

Seek Law Enforcement, Not Special Treatment

The federal government's continued refusal to obey the nation's cargo preference laws is "beyond comprehension," SIU President Frank Drozak said following the Union's and Transportation Institute's filing of a lawsuit seeking the enforcement of the laws.

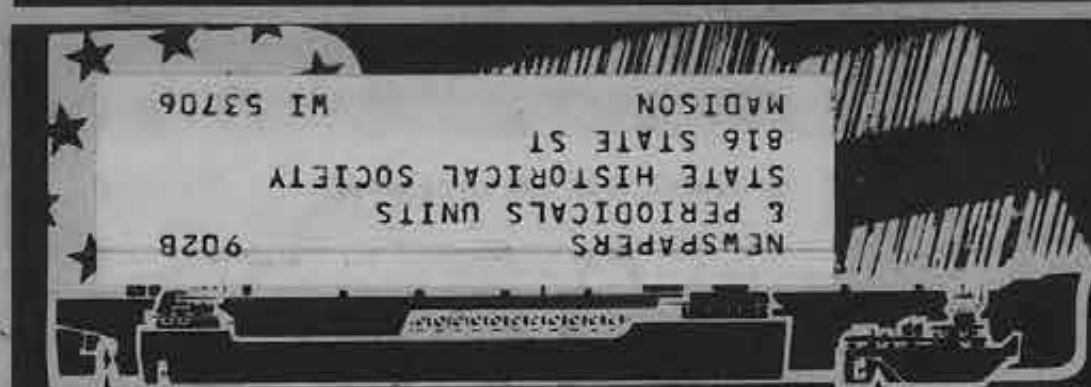
Last month the two organizations were forced to go to court, almost a year to the date after the Reagan administration began its "Blended Credit" program. The program, administered by the Department of Agriculture, has accounted for almost \$1 billion in agricultural

commodity sales to foreign nations. None of the shipments has sailed on American-flag ships.

The U.S. District Court suit seeks a permanent injunction against the government from disobeying long-standing cargo preference laws and a judgment

that the prevailing cargo regulations apply to the blended credit program. The suit cited the Cargo Preference Act of 1954 and Public Resolution 17 as the basis for the SIU's action.

Both the law and the resolution basically call for 50 percent
(Continued on Page 4.)



LOG

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Busy Year on the Hill for Maritime Labor & Industry

Boggs-Trible, Alaskan Oil Bills Are Still Pending

While none of the dozens of maritime-related bills introduced this congressional session has made it through the legislative maze to become law, many have made a great deal of progress.

Both houses of Congress are expected to adjourn for the year

by the middle of November. Congress may return to Washington, but indications are that if representatives do resume the session, none of the maritime issues will be moved along.

Here is a rundown of the major maritime bills and issues the SIU has either backed or

fought this year and where they stand. Next month the LOG will provide a rundown on other maritime legislation for the year.

Boggs-Trible

These two bills, H.R. 1242 and S. 1624, are the backbone of maritime revitalization this

session. While there are some differences in the bills, both have basically the same goals.

They would reserve 5 percent of the nation's bulk imports and exports for American-flag ships in the first year. In each following year that amount would be
(Continued on Page 3.)

'I'm a Little bit Skeptical' — Biaggi

Cunard Bill Killed; We'll Wait and See

One vote in the Senate Commerce Committee killed a measure which would have generated more than 1,000 seafaring jobs, opened the domestic cruise market to an

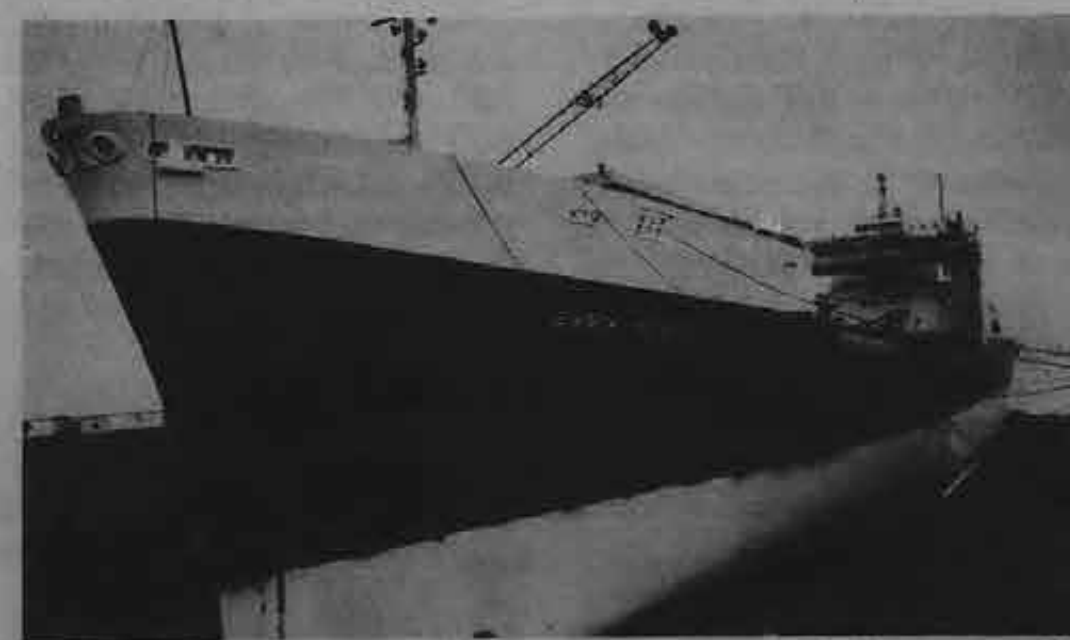
American company and provided desperately needed passenger ships for military use. On the same day, Nov. 16, the House Merchant Marine and Fisheries Committee overwhelmingly approved a similar measure to re-flag two Cunard ships.

"I'm disappointed that 1,000 American seamen won't be working this spring and surprised that the massive campaign against these bills was able to fool so many people," SIU President Frank Drozak said.

The two bills were new versions of legislation introduced earlier this year which would have granted domestic trading privileges to Cruise American, an American-owned company which planned to purchase the two Cunard vessels, the *Princess* and *Countess*, and use

(Continued on Page 3.)

SIU's New Santa Rosa



It was transformation time in Baltimore for the *Santa Rosa* (Delta). It was also time for 27 SIU members to crew up the 22-year-old combination passenger/container ship.

Recently acquired from American President Lines, along with her sister ship the *Santa Paula* which will also carry a top-to-bottom SIU crew, the *Santa Rosa* was getting a much needed sprucing up after more

than a year in lay-up on the West Coast.

While Maryland Shipyard and Drydock workers scrambled about the 19,555 dwt vessel, welding, painting the 668-foot hull, and checking out the cranes and gear, the first part of the SIU crew was aboard readying her for departure to Philadelphia and the start of her maiden voyage.

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Union Busting Thwarted

ACBL & Dixie: Take Notice

More than two years of back pay and pension contributions, plus a bargaining order, were won by The United Industrial Workers in a National Labor Relations Board case closely related to the SIU's fight with ACBL. The UIW is an affiliate of the Seafarers International Union of North America.

The two companies, Louisiana Dock Company (LDC) and American Commercial Terminals (ACT),
(Continued on Page 3.)

Drozak Heads U.S. Seafarer Delegation in Madrid

ITF Backs SIU Minimum Safe Manning Levels

The SIU led the way to two important minimum safe manning level standards at last month's International Transport Workers Federation meeting in Madrid, Spain.

The SIU delegation, headed by President Frank Drozak, won the unanimous support for new levels on 12,000 GRT ships and over, and for the first time in ITF history set levels for tug and tow vessels. Also for the first time, entry ratings were specifically included in certain positions.

The action on the manning levels is important because of the worldwide trend in crew reduction, which many times does not take into account the reduced safety standards that may result.

The minimum levels were derived when the ITF Seafarers Manning Section met at Piney Point earlier this year and hammered out the number of crewmembers needed for safe and efficient operations. In addition, the SIU and the British National Union of Seamen worked closely in getting the measure passed by the ITF.

Here are the minimum safe manning levels adopted:

Deck Department—three deck officers, one bosun, three ABs and three OS/junior/entry ratings;

Engine Department—three engineer officers, one electrician (a trained crewmember), one repairman, two engine room ratings, one junior/entry rating;

Steward Department—one chief steward, one cook, one second cook, one steward/stewardess.

Other—one master and one radio officer.

The towboat levels (along with a captain) are:

Deck Department—two deck officers and three deck ratings;

Engine Department—one chief engineer, one engineer and one motorman/engineer rating;

Steward Department—one cook.

These manning levels will be submitted to the International

Maritime Organization for final approval.

One of the major issues at the convention was the problem of flag-of-convenience shipping. The ITF's campaign was reviewed and strengthened in an attempt to discourage and eventually eliminate the runaway-

flag practice. It will also help close the gap between U.S.-flag and runaway-flag ships.

More than 500 representatives from 63 national transportation unions around the world attended the eight-day convention.

Receives Admiral of the Ocean Sea Award

Congressman Biaggi Earns Praise for Maritime Service

NEW YORK . . . The lack of unity in the U.S. maritime community weighed heavily on the mind of Rep. Mario Biaggi (D-N.Y.) when he spoke at the annual AOTOS award dinner here on Oct. 14.

Biaggi, who was the 1983 recipient of the Admiral of the Ocean Sea (AOTOS) award from the United Seamen's Service, said, "I admit to a growing sense of frustration with the industry itself in failing to provide leadership and unity in promoting its own revitalization."

He was particularly upset by the disunity in "maritime labor itself, the traditional source of considerable initiative behind most of the major maritime laws enacted in this century."

As a result of this concern, Biaggi said he sent a letter to AFL-CIO President Lane Kirkland requesting his "personal intervention to restore unity and refocus the perspective within the maritime labor community on the larger issues determining the industry's future."

Biaggi was highly critical of the way the U.S. government, both the executive branch and

the Congress, have neglected the merchant marine. He said that the national government has failed "to arrest the long term

decline of the American merchant marine in other than wartime circumstances."

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SIU President Frank Drozak and Rep. Mario Biaggi (D-N.Y.) get together for a photo at the annual AOTOS award dinner held in New York City. Biaggi was the recipient of this year's award.



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Boggs-Trible, Alaskan Oil Bills

(Continued from Page 1.)
increased by 1 percent, until by the year 2000 American ships would be carrying a full 20 percent of the bulk cargo.

To meet the demand for ships, some 168 to 300 new ships would have to be built in American yards. The House version of the bill requires a 15 percent operating and construction cost reduction for U.S. ships. Backers of the bill point to recently negotiated SIU contracts as the basis for some of the operating cost reduction. New technology will also make ships cheaper to run and yard costs will be reduced by what is called series construction. In other words, it is cheaper, because of common design and larger volume, to build 10 ships rather than one ship.

The Senate version calls for a larger cost reduction, 20 percent, and supporters have testified those reductions can be made. It also allows for some additional tax and financial breaks for the builders and operators.

The legislation could create more than 100,000 new American jobs in shipbuilding, shipping, supply industries and support industries.

Several military officials have said the legislation would help the nation's defense posture by providing sorely needed tankers, freighters, RO/ROs and other ships to transport U.S. military men and supplies around the world.

H.R. 1242, introduced by Rep. Lindy Boggs (D-La.) has made it through subcommittee hearings and mark-up and now awaits hearings before the full House Merchant Marine Committee. In the Senate, the bill, introduced by Sen. Paul Trible (R-Va.) has had hearings on the subcommittee level.

Alaskan Oil

The House recently passed a new version of the Export Administration Act, the law that contains the ban on exporting Alaskan oil. It prohibits the export of the oil for another four years.

The Senate has yet to act on the legislation.

The ban on export of the oil was imposed for a combination of employment, economic, con-

sumer, energy, national defense and trade reasons.

The ships used, about 50 SIU-contracted ships, are the types of small tankers the military would need in an emergency. If the oil was exported, most of those ships would go into lay-up. In addition, thousands of maritime jobs would be lost because the oil would be exported in at least 50 percent foreign-flag vessels.

There is a possibility the Senate may act on its version of the Act before the end of the year. The Senate bill contains a six-year ban on exports, and the two houses would have to get together to agree on the length of the export ban.

Cargo Preference

The House and Senate heard testimony on several new cargo preference bills this year. Some were relatively minor, but the two major pieces, H.R. 2692 and S. 1616, would revamp and streamline current cargo preference laws and make them easier to enforce, by making a single law covering cargo preference.

Basically the legislation calls for all cargo which is national defense related to be shipped 100 percent on U.S.-flag ships. It also mandates that 50 percent of all cargo with which the government is directly or indirectly involved must be shipped on American ships.

Both bills have been through hearings at the subcommittee level and await further action.

Reagan Proposals

The Reagan administration's major thrust in maritime legislation was a proposal that basically would allow the wholesale transfer of American shipbuilding capacity to foreign yards. H.R. 3156 would allow subsidized operators to obtain vessels overseas, use new re-flagged ships for cargo preference trade, use Capital Construction Funds for overseas shipbuilding, perform overseas repairs without the current 50 percent tariff and increase the amount of foreign ownership from 49 percent to 75 percent.

The legislation has not passed the hearing stage in the House or Senate and indications are it won't.

ACBL & Dixie: Take Notice

(Continued from Page 1.)
along with ACBL, are all part of Texas Gas Corp.'s massive inland waterways conglomerate. This two-and-a-half-year-old case marks the fourth victory against the large-scale union-busting attempts within the conglomerate.

SIU President Frank Drozak said, "This decision should be a clear signal to labor law violators, including Dixie Carriers and ACBL, that they will eventually pay a high price for their illegal practices."

According to the NLRB administrative law judge's 97-page decision, the two companies failed to "bargain in good faith with the UIW." LCD and ACT bargained in bad faith and violated the existing contract despite its expiration. The law requires that old contracts continue until labor and management bargain in good faith. The contract expired in 1981.

The judge ruled that the companies had no right to change the contract, discontinue their contributions to the UIW's pension and welfare plans, call for layoffs of personnel without first bargaining with the union, and change the working conditions — wages and hours — of its employees in the union protected by the contract.

As a result of these violations of

National Labor Law, the NLRB judge has ordered LDC and ACT to:

- bargain in good faith with the UIW;
- cease and desist from setting up its own plans;
- render full recovery of payments, plus interest, to the UIW's pension and welfare plans;
- make up the difference in contributions and benefits to the employees received from the companies' illegal fund to those received under the UIW plans; and
- make full restitution of wages and hours of employment lost by the companies' illegal action to its employees of the UIW.

