminded that now is the time to let headquarters know how you feel about your current contract. Do you want to have anything added or taken out? These things take time and Headquarters should be made aware of your thoughts. If the ship makes another trip, the crew would like to get some badly-needed mattresses. Next port: Abidjam.

MV FREEDOM (Sea-Land Service), October 31—Chairman Thomas E. Kelsey; Secretary Ray C. Agbulos; Educational Director Larry J. Harris; Deck Delegate Robert Trainor; Engine Delegate John P. Murray; Stewards Delegate Howard G. Schneider. No disputed OT. There is presently \$55 in the ship's fund. Minutes of the pre-

vious meeting were read, and the chairman reminded all crewmembers to practice safety and fire prevention throughout the ship at all times. He also stressed the importance of donating to SPAD, and encouraged all hands to take advantage of the courses and upgrading opportunities that Piney Point has to offer. Next port: Seattle.

GROTON (Apex Marine Corp.), December 5—Chairman Recertified Bosun Christos Florous; Secretary M. Deloatch; Educational Director A. Gardner. No disputed OT. The chairman reported that everything is running smoothly. The ship will be paying off in the port of Stapleton, N.Y., on

December 9, and he stressed the importance of donating to SPAD. The secretary advised crewmembers to make sure that their beneficiary forms are filled out correctly and are up to date. If anyone needs to fill out a new one, the forms are available onboard. This item was brought up particularly due to the death of Eugene Dakin. Brother Dakin died at sea on November 22. The educational director discussed safety aboard the ship, noting that all water-tight doors should be down at all times. He also reminded crewmembers that if they have the time and a desire for better pay and a secure future, they should upgrade at Piney Point. The steward department gave the deck department a vote of thanks for keeping the galley and mess rooms clean at night. The crew, in turn, thanked the steward department for a wonderful Thanksgiving dinner. Next port: Stapleton, N.Y.

MONTPELIER VICTORY (Victory Carriers), November 28—Chairman Fred Sellman; Secretary Hans Spiegel; Educational Director Floyd Acord; Deck Delegate Jack Kennedy; Engine Delegate Nelson Patterson; Stewards Delegate Young C. McMillan. No disputed OT. There is \$17 in the ship's treasury. The chairman reports that the air conditioning is not working, but everything else is running very smoothly. He also stressed the importance of upgrading at Piney Point. In addition to giving thanks to the steward department for a job well done, the following letter, addressed to "Red" Campbell, was attached to the ship's minutes:

We, the undersigned crew members, at our regular weekly meeting aboard ship, felt that a "vote of thanks" for the steward department was not enough. A motion was made by J. R. McIntyre and seconded by all present

to have the Bos'n attach this memo to the minutes. We feel the steward department is doing such an excellent job of feeding us and serving the way-above-average meals and that they should be recognized by name. All of our hats off to: H. Spiegel, Steward; L. Gamble, Ch/Cook; B. L. Williams, 3rd Cook; and Y. McMillan, Baker—for the superb menu and great cooking—and to R. G. Bryant, M.M.; A. Arankin, B.R.; V. J. Campbell, M.M.; and C. C. Hollings, M.M., along with J. Watkins, B.R. for the fine job of serving and cleanliness of the food service areas.

It was signed by Chairman Fred Sellman and the rest of the crew.

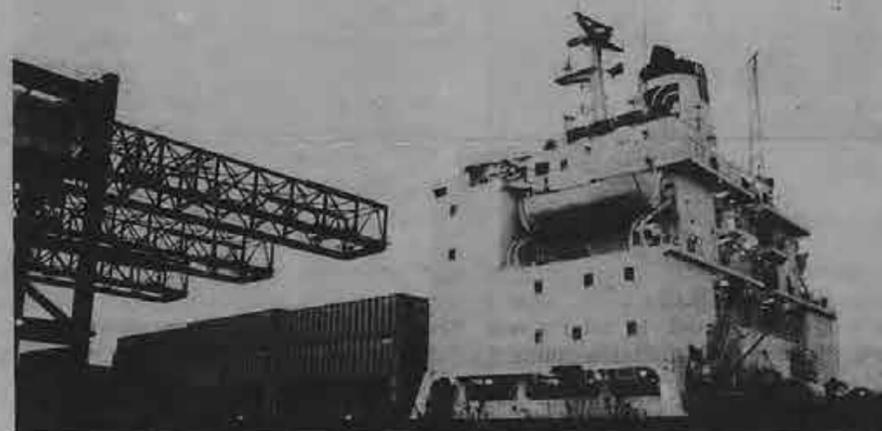
OGDEN DYNACHEM (Ogden Marine), December 4—Chairman Horace B. Rains; Secretary Donnie W. Collins; Educational Director Joel W. Spell; Deck Delegate Larry L. Kunc; Engine Delegate Archie Bligen; Stewards Delegate Frank W. West. No disputed OT. The treasurer noted that the ship's fund has purchased \$385 worth of movies and equipment in the past month, leaving only \$15. The chairman reported that the ship is going to New London to load molasses solubles for the Port of Houston. The steward/baker will be getting off for sixty-day relief, and the repair list will be turned in. The ship's educational director reminded the QMEDs that it's difficult to expect top pay unless you upgrade at Piney Point—so, to keep the big money go to school. It was suggested that everyone read the LOG as often as possible. Thanks were given to the steward and pumpman for bringing their LOGs from home, since none has been received since last payoff. A general discussion was held on the importance of donating to SPAD, and a vote of thanks was given to the steward department for a fine Thanksgiving dinner and for the good food throughout the voyage. Next port: Bayway, N.J.

PORT MANATEE (Point Shipping Corp.), October 31—Chairman Ralph E. Moore; Secretary B. Fletcher; Educational Director Aubey Sprull. No disputed OT. There is \$17 in the ship's fund. The chairman lead a discussion on ship safety and stated that needed repairs are being made rapidly. He also discussed the importance of having the new SIU Headquarters in the Washington, D.C., area and reminded crew that when they file for vacation, all paper work should go to the new Headquarters. Members were also made aware of the proper way of obtaining medical records now that the Public Health Hospitals are closed, and were reminded of the importance of having all credentials when shipping out.

PONCE (Puerto Rico Marine), December 5—Chairman R. Burton; Secretary H. Ridgeway; Educational Director R. Dell. No disputed OT. All departments are running smoothly. The bosun urged the crew to read the LOG. It is the one place to find out what is happening in the Union as well as the activities that are taking place for and against the maritime industry. A suggestion was made that the fifteen days of vacation be credited toward sea time; also, that a new rental be found

for better movies and that a new antenna be installed for the T.V. A vote of thanks was given to the steward department for a job well done. Payoff will be December 6 at the next port: San Juan, P.R.

ST. LOUIS (Sea-Land Service), December 6—Chairman John McHale; Secretary H. Ortiz; Educational Director Speer; Stewards Delegate Domingo Ortiz. No disputed OT. Everything is going along very smoothly on this run. Almost everybody aboard is new. The crew of the *ST. LOUIS* is pleased about having the new SIU Headquarters in the Washington, D.C. area—close to Congress. They feel that through this move, SIU officials can do more for our membership in protecting their jobs and strengthening the maritime industry. The secretary reminded them of the importance of donating to SPAD to help support this effort in Washington. The crew wants to make known that they are very proud of the LOG and "what our officials are doing for us in Washington and at Headquarters." A vote of thanks was given to the steward department for a job well done.



SANTA ELENA (Delta SS Co.), November 23—Chairman Fred Jensen; Secretary W. Lovett; Educational Director R. Matthews. No disputed OT. The chairman reports that the ship will arrive in Port Newark early on November 26. He reminded crewmembers of the importance of donating to SPAD to help strengthen the maritime industry and to keep our people in Washington fighting to keep our shipyards open. The secretary advised any crewmember who has enough time in a department to go to Piney Point to upgrade. In the long run you will see the benefits of upgrading. The steward department was thanked for a job well done. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Port Newark, N.J.

SANTA ISABEL (Delta SS Co.), November 7—Chairman Pete Sernyk; Secretary E. Johnson; Educational Director Hameouz. No disputed OT. There is \$11.75 in the ship's treasury. Arrival in Newark, N.J., is scheduled for November 18. All members who are interested in upgrading should try to get to Piney Point. The chairman stressed the importance of donating to SPAD. Persons needing anything for their rooms should contact the steward, and a repair list will be given to the boarding patrolman in Newark. Otherwise, everything is running smoothly. Next port: Newark, N.J.

Digest of Ships Meetings

SANTA MERCEDES (Delta Steamship Co.), November 28—Chairman Jack Kinsley; Secretary S. N. Smith; Educational Director Bob Stearman. There was some disputed OT in the engine department as well as a few other problems which have either already been straightened out or will be taken up with the patrolman upon arrival in Los Angeles, December 5. During the last voyage, the steward's delegate collected \$256 for flowers for a departed sister. In Los Angeles we had a wreath made up, and in Valparaiso, Chile, we had flowers and another wreath made up which was used for the final wake. The remaining \$63 was donated to the ship's fund, making a new balance of \$203. Brother Dennis O'Connell of the deck maintenance department passed away in Santos, Brazil. The Captain was informed that Dennis's body had been sent home and had been buried in San Francisco. The third steward was approached by the crew about the possibility of a cook-

day in Seattle on November 2, Election Day. The sailing board was posted for 2300 on Saturday, November 6, but the ship sailed at 2000, and one AB failed to make it aboard. The chairman discussed the importance of donating to SPAD and also explained the medical and dental plan. Some members were not satisfied with the dental plan and felt it should be reviewed. The secretary announced that he has prescription forms and benefit application forms in his office if anyone should need them. Crewmembers were reminded not to hang clothing and towels on the bulkhead lamps in their rooms as it is a fire hazard. The October LOG was received. The chairman reminded crew that the LOG is the most important communication they will receive. Each of the major bills before the legislature is explained as to its content and its importance to them as seamen. They should make it a point to read the entire LOG, not just the obituaries and pensioners. Heading out to Yokohama and then Seattle.

SEA-LAND PACER (Sea-Land Service), November 28—Chairman J. Corder; Secretary T. Maley; Educational Director S. Gondzar; Deck Delegate Paul Pallas; Engine Delegate Glen Hutton; Stewards Delegate Raymond Jones. No disputed OT. There is \$10 in the ship's fund. The chairman stressed the importance of donating to SPAD to protect your future and your union brothers' futures. The educational director suggested that crewmembers investigate the many programs the SIU can offer brothers and sisters at the school in Piney Point. "You're never too smart to learn something more," and "the more you learn, the more you can help protect jobs for everybody." A wonderful holiday dinner was prepared and served by the steward department. A hearty thanks to all who were involved in the preparation and serving. Heading on to Algeciras and then back to the port of expected payoff, Elizabeth, N.J.