Time and time again, NLRB judges have ruled against the massive unfair labor practices of these subsidiary companies.

"This record of lawlessness demonstrates a preconceived and studied master plan by this huge conglomerate to bust the Seafarers International Union," Drozak said.

"The NLRB has proven that illegalities are not a profitable enterprise. The Seafarers International Union will, whenever the situation warrants, pursue all legal remedies to insure that justice is achieved for all its union member," Drozak concluded.

Cunard Bill Killed; We'll Wait and See

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them in the Jones Act passenger business. Because the ships were foreign built, a special congressional waiver was needed.

The opponents of the bill argued that the action would be a death blow to American shipyards. But no American passenger ship has been built in more than 25 years, and the Cunard ships would have provided some \$5 million for each vessel in annual maintenance in American yards, plus an additional \$5 million in needed work to meet U.S. Coast Guard standards.

Since the introduction of the bill, several proposals for American-built passenger ships have popped up. There have been reports of as many as six ships to be built in American yards. However, those deals seem to be shaky according to congressional members.

"I'm a little bit skeptical. It seems strange that this thing developed after this legislation was introduced . . . I haven't seen a con-

tract, has anybody on this committee seen a contract?" Rep. Mario Biaggi (D-N.Y.) asked at the mark-up session.

During the session it was brought out that no keel-laying dates have been set in any of the tentative deals to build passenger ships in American yards — and nobody has seen any contracts.

During the recent Grenada action, the U.S. State Department asked Cunard Lines to make available the two ships in case they were needed for evacuation, or troop transport, Rep. Edwin Forsythe (R-N.J.) said.

The Senate action kills the bill for this year. Cruise America owners said they would continue to seek ways to enter the domestic cruise market.

What's next? SIU President Drozak said, "We'll just wait and see what happens now. I certainly hope these new ships are built. But we'll have to wait until all the smoke clears to really find out."

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of all cargo which the government generates to be shipped on U.S. vessels.

Three government officials are named as defendants in the suit: Agriculture Secretary John Block, Transportation Secretary Elizabeth Dole and Maritime Administrator Adm. Harold Shear.

"It's ironic and sad," Drozak said, "that we are forced to go to court when one of the defendants even agrees the cargo preference laws apply."

He was referring to a July 1983 memo from Shear to the Agriculture Department in which Shear said cargo preference laws did apply to blended credit, but also told the department that he would decline to enforce them.

"Both the Cargo Preference Act and its legislative history indicate the ocean transporta-

tion of goods purchased with federal assistance is covered by the U.S.-flag requirement of the statute," Shear wrote.

The Agriculture Department has claimed that the blended credit program does not fall under cargo preference laws, mainly because of the type of financial help the government provides. The program combines government loan guarantees and low-interest loans to purchasing countries to finance the sales.

"The law is cut and dried. It is simple. If the government provides financial assistance, half the shipment must go on American ships. The government is providing financial assistance in the blended credit program, but they are not living up to the law. That's why we went to court," Drozak said.

He noted that in the past the

SIU and other maritime groups have had to pressure and lobby the government to live up to the Cargo Preference Act.

"We had to fight tooth and nail to get the administration to ship the Egyptian flour on American ships earlier this year. If you look back you can see a pattern of disregard for the law, especially since Reagan took office. So far, despite all his promises, he hasn't done much of anything to help the American maritime industry. It's a shame that we have to go to court to enforce the laws that protect American seamen and shippers," Drozak said.

SIU members and American shippers have had a hard enough time finding work in the past several years without having to fight the government for lawfully guaranteed jobs, he said.

In addition, according to the

suit, if the blended credit program is allowed to continue without cargo preference enforcement, other agricultural commodity programs could be diverted into the blended credit program in an attempt to get around the laws.

"We're not asking for any special privilege. We're simply asking that the law be enforced, that the government obey the law," Drozak said.

Glidewell Is Named To Alabama Fed.



SIU Mobile Port Agent Tom Glidewell was elected vice president of the Alabama State Federation of Labor, AFL-CIO, at the state labor federation's convention this month.

Tribute to Poet

New Maritime Safety Bill Making Headway

(See Story on page 40.)

The 34 members of the SS *Poet's* crew earned an addition to their legacy last month when the House Merchant Marine and Fisheries Committee passed a maritime safety bill.

The bill, H.R. 3486 was a direct result of the loss of the SIU-crewed *Poet* and also the NMU-manned *Marine Electric* and the oil drilling rig *Ocean Ranger*, said Rep. Walter B. Jones (D-N.C.), committee chairman.

The bill requires stricter reporting requirements for ships, raises the penalties for operating an unsafe ship and also increases the amount of liability on a vessel owner in cases of injury or death.

"Each of these terrible tragedies identified deficiencies in our present maritime safety regime, primary of which were unreasonable delays in notifying the Coast Guard of concern for the vessels' safety and a situation where an absurdly low fine provided no deterrent to operating a vessel without a certificate of inspection," Jones said.

Currently the fine for operating a vessel without a valid inspection certificate is only a flat \$1,000. The bill would hike it to \$10,000 per day the vessel

is operated without an inspection certificate. The fines for other violations of inspection regulations also were increased.

The bill requires a vessel master to communicate his ship's exact location every 48 hours to the vessel owner. If the owner has reason to believe the ship is in trouble or if he has not communicated with the ship for 48 hours, the owner must use all available means to locate the vessel and promptly notify the Coast Guard.

The increase in liability levels came in the form of an amendment from Rep. Gerry Studds (D-Mass.). It increases the amount of liability the owner must make in death or injury cases from the current \$60 per ton of vessel to \$420 per ton.

That aspect of the bill will receive further attention in hearings before the Merchant Marine Subcommittee later this month. The SIU has backed a move for unlimited liability, but that may come later, according to Rep. Mario Biaggi (D-N.Y.), subcommittee chairman.

"The only argument in opposition was a fear that this quick fix might close the door to further consideration of the problems associated with the

limitation of liability. This, I promise, will not be the case," he said.

Biaggi Gets Maritime Award

(Continued from Page 2.)

One bright spot, the congressman noted, was the imminent enactment of the Ocean Shipping Act of 1983.

Biaggi told the 600 people attending the award dinner that "enactment of this legislation represents a long awaited first step toward revitalizing the maritime industry—beginning with the liner sector."

He was proud of the unity of the maritime industry on this regulatory reform bill.

The congressman added, however, that "unfortunately, the unprecedented effort behind enactment of maritime regulatory reform legislation has proven the exception—rather than the rule—where the maritime industry is concerned. Yet this precedent proves what can be accomplished when the entire industry turns to and sets sail together."

Biaggi is the 15th recipient of the AOTOS award. Last year's award went to AFL-CIO Pres-

ident Lane Kirkland, a member of the Masters, Mates and Pilots union. The 1981 award was given posthumously to former SIU President Paul Hall.

At the dinner, awards were also given to merchant ships and individuals for acts of heroism and bravery at sea. Among those honored was the crew of the SIU-contracted *Santa Maria* (Delta).

According to the United Seamen's Service, the ship was awarded the Mariner's Plaque because, "under conditions much like those of wartime, the crew of the SS *Santa Maria* accepted the dangers of the situation when the vessel entered South Atlantic waters on a trip to Argentina during the Falkland Islands crisis. Maintaining regular lifeboat drills, special watches and displaying the American flag on the highest tier of containers on deck, Capt. Adrian Jennings and the crew safely completed their voyage, despite buzzing by Argentine military planes."

Delegates From All Ports Will Meet in March

SIU Plans Crews Conference in Piney Point To Set Proposals for New Deep-Sea Contract

An SIU Crews Conference to hammer out proposals for a new A&G District deep-sea contract is being scheduled to take place in March at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Delegates will represent the deck, engine and steward departments, and will be elected from all constitutional ports.

Dates for the conference, and for the nomination and election of delegates, will be announced in the LOG next month.

In the meantime, a contract questionnaire is being mailed to all deep-sea members. The purpose of this questionnaire is to encourage all SIU members covered by the deep-sea contract to participate in drafting and developing proposals dealing with wages, working conditions, and health and welfare benefits.

The present three-year deep-sea tanker and freightship/passenger contracts run out June 15, 1984.

SIU President Frank Drozak is calling the upcoming contract negotiations a "critical junction" in the forward movement of the SIU. He said that delegates to this conference are going to have to weigh the needs of our membership against the realities of the U.S. maritime industry.

For this reason, Drozak said, it is very important that every member affected by this contract take the time to express his or her concerns and suggestions.

In addition to wages, working conditions, and health and welfare programs, the conference will also examine and develop proposals dealing with training and upgrading; SIU shipping rules and the SIU constitution; legislation and political action, and improvements in shipboard meeting and membership communication.

Besides mailing the conference questionnaire to the homes of all deep-sea members, copies of the survey will be available in all SIU halls, and are being mailed to all ships at sea.

All questionnaires must be returned to SIU headquarters by Feb. 15, 1984.



Members are encouraged to take part in making decisions on contract proposals.

Last Name

First Name

Middle Initial

Street

City or Town

State

Zip

Book Number

Social Security Number

Dept. (Deck, Engine, Steward)

I. SIU CONSTITUTION. The SIU Constitution sets forth the rules and regulations governing the Union, its members and its officers. The constitution spells out your rights and your responsibilities. The purpose of the SIU Constitution is to describe these rights and responsibilities so that everyone will know and understand what is expected of him.

Do you have any suggestions for improving the SIU Constitution?

II. PENSION, WELFARE & VACATION PLANS. The SIU benefit plans make it possible for Seafarers and their families to face the future with dignity and confidence. Improvement in the Pension, Welfare and Vacation Plans will be included in the contract negotiations.

Do you have any recommendations for improving the plans?

III. EDUCATION & TRAINING. Training to meet the challenges of new technology, academic enrichment to provide a fuller meaning to the lives of Seafarers, and professional counseling to deal with the stresses of a seafaring life are all parts of the SIU's program to meet the needs of our members.

Do you have ideas on how we can expand or improve these programs?

If you need more space — use a separate sheet of paper.



IV. SHIPBOARD MEETINGS & MEMBERSHIP COMMUNICATION. Shipboard meetings give our members an opportunity to express their opinions on all matters concerning their jobs, and their rights and duties as SIU members.

Do you have any suggestions on how shipboard meetings can be made more effective? Do you have any ideas on how we can improve communications between our members at sea and headquarters ashore?

V. LEGISLATION. The maritime industry is the most federally regulated and legislated industry in the U.S. The Merchant Marine Act of 1970, the Oil Import Bill, Public Health Hospitals and the Jones Act are just some of the important areas affected by legislation.

What do you think we can do to protect our jobs and job security through legislation?

VI. POLITICS AND THE LAW. "Politics Is Porkchops." This is the fact of life for Seafarers. It was through political action and your participation in SPAD that we won the Merchant Marine Act of 1970, and won the legislative battle for the Oil Import Bill. Again — it's all tied in with jobs and job security.

How can we become more effective?

VII. THE SIU CONTRACT & SHIPPING RULES. Keeping in mind the condition of the maritime industry today and the changes we can expect in the future, what are your suggestions for updating the Standard Freightship & Tanker Agreement and the SIU Shipping Rules?

If you need more space — use a separate sheet of paper.



Pledges Continued AFL-CIO Support

Kirkland Gets Paul Hall Memorial Award for Dedication To U.S. Maritime Industry

NEW YORK. . . . AFL-CIO President Lane Kirkland last month became the fourth recipient of the Paul Hall Memorial award given by the Maritime Port Council of Greater New York and Vicinity.

In his acceptance speech at the Sheraton Centre Oct. 22, Kirkland said that he was "deeply honored" to be given the award.

Calling Hall "an authentic leader," Kirkland said that "my friend and colleague Paul Hall shared a vision of a strong Labor Movement."

Paul Hall was president of the SIU and the AFL-CIO Maritime Trades Department. He passed away in 1980 of cancer at the age of 65.

The award to Kirkland, in the form of a plaque, was given to him by Paul Hall's widow, Rose.

In her speech, Mrs. Hall said that Kirkland was "a dear and close friend of Paul." He was a "strong supporter of the U.S. merchant fleet" and he "made revitalization of the maritime industry a top priority."

Noting that this "award honors great leadership," Mrs. Hall told the audience of almost 1,000 people that "it takes men and women like Lane Kirkland to

make us see the possibilities."

In part the plaque read, "As Paul Hall once said: 'If the fight is long, and your opponent formidable, you need one thing: a good captain who can give a team direction and turn money, marbles and chalk into laws, jobs and benefits.' Lane Kirkland is that captain."

In his speech, Kirkland was highly critical of the Reagan administration. He said that the "promise of maritime renewal has been broken by this administration" which "... continues to recite from its textbook of free trade."

Kirkland said: "The U.S. needs a comprehensive and forward looking maritime policy."

The AFL-CIO president told the audience that the Competitive Shipping and Shipbuilding Act of 1983 (better known as the Boggs bill) "offers the best alternative" for helping to revitalize the U.S. fleet.

He said that the AFL-CIO "will continue to fight for its passage."

Noting that "our Labor Movement is in good fighting shape," Kirkland said that Paul Hall "loved a good fight and he would have loved the one we're going into today."



As the recipient of the fourth annual Paul Hall Memorial award, AFL-CIO President Lane Kirkland (c.) holds the plaque he was given by the Maritime Port Council of Greater New York and Vicinity at their dinner-dance last month. With Kirkland are, from the left: Jean Ingrao, executive secretary-treasurer of the AFL-CIO Maritime Trades Department; Jack Brady, executive vice president of District 2 of the Marine Engineers Beneficial Association, AMO; Ed Panarello, executive director of the New York Port Council; Jack Caffey, special assistant to the SIU president and vice-president of the New York Port Council; Frank Lonardo, president of the New York Port Council; Stephen J. Leslie, trustee of the New York Port Council and vice president of the Maritime Trades Department, and Rose Hall who presented the award to Kirkland.

Thomas Bradley Dead at 55, Head of Md.-DC AFL-CIO Unit

Thomas M. Bradley, 55, president of the Maryland State and District of Columbia AFL-CIO Labor Federation since 1979, died Oct. 27 at Franklin Sq. Hospital in Baltimore.

Bradley had suffered a massive heart attack early in October.

He had been a member of the Machinists Union (IAM) since 1949, rising from shop steward to president of the IAM, Local 1561, in Baltimore.

Later on, Bradley was director of the Baltimore Council on Political Education (COPE) and headed Baltimore's Central Labor Council from 1974 to 1979.