SEA-LAND PATRIOT (Sea-Land Service), December 5—Chairman R. Sipsey; Secretary A. H. Reasko; Educational Director James White. No disputed OT. There is \$25 in the ship's fund and \$425 in the ship's movie fund. Payoff will be in Oakland. The chairman stressed the importance of donating to SPAD and of upgrading at Piney Point. The chief steward has applications for anyone who is interested in furthering their education. All hands were reminded to help keep the lounges clean at all times. A vote of thanks was given to the entire steward department for a wonderful Thanksgiving Day dinner at sea. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Long Beach, Calif.

SEA-LAND PRODUCER (Sea-Land Service), November 28—Chairman Ray Kitchens; Secretary M. Phelps; Educational Director Brock; Deck Delegate V. C. Warren; Engine Delegate Gary Doyen; Stewards Delegate Jose Rivera. No disputed OT. The ship should

arrive at Port Everglades, December 1. Everyone was reminded that if they plan on leaving the ship, they should give at least 24 hours notice so that replacements can be obtained. A motion was made (and will be submitted to Headquarters for action) that some means of communication should be established in all ports for obtaining replacements during weekends. Problems have arisen in the past because the union could not be contacted. There was also some discussion about the rate for Maintenance and Cure. \$12 seems inadequate and can hardly be expected to sustain anyone having difficulties during periods of sickness. Perhaps an article in an upcoming edition of the LOG could clarify this for all concerned brothers. The secretary thanked the crew for their cooperation during the voyage. It helped make for a pleasant trip. The steward department was also thanked for doing an excellent job and for their delicious Thanksgiving dinner. One minute of silence was observed in memory of our departed brothers and sisters. Next ports: Port Everglades, Houston, New Orleans, and Jacksonville.

SENATOR (Coordinated Caribbean Transport), November 10—Chairman D. McCorvey; Secretary J. Gillian; Educational Director R. Wisner. Some disputed OT in the engine department. The chairman talked about the cut-backs that are being made in the company. The engine room has drafted a letter to the Union and the company for some clarification by the negotiating committee. Otherwise, there are no complaints. Payoff is scheduled this trip in Miami. The SIU dental plan was discussed. Everyone seems to be of the opinion that it leaves a lot to be desired. Next port: Miami.

STAR OF TEXAS (Titan Navigation), November 21—Chairman W. Compton; Secretary Sam Davis; Engine Delegate A. Hebert; Deck Delegate John Ray; Stewards Delegate James Buggs. No disputed OT. Early in the morning of November 11, the *STAR OF TEXAS* rescued two British sailors from their burning motor yacht "Archer" in the Mediterranean Sea. The two men were taken to Gibraltar where they were taken ashore by the British harbor officials. Those who helped in the rescue were the chief mate, the chairman (bosun) and 4-8 watch AB John D. Ray and M. Romero. The chairman reminded the crew that the ship will pay off in Savannah, Georgia, on November 22. He also stressed the importance of donating to SPAD so we can help support legislation beneficial to the maritime industry. A vote of thanks was given to the steward department for a job well done. Next port: Savannah.

Official ships minutes were also received from the following vessels:

ARCO VOYAGER	SAN PEDRO
ADVENTURER	SANTA BARBARA
BAY RIDGE	SANTA CRUZ
CHARLESTON	SEA-LAND DEVELOPER
CONNECTICUT	SEA-LAND EXPLORER
ING GENIE	SEA-LAND INDEPENDENCE
GREAT LAND	SEA-LAND LEADER
HANNETTE	SEA-LAND MARINER
MARILYN	SEA-LAND VOYAGER
MASSACHUSETTS	ING TAURUS
NORU PAIRI	TRAVELER
ODDER CHARGER	ULTRA SEA
OVERSEAS DRU	WASHINGTON
SAN HOUSTON	WILLIAM HOOPER

Inland Boatmen: We Need Your Address

The following *inland* men and women are active, dues paying SIU members. Yet the SIU Data Center has no address for them.

An up-to-date address is essential if you want to receive proper payment on any Claims and if you want to be kept informed about important developments in your Union, whether they be in your SIU Welfare and Pension Plan benefits, or in your contract.

Please check the list below, which is arranged alphabetically, and if your name appears, write and give your address. Just send it, preferably with your Social Security number and Union book number, to: **Data Center, Seafarers International Union, 5201 Auth Way, Camp Springs, Md. 20746.**

ABARCA, I. 562359605
 ADAMS, M. 562297268
 ADAMS, T.J. 265048501
 ALBANO, M. 126565255
 ALLEN, JR., F. 422886615
 ALLENSON, R. 300427854
 ALOFAITULI, M. 569967566
 ANDERSON, JR., A.G. 264610982
 ARENDAIN, W. 560380802
 ARMES, G. 456424135
 ASKLER, S. 367480331
 AVINA, B. 567266814
 BAIN, S.W. 252171457
 BANDAY, R. 570800536
 BANE, J.H. 551348556
 BAPTISTE, G. 434781810
 BARNES, L. 047485829
 BARRETT, J. 580665609
 BARRETT, SR., M.C. 223446322
 BAUER, J. 496789853
 BEHAM, G.J. 112288460
 BENDER, III, R.B. 578725454
 BERGENTHAL, K. 436781273
 BETHEL, E.T. 173280145
 BETHUNE, L.R. 438587796
 BILLINS, J.G. 005524758
 BILLIOT, A.J. 43592927063
 BLACHOWICZ, F.J. 220095863
 BLAKE, R. 110244334
 BLANCHARD, W. 436296645
 BLODGETT, M.L. 532691770
 BODDEN, J.A. 006560166
 BOHANNON, G.R. 229487225
 BONNETE, S. 133198545
 BOOTH, J. 235929840
 BOUDREAU, J. 437328439
 BOURGEOIS, B. 436253564
 BOURGEOIS, F.E. 458058324
 BOURGEOIS, H. 433568800
 BOWDEN, G.W. 223782039
 BOWEN, P.M. 421500792
 BOWER, K.S. 261252962
 BOWLER, JR., F.W. 229760817
 BOYD, R.S. 025387849
 BOYETTE, P.S. 262541383
 BOYLES, D.J. 222263924
 BRAITHWAITE, D. 226523533
 BRANAGAN, R. 220580113
 BRANT, S.D. 361588284
 BRODRICK, P.E. 067305498
 BROWN, D. 231886570
 BROWN, G.M. 377525621
 BROWN, J.A. 261920971
 BROWN, P.T. 431113745
 BRUMBACK, R. 286409948
 BRYAN, J. 225545524
 BRYAN, W.A. 422764064
 BRYANT, S.W. 587503850
 BRYANT, H. 258305354
 BUCCIERI, V. 299829270
 BURKART, B. 314685164
 BURNETT, E. 573319146
 BURTON, L.D. 252685257
 BUZBEE, J.E. 423024234
 BYNUM, K.J. 468068113
 BYRNE, J.P. 354248966
 CABONG, B. 586601201
 CALLIS, D. 225989906
 CALVETTI, P.J. 518322050
 CAMERON, J.K. 536548218
 CAMPBELL, SR., J. 467064077
 CARTER, C. 438312244
 CARTWRIGHT, F.D. 238625205
 CARTWRIGHT, N. 463669519
 CASISON, E. 241714427
 CASSIDY, C.A. 325669893

CASTRO, F. 547424451
 CASWELL, R. 212564388
 CATALANO, N. 417027654
 CAVICCHI, D. 033388039
 CAZAUBON, JR., W. 434767206
 CHAPMAN, C.C. 446786490
 CHESTANG, C.S. 417729449
 CHESTANG, O. 419768958
 CIERS, W. 317502601
 CLARK, D. 225907516
 CLEAVES, A.L. 437219963
 CLIFTON, L. 245206684
 COLLETT, D.R. 163545912
 COLLINS, E. 455150534
 COLLINS, M.D. 025467962
 CONKLIN, C.S. 217849765
 CONN, J.D. 418847814
 COREY, J. 465386758
 COULLETTE, V.A. 264178288
 COX, D. 556683347
 CRAWFORD, D. 045547360
 CRAWFORD, J. 257114034
 CRISTOEOANO, R. 043601019
 CROCKETT, L.W. 191597165
 CROSBY, J.F. 236906051
 CRUMLEY, M. 221581316
 CULVER, G.W. 262698376
 CURCI, J. 267228959
 DACUMOS, R. 263391736
 DANIEL, C. 251277171
 DANIEL, H.A. 228321260
 DAVIS, H.M. 224865655
 DAVIS, H.M. 275521790
 DAVIS, M. 221516514
 DAVIS, M.W. 221516574
 DAVIS, R.C. 255961750
 DAVIS, W.P. 238156788
 DAY, J.A. 420542952
 DE LA CRUZ, G. 562863713
 DEES, H. 421204556
 DEMOSS, G.M. 438177771
 DENNY, R.H. 537083135
 DESHOTEL, M.P. 434549114
 DIGGS, G.T. 226500567
 DIGGS, W. 103144896
 DITOMO, L.H. 200106709
 DIXON, B.V. 539544350
 DIXON, D. 148509930
 DIXON, R. 439603561
 DOLAN, P. 021365708
 DUET, S.A. 439112237
 DUNLEVY, F.E. 349906188
 DYMOCK, H.J. 268383472
 EDNEY, S. 248094652
 EDWARDS, B. 438173851
 EBAN, W.C. 238487910
 EKLEBERRY, A.R. 225229803
 ELLIOTT, M. 419943558
 EMILE, L.J. 434721196
 ENER, N. 465390925
 ENGLISH, T.L. 012429218
 EQUILS, W.B. 237290103
 ERCIZER, S. 422806085
 ESKRIDGE, A.D. 228485085
 EVANS, C.R. 267202443
 FERNANDEZ, E. 556221228
 FINCH, K.A. 425980776
 FINDLEY, D. 438274763
 FINLEY, B. 471689480
 FLEMING, S.P. 487627895
 FLEMMING, C. 499765731
 FLETCHER, F. 248121868
 FLORES, E. 081265283
 FLORES, E. 081265228
 FLOWERS, J.J. 261132385
 FOLSE, R.J. 435046521
 FORREST, R.R. 064183224
 FORRESTER, M.E. 095423407
 FORTENBERRY, J.D. 435405636
 FRAME, B. 438384774
 FRANKLIN, J.E. 437152498
 FREDERICK, B.J. 491502944
 FULCHER, L. 602466803
 FULCHER, R. 240868075
 FURLOUGH, A. 239763999
 GAMMAGE, J.M. 460021296
 GAUDET, JR., V.J. 433045087
 GAY, W.J. 266857571
 GIBBS, N. 401826451
 GLASER, I.D. 075580465
 GODWIN, J.W. 223524372
 GOLDEN, R.L. 278521366
 GONZALEZ, L. 071264473
 GOULD, M.F. 261519882
 GREEN, E.L. 239962752
 GREEN, E.L. 239862752
 GREENE, R.E. 260794202
 GRIDER, T. 497564911
 GRIFFIN, D.A. 418803685
 GRIPPI, T.J. 156502889
 GUSSMAN, C. 434122976
 GUZMAN, F. 584688832
 HADLEY, H.D. 462369109
 HALLGOOD, H.P. 233780304
 HAMMOND, J. 072465089
 HANCOCK, W.H. 226445272
 HANRATTY, H. 060189768
 HARKSIN, R.L. 567415833
 HARDISON, JR., G.W. 246800172

HARLAN, J.D. 306688752
 HARRIS, G. 433921587
 HARRIS, J.C. 223904827
 HARRISON, D.N. 437330556
 HARWOOD, M.H. 002388033
 HASLER, R.A. 460827853
 HAYES, SR., J.L. 438366894
 HAYLE, R.E. 561449352
 HEANEY, D. 437868661
 HEBERT, D.A. 438804550
 HECHATHOW, J. 537641367
 HERMOSILLO, F. 568408138
 HIGGINS, J. 521945326
 HOBSON, W.F. 572844241
 HOLDER, F. 262605708
 HOLMES, III, W. 355460834
 HOPE, M.E. 438781622
 HUDSPETH, K.W. 403922833
 HUGGINS, J. 266818907
 HUNDT, E.L. 311087974
 HUNT, M. 159362772
 HUTCHINSON, P.M. 433138441
 HYSCLOR, J.S. 714181300
 IACONO, R.O. 514663315
 IRELAND, R. 242708467
 IRELAND, JR., H.L. 243542709
 JACKSON, B.M. 421765873
 JACKSON, C. 424980800
 JAEGLE, D.R. 296140270
 JARMAN, J.L. 419367643
 JESSEN, K.W. 463844073
 JOHNSON, A.D. 262595837
 JOHNSON, D.A. 223784406
 JOHNSON, M. 433900408
 JOHNSON, M. 433900406
 JOHNSON, R.J. 436785330
 JOHNSTON, J.B. 437943495
 JONES, L.M. 212626474
 JONES, W.A. 265190046
 JORDAN, R. 227515353
 KAEMPFER, F. 392280853
 KAMPFUELLER, J. 226667092
 KANE, J.M. 277848144
 KENDRICK, L. 427781043
 KILDUFF, F.J. 034488646
 KING, A. 219030268

KOCACZENIZO, M. 044682128
 KORNMEIER, M.J. 289407204
 KOTLER, H.A. 011486512
 KROEN, M. 409402503
 KUCACZINIZO, M. 044682126
 KUKURUGYA, K. 310682919
 LACKEY, FL. 321463421
 LAGRONE, R.P. 432216440
 LAITINEN, R.D. 377565803
 LANE, E.S. 227325777
 LARA, E. 572469312
 LAYTON, S.W. 425130625
 LEAR, R. 304466726
 LEBLANC, R. 438663166
 LEDET, J. 430226762
 LERMA, I. 551403040
 LESTER, M.J. 414185763
 LITTLEFIELD, H.M. 006468199
 LOFTON, R. 427829281
 LOLLERY, A.W. 416342200
 LONGMIRE, L.A. 410729156
 LOUIS, C. 436761163
 LOUPE, D.A. 461137694
 LOVICK, L. 118866745
 LUKAS, J.F. 032303050
 LUKE, J. 545308693
 LUPTON, R. 243380004
 LUSK, W. 223603357
 LYONS, R.T. 154386666
 MAGILL, M. 081505917
 MAHONEY, T. 051450089
 MALDONADO, I. 555260002
 MALLORY, G.O. 101389913
 MARINKOVICH, A. 551968027
 MARKHAM, G. 360169455
 MARTIN, J.B. 410545604
 MASIAK, J.A. 525782810
 MASON, M. 280545931
 MASSEY, M.A. 374560555
 McANDREWS, W.J. 129324259
 McDANIEL, J.S. 553949700
 McGEOGHEGAN, L.G. 013524249
 McGRAW, F.J. 155123701
 McLEAN, D. 544785330
 MERRITT, C.E. 409984155
 MICHAEL, G. 231021223



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Inland Boatmen: We Need Your Address

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MILLER, W. 224802060
MIRANDA, A. 568260791
MOLLES, D. 549200205
MOORE, D.D. 230112451
MORALES, R.J. 561860205
MORGAN, A.K. 555048786
MURRAY, A. 148287552
MYERS, W. 465825180
NARDONE, C.G. 137569662
NEELEY, H. 414441049
NELSON, J. 401747701
NICOLINE, V. 554084795
NIXON, S.J. 190349161
NORWOOD, J.E. 424228710
O'CONNELL, FR. 123147117
ODOM, O. 416408881
OLDHAM, D. 224764822
O'NEAL, A.J. 217260079
O'NEAL, M.A. 241901444
O'NEAL, M.H. 458152794
OTTOFARO, F.J. 223380465
PAIGE, G. 262119790
PALFREY, W.J. 479665388
PARKS, G.W. 229585506
PEADEN, D.J. 437155735
PEARSON, D.H. 438864585
PEELER, C., JR. 334525544
PEREZ, H. 464844039
PERRIER, W.W. 438820678
PERRIN, R.W. 476760873
PETRLAK, R. 077184939
PICORILLI, C.D. 180440814
PILLSBURY, D.L. 230662695
POLODINA, A.H. 396361618
POORE, K.J. 434744357
POPE, S.D. 422805524
POTTER, J.N. 246660166
POUNDERS, L.L. 202223065

POWELL, M. 435334394
PRESTAGE, J.L. 422646346
PRICE, J.W. 243861437
PRICE, J.H., JR. 460588037
PRINGLE, C.W. 466116874
RABON, T.W. 417669904
RADEBAUGH, D.K. 272603462
RAGSDALE, M.G. 359016166
RAINEY, H.R. 428749225
RAKYTA, M.A. 262753727
RANDALL, R.F. 004481132
RANSHAW, L.J. 406929998
REESER, J. 584704206
REID, J. 265276506
RENAGER, S. 321423591
REYNOLDS, G.A. 464343715
RICHARDSON, J.R. 233707571
RICHERSON, N.E. 424944349
RIGGINS, R. 266468343
RIPLEY, C.E. 230261522
RITTER, R.W. 358228136
RITZ, T.E. 050549849
ROBERTS, D. 237623694
ROBERTS, G.D. 361524070
ROBINSON, D.A. 433374557
ROLLERSON, A.T. 505564931
RUDDIMAN, V. 262870985
RUSSELL, R. 241044294
SANDERS, R.E. 495768330
SANTMYER, R.B. 261086784
SATCHFIELD, E.C. 587176059
SCAGGS, V.M. 286608308
SCHAYER, K. 242254545
SCOGGINO, J.H. 422186009
SCOTT, J. 467115806
SELF, K. 449273209
SELLERS, T.A. 321502874
SHENK, D.E. 308464954
SHEWCHUK, R. 376582584

SHOCKLEY, C.W., JR. 227481462
SHUBERT, D.E. 240175691
SILVA, R. 551588803
SKELTON, W. 548447798
SMITH, R.T. 401603813
SNOW, B. 374644735
SPEARS, F. 437723208
SPIKER, E. 286509690
STACEY, H.L. 420962758
STEIN, A. 173487940
STEWART, B. 433296747
STEWART, J.W. 419889755
STEWART, R.K. 538606919
STICKFORD, J. 315366521
STILLMAN, J.W. 225747401
SUMERLIN, S.L. 428111599
TALBOTT, T. 263068293
TATUM, C. 580070849
TAYLOR, J. 568883397
TAYLOR, J.B. 089323014
TAYLOR, L. 585663495
TAYLOR, P.I. 384344954
TAYLOR, TR., II 433041018
THOMAS, K. 267637794
TICER, W.E. 231846919
TIMMS, L.J. 495482847
TIRCUIT, D.A. 433040923
TOLER, R. 561495022
TORO, J. 389604115
TORSTESON, T. 472801785
TOWNE, S. 554787070
TRACY, R.J. 572724897
TRAVERS, R. 263406187
TROGAN, L.R. 095587212
TROUT, J.J. 206505365
TROWER, P.A. 230704960
TUSING, T. 225784758
VANCE, F.E. 242022786
VANCE, R.P. 242022797
VANCLEVE, R. 403529473
VAZQUEZ, R. 582097160
VEILLON, E. 437288641
VELASQUEZ, L. 581864257
VICKERS, R. 022281918
VILLEMARETTE, H.J. 439881770
VIUST, W. 584510568
VOGT, G. 433663119
WALLACE, J.T. 224564186
WALLACE, L. 419840541

WALSH, E.L., JR. 019467856
WEATHERWAY, J.L. 364641712
WEEKS, G.G. 262712012
WELLS, J. 436544256
WESCH, J.J. 372741727
WESLEY, J. 587987489
WEST, D.W. 423025247
WHIDDON, M.A. 545726900
WHITAKER, D. 238533533
WHITE 439724449
WHITE, D.L. 224701093
WHITE, G. 231141542
WHITTINGHAM, L. 212945967
WILKINS, D. 439133694
WILLIAMS, C. 403848306
WILLIAMS, C.M. 260623947
WILLIAMS, P.J. 433137841
WILLIAMS, R.H. 226548244
WILLIAMS, R.J. 487709045
WILLIAMS, S.A. 233620239
WILLIAMS, W. 436404985
WILLIAMSON, R.R. 420660727
WILSON, R.T. 255150405
WILSON, W.D. 587138038
WILSON, W.W. 424890015
WINNERT, R.J. 061461314
WISE, TH. 578604379
WITHERUP, S.L. 159685347
WOBBLESTON, J. 239432024
WOLNIK, R. 302580831
WOOD, R.W. 224886187
WOODHEAD, J.B. 007467102
WOODROOF, R. 410447116
WOODS, A.M. 424055368
WOODS, C.F. 426680270
WOODY, G.E. 327420320
WORMUS, T.J. 268403731
WYATT, J.D. 094349120
YAUN, C.H. 467151280
YEOMANS, TR. 259963354
YOUMANS, R.H. 157401864
YOUNG, B.D. 225826572
YOUNG, J.F. 579308799
YOUNG, J.H. 422362642
ZAMBERLIN, A. 556270727
ZELLER, L.J. 437153442
ZERHUSEN, J.A. 285523839
ZIEGAL, W.L. 437924294
ZWOLLE, D. 286260557

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Deposit in the SIU Blood Bank—It's Your Life

Don't Wait! Apply Now For

As the 1983 school season begins, it's not too early for high school seniors to start thinking about September 1983, and college. For dependents of Seafarers and Boatmen, the financial burden of college can be greatly eased if they win an SIU scholarship.

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

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

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

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six month period immediately preceding the date of application.
- Have 125 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

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



1983 SIU College Scholarships

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

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
 - Be under 19 or 25 years of age (whichever is applicable).
 - Be eligible for dependent benefits under the Seafarers Welfare Plan.
 - Be a graduate of high school or its equivalent.
- The applicant's parent must:
- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
 - Have one day of employment in the six month period immediately preceding the date of application.
 - Have 125 days of employment in the previous calendar year.