He had been a vice president of the AFL-CIO's Maryland State Labor Federation before he was tapped by the unit's

Executive Board to be chief of the federation. In 1981, at the state federation's convention, he was elected to a full presidential term.

AFL-CIO President Lane Kirkland and Secretary-Treasurer Thomas R. Donahue cited Bradley's leadership and fervor in a letter to his widow, Jean; four children and two grandchildren:

"His dedication, his energy, his integrity and his judgment were tremendous assets to the workers who elected him as their leader . . . We will cherish his memory . . . Tom's death has spread sorrow and a deep sense of personal loss to trade unionists throughout Maryland and far beyond its borders," wrote Kirkland and Donahue.

2 Brothers of the Sea Buried in the Deep

On Oct. 13, aboard the *SS Transcolumbia* (Hudson Waterways), burial services were conducted for Pensioner Wilhelm Woeras by Capt. R.L. Edmonds with all ship's personnel present. They mourned the deceased's passing as his remains were consigned to the deep.

On Aug. 16 on the bulkier *Star of Texas* (Titan Navigation), Chief Engineer John O'Sullivan was buried at sea with full honors at the start of the Gulfstream according to his last request.

His ashes were given back to the sea during a sunset service.

Bosun Gene Paschall, Asst. Cook Yvonne Smith, Seafarers Ray Fletcher, Bobby Williams, James Dies and other crewmembers off watch helped to honor the departed.

Capt. Richard D. Stewart led the solemn services. During the ceremony, the entire crew on and off watch observed a period of silence for O'Sullivan.

Memorial Service Held for Seafarer



Friends of Dwayne Cook hold a memorial service for their fellow Seafarer, presumed missing at sea off the *SS Santa Rosa* about two months ago. Present at the Oct. 2 ceremony at North Point in San Francisco, Calif. are, from the left: John Hallig, Kathy Hertz and Dell Lovern. The picture was sent in by another of Cook's good friends, George "Lenny" Zintz Jr.

MFOW Celebrates 100th Anniversary In San Francisco

THE PACIFIC COAST Marine Firemen, Oilers and Watertenders Union (MFOW), SIU-affiliated since 1953, celebrated its 100th year (1883-1983) as more than 1,000 members, pensioners, families, friends and maritime notables took part in a gala dinner-dance fete Oct. 28 near the union's headquarters in the port of San Francisco.

Earlier in the day of the Centennial Celebration, at a "Maritime Unity" conference at the MFOW hiring hall, SIU President Frank Drozak congratulated the West Coast union's chief, Henry "Whitey" Disley and his membership for their first "hardest" 100 years and attacked the Reagan administration on its maritime policies.

In his speech, Drozak related his years as SIU San Francisco port agent knowing the MFOW late Presidents Vincent J. Malone, Sam Bennett, William W. Jordan and Harry Jorgensen.

Drozak declared in his remarks that: "... It is a singular achievement (by the MFOW) simply to have survived in such a rocky, unpredictable, feast-or-famine industry such as our maritime industry is ..."

He pointed out that the West Coast "is really the birthplace of the permanent seafaring unions of this country" and the MFOW "the first to set up an organization devoted to the protection and welfare of the crewmembers of the unlicensed engine department aboard American flagships." And he added the SUP was founded in 1885 and the Marine Cooks and Stewards Union began in 1901.

Drozak further outlined the MFOW's early struggles to correct the primitive wages and living and working conditions and brutality aboard the ships praising its "staying power" to survive the first difficult times.

The SIU president said "Our principal problem now ... is to preserve the maritime industry." And "... There is now no indication that the present administration is determined to reverse the frightening decline of American shipping."

Drozak held that:

- "The present administration ... has dismantled long-standing maritime programs which ... enabled the American merchant marine to maintain some viability ..."

- The administration has discarded these programs without providing any replacement mechanisms that would allow American shipping to at least maintain its existing capability until a transition to more effective and suitable programs could be adopted.

- "The administration continues to practice 19th-century economic philosophy, especially with regard to the U.S. merchant marine, while the rest of the nations of the world support their national fleets in terms of real-world economics and politics."

- "Whereas the Maritime Administration was once the lead agency and the protector of the interests of U.S.-flag shipping, it no longer is able to demonstrate any initiative in behalf of the industry it was created to serve. The effective functioning of the Maritime Administration has been completely smothered."

Drozak concluded "What we are seeing today is the pursuit by the administration of a plan for the destruction of the American flag industry. None of President Reagan's pledges to develop an American shipping capability consistent with our national interests have been honored."

Joining SIU President Drozak on the podium were newly re-



SIUNA President Frank Drozak congratulates MFOW President Disley.

elected San Francisco Mayor Dianne Feinstein, California Congresswomen Barbara Boxer, 6th District and Sala Burton, 5th District; California Congressman George Miller and U.S. Sen. Milton Marks, State Lt. Gov. Leo McCarthy, APL head W. B. Seaton, Matson Line chief Michael S. Wasacz and Pacific Maritime Assn. President William E. Coday.

Also at the symposium were M.C., John F. Henning, secretary-treasurer of the State Labor Federation; SIU VP George McCartney, MTD Secretary-Treasurer Jean Ingrao, TI

Chairman Emeritus Herbert Brand, SUP President Paul Dempster, ILWU President James Herman, Deputy Superintendent of the U.S. Merchant Marine Academy Commodore Thomas Patterson, MARAD



Officials and delegates at the first MFOW Convention in San Francisco, 1945.

Drozak—"Next 100 Years to be Just as Difficult"



A call for Maritime Labor Unity: (l. to r.) MFW President "Whitey" Disley; SIUNA President Frank Drozak; Sailors Union of the Pacific President Paul Dempster, and ILWU (Longshoremen) President Jimmy Herman.

Happy Birthday

(Continued from Page 8.)

Western Region Director Capt. S.W. Galstan and SIU San Francisco Field Representative John Ravnik.

Other MFW Centennial Celebrations were held Oct. 15 in the port of Honolulu, Hawaii; Nov. 12 in the port of Seattle, Nov. 13 in San Pedro, Calif. for the port of Wilmington and in the ports of Brooklyn, N.Y., New Orleans and Portland, Ore.

At the union's 100th birthday party, commemorative pins were distributed with a 64-page historical highlights book program entitled "From Hell Hole to High Tech" showing the founding fathers of the union, the early sailing and steamships with chapters "The Early Days 1850-1915," "Living Aboard Ship," "1900-1922," "The Fighting Years," "Seamen and the Law," "The War Years," "The Post War Years," and "The Agonizing Years 1974-1983."



Democratic Congresswomen Sain Burton (right) and Barbara Boxer were on hand for the celebration. Here they meet with SIUNA President Frank Drozak and Vice President George McCartney.

SIU's Santa Rosa Crewed Top to Bottom

(Continued from Page 1.)

Chief Steward Jim Bergstrom was in the ship's pantry trying to organize the stores after having been aboard for less than 24 hours. He promised that the food would be "tops" for the crew and the dozen passengers. It will also be the same.

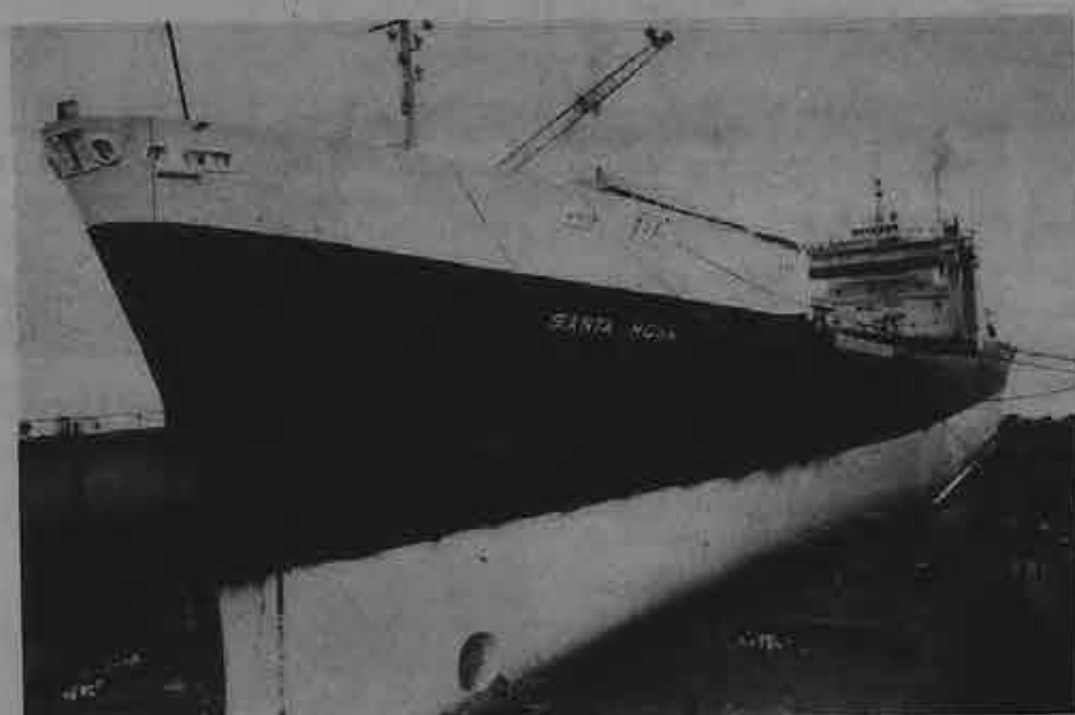
Up on the passenger deck, Steward Assistant Lloyd Zimmerman said he was walking and working proof that "diligence pays off." Zimmerman had been making a regular commute from his home in Roanoke, Va. to the Baltimore hall in search of work. His perseverance will pay off in a payoff now.

A deck below in the crew quarters, Windell Saunders, steward's assistant, was putting a few homey touches on the



Getting the *Santa Rosa* shipshape allows Ted Drobbins, AB, time to brush up on directions.

AB Bernard Miciak (above) helps make the *Santa Rosa* shine with a fresh coat of paint on the bridge wings. Below, Lorenzos Ordansa is on his way back up the gangway after an errand on the docks.



crews' quarters, hanging new drapes and cleaning up a bit.

While most of the activity on deck was from shoreside employees, a few SIU deckhands were about. John Barcroft, a standby AB, was checking one of the chain lockers while ABs Ted Drobbins and Bernard Miciak were applying fresh coats of paint to the bridge.

Port Agent Al Raymond had just put a job call out that morning for the rest of the deck and engine crew, and they were due onboard the next day. This would give them a little more than two days to bring the *Santa Rosa* out of drydock, sail her up to

Philadelphia and have her spruced up and ready for the first trip—cargo, passengers and all.

The *Santa Rosa* will call Philadelphia home and make regular stops on a 28-day run to Charleston, S.C., Miami, Fla., and the east coasts of Venezuela, Colombia and Panama.

To a novice, it might have looked as if the *Santa Rosa* would take two months before she would be ready to sail. But the professional and hardworking SIU crew would have her ready, as if the *Santa Rosa* was transformed by magic.



Standby AB John Barcroft pulls up a chain from the top deck as the high pitched sounds of welding, sanding and drilling whine in the background.



Atop the *Santa Rosa* crane offers a fine view of a flurry of activity along Baltimore's Maryland Shipbuilding and Drydock shipyards.



Windell Saunders, steward assistant, hangs curtains in refurbished crew quarters.



Lloyd Zimmerman (above) spent several weeks driving from his Roanoke, Va. home to Baltimore in search of a ship. He found the *Santa Rosa*. Here he makes some last minute adjustments in a passenger's cabin. Both the passengers and the crew will enjoy the same meals and Chief Steward Jim Bergstrom (r.) said the cooking will be "tops" on each 28-day voyage.



Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



We are still going full force on the Dixie strike which is eight months old. On all fronts we continue to be active. Our leaflets and picketing are having an impact as is our campaign to inform consumers about the situation.

Dixie Carriers is part of a conglomerate called Kirby. Though the company contends that our strike has had little effect on it, their second quarter earnings have dropped tremendously. We've slowed down the company's operations.

Our consumer information campaign, directed at the people with whom Kirby does business, has been very successful.

Kirby's attempt to break this Union is a classic example of what's happening throughout this country in the transportation sector. There have been big efforts to bust the unions in other transport fields, such as buses and airlines. Just look at what's happening at Greyhound buses and Continental Airlines.

Our attack against Kirby and Dixie is a multi-pronged one, and on Nov. 14 we will take depositions in Texas on a suit against Dixie for its calculated plan to destroy the Union.

Meanwhile we are continuing to fully service our deep-sea and inland equipment. We have completed work on the Bay Houston Towing contract which expires shortly and we are sending out contract questionnaires to our members at Radcliff. Also, the new three-year Higman Towing contract which provides wage increases for our members has been ratified.

In other news from the Gulf, SIU Mobile Port Agent Tom Glidewell has been elected vice-president of the State AFL-CIO in Alabama. Also, at the State Federation's convention a resolution was unanimously passed urging all of Alabama's congressional legislators to vote for the Boggs bill in the House and the Tribble bill in the Senate. Both these bills would greatly help revitalize the U.S. maritime fleet.

East Coast, by V.P. Leon Hall



For a few days last month I visited our hall in Santurce, Puerto Rico. At a payoff on the SIU-contracted *Puerto Rico* (Puerto Rico Marine) I held a shipboard meeting to discuss many of the important issues facing this Union and the maritime industry today. I also visited our Crowley operations while I was there.

From the port of Gloucester, one of our Union fishing representatives, Leo Sabato, reports that an SIU-contracted fishing boat, the

Grace and Tom sank in the Atlantic last month. None of the crewmembers was hurt when the vessel went down at about 4 a.m. on Oct. 17 approximately 15 miles east-southeast of Gloucester. A vessel nearby heard the *Grace and Tom's* SOS and was quickly beside her.

In other news from that port, prices for ground fish have been going up but the fishing is poor.

Also, scallops are very, very scarce and at one point the price off the boat was \$7.45 a pound.

In the port of Baltimore we crewed the *Santa Rosa* (Delta) which is scheduled to go to Charleston, Miami and on to South America. This ship was formerly owned by American President Lines on the West Coast. Delta also bought another APL ship and named her the *Santa Paula*. She was in the Sparrows Point shipyard for repairs and will be shifted to the Maryland Drydock in Baltimore. Possible crewing time for her is the end of November.

Also in Baltimore we expect the pushboat *Sugar C.* (Sonat Marine) to return to service shortly. She's currently laid up in Philadelphia for repairs.