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

Must Take SAT or ACT

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

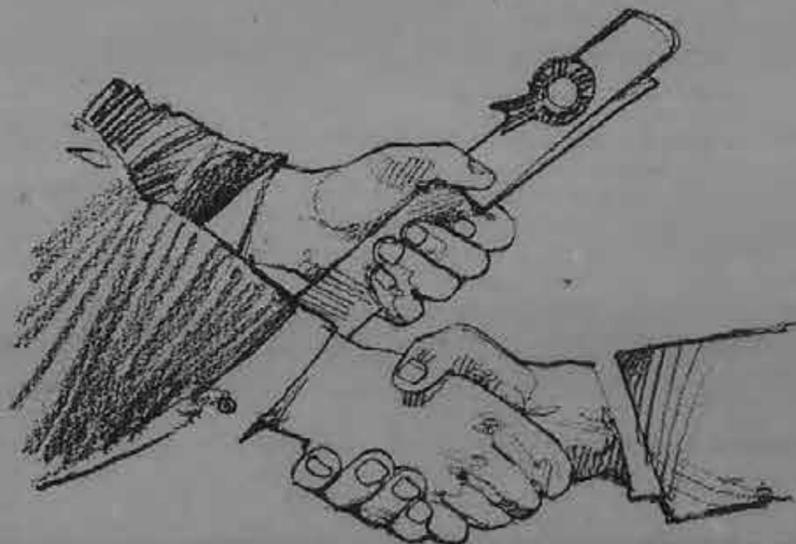
The SAT or ACT exam must be taken no later than February, 1983 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

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

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

Scholarship program applications are available to active members or their dependents at any SIU Hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20023.

Scholarship winners will be announced in May, 1983. The deadline for submission of applications is April 15, 1983.



The Great Lakes: Job Losses

The Great Lakes has been particularly hard hit by the economic policies of the Reagan Administration. The region is the manufacturing heartland of the United States. Auto and steel industries are situated here, and they are hurting.

Not surprisingly, everyone else on the Lakes is hurting too. Unemployment is rampant: Michigan has the highest unemployment rate in the country. According to SIU patrolmen, more than 60% of our ships are idle.

Yet there are some bright spots.

Shipments of coal and grain were up over last year. The administration's decision to lift the Soviet grain embargo will certainly help shipping this year even if there is no economic upswing.

Coal is the big key. The northeast and the West Coast can rely on fast growing service industries to get them through the next recession. The Southwest has its oil reserves. The development of a healthy coal exporting industry that includes the utilization of bilateral shipping agreements would do a great deal to turn around the depressed state of the Great Lakes economy and bring jobs to American seamen.

User Fees

C. Thomas Burke, Executive Director of the Cleveland-Cuyahoga County Port Authority, told the US Propeller Club recently that tolls on the St. Lawrence Seaway are counter-productive.

"I believe that the imposition of Seaway tolls has acted against the best interests of our entire nation," he said, "and in fact has been self-defeating."

According to Burke, the recession in the Midwest would be much milder had the Administration not decided to impose user-fees on its lifeline, the St. Lawrence Seaway.

in a Sagging Economy

According to a report issued by the Maritime Administration, the coal exporting trade has the potential to turn around the sagging fortunes of the Great Lakes maritime industry and bring jobs to Great Lakes seamen.

Most foreign buyers of American coal buy coal from Appalachia. However, there are indications that other types of coal found in areas closer to the Great Lakes will catch on with foreign buyers, thereby stimulating shipping on the Great Lakes.

Moreover, coal exporting facilities around the country are being utilized to capacity. The Great Lakes coal port facilities are "unique in that they presently have an excess coal loading capacity."

The major coal ports on the Lakes are Ashtabula, Conneaut, Erie, Sandusky, Toledo, South Chicago, Superior, Buffalo, Burns Harbor, Duluth, and Green Bay.

End of the Season

The shipping season on the Great Lakes ended on December 21. Most seamen will be stranded on the beach until April 1, when the shipping season will begin again.

For several years now Congress has looked into ways to extend the shipping season on the Great Lakes. Yet while millions of dollars on outside consultant fees have been spent, few concrete steps have been taken.

Nothing has been done to encourage the construction of ice-

breaking vessels even though the technology exists to build them in such a way that does not threaten the environment. Few Great Lakes ports have been modernized to handle the upsurge in coal exports.

Not surprisingly, jobs are going elsewhere. More and more people are finding themselves out of work. And the entire region is being dragged down.

Political Activities

The SIU's grass roots political efforts on the Great Lakes are beginning to payoff in spades.

Political figures from all levels of government have written to thank the SIU for its efforts in the recent election. At the most recent membership meeting in Algonac, letters were read from politicians like Senator Donald Riegle (D-Michigan) and Representative David Bonior (D-Michigan) thanking seamen for their support.

According to the SIU Field Reps in the Great Lakes area, SIU-backed candidates won 80% of the marginal races. With a record like that, it is only a matter of time before Congress looks into legislation dealing with matters of intense concern to Great Lakes seamen.

Some of the more pressing concerns are bilateral trade agreements, development of modern facilities and a fully functioning coal exporting trade, relaxation of burdensome user-fees, an extension of the shipping season, and the development of technology that will make the Great Lakes ports operational all year round.

Jobs and Job Security

According to a report issued by the Transportation Institute, a Washington-based non-profit organization whose chief aim is to promote maritime research and development, the Great Lakes region stands to gain the most from passage of the Boggs Bulk Bill.

Passage of the Boggs Bill (see Washington Column) would add as many as 158 new vessels to the American-flag fleet over the next 20 years. A good number of those vessels would be sailing on the Great Lakes to handle an increased demand for American coal exports.

Omer Becu Dead at 80

A pioneer official of the International Transport Workers Federation (ITF) Omer Becu, 80, passed away on Oct. 9.

Becu was president of the ITF based in London, England from 1947 to 1950 and its general secretary from 1950 to 1960. He was also head of the ICFTU from 1953 to 1957 and its general secretary from 1960 to 1967.

For his services he was awarded the ITF's Gold Badge in 1968.

A native of Ostend, Belgium, Becu went to sea in 1920 as a radio operator joining the Belgian Radio Telegraphists Union. Later in the 1930's and 1940's he helped his union to merge with the Belgian Ship Officers Union and then into the Belgian Transport Workers Union. In 1946, he became the union's president after being its first general secretary.

Previously, he had been vice president of the ITF-merged International Federation of Radio Officers and general secretary of the International Mercantile Marine Officers Assn.

Dispatchers Report for Great Lakes

DEC. 1-30, 1982	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Port				DECK DEPARTMENT					
Algonac	6	0	0	16	9	0	26	2	1
Port				ENGINE DEPARTMENT					
Algonac	8	1	0	8	1	0	12	5	1
Port				STEWARD DEPARTMENT					
Algonac	0	1	0	1	0	0	0	4	0
Port				ENTRY DEPARTMENT					
Algonac	5	5	0	0	0	0	16	9	1
Totals All Departments	19	7	0	25	10	0	54	20	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.

Pensioner's Corner



Willard Robert Addington, 65, joined the SIU in the port of New York in 1970 sailing as an AB. Brother Addington was born in Louisiana and is a resident of Houston.



Emilio Barrito, 65, joined the SIU in the port of New York in 1957 sailing as a chief cook. Brother Barrito was born in the Philippine Is. and is a resident of Brooklyn, N.Y.



Paul Talmadge Brinson, 65, joined the SIU in 1939 in the port of Tampa sailing as a FOWT and as a 3rd engineer for the Marine Engineers Beneficial Assn. (MEBA) District 2, in 1967. Brother Brinson attended the 1971 Piney Point (Md.) SHLSS Educational Conference Workshop Seminar. He was born in Georgia and is a resident of Tampa.



Fred J. Durham, 62, joined the SIU in 1947 in the port of New York sailing as an AB. He was born in Hamblee, Ga. and is a resident of Liberty S.C.



Walter J. Fitch, 60, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Fitch was born in Easton, Pa. and is a resident of Garden Grove, Pa.



Joseph Anthony Gross, 65, joined the SIU in the port of San Juan, P.R. in 1967 sailing as an AB. He sailed 33 years. Brother Gross was born in Indiana and is a resident of Casselberry, Fla.



Lloyd Gunnels, 63, joined the SIU in 1947 in the port of New York sailing as a chief pumpman. He was on the Sea-Land Shoregang in Port Elizabeth, N.J. Brother Gunnels was born in South Carolina and is a resident of Jersey City, N.J.



Joaquin Nolasco, 65, joined the SIU in the port of New York in 1961 sailing as an AB. Brother Nolasco sailed 26 years. He was born in Talara, Peru and is a resident of the Bronx, N.Y.



Albert Richoux Jr., 57, joined the SIU in 1941 in the port of New Orleans sailing as a chief steward for Delta Line. Brother Richoux was born in Louisiana and is a resident of Arabi, La.



Edwin E. Ritchie, 61, joined the SIU in 1948 in the port of Mobile sailing as a chief cook. Brother Ritchie also sailed for the Delta Line during World War II. He was born in the United States and is a resident of Picayune, Miss.



Henry Robert Singleton, 66, joined the SIU in 1938 in the port of New York sailing as a 3rd engineer for MEBA, District 2. Brother Singleton was born in Long Island City, Queens, N.Y. and is a resident of West Islip, L.I., N.Y.



John E. Sanders, 63, joined the SIU in 1941 in the port of Miami, Fla. sailing as an AB. Brother Sanders sailed during World War II. He was born in Illinois and is a resident of Ft. Lauderdale, Fla.



Michael G. Stefanick, 65, joined the SIU in the port of New York in 1973 sailing as a chief steward. Brother Stefanick sailed 17 years. He was born in Pennsylvania and is a resident of San Francisco.



Joseph Berlando, 62, joined the Union in the port of Norfolk, Va. in 1969 sailing as a tankerman for McAllister Brothers from 1964 to 1982. Brother Berlando sailed 18 years. He is a veteran of the U.S. Navy. Boatman Berlando was born in Illinois and is a resident of Virginia Beach, Va.



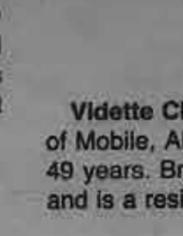
Charles Francis Efford, 63, joined the Union in the port of Baltimore, Md. in 1957 sailing as a chief engineer for Baker-Whitley. Brother Efford was born in Baltimore and is a resident there.



Carmen A. Marano, 60, joined the Union in the port of New York in 1963 sailing for the Erie-Lackawanna Railroad and the Penn Central Railroad from 1947 to 1982. Brother Marano was born in New Jersey and is a resident of Saddle River, N.J.



John Frederick Nolde, 59, joined the Union in 1943 in the port of New York sailing as an AB for Sonat Marine and IOT. He sailed for 40 years. Brother Nolde was born in Philadelphia and is a resident there.



Vidette Clearman, 79, joined the SIU in the port of Mobile, Ala. in 1951 sailing as an AB. He sailed 49 years. Brother Clearman was born in Louisiana and is a resident of Mobile.