From the port of Norfolk we have word that the *CS Long Lines* returned to Wilmington, N.C. after doing an emergency repair job in Nova Scotia.

In the inland field, ballots have to be in by Nov. 21 on the Lynnhaven contract out of Norfolk. Meanwhile, the contract at Northeast Towing has been extended.

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



Last month I was an SIUNA delegate to the triennial meeting of the Joint Seafarers and Dockers Conference of the International Transport Workers Federation held in Madrid, Spain.

Five hundred delegates from 63 countries attended the week-long meeting.

Through the efforts of SIUNA President Frank Drozak and the entire American delegation we were able to get a minimum manning scale resolution approved by the

joint session of the ITF.

Also, the delegates unanimously approved the UNCTAD code which calls for bilateral shipping agreements among trading partners.

I found the conference very interesting and informative. It gave us a chance to meet with seafarers from around the world. We learned that many seafaring nations face the same problems that we do—runaway flags, a declining maritime industry, lack of cargo.

It was a very useful meeting and I feel that positive results will continue to come from it in the future.

In news on the homefront, we have word from Algonac that one of our Great Lakes Seafarers, Willis Lawrence, will be getting a special award from American Steamship Company. Twenty years ago Brother Lawrence lost his arm in a shipboard accident. He did not give up sailing though. Instead he rehabilitated himself so he could continue to work aboard ship. Last year he went to the Seafarers Harry Lundeborg School of Seamanship to upgrade. He sails as a QMED aboard the self unloading diesel ship *Nicolet*. (A full story on Brother Lawrence will appear in a future issue of the LOG.)

Also, inland news from the Lakes includes word that SIU-contracted Zenith Dredge has three more weeks to complete the Duluth, Minn.-Superior, Wis. harbor deepening project.

Politically on the Lakes, two long time friends of the SIU, Michigan State Senators David Serotkin and Phillip Mastin are facing recall elections. We're urging our members to vote *no* in the two elections—one to be held Nov. 22 and the other on Nov. 30.

West Coast, by V.P. George McCartney



On the West Coast our long-time SIUNA affiliate, the Marine Firemen's Union, is celebrating its centennial birthday.

Here in San Francisco on Oct. 28, the Firemen held a full day discussion on maritime unity. The principal speaker was SIU President Frank Drozak. Among the topics he discussed were the Boggs bill, maritime unity and revitalization of the U.S. maritime industry.

Early this month I went to a keel laying ceremony for one of our ships in San Diego. She's the *John B. Waterman* (Waterman Steamship), and she's being converted from a combination RO/RO containership to a T-AK maritime pre-positioning ship for the Military Sealift Command in support of the Marine Corps.

Included in the conversion is the lengthening of the ship by 126 feet. All cargo holds will be air conditioned. The work on her is being done at the National Steel and Shipbuilding Yard. Two more Waterman ships, sister ships of the *John B. Waterman*, are also set to be converted. They are the *Thomas Heywood* and the *Charles Carroll*.

From Wilmington we have word that the SIU-contracted passenger liner *SS Constitution* (American-Hawaii Cruises) will be in Los Angeles in December for the first time since she began her Hawaii Cruises. She will then go on to a San Francisco shipyard for some repairs before heading back to Hawaii.

In Seattle where the SIU-contracted *Rose City* (Pacific Shipping) came in recently, we were proud to hear that crewmembers rescued 85 boat people off the coast of Borneo, Indonesia. Newspaper articles particularly cited four men, two of whom jumped into the ocean to help the boat people. The four cited by the paper are all SIU members—Bosun Perry Greenwood and ABs Jeff Kass, Greg Turay and Sippo. We're very proud of these men and the entire crew.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



New Facilities Enhance Learning Experiences

in the SHLSS Steward Department

The SHLSS Steward Program offers a lot of hands on experience to our seafarers, and we have a new training facility at the SIU headquarters building in Camp Springs, Maryland.

The cafeteria, staffed by SIU trainees and upgraders has been



Making sandwiches is one of the responsibilities of Cook and Baker Florencio Nieves Junior from N.Y.

preparing and serving breakfast and lunch, Monday through Friday since May 31, 1983. The new facility was designed by the permanent SHLSS Steward Department to best incorporate training needs. While working at the SIU headquarters cafeteria, Stewards participating in the program now have the advantages of exposure to customers, cooking food to order and often they are able to meet some of their SIU officials.

The crew for the new SHLSS training galley consists of five entry-level trainees, one Assistant Cook, two Cooks and Bakers, one Chief Cook, and in permanent positions Chief Steward/Instructor John Cleveland and Cashier Debbie Miller. Don Nolan, SHLSS culinary director, oversees the new cafeteria as well as all of our other Steward Department programs.

The five entry-level trainees are chosen from each class and normally spend four weeks in this training facility. Steward upgraders fill the other positions

for a two-week period during their scheduled six-week training course.

Each day, Monday through Friday, John Cleveland picks up the training crew at 4:30 a.m. at the SHLSS campus. They then begin the 65 mile drive to the SIU headquarters building.

Preparations for the 7:30 a.m. to 9:30 a.m. breakfast begin immediately upon arrival at Camp Springs. Following breakfast, the crew reorganizes to prepare lunch which is offered from 11:30 a.m. to 1:30 p.m. Throughout the day, Chief Steward/Instructor John Cleveland sees to the assignment of specialty duties for each member of the crew, while giving individual instruction and attention to each student's needs. The crew then cleans and secures the galley and returns to the SHLSS at Piney Point about 4:30 p.m.

A unique aspect of the new facility is that much of the food served is grown on the SHLSS farm which raises beef, pork and fresh vegetables. On most Thursdays a Shipbuilder's

luncheon is served which allows a lot of creativity. Gourmet food is prepared and Garde Manger (food decorations) are made. For special events, such as the SIU headquarters dedication, all the food and garnishments were prepared by the SHLSS Steward department.

Our Seafarers will certainly benefit from this new and welcomed addition to our Steward Program.



Third Cook, Mark Powell (r.) prepares decorative radishes for a salad bar while Chief Steward/Instructor John Cleveland inspects his work.



SHLSS Culinary Director Don Nolan, and SHLSS Chief Steward/Instructor John Cleveland discuss supplies needed for the Thursday Shipbuilders Luncheon.



Chief Cook, Jeff Booth from Houston, Texas expertly dices tomatoes.



Toppings for tacos are being prepared by Special Stewards Leonard Kelly (c.) and Jerry Rhodes (r.) under the watchful eye of Chief Steward/Instructor John Cleveland.

Steer Your Way to a Better Future

Take the Master/Mate Freight and Towing Course



The Master/Mate class from (l. to r.) Melvin Becknell, Billy Williams, Larry Snider and Robert Bakeman, practice plotting courses and distances in preparation for the U.S. Coast Guard examination.

The Master or Mate of a freight or towing vessel is one of the more demanding jobs on the water. A lot of decisions and responsibilities are in this person's hands. At SHLSS we train seafarers to take on these responsibilities.

The eight week course consists of classroom instruction in the

areas of: ship construction, shiphandling, cargo gear and stowage, navigation, rules of the road, safety, stability, ship's business and shipboard routines. This course is designed to prepare the experienced seaman for the United States Coast Guard Master/Mate Freight and Towing license examination.



SHLSS Instructor John Chanslor (c.) demonstrates the use of navigational triangles to students (l. to r.) Melvin Becknell, Billy Williams, Larry Snider and Robert Bakeman.

A High School Diploma can Open a lot of Doors for You

The High School Equivalency Program (GED) offered through the Seafarers Harry Lundeberg School of Seamanship prepares Seafarers to take the GED exam and earn their high school diplomas. Over 1700 Seafarers have already successfully completed the program and received their Maryland State High School Diplomas.

The GED program is available to all SIU members who are in good standing with the Union. Upgraders can enroll in the program while they are at SHLSS for a vocational course or apply through the Upgrading Application in the Seafarers LOG. SHLSS entry level students also have the opportunity to take the GED program while they are in basic training. The decision is left up to eligible students. If they are interested in the program, it is incorporated into their schedules.

The GED program is made up of the five content areas of science, social studies, English, math and literature. It runs from four to six weeks depending on the needs and abilities of the students. Diagnostic tests are given in the content areas to determine what the students need

to learn or review. The GED instructors evaluate the tests and design a course of study that will meet each student's specific needs. Students work at their own pace through small group or individualized instruction. Even though the GED program is a non-graded course, the students are given regular progress reports to evaluate their GED performance. These evaluations guide students in their studies.

Many SHLSS students have experienced success in the GED program because of the special learning conditions. With the personal and creative approaches used in GED instruction, the students progress confidently through the course materials. At the same time, interest and motivation is enhanced when the enthusiastic instructors demonstrate how basic skills can be applied to the students' maritime careers. The program also includes study and test taking skills which prepares the student to sit for the one day state administered exam.

The GED program is only one of the many successful education opportunities offered at SHLSS to prepare the Seafarer for the future.

Recent SHLSS GED Graduates



Bill Davis

Bill Davis, who ships out of Brooklyn N.Y., has been in the SIU since 1971. He came to the Seafarers Harry Lundeberg School of Seamanship on July 25th to enter the GED program. "Having an eighth grade education, I was a little nervous about going back to school," says Bill, "but the teachers here are great!" He took the GED exam six weeks later and passed the test. What does the future hold for Bill? He's looking on toward college.



Taher Abdulla

Taher Abdulla has been a U.S. citizen for 12 years and ships out of Seattle, Wash. He read about the school's GED program in the Seafarers LOG, applied for, and was accepted into the program. He also completed the CPR, firefighting and LNG courses while enrolled in the GED program. "The program is very good!" says Taher. "I had never been to the school before and once you're here you realize how much the SIU is doing for the membership. Every member should take advantage of the programs offered here."

is a Chilling Experience

The six week refrigeration course offered at the Seafarers Harry Lundeberg School of Seamanship consists of both classroom and practical shop training. The areas covered include: the theory of refrigeration, refrigerants and their use, R-11 and R-12 refrigeration systems, operations, maintenance and trouble-shooting of various shipboard refrigeration systems.

To be eligible for the Refrigeration Systems Maintenance and Operations course all applicants must hold a QMED Any Rating endorsement, or endorsement as Refrigeration Engineer and Electrician, or equivalent inland experience.



Taking a resistance reading with an OHM meter are George Ackley from Seattle and Brenda Murray from Jacksonville.



John Linton from New York checks a refrigeration system schematic diagram.



Instructor Eric Malzkahn (c.) explains how air flows across a condenser to Thomas Maga (l.) and John Raba.

Where Do You Stand?

It is requested that you provide us with a xerox copy of your license, front and back, so that we can update our files. If your name does not appear on this list and you hold an Assistant or Chief Diesel Engineer License, please submit a copy of your license and your name will be added to the list at that time.

[illegible][illegible]

Telephone # _____



Upgrading Course Schedule January Through March 1984

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



Following are the updated course schedules for January through March 1984 at the Seafarers Harry Lundberg School of Seamanship.

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

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

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

Class schedules may be changed to reflect membership demands.

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED	March 12	May 31
Pumproom	January 9	February 24
Maintenance & Operation	January 3	March 2
Marine Electrical	March 5	April 13
Maintenance	February 27	April 13
Marine Electronics		
Refrigeration Systems, Maintenance & Operations	February 13	March 29
Fireman/Watertender & Oiler	January 3	February 3
Conveyorman	January 3	February 24
Diesel Scholarship	January 9	March 16
Third Assistant Engineer	January 4	January 12
Tankerman		

Deck Upgrading Courses

Course	Check-In Date	Completion Date
First Class Pilot	January 3	February 24
Towboat Operator	January 23	March 16
Scholarship Program	March 12	April 26
Able Seaman	January 3	February 17
Quartermaster	January 9	March 16
Third Mate	March 19	April 20
Celestial Navigation/Third Mate	March 5	April 6
Celestial Navigation/Master/Mate Freight & Towing	March 19	April 20
Celestial Navigation/Towboat Operator	February 27	March 9
Lifeboatman		

Steward Upgrading Courses

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

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	February 20	March 16
	March 19	March 30
Graduation		April 2

Special Notice

QMED Listing Changes

We have had a good response to the QMED listing that was published in the August 1983 issue of the LOG and have received several corrections to that list.

If you are a QMED please check the August list to verify our records of the courses you have taken. If you find any information to be incorrect fill out the coupon below and send it, with the appropriate paperwork, to the Seafarers Harry Lundberg School of Seamanship.

Following is a list of corrections which have been made to the QMED list.

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMP/MAH	REFRIG.	DIESEL	AUTO-MATION
Branconi, Robert	07/83	07/83							
Castle, Vernon	12/79	09/83							
Fedorovich, John	04/75		05/82	10/81	10/81			04/82	05/82
Fischer, Erik	03/75	05/82							
Groening, Richard	06/73	07/81				09/81	04/79	10/81	
Hooper, Allen	09/83								
Linah, Kenneth	01/76	09/83							
Mittendorf, Steven	00/77	12/82						06/79	10/81
Rodriguez, Carlos	08/78	09/83	11/81						
Washington, Eddie	12/75	03/82				11/74			

Mail To:

Seafarers Harry Lundberg School of Seamanship
Director of Vocational Education
Piney Point, Maryland 20674



The following information is provided to update my records: I received my QMED rating on _____ Date _____

I have completed the following specialty course(s):

Marine Electrical Maintenance	_____ Date _____	Welding	_____ Date _____	Diesel Regular	_____ Date _____
Refrigeration Systems, Maintenance & Operations	_____ Date _____	Automation	_____ Date _____		
Pumproom Maintenance & Operation	_____ Date _____	Marine Electronics	_____ Date _____		

I hold a valid 3rd/2nd Assistant Engineer License issued on _____ Date _____

NAME _____
SS# _____
BOOK # _____
ADDRESS _____
TELEPHONE # _____

Note: Each member should provide a photocopy of evidence to substantiate changes in the above records.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

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

Social Security # _____ Book # _____ Seniority _____

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

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

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

Trainee Program: From _____ to _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

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

DECK

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

ENGINE

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

ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman

ADULT EDUCATION DEPARTMENT

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

STEWARD

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

COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program
- ☐ Scholarship/Work Program

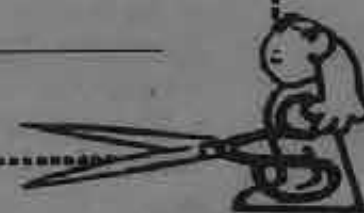
No transportation will be paid unless you present original receipts after course completion.

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

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

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:
Seafarers Harry Lundeborg Upgrading Center, Piney Point, MD. 20674



The SIU in Washington

Seafarers International Union of North America, AFL-CIO

November 1983

Legislative, Administrative and Regulatory Happenings

World Report

For the first time since the end of the Vietnam War, American troops have been engaged in battle. Unlike Vietnam, however, the fighting has not been confined to one area, but is being staged on two continents and in two vastly different settings.

There were some disturbing signs that tended to get lost in the rush of events.

For one thing, American forces and resources were being spread terribly thin. President Reagan's defense buildup has been deficient in one very critical area: America's sealift capability.

Over the past three years the Reagan administration has cut funding for the maritime industry to the bone. Were things to get out of hand in Lebanon or Grenada—or even to heat up in the Philippines or El Salvador—this country would probably have to rely upon foreign-flag vessels to transport its troops and supplies. In light of the cold reception given to the Grenada invasion, can we afford to rely upon countries like Panama and Liberia to protect our vital national interests?

Cunard Bill

H.R. 2883, a bill that would add two ships to this nation's depleted passenger vessel fleet, is waiting for House floor action. The Senate version of the bill, S. 1197, is being considered by the Senate Commerce Committee.

The bill is an important one. Among other things, it would create 1,000 seafaring jobs at a time when the maritime industry is in a state of near depression.

Under the bill's provisions, two British-flag passenger vessels—the *Cunard Princess* and the *Cunard Countess*—would be re-registered in the American merchant marine with a minimum of red tape. Opponents of the bill contend that the legislation would weaken the Jones Act. According to SIU President Frank Drozak, this is not true.

The *SS Constitution* and the *SS Independence* were redocumented under the American registry several years ago, and there has been no noticeable weakening of the Jones Act. To the contrary: the American-flag merchant marine is stronger in the sense that it can now boast two passenger vessels among its 564 vessels fleet.

Alaskan Oil

The terms of the Export Administration Act, which bans the export of Alaskan oil, was extended until a final determination is made on the bill. That doesn't seem to be too far in the future: the House of Representatives passed the legislation by a voice vote. Senate action is still pending.

The legislation is of the utmost importance to SIU members. At least 40 contracted SIU tankers carry oil from Alaska to the Lower 48 states. The loss of those



ships would pose a devastating blow to the maritime industry, especially now when things are so tough.

The bill deals with a pressing national security matter. Domestic supplies of oil have become even more important now that the shipment of foreign oil is jeopardized by the continuing war between Iran and Iraq. Both sides now threaten to mine the Straits of Hormuz, through which a large percentage of the world's oil passes.

In a related matter, the Reagan administration has failed to fill the Strategic Petroleum Reserve at levels mandated by law. That leaves the country even more vulnerable to a shut-off of its oil supplies.

The Export Administration Act was originally set to expire Sept. 30.

Maritime Safety

The Maritime Safety Bill, H.R. 3486, was passed out of the House Merchant Marine and Fisheries Committee. The bill seeks to improve reporting requirements

for U.S.-flag vessels. The SIU and other maritime unions see the legislation as an important first step in the prevention of maritime disasters like the *SS Poet*.

Several amendments were added to the legislation while it was in committee. The most important of these amendments was the decision to increase liability limitations from \$60 to \$420 a ton. The figure had not been raised since 1936, and no longer represented a true market value.

CDS Payback

House and Senate conferees met and hammered out a compromise Appropriations Bill for State, Commerce and Justice. Among other things, the bill pushes back the enforcement date of a proposed Department of Transportation rule allowing subsidized operators to participate in the domestic trade contingent upon their paying back their Construction Differential Subsidies. As it now stands, no action on the bill can be taken before June 15, 1984.

With the SIU Fishermen Out of Gloucester

Aboard the *Ida and Joseph*

ABOARD THE *IDA AND JOSEPH* IN IPSWICH BAY. . . . The crewmen are literally thigh deep in fish. Their yellow oilskins and high rubber boots provide protection as they work among the thousands of menhaden pogies that fill the hold and swamp the deck of this SIU-contracted boat that works out of Gloucester, Mass.

The fishermen are members of the Atlantic and Gulf District of the SIU. Their former union, the Atlantic Fishermen's Union, a long-time affiliate of the SIU of North America, merged into the A & G District in 1980. The SIU fishermen are represented in Gloucester by Mike Orlando and Leo Sabato.

Gloucester fishermen catch many types of fish. They drag—that is, pull a net on the bottom of a boat—for groundfish like flounder, haddock, cod and red fish. They also fish for shrimp in season with special nets.

But the trip that this LOG reporter took on a beautiful, late June day was aboard a seiner that was looking for menhaden pogies.

This fish is abundant in the Gloucester area from early June until October. They're not edible but are instead used for fertilizer and for oil for cosmetics.

While the menhaden pogies are available, the 40-year-old *Ida and Joseph* goes out nearly every day in search of a full load. This day in June the hard work of her 12-man crew would pay off early.

Leaving her mooring at the Seven Seas Wharf in Gloucester at 3:30 a.m., the *Ida and Joseph* headed out of Gloucester Harbor, passed the Fort area and the breakwater and went north. She then passed Rockport, rounded Halibut Point and headed into Ipswich Bay.

The *Ida and Joseph* is 84 feet long. She can carry 65 tons of fish in her hold and another 70 tons on deck. A seine boat, the *Little Ida*, which is 42 feet long, is towed behind. On deck, the *Ida and Joseph* carries a dory boat.

Though all the crew helps out when the fish are pulled in, many





As fish swamp the deck of the *Ida and Joseph*, Ambrose Scola works one of the winches. Though hard to believe, this is not the end of the catch.



In the galley of the *Ida and Joseph* is Cook James Interrante—the man responsible for the hearty and delicious meals.



When the call comes from the spotter plane that a school of menhaden pogies is nearby, the crewmen quickly prepare for the work ahead. Here Joe Blondo puts on his oil skins.



The *Little Ida* with her seine net heads out for the first catch of the day.



Enjoying their early morning breakfast are, from the left, Fishermen Gordon Goveny, Ambrose Scola and Peter Scola.



Swinging the dip net over to the *Ida and Joseph* is Steve D'Amico. Behind him is Mate Mickey Parisi.



Unfastening the lines on the *Little Ida* are SIU Fishermen William Parisi (l.) and Jimmy Pizzimenti.

of them also have other jobs. For instance, James Interrante, the cook onboard the *Ida and Joseph*, starts getting breakfast ready long before the 3:30 a.m. departure time. Breakfast is a real treat. Plenty of bacon, bread, butter, jam, coffee and eggs any way you want them.

The area below deck is small but cozy. The galley, the mess and the fo'c's'le are all in one area.

On the trip to the fishing grounds and at various breaks in the work, some of the crew would jump into bunks and try to sleep. The wooden table was a narrow platform until the sides went up. Then it could easily accommodate eight or more people.

The sunrise this morning was not as spectacular as the crew said it can sometimes be, but the air was fresh and a little cool, and being on the water was a pleasure.

Crewmembers were on deck, getting ready for the fishing ahead, or drinking coffee and enjoying the morning. They talked about their lives as fishermen, about the places we were passing, and about the coming day's work.

Asked whether we'd see any whales—there's a whale watch sightseeing boat that works out of Gloucester—crewman Gordon Goveny said we weren't going out far enough. He talked about a time "six or seven years ago when we were competing

with the whales for herring." These leviathans of the deep will go into a school of herring being fished and take one, huge bite.

Whales have even been known to get into the fishermen's nets. That's bad news for the fishermen because the whales break right through the expensive nylon nets. The one on the *Ida and Joseph* is 17 fathoms deep and 210 fathoms long.

This day there would be no whales. There would only be, the fishermen hoped, plenty of menhaden pogies. At the beginning of the season, the fish processing plant in Gloucester that buys the pogies was paying \$44 a ton.

Now, however, the plant was only paying \$37 a ton and the

fishermen were just barely coming out ahead.

Larry Scola, captain of the boat, explained that every year repairs and renovations alone on the *Ida and Joseph* come to anywhere between \$20,000 to \$30,000.

The *Ida and Joseph* uses a spotter plane to locate the fish since they are much more visible from the air. Sometimes around 5:30 a.m. a large school of fish is seen by airplane pilot Mike Calamo.

The men go into action, putting on their oilskins, preparing the boat. Fisherman Steve D'Amico heads for his motorized dory which is taken off deck and lowered into the water.

Other fishermen head for the

Little Ida, board her and let her loose.

Now the adventure begins. As the *Ida and Joseph* stands by, D'Amico in his dory deftly and quickly circles around the fish to keep them together. The *Little Ida* gets in close and lowers her huge net. It spans out in a wide oval. At the right moment, the fishermen start to tighten the net which is a purse seine. This means that the strings of the net are drawn together at the bottom and the fish captured inside. Slowly the net is tightened and the oval shrinks.

The *Little Ida* and the *Ida and Joseph* come alongside each other now and the fishermen must work quickly. A huge catch of fish like they have could en-

circle the seine boat if the fishermen don't keep them in place at the side of the vessel.

The net is drawn up, partly by hand, and as the first layer surfaces there's a mass of silvery, jumping fish.

A dip net is now used to get the fish from the water to the *Ida and Joseph*. This resembles a miniature purse seine at the end of a large wooden pole. The pole is lowered into the mass of fish and when there's enough in the net the strings are drawn, the pole raised, the fish carried over to the boat where the net is opened releasing the catch.

His work finished in the dory, D'Amico rides the dip net from the *Little Ida* to the big boat and operates the pole. It's hard work,

like most of the work on the *Ida and Joseph*. On the *Little Ida*, three men have to strain to raise a part of the seine net to each new layer of fish. But at least

on one another and following the same pattern as the first.

By the time they're finished, the fishermen have caught over 280,000 pounds of fish. Once

One fisherman said, "I tried working ashore. It was no good."

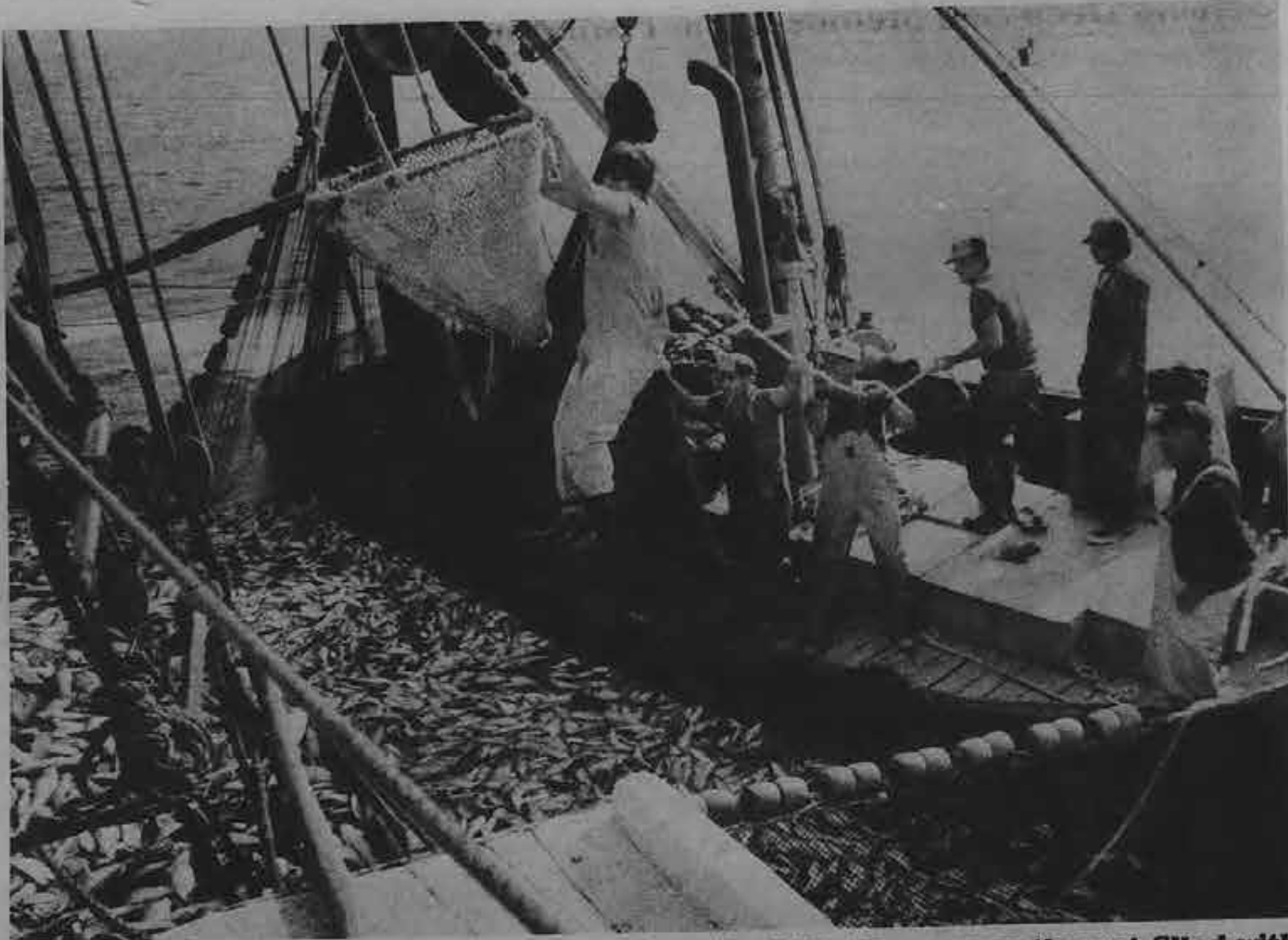
today the work is fruitful. By 7 a.m. the hold is filled and there's fish stored on deck—about 130,000 pounds of menhaden pogies. As the fishermen say, it was a "good set."

There would be two more sets that morning following quickly

the hold is filled, the fish are put on deck. As they pile up, wooden boards are placed around deck to build up the sides of the boat. Boards are also placed in front of some strategic areas like the winches and galley entrance. By the time the fishermen are



SIU Fisherman Steve D'Amico has a contemplative look as he grabs a cup of coffee below deck.



Larry Marcantonio rides the dip net over from the *Little Ida*, across the net filled with pogies, to the fish laden deck of the *Ida and Joseph*.



Though much of the net is pulled up mechanically, these three young fishermen still have to use their muscles to raise a part of it.



The Biblical words on the base of the Fishermen's Memorial statue in Gloucester, Mass. are very apt for most of the town's residents.

through, there doesn't seem to be a nook or cranny aboard ship that doesn't have a fish in it.