Arthur Robert Rudnicki, 67, joined the SIU in the port of New Orleans in 1953 sailing as a chief steward for Delta Line. Brother Rudnicki was born in New York City and is a resident of Franklinton, La.



Elmer Solar Schroeder, 66, joined the SIU in 1943 in the port of Mobile sailing as an AB for Sea-Land. Brother Schroeder was born in Cincinnati, Ohio and is a resident of New York City.



Keither Curtis Smith, 61, joined the SIU in 1949 in the port of New York sailing as a FOWT and engineer for NEBA. Brother Smith sailed 40 years. He was born in Poplarville, Miss. and is a resident there.



Maurice D. Stover, 65, joined the SIU in the port of Seattle, Wash. in 1969 sailing as a chief electrician for IOT. Brother Stover was born in California and is a resident of Seattle.



Manuel M. Tigmo, 65, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Tigmo sailed 36 years. He was born in the Philippines and is a resident of Staten Is., New York City.



Eugene Van Sobczak, 62, joined the SIU in the port of New York in 1956 sailing as a FOWT. Brother Van Sobczak sailed 31 years. He also sailed for the Delta Line. Seafarer Van Sobczak was born in Chicago, Ill. and is a resident of Hayward, Calif.



Polo Russi Vazquez, 60, joined the SIU in the port of New York in 1955 sailing as an AB. Brother Vazquez sailed 34 years. He was born in Himacquo, P.R. and is a resident of Puerto Rico.



Frederick Edward Walker, 58, joined the SIU in 1948 in the port of New York sailing as a recertified bosun. Brother Walker was born in Wilmington, Calif. and is a resident of Glen Burnie, Md.



Macon Welch, 53, joined the SIU in 1945 in the port of Mobile sailing as a recertified bosun. Brother Welch was born in Georgia and is a resident of Gibson, Ga.



Thomas H. Williams, 67, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Williams was born in Mobile and is a resident of Glen Cove, L.I., N.Y.



Julian D. Lewis, 55, joined the SIU in 1946 in the port of New York sailing as a FOWT for Waterman. Brother Lewis was born in Georgia and is a resident of Greenville, N.C.



Hilmer Erwin Parsons, 64, joined the SIU in 1945 in the port of New York sailing as a FOWT and engineer for the Marine Engineer's Beneficial Assn. (MEBA) District 2, Brooklyn, N.Y. He was born in New Britain, Conn. and is a resident of Newington, Conn.



Homer O. Workman, 66, joined the SIU in 1942 in the port of New Orleans sailing as a recertified bosun. Brother Workman sailed for Waterman. He was born in Indiana and is a resident of Harahan, La.



James Pleas Lomax, 60, joined the SIU in 1946 in the port of Houston sailing as a chief steward for Sea-Land. Brother Lomax sailed 38 years. He was born in Huxford, Ala. and is a resident of Satsuma, Ala.



Joseph Paszek, 63, joined the SIU in the port of New York in 1954 sailing as a FOWT for 35 years. Brother Paszek was born in Poland and is a resident of Glendale, L.I., N.Y.



William Yudovishes, 61, joined the SIU in 1945 in the port of New York sailing as an oiler for Delta Line. Brother Yudovishes was born in Hartford, Conn. and is a resident of Marrero, La.



Alfred Lopez, 71, joined the SIU in the port of Yokohama, Japan in 1963 sailing as an AB. Brother Lopez was born in Cebu, P.I. and is a resident of San Francisco.



Wally T. Poncia, 65, joined the SIU in the port of Houston in 1959 sailing as a wiper. Brother Poncia also sailed inland for Northern Towing in 1978. He was born in Houston and is a resident there.



Quintiliano Zambrano, 66, joined the SIU in the port of New York in 1962 sailing as a FOWT for Sea-Land. Brother Zambrano was born in Columbia, S.A. and is a resident of Riverview, Fla.



William J. Meehan Jr., 65, joined the SIU in 1950 in the port of New Orleans sailing as a cook. Brother Meehan was born in the United States and is a resident of New Orleans.



John B. Rambo, 59, joined the SIU in 1944 in the port of Mobile sailing as an AB for Delta Line. Brother Rambo also sailed in World War II. He was born in Defonik Springs, Fla. and is a resident of Grand Bay, Ala.



Anthony Rodriguez, 62, joined the SIU in the port of New Orleans in 1953 sailing in the steward department. Brother Rodriguez sailed during World War II. He was born in New Orleans and is a resident there.



James A. Mijares, 66, joined the SIU in the port of New York in 1961 sailing in the steward department for Sea-Land. Brother Mijares was born in the Philippine Is. and is a resident of Manila, P.I.

Victor M. Carbone Jr., 68, joined the SIU in 1938 in the port of New York sailing as a recertified bosun. Brother Carbone graduated from the Union's Recertified Bosuns Program in October 1974. He was a staff sergeant dispatcher in the U.S. Army's Quartermaster Corps, 20th QM Truck Co. in World War II. Seafarer Carbone was born in Ponce, P.R. and is a resident there.



Paul Peter Werynski, 60, joined the Union in the port of Detroit, Mich. in 1960 sailing as a cook for the American Steamship Co. He sailed 29 years. Brother Werynski was born in Toledo, Ohio and is a resident there.



William Louis Nihem, 55, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Nihem was born in Michigan and is a resident of Jacksonville, Fla.

Francis M. Madigan, 64, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand for the Great Lakes Towing Co. Brother Madigan sailed 36 years. He was born in Buffalo and is a resident there.



Louis Szalejko, 65, joined the Union in the port of Philadelphia in 1961 sailing as a captain for the Curtis Bay Towing Co. from 1974 to 1982. Brother Szalejko was born in Philadelphia and is a resident of Williamstown, N.J.



Gaspar Noto, 65, joined the SIU in the port of New Orleans in 1955 sailing in the steward department for 35 years. Brother Noto was born in the United States and is a resident of Arabi, La.

Stanley Marvel, 64, joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for McAllister Brothers. Brother Marvel sailed 26 years. He was born in Philadelphia and is a resident of Villas, N.J.

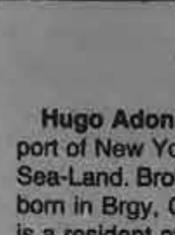


Chester Vovak, 63, joined the Union in the port of Baltimore in 1956 sailing as a deckhand for Curtis Bay Towing. He sailed 35 years. Brother Vovak was born in Pennsylvania and is a resident of Glen Burnie, Md.



Marcellus Calvin Padgett Jr., 65, joined the SIU in 1950 in the port of Mobile sailing as an AB. Brother Padgett sailed during World War II. He was born in South Carolina and is a resident of Houston.

Henry Hanratty, 65, joined the Union in 1945 in the port of Buffalo, N.Y. sailing as an AB for the Great Lakes Towing Co. Brother Hanratty was a former member of the International Dredge Workers Union in 1957. He was born in Buffalo and is a resident there.



Hugo Adonis Fuentes, 72, joined the SIU in the port of New York in 1965 sailing as a chief cook for Sea-Land. Brother Fuentes sailed 25 years. He was born in Brgy, Cabacungan, Dulag, Leyete, P.I. and is a resident of West Farmingdale, L.I., N.Y.



Emory Latham Whidbee, 54, joined the Union in the port of Norfolk in 1962 sailing as a cook for IOT and Allied Towing. Brother Whidbee was born in Plymouth, N.C. and is a resident of Norfolk.

Herbert Denton Rolan, 65, joined the SIU in 1945 in the port of New York sailing as a chief electrician. Brother Rolan sailed during World War II. He was born in Sevierville, Tenn. and is a resident of Maryville, Tenn.

Louis Szalejko, 65, joined the Union in the port of Philadelphia sailing as a captain for the Curtis Bay Towing Co. Brother Szalejko was born in Philadelphia and is a resident of Williamstown, N.J.

Francis "Frank" Ward, 66, joined the Union in the port of Mobile in 1958 sailing as an engine room utility. Brother Ward also sailed during the Vietnam War. He is a 1958 graduate of the Andrew Furuseth Training School, Mobile. Seafarer Ward hit the bricks in the 1961 Greater N.Y. Harbor Reef. And he is a former salesman and a veteran of the U.S. Army in World War II. Born in Pittsburgh, Pa., he is a resident of San Francisco.

George Wallace Williamson, 56, joined the SIU in the port of Mobile in 1956 sailing as a FOWT. Brother Williamson sailed 31 years. He was born in Pritchard, Ala. and is a resident of Mobile.

The Philadelphia Story: Again the SIU Humiliates

by John Bunker

Late one afternoon in February of 1962 word came to the Brooklyn headquarters of the SIU that Steve "Blackie" Cardullo, national director of the SIU-affiliated United Industrial Workers Union, had gone over to the International Brotherhood of Teamsters taking six other UIW and SIU officials with him. To SIU President Paul Hall this signalled Teamster chief Jimmy Hoffa's intent to launch an all-out raid on the SIU's shore-side affiliate in the Philadelphia area. It was also an effort by the Teamsters to "save face."

Beaten by the SIU in Puerto Rico and Chicago, where the sailors had helped to rout Teamster-supported mobsters from the city's taxi union, Hoffa was determined to get even. Philadelphia was ripe for a Teamster counter-attack because some of the SIU-UIW contracts in the Delaware Valley region were soon to expire and, under rules of the National Labor Relations Board, a rival union was free to move in and get pledge cards.

As soon as Hall learned about Cardullo's defection he called a strategy session that lasted far into the night. How to rebuild the SIU-UIW organization in Philadelphia . . . how to block Teamster moves against UIW shops and contracts . . . how to fight the Teamster colossus once again with the SIU's limited treasury and manpower resources.

These were the challenges. Even the biggest unions in the country backed away from tackling the Teamsters. For the SIU this was the third time around.

Flying Squad Takes Off

A "flying squad" was quickly assembled and given its battle orders.

"We're not scared of this guy Hoffa," Hall told them. "We've taken him on before and we'll take him on again."

By two o'clock in the morning Frank Drozak, Johnny Dwyer, Luigi Iovino, Steve Troy and Tom Gould were rolling down the New Jersey Turnpike toward Philadelphia in the midst of a heavy snowstorm. They didn't know what lay ahead. They might be driving right into

a head-on battle with an army of Teamsters.

Along with them was a trunkful of baseball bats—just in case the opposition had taken over the Philadelphia hall.

Heading up this "flying squad" was Frank Drozak, who had come ashore from the *Alcoa Corsair* in 1954 to spend full time on union work. He was a veteran of the Isthmian and City Service campaigns and other tough assignments. He became Philadelphia port agent.

His right-hand man was Johnny Dwyer, who had squared off with longshore toughs on the mob-run New York waterfront during the slam-bang International Brotherhood of Longshoremen campaign.