By 9 a.m. we are heading back home, passing sights like Straitsmouth Island and the Twin Lights. The men relax, taking in the sun, eating sandwiches or porkchops if they feel like it. The cook is prepared to make a full dinner. Usually the boat is out much later and doesn't get back until three or four in the afternoon. This day we'll be back just after 11 a.m.

On the way home cheers go up when the crew learns they will have the next three days off for the annual St. Peter's Fiesta, a landmark festival in Gloucester that draws thou-

sands of people. St. Peter is the patron saint of fishermen and the festival is funded from contributions given by Gloucester's fishing boats. (See story in August 1983 LOG.)

The men will have three days off from the daily fishing routine of rising in the wee hours of the morning and following the migratory pogies. When the pogie season ends in October they'll start going out—sometimes for days at a time—in search of other fish.

Today's catch was bountiful and the day was warm and sunny. But the fishermen also go out in the winter. Most of the time they must face cold and ice and rain. Sometimes their best ef-

forts are fruitless. And even when they have good catches, they get back into port to face unprofitable prices for their fish. The U.S. tariffs are low on fish from Canada where that government subsidizes its fishing boats. The fresh fish exported from Canada is one of the reasons for low fish prices in New England.

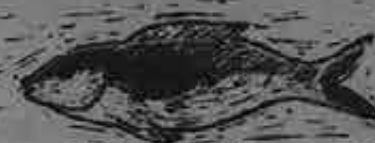
The fishermen's work is dangerous. On the *Ida and Joseph* there was a young fisherman, Larry Marcantonio, whose father was lost several years before when his boat disappeared during a storm. On that same boat was the son of the *Ida and Joseph's* cook, James Interante. Nothing was ever found

of the men or the boat.

Yet, despite the danger, the hard work, the uncertain profit, there were very few complaints from the men concerning their work.

One fisherman said, "I tried working ashore. It was no good." Despite certain disadvantages, he liked being on that fishing boat, being on the water.

For the crewmen onboard the *Ida and Joseph* and for all Gloucester's fishermen, may the years ahead be filled with many "good sets."



Serving Deep-Sea Members and Fishermen



Here are two views of the SIU hall in Gloucester, Mass. The photo on the left shows the entrance to the hall as seen from St. Peter's Park. The photo on the right was taken from the dock area and shows the picture windows which surround much of the building.



At Home in the Gloucester Hall

By MARIETTA HOMAYONPOUR

THE SIU'S HALL in Gloucester, Mass. is a good place for members to sit around and talk, or play cards, or shoot some pool.



Helping the Gloucester hall run smoothly is Administrative Assistant Del Martus.

The beautiful hall, which was built from scratch by the Union, opened its doors in October of 1981. Right next to St. Peter's Park and the waterfront in downtown Gloucester, the hall, which is on one level, is cylindrical in shape. There are plenty of large picture windows facing the harbor where fishing boats of various sizes and shapes are tied up.

The Gloucester hall serves SIU deep-sea members and SIU fishermen. The fishermen used to be part of the Atlantic Fishermen's Union, a long time affiliate of the SIUNA. In 1980 the union merged into the SIU A&G District.

SIU fishing representatives in Gloucester are Mike Orlando

and Leo Sabato. They often sit with the members to discuss the catches or the latest price of fish.

Also working out of the hall is SIU Field Representative Joe Corrigan and Administrative Assistant Del Martus who for many years worked at the SIU's old hall in Boston.

Bob Stevens was Gloucester port agent for two years, but he recently left to become the SIU port agent in Philadelphia.

The Gloucester hall is beautifully landscaped and fits in well with the harbor, the park and the surrounding area.

It's a pleasant place to sit and relax and exchange fish stories. Or, if you're lucky, as this re-

porter was, you might hear a sweet Italian tune about the sea from an 87-year old retired barber who was visiting a friend at the hall. *Bella canzone!*



SIU Fishing Representative Mike Orlando sits at his desk in the Union hall in Gloucester.



Playing a game of pool at the SIU hall in Gloucester are two fishing captains, Jahn Favazza (l.) and John Parisi.



Posing for the camera are Jack Scandalito (l.), a lobster fisherman, and John Aiello, an SIU pensioner.



Shooting the breeze at the Union hall are, from the left: SIU Fishing Representative Mike Orlando; Anthony Parisi, a retired barber; Tom Randazza, an active fisherman, and Leo Sabato, SIU fishing representative in Gloucester.



This scene of Gloucester fishing boats is what SIU members see from the windows of their Union hall.

Aboard SIU-Contracted Ogden Wabash In New Jersey

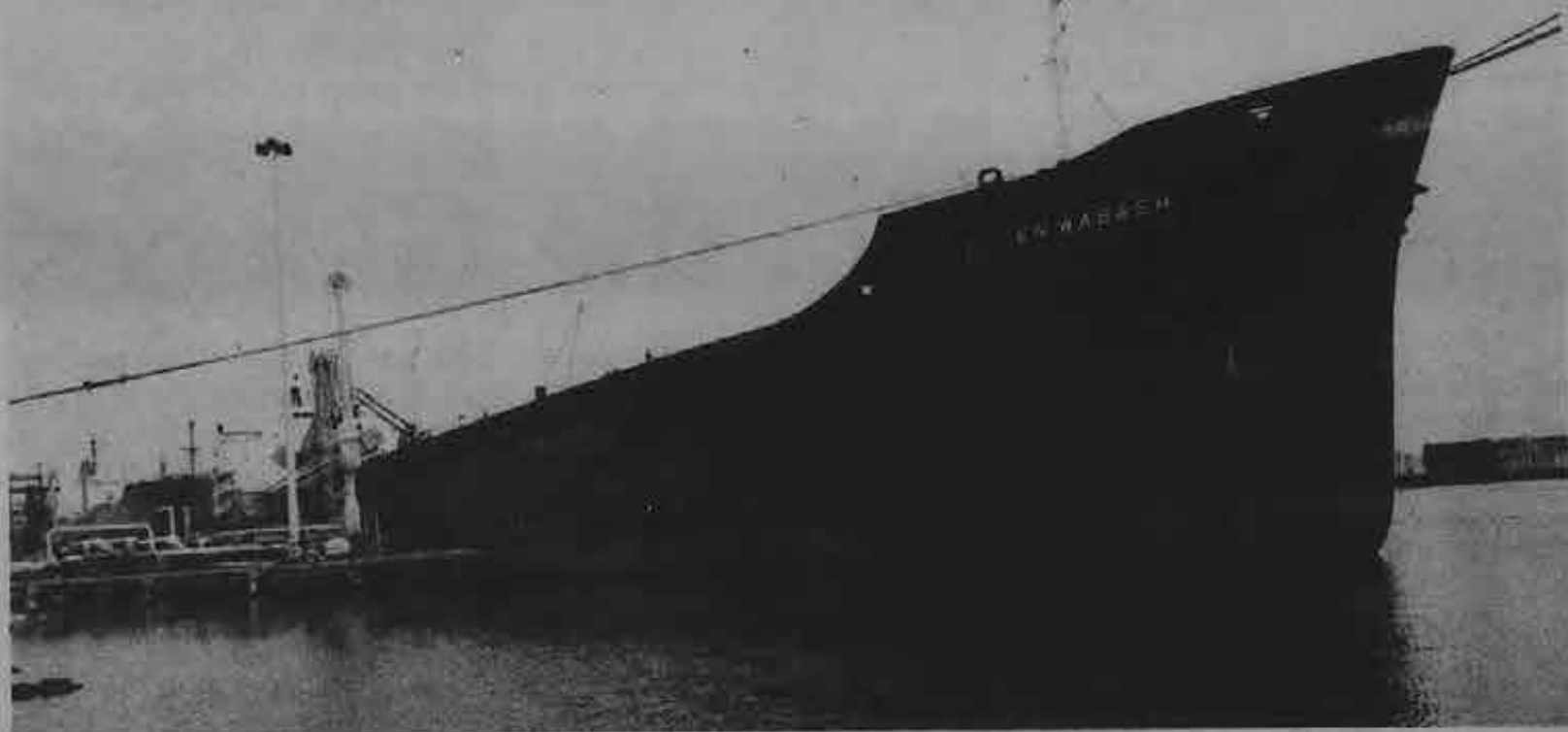


The *OGDEN WABASH* (Ogden Marine) docked at the Exxon terminal in northern New Jersey last month. Seafarers were able to bask in the beautiful Indian summer weather during their time off in port.

As usual, time in port was precious and hurried. Most sailors had their bags packed way before the ship actually hit port.

Despite the rush to get ashore, seamen were anxious to meet with Kermett Mangrem, their SIU rep. Many were interested in talking about the status of the new trip relief rules.

Mangrem told the crew that the six-man Permanent Job Trip Relief Study Committee had



Herman Holmes is the saloon messman.

completed its report after having spent nearly three months at Union headquarters reviewing the options open to the Union and the membership.

The committee had been elected earlier this year in a heavily attended membership meeting in the port of New York.

After much deliberation, the committee recommended that the status of the Permanent Job Trip Relief Program be fully reviewed at a SIU Crews Conference which will be held in

March at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, MD.

The committee also recommended that the Union maintain existing procedures through June 15, 1984, with one exception. Effective Oct. 1, 1983, all reliefs requested shall be for at least 125 days.

Most members onboard the *Ogden Wabash* were satisfied with the committee's findings, especially the part about the 125 days.



Wiper Mike "Mad Max" Crane is all set to hit port.

Crew gets chance to bask in Indian summer and catch up on SIU news.



SIU Rep Kermett Mangrem talks to OS Hubert Cain (l.) and Preston Milanc about the 125-day trip relief requirement.



OS Hubert Cain (l.) and Ed Demoss, AB, are good friends.

The Ogden Wabash



OS Hubert Cain works onboard deck.



SIU Rep Kermett Mangrem, center, helps Chief Steward Percy Shauger out with a problem while Richard Chiason, bosun, looks on.



Oled Ramirez sails as an oiler.



B.R. Steward Assistant Maurice Formonte is a happy crewmember.



Jessie Mixer, AB, takes time to pose for this picture.



AB Domingo Contreras (I.) and Second Pumpman Fred Head pose for this picture



Juan Castillo, AB, waits to talk to SIU Rep Kermett Mangrem.

Senator J. James Exon

Senator J. James Exon (D-Neb.) was the first Nebraskan to be elected directly to the U.S. Senate after serving as governor. In 1978, Jim Exon won election to the United States Senate representing the "Cornhusker State."

Sen. Exon has an impressive list of Senate committee assignments. He serves on the Budget Committee. On the Armed Services Committee, Exon is the ranking minority member of the Manpower and Personnel Subcommittee and sits on the Military Construction Subcommittee and the Strategic and Theater Nuclear Forces Subcommittee. And on the Commerce, Science and Transportation Committee, Sen. Exon is the ranking minority member of the Aviation Subcommittee and sits on the Surface Transportation Subcommittee. The senator serves as a Deputy Minority Whip of the Senate and is a member of the Senate Export Caucus.

The senator is an avid supporter of maintaining the current restrictions on the export ban of Alaska Oil. He is a co-sponsor of S. 1197 which continues the imposition of those restrictions.

On Sept. 20, 1983, Sen. Exon voted in support of an amendment on the Interior Appropriations bill for acquisition of oil to fill the Strategic Petroleum Reserve at a rate of 220,000 barrels per day, the current rate. The president sought to decrease the fill rate of the SPR. Through the efforts of Exon and others, the current fill rate of the SPR was maintained.

A champion of the consumer, Sen. Exon recently introduced legislation to protect consumers from odometer fraud on used cars and trucks.

Upon the introduction of his bill, he said "the tampering of odometers on motor vehicles is not limited to any one state. The laundering of vehicle titles and tampering of odometers is a serious national problem which deserves a remedy by the federal government."



Sen. J. James Exon

"The growing national problem of odometer fraud on used vehicles is costing consumers billions of dollars each year. In Nebraska alone

"The company of just and righteous men is better than wealth and a rich estate."

Euripides, *Aegeus*, Fragment 7

state officials estimate that odometer tampering costs consumers from \$5 to 10 million annually. This legislation would make it illegal to tamper with the odometers on used vehicles that are transferred between states."

SIU is proud to work with such dedicated senators as Sen. Exon and Sen. Kasten and we look forward to continue cooperating with them in developing a positive promotional American maritime policy.

Senator Robert Kasten Jr.

Senator Robert Kasten Jr. (R-Wis.), a native of Wisconsin, served in the U.S. House of Representatives representing the state's Ninth Congressional District before he was elected to the U.S. Senate from the "Badger State" in November 1980.

Sen. Kasten sits on several key committees whose jurisdictions affect the American maritime industry. The senator is a member of the Budget Committee. On the Appropriations Committee, he sits on its subcommittees of Defense, Energy and Water Development; Transportation and Related Agencies; Agriculture, and Foreign Operations as the subcommittee chairman. On the Commerce, Science and Transportation Committee, Kasten is chairman of its Consumer Subcommittee and is a member of its Merchant Marine Subcommittee and Surface Transportation Subcommittee. And on the Small Business Committee, the senator is chairman of its Entrepreneurship and Special Problems Facing Small Business Subcommittee, as well as a member of its Government Procurement Subcommittee.



Sen. Robert Kasten Jr.

American fleet as evidenced by his support of the export ban on Alaskan oil. And in 1981, on a Senate vote in the Budget Reconciliation bill, Kasten voted to retain the cargo preference applicability to the Agricultural Trade and Development Act with its provision for P.L. 480 programs.

Sen. Kasten is for "free trade, but it must also be fair trade. The American auto industry, and the steel, plastics and electronics industries that supply it, are currently at a disadvantage with Japan because of international monetary problems and other factors they could not possibly control. It's unfair to punish them—the auto industry—for these conditions. We need time to make this industry competitive again, and extending the import limit will give us that time."

As a member of the Senate Export Caucus, Kasten recognizes the need "for a strong commitment to expanding exports of American made goods and farm products and to increase trade opportunities with other countries. But we haven't been doing our best to expand exports and we're losing jobs because of it. Through the Senate Export Caucus we hope to identify and act on the best means of improving America's competitiveness internationally and create new job opportunities here at home."

SIU espouses the same philosophy as Sen. Robert Kasten on "free trade vs. fair trade," expanding our export markets and developing the Great Lakes maritime industry. We look forward to working with Senator Kasten to find solutions to these problems facing America's maritime industry and America's national economy.