During the next several weeks a full crew of SIU stalwarts had gathered in Philadelphia. There was George McCartney, Leon Hall, George Repo, Mike Colucci, John Fay, Lindsey Williams, Earl "Bull" Shepard, Steve Troy, John Kelly, Al Bernstein and Eli Hanover. Also Tom Walsh, Tom Gould, Cal Tanner, Angus "Red" Campbell, Ralph Quinonez, Eric Klingvald and others. If you were out to tackle a tough beef where you might be putting your life on the line this was the kind of a crew to have with you.

The "flying squad" arrived in Philadelphia to find the SIU offices almost deserted and with desks and filing cabinets empty. All the records of the port and the UIW had gone along with the decamped officials.

The hall immediately became a headquarters as well as a dormitory and a fort, for it was expected that the Teamsters might try to move in.

A Classic SIU Operation

"The Philadelphia beef was a classic Paul Hall operation," Drozak remembers. "He organized his crew like an army . . . some to rebuild the records . . . some to call on the plants and talk to workers and organize . . . an inside crew to grind out literature and propaganda. . . . 'Red' Campbell kept an eye on the tugs and the waterfront to make sure the Teamsters didn't disrupt in that direction. . . . Eric Klingvald set up a galley and kept the troops fed. Back in Brooklyn Frank Mongelli made sure the Philadelphia crew



Paul Hall listens as Ron Davis, head of the anti-Hoffa "Sweep" movement, talks with reporters after the Teamsters local voted to affiliate with the SIU. This scene was outside the SIU Hall in Philadelphia, February 1962.

was supplied with everything they needed . . . from coffee to blankets."

"Paul came down as often as he could," Drozak says. "We slept and ate in the hall. We called on plants and workers every day. There were reports and planning sessions every night."

First objective was securing a contract with the Hussman Refrigerator Co. plant in Woodcrest, N.J., which had more than 250 employees.

Drozak, Dwyer and Gould went out to talk with Hussman workers and meet with plant owners. As they walked toward the factory entrance two carloads of Teamster goons drove up beside them.

"It looked like they were ready to jump out and take us," Drozak recalls. A guy with a mug like a pit bull opens a door and says 'Stay out of Hussman . . . or else.'"

'Or Else What?'

"Johnny Dwyer stops, walks back toward the cars, blows some smoke at the character who threatened us and said 'Or else what?' I thought the battle of Woodcrest was going to start right there. Nobody said anything for a few seconds. Then the Teamster screw slams into gear and takes off. One of them yelled something about 'next time.'"

"I wasn't being brave," Dwyer says today. "I remembered something I learned in the IBL beef. Any hired goon making \$15 a day isn't going to risk his neck in an open public place. He'll wait till he can get you at night in a dark street. At least, that's what I was hoping."

The SIU team initiated talks with Hussman workers and management and eventually came up with a successful NLRB election and a new contract.

There were other ugly moments during the protracted battle with the Teamsters in Philadelphia.

About noon time on February 24, 1962, "Red" Campbell was waiting for lunch and watching a basketball game on TV. Suddenly there was shattered glass and a bottle came sailing through the big front window of the hall.

"I thought it was coming right out of the TV," "Red" recalls. "It was the nearest I ever came to swallowing a mouthful of Mail Pouch."

Moments later there was a crash and a shock that rocked the building as the rest of the window splintered in all directions and the front end of a truck nosed into the hall, followed by a barrage of bricks and bottles.

George McCartney had been sitting a few feet away writing a report and wishing he could be home that night for his anniversary.

Hoffa's Teamsters

"I knew right away what had happened," he says. "The Teamsters had come to call. I grabbed a bat and rushed out the door—like the charge of the Light Brigade. I ran into a gorilla with an armful of bricks. I swung my bat and he dropped the bricks. Then I realized I was the only one in McCartney's charge. I got back inside somehow without catching any bricks or bottles."

By that time big Ralph Quinonez had charged out the door with Tom Gould, Steve Troy

and damaged."

Teamster strong-arm men were wary of beating up SIU organizers. They had found out in Chicago and Puerto Rico that the sailors didn't scare and they could hit back and hit hard.

With SIU help the VOICE rolled up such impressive support that Hoffa was forced to exert all his influence and prestige on the spot to keep it from taking over Local 107 and other Philadelphia area trucker locals.

When an election was called by the NLRB the Teamsters

A History of the SIU Part XXIV

and some others. The Teamsters jumped into a car and sped away.

Members of a rebel faction that had broken away from a Teamster truck driver's local were ambushed and beaten with baseball bats after a meeting.

SIU Supports Teamster Rebels

In addition to fighting for its UIW contracts, the SIU also supported this rebel group, which had organized as The Voice of the Teamsters Organizing Committee. The SIU provided sound trucks, literature, a meeting hall, and organizing experience to these men who were fighting corruption in Teamster Local 107, one of the largest of all the IBT locals, with more than 13,000 members.

"Hardly a day goes by," VOICE organizer Richard Foster said at the time, "that one or more of our members is not beaten or has his car smashed

won, but not by much. The vote was 3,870 to 3,274. The rebel drive had thrown a big scare into the Teamsters. It was, as the magazine Business Week described it, "the first challenge to Hoffa among men regarded as the heart of the Teamster membership—the over-the-road drivers."

"If we had half the money the Teamsters spent and a little more time we could have helped the VOICE to win that one," says Drozak. "They would have taken the Philadelphia locals of the Teamsters back into the AFL-CIO. (The AFL-CIO had expelled the Teamsters for corruption in 1957.) Hoffa had predicted the IBT would swamp the VOICE by at least 5 to 1."

The SIU did win the battle for the UIW. After an eight months fight most UIW contracts were kept and renewed. Hoffa had again failed to beat the SIU, or crush its shore-side affiliate, the UIW.

Payoff On the Ogden Charger



SIU representative Joe Air meets with Bosun F.R. Schwarz and OS Joan Del'olio during payoff on the *Ogden Charger* at Bayway, N.J. Seafarer Del'olio graduated from SHLSS in Piney Point earlier this year.

Chief Steward Bill Kaiser Dead at 66 in New Orleans

Delta Line 1981 Recertified Chief Steward William "Bill" Peter Kaiser, 66, of New Orleans died of injuries sustained in a mugging street incident there in the French Quarter early on the morning of Nov. 29.

Seafarer Kaiser of 252 Audubon Blvd., who sailed for 45 years—23 on the *SS Delta Norte* to Rio and B.A. was found beaten and bloodied about 5 a.m. by an A&P Supermarket employee on the ground at 710 Royal St. near St. Peter St.

The unidentified employee said he saw a man going through Kaiser's pockets who then walked up Pirate's Alley with something in his hand.

But a security guard from the store noticed blood on the beating victim and called police. A two-by-four was found near the body, police said. On the scene were Dets. Don Curole and Marco Demma and Sgt. David Morales.

Brother Kaiser, doctors at Charity Hospital reported, died just before 10:30 a.m. of a frac-

tured skull and hemorrhages.

Delta Line advised that the longtime chief steward had been home in his hometown about two weeks after a voyage to the Ivory Coast in West Africa on the *SS Del Sol*.

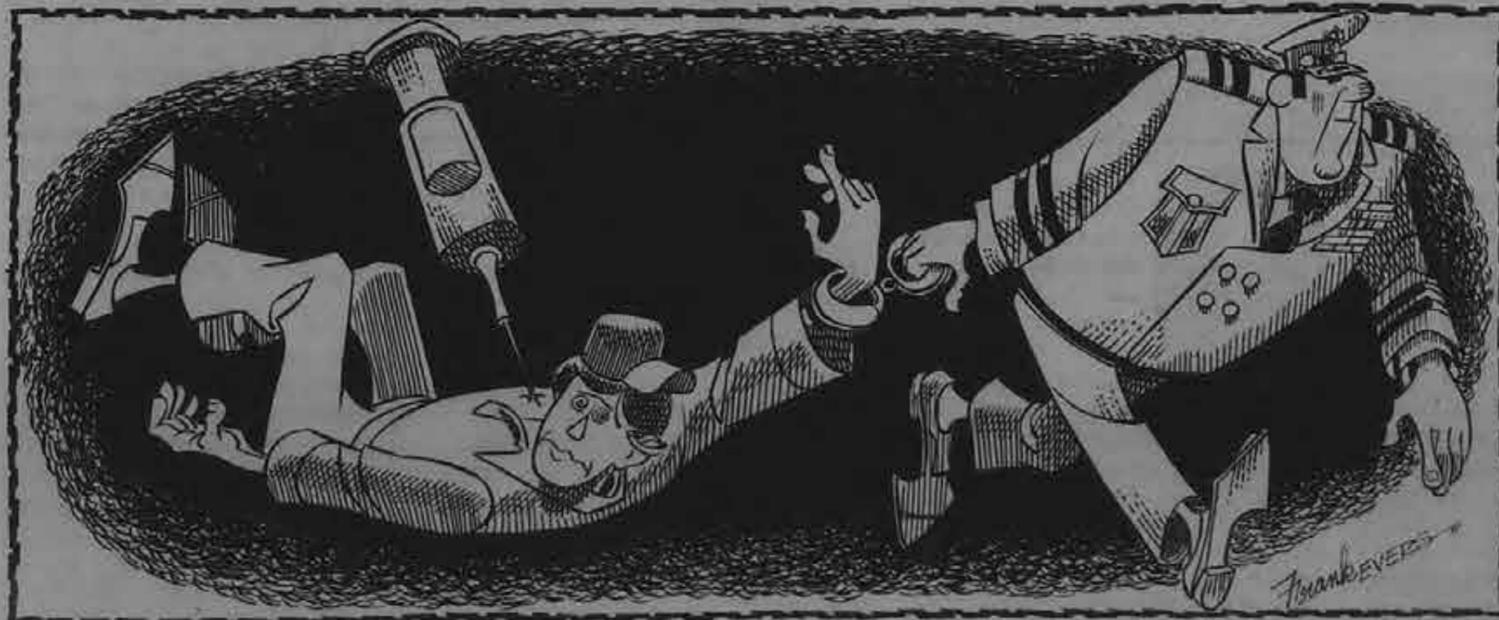
He joined the SIU in 1939 in the port of New Orleans.

A close friend remarked that "He was one of the best stewards Delta Line ever had." He remembered that Kaiser had left home Sunday evening around 7:30 p.m. The friend left him in the French Quarter at 1:30 a.m.

Like the "Flying Dutchman" Kaiser relished the thought of sailing the oceans for seven years at a stretch, a close relative reminisced.

The "easygoing" world traveler, who also sailed from Waterman, was a student of history.

Burial was in Lafayette No. 1 Community Cemetery, New Orleans. Surviving is his niece, Mrs. Westley K. Boyd of New Orleans.



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



Pensioner and Recertified Bosun **Thomas "Joe" Brennan**, 57, died of heart disease in the Cape Cod Hospital, Barnstable, Mass. on Sept. 5, 1982. Brother

Brennan joined the SIU in the port of Philadelphia in 1951 sailing as ship's delegate and AB, and in the steward department aboard the *Tug Philadelphia* for IOT's Mariner Towing in 1972. He sailed deep sea from 1946 to 1972. Seafarer Brennan hit the bricks in the 1961 Greater N.Y. Harbor beef. Brennan was a veteran of the U.S. Navy in World War II. Born in Lewiston, Me., he was a resident of West Yarmouth, Mass. Burial was in Forest Hills Cemetery, Boston, Mass. Surviving are his widow, Alda; his father, William of Somerville, Mass. and his aunt, Ruth of Woburn, Mass.