Sen. Kasten is concerned about the Great Lakes shipping industry and its effect on the economy of Wisconsin which borders the Great Lakes. Late last year, Kasten served as a member of the House-Senate Conference Committee to iron out the differences between the House and Senate versions of the Transportation Appropriations legislation. The Senate version contained a provision to eliminate \$110 million in debt on the St. Lawrence Seaway. Upon its approval by the conferees, Kasten said, "As a member of the conference, my top priority was to see the debt forgiveness all the way through. For the first time in more than 30 years, the Senate has acknowledged the disadvantage the debt on the St. Lawrence Seaway has caused on Great Lakes shipping. This vote to eliminate the debt is a real boost to Great Lakes ports and offers new hope for a strong maritime industry on the Great Lakes and will benefit the Wisconsin economy and many farmers and businesses as well."

The senator believes in a strong

Going On a Fly-Out? Help Deliver the Mail

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

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

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



Inland News

**Our Members
At Work**

Higman Towing Contract Ratified

By an overwhelming majority of Higman Towing Boatmen of Orange, Texas, a new contract was ratified recently.

Gains for the rank-and-file membership included wage hikes and boosts in benefits.

For the first time in a Higman Towing contract, a large increase in sick pay was won by SIU negotiators.

By the end of this year, Higman Towing will have two new 264-foot by 50-foot single-skin liquid barges now being built at the Jeffboat Shipyard in Jeffersonville, Ind.

Dixie Carriers Beef Waits on Appeals

Before going on to a NLRB trial, the SIU and Dixie Carriers, now struck, are awaiting decisions on court appeals.



The towboat *Jim Ludwig* (Orgulf) pulls out of the Crescent City harbor after a visit by SIU Rep. J. Steve Ruiz.



Here's the SIU crew on deck of the towboat *Rebecca Smith* (Crescent Towing) last month. They are (l. to r.) Capt. Mike Orillion, Chief Engineer Aldon J. Barletto, and Deckhands Toby Jones and Dave Henson in the port of New Orleans.

INLAND LINES

N.E. Towing Pact Is Extended

A contract extension of the old pact at Northeast Towing in the port of Norfolk was negotiated for their Boatmen recently.

Mail vote ballots were sent out last month to Boatmen at Lynnhaven Services Co. on their new contract here. The ballots have to be returned by Nov. 21.

And new contract negotiations were still going on for Boatmen of the Allied Ocean Towing Co. here.

Glidewell AFL-CIO Labor Council VP

Mobile Port Agent Tom Glidewell was recently elected and sworn in as a vice president of the AFL-CIO Alabama State Labor Council, Mobile District.

Wage Reopener at National Marine Service

Wage reopening negotiations, not a new contract, at National Marine Service in the port of St. Louis, Mo. were going on at the end of last month.

Tug Little Curtis Back at Piney Point

Laid up for repairs, the tug *Little Curtis* (Steuart Oil Transport) is now back in service in Piney Point, Md.

Coordinated Caribbean Opens N.J. Unit

Early this month Coordinated Caribbean Transport (CCT) opened a terminal at 1200 Newark Tpke., Kearny, N.J. to serve the New York metropolitan area.

Other CCT terminals will be opened within this year in the ports of Cleveland, Detroit and Chicago, among others.

Great Lakes D & D Dredges Cleveland Harbor

Great Lakes Dredge and Dock Co. began the fall dredging of the Cleveland harbor early in November and finished a job in Toledo, Ohio.

Luedtke Engineering has begun new dredging jobs at the Sandusky, Ohio harbor and at Point Mouillee, Mich.

At the start of this month, the company was nearing completion of a hydraulic dredge operation at Toledo harbor.

Zenith Dredge Co. was to have finished harbor deepening in the Duluth, Minn.-Superior, Wis. harbor.

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

Inland Pensioners

Frank J. Blachowicz, 62, joined the Union in the port of Norfolk in 1975. Brother Blachowicz was born in Maryland and is a resident of Norfolk.

Chester Ellis Lewis, 65, joined the Union in the port of Norfolk in 1969 sailing as a cook for Plymouth Towing from 1967 to 1973 and for IOT from 1973 to 1977. Brother Lewis is a veteran of the U.S. Army during World War II. He was born in Lowland, N.C. and is a resident there.



Daniel Frederick Carey, 51, joined the Union in the port of New York in 1959 sailing as a cook for the U.S. Army Corps of Engineers from 1952 to 1956, Dixie Carriers from 1952 to 1975 and for Marine Towing (IOT) from 1975 to 1982. Brother Carey attended the Piney Point IOT Conference. He was born in Racine, Wis. and is a resident of Merritt Is., Fla.

George C. Orfield, 69, joined the Union in the port of Norfolk in 1973 sailing as a cook on the tug *Remus* (Allied Towing). Brother Orfield sailed for Allied Towing from 1974 to 1977. He also sailed for Harbor Towing from 1943 to 1969 and on their tug *Virginia*. Boatman Orfield was born in Richmond, Va. and is a resident of Norfolk.



Louis Szalejko, 65, joined the Union in 1947 in the port of Philadelphia sailing as a deckhand, mate and captain for Curtis Bay Towing for 35 years. Brother Szalejko was captain and docking master on the tug *Reedy Point* (Curtis Bay) on the Delaware River for 25 years. He began sailing in 1933 as a messboy on oceangoing tugs, the *Valley Forge*, *Catawissa* and *Tamaqua* (all Reading Railroad). Boatman Szalejko in 1940 sailed on the tug *T.J. Sheridan* (Sheridan Transportation). Szalejko is a veteran of the U.S. Army in World War II, serving on rescue boats in New Guinea, the Bismarck Archipelago, the Southern Philippines and Luzon and the Ryukys Islands. He was awarded the Asiatic-Pacific Service Medal with five Bronze Stars, the Philippine Liberation Medal with a Bronze Star, the American Theater Medal, the American Defense Medal, the Victory Medal and the Good Conduct Medal. A native of Philadelphia, he is a resident of Williamstown, N.J.

Charles Anton Turner, 61, joined the Union in the port of Baltimore in 1957 sailing as a mate for Curtis Bay Towing in 1969. Brother Turner began sailing in 1959. He was born in Baltimore and is a resident there.

In Memoriam

Benjamin "Ben" Frank Shawn Jr., 26, died of head injuries sustained in a pleasure boat crash on the Severn River in Annapolis, Md. on July 27. Brother Shawn was graduated from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1977 as an assistant bosun. He sailed as a tug pilot for Crowley Marine in the port of Wilmington in 1981. Boatman Shawn was a veteran of the U.S. Coast Guard. Born in Ann Arundel County, Md., he was a resident of Centreville, Md. Burial was in the Kingsley Church Cemetery, Chester, Md. Surviving are his mother, Mitzi M. Roth and a sister, Melodye Hope Valliere of Severna Park, Md.

Pensioner Hugh Francis Ramsey, 70, succumbed to cancer in the Memorial Hospital of Galveston, Texas on July 8. Brother Ramsey joined the Union in 1947 in the port of Houston sailing as a pilot and captain for Dixie Carriers in 1974 and on the *Dixie Raider* in 1980. He was a veteran of the U.S. Navy in World War II. Boatman Ramsey was born in Greenville, Texas and was a resident of Hitchkok, Texas. Interment was in Grace Park Cemetery, Alta Loma, Texas. Surviving is his widow, Johnnie.

SO SORRY

In the September LOG's In Memoriam column, we inadvertently reported the untimely demise of inland pensioners, Boatmen Robert B. Ricker Sr., 65, of Abita Springs, La. and Carroll Vincent Sadler, 67, of Mathews, Va.

We sincerely apologize to them and their families for our error and hope we didn't cause them too much discomfort.

Both are "still very much alive."

Pensioner Harry Irving Collins, 70, passed away on Oct. 24. Brother Collins joined the Union in the port of New York in 1960 sailing as a deckhand and mate for the N.Y., New Haven and Hartford Railroad and the Penn Central Railroad from 1936 to 1960. He hit the bricks in the 1961 Greater N.Y. Harbor strike. Boatman Collins was a former member of the Masters, Mates and Pilots union from 1940 to 1960. He was a veteran of the U.S. Navy in World War II. Born in Springfield, Mass., he was a resident of Mystic Islands, Tuckerton, N.J. Surviving are a son, Michael of Burke, Va. and two daughters, Madeline and Maureen.

SIU = Job Security



NARCOTICS
CAN END
YOUR
SEAFARING
CAREER
AND YOUR
LIFE...
STEER
CLEAR
OF
THEM
☐


Frank EVERS

Pensioner's Corner


BEG PARDON

Due to a misunderstanding in the Pensioners Corner column we had Seafarer Athanasios P. Vassilikos of the port of Baltimore retiring from the SIU. Actually, Brother Vassilikos is still sailing. He joined the Union in 1941.


Deep Sea




Guillermo Castro, 62, joined the SIU in the port of San Juan, P.R. sailing as a recertified bosun. Brother Castro was graduated from the Union's Recertified Bosuns Program in the May 1974 class. He was born in Puerto Rico and is a resident of Santa Juanita Bayamon, P.R.




Henry Wooden Lovelace, Jr., 58, joined the SIU in the port of Houston in 1956 sailing as an AB. Brother Lovelace is a veteran of the U.S. Navy in World War II. He was born in Lynchburg, Va. and is a resident there.




Edward Joseph Mosakowski, 57, joined the SIU in the port of Philadelphia in 1951 sailing as an AB. Brother Mosakowski is a veteran of the U.S. Army in World War II. He was born in Philadelphia and is a resident there.




Mason Hall, 61, joined the SIU in 1944 in the port of Norfolk sailing as an oiler. Brother Hall was born in Los Angeles, Calif. and is a resident of Denair, Calif.



Peter "Pete" Vincent Hammel, 69, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Hammel attended a Piney Point Educational Conference. He is a veteran of the U.S. Navy in World War II. Seafarer Hammel was born in Louisiana and is a resident of Chalmette, La.



Ernest Edward Mulieri, 65, joined the SIU in the port of Boston, Mass. in 1957 sailing as a wiper. Brother Mulieri was born in Boston and is a resident of Salem, Mass.



Chester Ralph Coumas, 63, joined the SIU in the port of Jacksonville in 1960 sailing as a chief electrician. Brother Coumas upgraded at Piney Point in 1969. He has two years of college and has also worked as a hair stylist and roulette croupier. He was born in Manteca, Calif. and is a resident of Las Vegas.



Charles Walter Maynard, 62, joined the SIU in the port of New York in 1955 sailing as an AB and ship's delegate. Brother Maynard sailed from 1945 to 1982. He is a veteran of the U.S. Coast Guard in World War II. Seafarer Maynard was born in Erie, Pa. and is a resident of Carteret, N.J.



Herman Pedersen, 57, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Pedersen is a veteran of the U.S. Army in World War II. He was born in Omaha, Neb. and is a resident of Sonoma, Calif.



Jorge Rodriguez, 66, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Rodriguez hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Puerto Rico and is a resident of New York.



Ben Rucker, 65, joined the SIU in 1944 in the port of New York sailing in the steward department. Brother Rucker was born in Georgia and is a resident of Port Arthur, Texas.



Robert Earl Tyler, 54, joined the SIU in the port of San Francisco in 1955 sailing as a chief electrician and QMED. Brother Tyler is a veteran of the U.S. Navy during the Korean War. He was born in Shubuta, Miss. and is a resident there.



John William White, 70, joined the SIU in the port of Jacksonville in 1970 sailing as a chief cook. Brother White is a veteran of the U.S. Navy. He was born on Block Is., R. I. and is a resident of Houston.



Ferdinand Bernard, 65, joined the SIU in the port of New Orleans in 1955 sailing in the steward department for the Delta Line and for the Waterman Steamship Co. Brother Bernard is also a furniture assembler. He is a veteran of the U.S. Army in World War II. Seafarer Bernard was born in New Orleans and is a resident there.



Milton Jack Brown, 50, joined the SIU in the port of Jacksonville in 1961 sailing as an AB for Sea-Land. Brother Brown began sailing in 1955. He is a veteran of the U.S. Navy in World War II. Seafarer Brown was born in Hot Springs, Ark. and is a resident there.



Harvey Edward Burge, 65, joined the SIU in the port of Seattle in 1972 sailing as an AB. Brother Burge is a resident of Seattle.



Alton Joseph Clement, 62, joined the SIU in 1941 in the port of New Orleans sailing as a FOWT on the U.S. Army Transport *Evangeline* (Eastern Steamship) in July 1942. Brother Clement worked on the New Orleans Waterman Shoregang from 1978 to 1979. He was born in La Fouché, La. and is a resident of New Orleans.



Charles C. Fritz Jr., 62, joined the SIU in 1943 in the port of Philadelphia sailing as a QMED and ship's delegate. Brother Fritz was born in Pennsylvania and is a resident of Philadelphia.



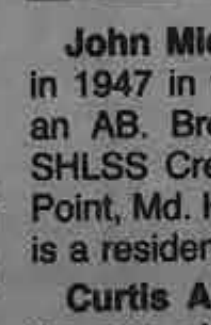
Morton "Morty" Julius Kerngood Jr., 62, joined the SIU in the port of Baltimore in 1955 as a recertified bosun. Brother Kerngood was graduated from the Union's Recertified Bosuns Program in December 1973. He sailed for Sea-Land and on the SS *Oceanic Independence* (American-Hawaiian Cruises) in 1981. Seafarer Kerngood sailed as a deck delegate and was also a cook and salesman. A delegate to the 1972 5th Piney Point Educational Conference, Kerngood was born in Maryland and is a resident of Baltimore.



George Wilson Arnold, 59, joined the SIU in the port of Houston in 1963 sailing as an AB. Brother Arnold began sailing in 1956. He was born in Los Angeles, Calif. and is a resident of Seattle.



Robert Lee Beale, 61, joined the SIU in 1947 in the port of Tampa sailing as an AB. Brother Beale is a veteran of the U.S. Navy during World War II. He was born in Virginia and is a resident of Jacksonville.



John Michael Stiles, 61, joined the SIU in 1947 in the port of New York sailing as an AB. Brother Stiles attended the 1970 SHLSS Crews Conference No. 7 at Piney Point, Md. He was born in Pennsylvania and is a resident of Green Creek, N.J.

Curtis Anderson, 66, joined the SIU in the port of Baltimore in 1956 sailing as a cook on the SS *Caguas* (Puerto Rico Marine). Brother Anderson sailed from 1947 to 1981. He was born in Smithfield, Va. and is a resident of Baltimore.

(Continued on Page 30.)

Bay Ridge Rescue Draws Praise For Crew

The crew of the SIU-contracted *Bay Ridge* was involved in a successful rescue of a California woman off the state's northern coast, but along with the Coast Guard, was unable to locate her husband who was lost overboard.