Pensioner **Richard W. Broomhead**, 81, passed away from heart failure in St. Anthony's Hospital, St. Petersburg, Fla. on Oct. 26, 1982. Brother Broomhead

joined the SIU in the port of New York sailing as a bosun. He walked the picketline in the 1962 Robin Line strike. Seafarer Broomhead was born in Philadelphia and was a resident of St. Petersburg. Cremation took place in the National Crematory, Largo, Fla. Surviving are a brother, John of Philadelphia and a sister, Mrs. Myrtle Beck of Flushing, Queens, New York City.



Pensioner **Stephen "Steve" Carey, Jr.**, 68, died on Sept. 24, 1982. Brother Carey joined the SIU in the port of San Francisco in 1967 sailing as a chief cook for the *CS Longlines*

(AT&T). He was a veteran of the U.S. Navy in World War II. Seafarer Carey was born in Olympia, Wash., and was a resident of Honolulu, Hawaii. Surviving are his mother, Mrs. Bell Carey of Salinas, Calif. and his brother, Joseph of Fresno, Calif.



Pensioner **Roberto Diaz**, 70, succumbed to arteriosclerosis recently. Brother Diaz joined the SIU in 1944 in the port of New York sailing as a chief cook. He was born

in Puerto Rico and was a resident of Brooklyn, N.Y. Seafarer Diaz Burial was in Skyview Cemetery, Home-

town, PA. Surviving are two daughters, Ceceila and Lydia; a brother, Carlos Travieso and a sister, Maria of Brooklyn.



Pensioner **Ignacio Succang Elicerio**, 100! passed away from heart failure at home in Baltimore on Oct. 19, 1982. Brother Elicerio

joined the SIU in 1939 in the port of Houston sailing as a FOWT. He was born in Banting Capis, P.I. Interment was in the Baltimore Cemetery. Surviving is his son, William of Owing Hills, Md.



Pensioner **Oscar "Don Q" Eugene Ferguson**, 71, passed away from cancer in the Perry County Hospital, Richton, Miss. on Oct. 7, 1982. Brother Ferguson

was born in Washington County, Ala. and was a resident of Deer Park, Ala. Burial was in Indian Hill Cemetery, Richton. Surviving is a niece, Nancy M. Dubose.



Pensioner **Protasio Herrera**, 75, died of heart failure in Philadelphia, Pa. on Oct. 24, 1982. Brother Herrera

joined the SIU in the port of Philadelphia in 1968 sailing as a chief cook. He sailed 16 years. Seafarer Herrera was a veteran of the U.S. Navy. Born in the Philippines, he was a resident of Philadelphia. Surviving are three sons, Francis, Manuel and Allan and two daughters, Florence and Pasqualina.



Pensioner **Theodore Humal**, 71, passed away in Maimonides Medical Center, Brooklyn, N.Y. on Sept. 28, 1982. Brother Humal

joined the SIU in 1943 sailing as a chief electrician. He was on the picketline in the 1961 N.Y. Harbor beef. Seafarer Humal was born in Estonia, U.S.S.R. and was a resident of Brooklyn. Interment was in Greenwood Cemetery, Brooklyn. Surviving are his sister, Mrs. Linda Munt of Brooklyn and a nephew.



Pensioner **Norman Andrew Jefferson**, 72, died of heart failure in the Ochsner Foundation Hospital, Jefferson, La. on Sept. 16, 1982. Brother Jefferson

joined the SIU in 1943 in the port of New Orleans sailing as a cook. He also sailed during World War II. Seafarer Jefferson was a resident of New Orleans. Burial was in Mt. Olivet Cemetery, New Orleans. Surviving is a brother, Bernard C. Galle of New Orleans.



Pensioner **Juan L. Pagan**, 81, succumbed to heart failure in the U.S. Veterans Administration Medical Center, Miami, Fla. on Nov. 9, 1982. Brother Pagan was born in

Puerto Rico and was a resident of Miami. Cremation took place in the Van Orsdel Crematory, Miami. Surviving is his widow, Ermitana.



Pensioner **Clifton Nelson**, 68, died in the Pennsylvania Hospital Center, Queens, New York City on Dec. 6, 1982. Brother Nelson was

a resident of Rockaway Pt., Brooklyn, N.Y.C. Interment was in Cypress Hills Cemetery, Brooklyn. Surviving is his widow, Phyliss.



Pensioner **James Norfleet**, 84, was dead of arteriosclerosis on arrival (DOA) at the U.S. Medical Center, Mobile on Nov. 14, 1982. Brother Norfleet

joined the SIU in 1938 in the port of Mobile. He was born in Montgomery, Ala., and was a resident of Mobile. Burial was in Oaklawn Cemetery, Mobile. Surviving is a nephew John H. Norfleet, Jr. of Mt. Vernon, Ala.



Pensioner **Hoyt Levert Tanner**, 63, died of a heart attack and was DOA at the Buttón Gwinnett Hospital, Lawrenceville, Ga. on Sept. 24, 1982. Brother Tanner

was a resident of Dacula, Ga. Burial was in the Hebron Baptist Church Cemetery, Dacula. Surviving are a brother, George and a niece, Betty Sue T. Williams, both of Dacula.



Pensioner **Robert Thurman Jones**, 70, succumbed to cancer in Seaway Hospital, Trenton, Mich., on Aug. 21, 1982. Brother Jones

joined the Union in the port of Detroit, Mich. sailing as a dredgeman. He was a resident of Allen Park, Mich. Burial was in Our Lady of Hope Cemetery, Brownstone Twsp., Mich. Surviving is his widow, Mary.



Pensioner **Floyd Lee White**, 72, passed away from cancer in the Riverside Hospital, Newport News, Va., on Nov. 11, 1982. Brother White

joined the Union in the port of Norfolk in 1960 sailing as a tug deckhand for the Penn Central Railroad from 1937 to 1971. He was born in Mobjack, Va., and was a resident of Mathews, Va. Interment was in

Providence Cemetery, Miles, Va. Surviving is his widow, Viola.



Henry Charles Barron, 58, died on Aug. 27. Brother Barron joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco in 1978 sailing

as a chief cook. He first sailed on the West Coast in 1966. Barron was a graduate of the union's training school. And he was a former member of the Carpenters and Joiners of America Union and Rubber Workers Union. Barron was a veteran of the U.S. Navy in World War II. Born in Los Angeles, he was a resident of Yucaipa, Calif. Surviving is his mother, Mrs. Marie L. Kurkee of Yucaipa.



Pensioner **Edward Patrick Malve**, 70, succumbed to heart-lung failure in the Medical Arts Hospital, Houston on June 29. Brother Malve

joined the Union in the port of Cleveland, Ohio in 1968 sailing as an AB. He also sailed during World War II, sailing a total of 40 years. Laker Malve was a former member of the AFL Painters Union, Local 867 of Cleveland. Born in Pittsburgh, Pa., he was a resident of Houston. Cremation took place in the Brookside Crematory, Houston. Surviving is a son, Michael of Cleveland.

Phillip Emanuel Broadus, 58, died of a heart attack aboard the *SS Ogden Challenger* (Ogden Marine) in Panama on Oct. 3, 1982. Brother Broadus joined the SIU in the port of Mobile in 1951 sailing as a FOWT. He was a delegate to a HLSS (Piney Point, Md.) Conference. Seafarer Broadus was born in Alabama and was a resident of Topeka, Kans. Surviving are a brother, Francis of Topeka and three sisters, Mrs. Mary L. Barber, Mrs. Claudine Brooks Dykes and Mrs. Myrtle Hicks Collins, all of Mobile.

Pensioner **Myles Aloysius Bowen**, 73, died of natural causes in St. John's Hospital, Queens, New York City on Nov. 7, 1982. Brother Bowen joined the SIU in the port of New York in 1963 sailing as a deckhand aboard the *Tug Hoboken* (Erie-Lackawanna Railroad) from 1929 to 1968. He was a former member of the International Brotherhood of Teamsters, Marine Local No. 518 from 1961 to 1963. Boatman Bowen was born in New York City and was a resident of Jackson Heights, Queens, N.Y. Burial was in Calvary Cemetery, Woodside, Queens. Surviving are three daughters, Barbara of Queens, Florence and Claire.

Pensioner **Charles Johnson Grant**, 84, passed away from heart failure in the New Milford (Conn.) Nursing Home on Oct. 7, 1982. He sailed as a bosun for the New York, New Haven and Hartford Railroad. Brother Grant was a resident of New Milford. Cremation took place in the Mt. Grove Crematory, Bridgeport, Conn. Surviving is his widow, Elizabeth.

Towboat Operators See SIU in Washington

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LETTERS



TO THE EDITOR

Teamwork makes winners

I'd like to take this opportunity to thank the SIU for everything they are doing for me. In 1981 I got hurt aboard ship and later had to have back surgery. If it was not for the Union, I don't know what I would have done. My medical bills were paid by Seafarers' Welfare Plan.

As everybody knows, we lost the U.S. Public Health Hospitals. I know some of you did not like them; some of you did. Believe me, brothers, it was a great loss to lose the Marine Hospital. I have a message for some of you out there. You should remember some of the old-timers and have respect for them. Because if it was not for people like Paul Hall, you'd be working for peanuts. Each and everyone of you is the SIU, and you should do everything you can to help our Union and yourselves in every way possible.

When you want to express yourself to the government, write your congressman. Believe me, it helps. I've been writing to mine for fourteen years, and I am proud to say that my congressman is Jim Wright from Fort Worth, Texas. He really cares about the maritime industry. Each and everyone of you should be very proud to be a part of the U.S. Merchant Marine—whether you are a messman or a captain. You are all in the same boat. It's team work that makes winners. You did not get where you are overnight.

I miss the sea very much. I know going to sea is not easy—but it kind of gets into one's blood.

I wish all of you as brothers smooth sailing.

Brother Ellis
Book #295



The Special Class of Towboat Operators met with SIU legislative Representatives Liz DeMato and Mark Reihl in Washington recently to learn about the union's political activities. Pictured with Liz DeMato are Union Training Official Ben Adams and the following Towboat Operators: Steven Richardson, New Orleans; Roger Gentry, New Orleans; Dallas Higgins, Port Arthur; Carlton Richardson, Norfolk; Stephen Cornwell, Houston; Michael Demetro, Houston; Mark Bailey, Jacksonville; Randy Beacham, Norfolk; Herman Butts Jr., Houston; Ronald Chavers, Jacksonville; Bruce Robrecht, Piney Point; and Douglas Stinchcomb, Houston.

'Thanks for your help'

I would like to take this time to thank the SIU and Seattle Port Agent George Vukmir for all his help. Also to Richard Brooks, Master on the S.S. *Philadelphia*, Chief Mate Arthur Habeck, Chief Engineer Milledge Strickland, Boatswain John Glenn, and Chief Steward Eddie Jackson for helping with the burial of my husband Chief Steward Edward A. Heniken at sea.

Thank you all very much.

Mrs. Lorraine Heniken &
Family

'A Letter Would Be Welcome'

I have been retired for ten years, and I haven't been in contact with any of my former shipmates or any of my acquaintances in the Union.

I have had cancer surgery and am doing fine now. I can't thank the Seafarers Welfare Plan enough for their help in paying my hospital and doctor bills. It sure is a wonderful feeling to know you have such a great union to take care of you after you retire.

If any of you would like to write to me, I sure would appreciate it. A card or a letter would be most welcome.

James H. Shearer S-489
4916 Fairwood Drive
Gautier, Mississippi 39565

LETTERS



TO THE EDITOR

'I Am Really Thankful . . .'

On behalf of my wife and myself, I wish to express our thanks to the Board of Trustees for the approval of my pension and to Tom Cranford of Headquarters and F.E. Taylor of the Houston Hall for their help.

I went to sea for thirty-five years and enjoyed it very much, but when the time came to retire I was really thankful to Paul Hall, Frank Drozak and the SIU for their foresight in providing this pension.

I will always be grateful to the Seafarers for this.

Lester J. Moore M-398
Livingston, Texas

'A Great Union, A Great Plan'

I wish to thank the Seafarers Welfare Plan for all the help they offered me during my illness.

I have been hospitalized twice this year, and I'm still under a doctor's care due to a heart attack and prostate operation. The bills have been expensive ones. The Welfare Plan has taken care of them.

My heartfelt thanks to this great Union and its Welfare Plan.

Merry Christmas and a Happy New Year to all!

Jose N. Castro Bk-717
Fontana, California

'Go For It . . .'

I would like to say "thank you very much" to the Union and to the Harry Lundeberg School. Thanks to the instructors at the school who were extremely helpful and the excellent facilities, I received a Third Mates License and an Associate of Liberal Arts degree.

My advice to fellow seafarers is to take advantage of the opportunities at the school . . . and go for it.

George Nason N-415
Hempstead, New York

'It Saved My Wife's Leg'

Ever since I became a member of the Seafarers International Union, which was thirty-six years ago, everyone connected with the organization has been very helpful, thoughtful and patient.

At this time I would like to give special thanks to the employees of the Seafarers Welfare Plan for obtaining the machine which saved my wife from losing her leg.

I also hope that each and every member who retires enjoys being a Seafarer as much as I have.

Edwin E. Ritchie, Sr. B-356
New Orleans, Louisiana

How It Was Then, How It Is Now

After serving in the Navy for two years (age 18-20), I joined the SIU. In March of 1965 on my first ship, I landed in a Panama jail—drunk. By the time I was 21 years old, I had been jailed thirteen times. Throughout my life, the only times I've been in trouble have been alcohol related. My first black-out (drunk, no memory of what happened) was when I was thirteen years old. I've been charged with five DWI's.

I've been known to be a thief, liar, cheater, lustful, an instigator, two-faced, and an SOB. I have quit drinking more times than I can count. My life has been full of shame and pain from the mornings after.

In March 1980, I entered the ARC (Alcohol Rehabilitation Center at the Harry Lundeberg School of Seamanship, Piney Point, Maryland). I had lost all hope and feared for my sanity. I welcomed death at any time. The concern the staff showed toward me was comforting. It was there that I learned about the disease of alcoholism. It was there that I was introduced to A.A. And it was at my first A.A. meeting that I discovered I was not alone; others suffered the same problems as I.

If you think you have a drinking problem, I urge you to contact the ARC or A.A. It saved my life and made life worth living.

Today I remember what happened last night. If I tell someone off, I remember it. I don't get fired from jobs. I have a purpose in my life. I have love in my life. Today I choose not to drink. I will defend that choice with my life. I care. Thanks staff at ARC!!

Sam McKnight M-2340
Seattle, Washington

SIU Claims Department Has New Phone Number

All inquiries in reference to SIU Welfare
Benefit claims should be directed to this phone
number: (212) 948-2394

Thanks Shipmates for Prompt Action

I would like to use this time to write in a vote of thanks to Captain Robert Edmonds, Chief Mate Bob Febos, and our librarian Michelle Liebsch for acting quickly and deftly to save SIU Brother Gamal Ahmed's finger.

We had been at sea less than 24 hours after leaving Sunny Pt., N.C. and were in a storm. Brother Gamal, a wiper, suffered a badly smashed middle finger when a heavy steel door leading to the engine compartment swung open and smashed the finger between the door and bulkhead. Chief Mate Febos was notified and immediately began administering first-aid to Brother Gamal.

Captain Edmonds notified the Canadian Coast Guard. They dispatched a rescue plane and helicopter from Halifax, Nova Scotia, and Captain Edmonds altered our course to meet the rescue craft at a set position. Brother Gamal was lifted from the stern by a Canadian Air Rescue helicopter, and their paramedics began more treatment. Michelle had, in the meantime, watched and recorded hourly Gamal's vital signs. She also recorded the medication administered to him.

It's reassuring to see such a humanistic view held by our licensed crew toward the unlicensed departments aboard the *Transcolumbia*. Again, we the crew of the *Transcolumbia* thank them all—the persons already mentioned and the Canadian Air Rescue for caring and knowing what to do in this type of situation.

I would also like to thank the licensed and unlicensed engine department for making this old, heavy-lift C-4 a more comfortable and safer ship on which to live and work.

Kent Seratt S-2199
Deck Delegate
S.S. *Transcolumbia*

It Was a Tough Year

1982 was a difficult year for most Americans. Few industries or regions were immune from the harmful effects of mounting budget deficits, depressed industrial output, and high unemployment.

Yet for the maritime industry at least, 1982 was not without its good points. SIU lobbyists in Washington were able to prevent passage of several pieces of legislation that would have irreparably harmed the industry: the Maritime Authorizations Bill, the Caribbean Basin Initiative, the Puerto Rican Passenger Vessel Bill, and numerous attacks on the Jones Act.

While the American-flag Merchant Marine was hurt by a worldwide recession that laid up as much as one-third of the world's cargo fleet, the fledgling American-flag passenger vessel industry was given a big boost in the arm.

When it became obvious that few pieces of legislation were going to be enacted in the lame-duck session called by President Reagan and Congressional Republicans, Senator Spark Matsunaga (D-Hawaii) was able to add an amendment to the Gas-Tax Bill, which allows American businessmen and women to deduct \$2,000 for expenses incurred at conventions held at sea. This measure puts the American-flag passenger vessel industry on a more equal footing with its land-based and foreign-flag competitors and gives a big boost to this segment of our industry.

‡

Events in Lebanon, Poland, Central America, and the Falkland Islands underscored the fragile nature of the international order. The Falkland Islands dispute proved once and for all the central role that a nation's merchant marine plays in its overall defense capability.

The lesson was lost on Administration officials who campaigned heavily for an elimination of the Construction Differential Subsidy Program and for an easing of "build-foreign" restrictions.

If for nothing else, 1982 was important because it made clear what this nation's priorities should be: Jobs.

Every action that our Union

undertook or advocated grew out of this conviction: jobs and job security is our number one priority.

‡

A funny thing happened on the way to the lame-duck session: the federal government almost shut down because of lack of funding.

As has been reported in previous issues of the LOG, Congressional leaders were forced to call an emergency two week lame-duck session to deal with all the budget resolutions that had not been passed during the regular session. Election year politics and mounting economic difficulties made it impossible for Senate and House leaders to proceed on a "business as usual" basis.

The special session was almost over before it began. Senator Jesse Helms, a long time foe of the maritime industry, tried to gain some political points back home by posing as "a principled maverick who opposed government spending." He filibustered the Senate to hold up passage of a Gas-Tax Bill that enjoyed overwhelming support among Republicans and Democrats.

In the end, Helms was forced to end his filibuster. While he did not prevent passage of the Gas-Tax Bill, he did make it impossible for Congress to pass all of its Authorizations Bills.

Ironically, the maritime industry was a major beneficiary of this abuse of power. Congress was all set to pass a Maritime Authorizations Bill that would have prevented subsidized operators to build their vessels in foreign shipyards. Since no Authorizations Bill was passed, the Maritime Appropriations Bill became the controlling piece of legislation. The Authorizations Bill contained no mention of "build-foreign." A major disaster for the shipbuilding industry was averted.

‡

The fledgling American-flag passenger vessel industry was given a boost in the arm when Spark Matsunaga was able to attach an amendment to the Gas-Tax Bill that allowed Americans to deduct \$2,000 for expenses



incurred at conventions held at sea.

It was a brilliant move by Matsunaga. Experts had given Matsunaga and his House counterpart Frank Guarini a good chance of passing their respective versions of the Shipboard Conventions Tax Bill. However, the lame-duck session of Congress proved more unpredictable than anyone could have imagined. Sensing that Congress would have only enough time to pass the Gas-Tax Bill and a couple of continuing resolutions, Matsunaga made a successful last ditch effort to save what most people felt was a badly needed piece of legislation.

House supporters of the bill, led by Congressmen Guarini and Leo Zeferetti (D-NY), had earlier pushed a similar measure on the House floor and won by a vote of 227-172. They successfully urged the House conferees to accept the Senate amendment to the Gas-Tax bill. The bill was signed into law by President Reagan on Jan. 6, 1983.

‡

The closing of the Public Health Hospitals has added immeasurably to the problems facing the American-flag Merchant Marine. Even the healthiest welfare plans have been hard pressed to absorb the added expenses.

Recognizing the problem, Senator Daniel Inouye (D-Hawaii) moved to attach language to a continuing budget resolution authorizing the General Accounting Office to conduct a study to see how American sea-

men—abruptly cut from the USPHS system—could be given comparable medical care.

Sen. Inouye emphasized that he was not trying to resurrect the Public Health Hospital System. He stressed that he was just exploring ways to provide seamen with alternative medical care.

Sen. Inouye considered this a moral issue. Most other recipients of Public Health care could go somewhere else when the USPHS hospitals closed, such as Veterans Hospitals. No provisions were made for seamen.

‡

During the last session of Congress, legislation was passed mandating the executive branch to fill the Strategic Petroleum Reserve at a rate of 220,000 barrels a day. The move was taken to protect American security in case OPEC decided to re-impose an oil embargo.

Under existing cargo preference laws, 50 percent of that cargo must be carried on American-flag vessels. The Executive Branch has been lax in living up to those standards. Thanks in large part to pressure from the SIU's Washington staff, the Departments of Energy and Transportation issued a joint communication promising to meet the 50 percent figure. They also promised to make up all shortfalls.

One issue still needs to be resolved: whether or not to use Alaskan oil in filling the Strategic Petroleum Reserve. The maritime industry and a number of high ranking officials argue that this would be counterproductive.

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