The incident occurred Sept. 9 in relatively heavy seas. Susy Klicker of Chico, Calif. was taken from the sailboat and transferred to the *Bay Ridge*. The tanker helped in the search for her husband for several hours.

"The crew of the *Bay Ridge* put incredible amounts of energy and time into looking for my husband who was lost overboard. The crew's concern was

beyond anything I would have ever expected," she wrote in a letter to the LOG.

"They helped search, which I'm sure was not an easy task. The ship provided a windbreak without which, in the wind and sea conditions, the Coast Guard could not have gotten me off my boat. I was taken off and transferred to the *Bay Ridge* where I was gently cared for by Mary Pray, wife of the chief mate, a nurse, who luckily happened to be aboard.

"All of the crew was so kind and concerned. I learned firsthand what wonderful people live and work on the sea. I can never really express my thanks for what they did for me."

George Steinbrenner's Father Dies at 79

Henry G. Steinbrenner, 79, father of the Lakes American Steamship Co. and N.Y. Yankees head, George M. Steinbrenner III, died Nov. 7 at his home in Westlake, Ohio after a long illness.

The elder Steinbrenner was president of the Lakes Kinsman Marine Transit Co., a family-owned shipping line from 1947 to 1963. The younger Steinbrenner bought the port of Cleveland, Ohio line in 1963 with his father staying on as an advisor until 1979.

Pensioner's Corner

(Continued from Page 29.)

Great Lakes

Robert James Seymour, 55, joined the Union in the port of Detroit in 1960 sailing as a cook for the Kinsman Lines. Brother Seymour began sailing in 1945. He was born in Green Bay, Wis. and is a resident of Wauwatosa, Wis.

William Joseph Smith, 65, joined the Union in the port of Cleveland, Ohio in 1961 sailing as a FOWT on the tug *Iowa* (Great Lakes Towing) from 1940 to 1951 and from 1953 to 1983. Brother Smith also sailed for the City of Cleveland in 1945. He was a former member of the Operating Engineers, Firemen and Oilers Union, Local 5 from 1942 to 1945. Boatman Smith is a veteran of the U.S. Navy in World War II. A native of Cleveland, he is a resident there.

Ralph Swierczynski, 57, joined the Union in the port of Chicago, Ill. in 1954 sailing as a wiper and oiler aboard the *M/V Clark Milwaukee* (Clark Oil Co.) from 1954 to 1973 and aboard the *SS Highway 16* (Wisconsin-Michigan Steamship Co.) from 1962 to 1963. Brother Swierczynski last sailed on the *SS Sam Laud* (American Steamship Co.). He was born in Milwaukee, Wis. and is a resident of Hollywood, Fla.

George H. Sylvester, 71, joined the Union in the port of Alpena, Mich. in 1965. Brother Sylvester was born in Alpena and is a resident there.

Troy B. Clarence, 65, joined the Union in the port of Detroit in 1960. Brother Clarence is a resident of Marine City, Mich.



William Blanchard, 62, joined the Union in the port of Chicago, Ill. in 1964 sailing as an AB for Hannah Marine from 1963 to 1964 and for the Great Lakes Towing Co. from 1964 to 1982. Brother Blanchard is a veteran of the U.S. Army in World War II. He was born in Belvedere, Ill. and is a resident of Calumet City, Ill.



Richard Duane Whitford, 62, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as a deckhand for the N.Y., Chicago and St. Louis Railroad from 1940 to 1956 and for the Great Lakes Towing Co. from 1956 to 1982. Brother Whitford is also a machinist. He was a former member of the Oil, Chemical and Atomic Workers International Union in 1960. Laker Whitford is a corporal veteran of the U.S. Army's Field Artillery, Battery A, 529th Artillery Bn. in World War II serving as a stock control clerk in the Rhineland (Germany) Campaign. Whitford holds the American Theater Medal, European, Africa, Middle Eastern Theater Medal and the Victory Medal. Born in Conneaut, Ohio, he is a resident there.

PMA Shipping Scene

October 1983

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	66	11
Class "B"	4	0
Class "C"	1	0
Grand Total (All Groups)	71	11
WILMINGTON		
Class "A"	4	2
Class "B"	0	0
Class "C"	0	0
Grand Total (All Groups)	4	2
SEATTLE		
Class "A"	19	15
Class "B"	1	2
Class "C"	3	0
Grand Total (All Groups)	23	17
HONOLULU		
Class "A"	9	8
Class "B"	1	2
Class "C"	1	0
Grand Total (All Groups)	11	10

Pride of Texas Off to Karachi

From Nov. 16 to Nov. 26, from the port of Tampa, the bulk carrier *Pride of Texas* (Titan Navigation) will carry 30,000 metric tons of grain to Karachi, Pakistan.

A SIU Ship Is a Safe Ship

Deep Sea

William Carrol Hunter, 65, joined the SIU in the port of Jacksonville in 1968 sailing as a deck engineer. Brother Hunter is also a metalsmith. He is a veteran of the U.S. Navy in World War II, the Korean War and the Vietnam Conflict. Seafarer Hunter was born in Warren, Ark. and is a resident of Jacksonville.

Clark Medley, Jr., 58, joined the SIU in 1944 in the port of San Francisco sailing as an AB. Brother Medley was born in Georgia and is a resident of Port Arthur, Texas.

William Reid, 66, joined the SIU in the port of Tampa in 1957 sailing as an AB. Brother Reid sailed inland, too. He is a veteran of the U.S. Navy in World War II. Seafarer Reid was born in Tampa and is a resident of Palmetto, Fla.

Carlos Traviezo, 67, joined the SIU in the port of New York in 1960 sailing in the steward department. Brother Traviezo was born in Puerto Rico and is a resident of Brooklyn, N.Y.

Jimmie Albert Beem, 66, joined the SIU in the port of Seattle in 1955 sailing as a chief electrician and deck engineer. Brother Beem worked on the *Seattle Sea-Land* Shoregang from 1971 to 1972. He was born in Avon, S.D. and is a resident of Seattle.

James Howard Fox, 64, joined the SIU in the port of New York in 1959 sailing as a FOWT. Brother Fox attended the Piney Point Crews Conference No. 9 in 1970. A former member of the Marine Firemen, Oilers and Watertenders Union (MFOWU), Boatman Fox was born in Camden, N.J. and is a resident of San Francisco.

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. 48222
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 & Levine
Suite 905—Chemical Building
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

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

TAMPA, FLA.

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

Across

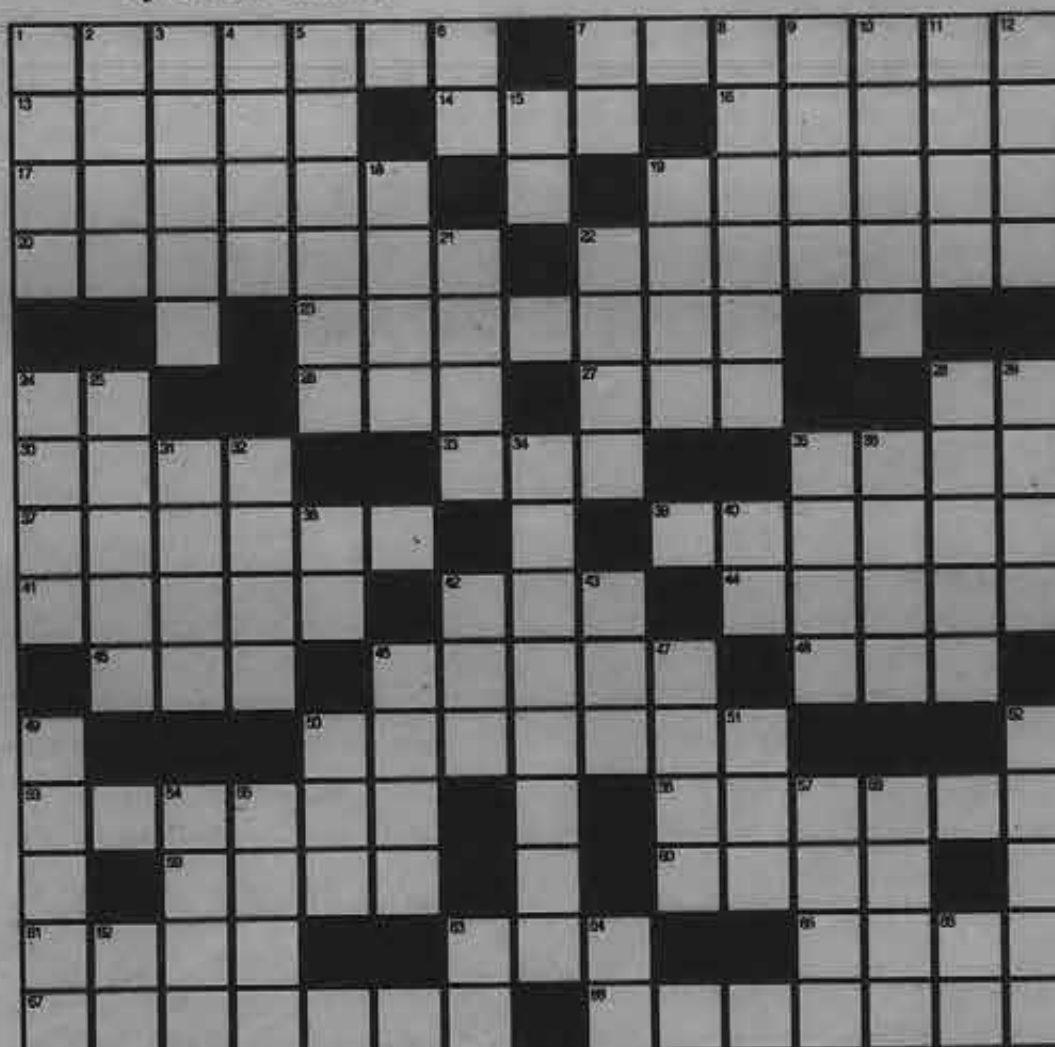
1. Fabled sea creature
7. What to do at SHLSS
13. Like crashing waves
14. Treasure Island author (init.)
16. Competed
17. Slopes
19. Impaired
20. Nervous strain
22. Where fish are packed
23. Stay in bed late (2 words)
24. Extra work hrs.
26. A kind of boat
27. An indeterminate amount
28. Undergrad. degree
30. District
33. ... of thee
35. Strong wind
37. Wander aimlessly
39. Iran
41. What oil may have done
42. Muhammad or Baba
44. 13 through 19
45. Enclosure for swine
46. Russian mountain range
48. Roll of money
50. Not identified
53. Have in mind
56. Arm of Mediterranean
59. Margarine
60. Shape of Italy
61. Pal
63. Irritate
65. Canter or trot
67. Courage
68. World Series winners

Down

1. Tall vertical spar
2. Detective novelist Gardner
3. Horses
4. Supplies with staff
5. Creative person
6. Member of AMA
7. We
8. Type of knot
9. Precipitation
10. Peaks
11. Where venison comes from
12. Circular water movement
15. Album
18. Alone
19. Principal sail
21. Salamander
22. Accts.
24. Rows
25. Snares
28. Visually impaired
29. Caspian and North China
31. Send out

SeaLog X-Word

By Debbie Greene



Answers Next Month!

32. Capably
34. One from Nantucket or Martha's Vineyard
35. Multiplied
36. Not ashore
38. Navy officer (abbr.)
40. SIU Exec. VP (init.)
42. Noah's boat
43. Labor group (abbr.)
46. Loosen
47. Clean the deck
49. Type of knot
50. French one
51. New (comb. form)
52. Bowline and half hitch
54. Excursion
55. Sailor's patron saint
57. Type of disco dancer
58. Akin to etc.
62. Pronoun
63. — a Yankee
64. Boxing term
66. That is (abbr.)

Answers to Previous Puzzle

T	I	L	L	E	R	F	O	C	S	L	E
Y	O	E	T	A	A	M	I	A	N		
P	T	B	O	A	T	R	A	G	I	N	G
H	A	U	N	T	A	N	A	V	A	L	
G	S	S	F	D	A	R	A	A			
O	F	T	C	A	R	R	V	N	U	N	
N	O	P	A	C	I	F	I	C	R	D	
G			T	E	A	S	E	N			
B	C	T	L	D							
H	A	R	S	H	I	D	I	E	G	O	
A	L	E	E	A	C	E	R	U	I	N	
R	O	A	M	T	R	U	C	L	A		
M	E	D	I	T	E	R	R	A	N	E	A

Personals

Thomas Driscoll
Steven Zubovich

Checks are waiting for you (from the Seatrain bankruptcy proceedings) in a lawyer's office in New York. Please contact Israel Seeger, Esq., Miller & Seeger, 60 East 42nd St., New York, N.Y. 10165 or phone (212) 867-6162.

Charles Walter Rhodes

Please contact your sister, Mrs. Grace McGinnity, 11874 Majella Dr., Bridgeton, Mo. 63044, (314) 739-1229.

Darryl Randle

Please contact your aunt, Lula Bragg, as soon as possible.

Harold Bowen
(or family member)

Please contact Midge Edens, 4719 W. 12th Pl., Cicero, Illinois 60650; telephone (312) 780-0508.

The Professional Touch

That's what graduates of the **Marine Electrical Maintenance Course** have—the professional skills to maintain electrical systems aboard ship. These are the skills that mean more money and more job security. They're the skills you get when you take the **Marine Electrical Maintenance Course**.

For more information contact the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland, or fill out the application in this issue of the *Log*.

Course Starts
January 3



Sea-Land Independence Comes Home to Port Elizabeth . . . and Happy Shoretime



Crewmembers from the *Sea-Land Independence* disembark for some time ashore.

THE CREW aboard the SIU-contracted *Sea-Land Independence* had a little more time in port than usual when the ship docked in Port Elizabeth, N.J. on Oct. 26.

Normally at the end of the *Sea-Land Independence*'s 21-day run she docks one morning and leaves the next. But this time, according to some of the crewmembers, she was waiting for two feeder barges and was not scheduled to sail until later that evening.

Needless to say, the crew was grateful for the extra time in port.

The *Sea-Land Independence* runs to Rotterdam, Holland and to Bremerhaven, West Germany.

The ship, which carries a D-9 classification, was built in 1980 and is powered by diesel engines. She has a design speed of 22 knots and can carry 897 35 foot or 40 foot containers.

During the shipboard meeting held before the payoff, SIU rep-



Shown at her dock in Port Elizabeth, N.J. on Oct. 26 is the *Sea-Land Independence* (Sea-Land Service).

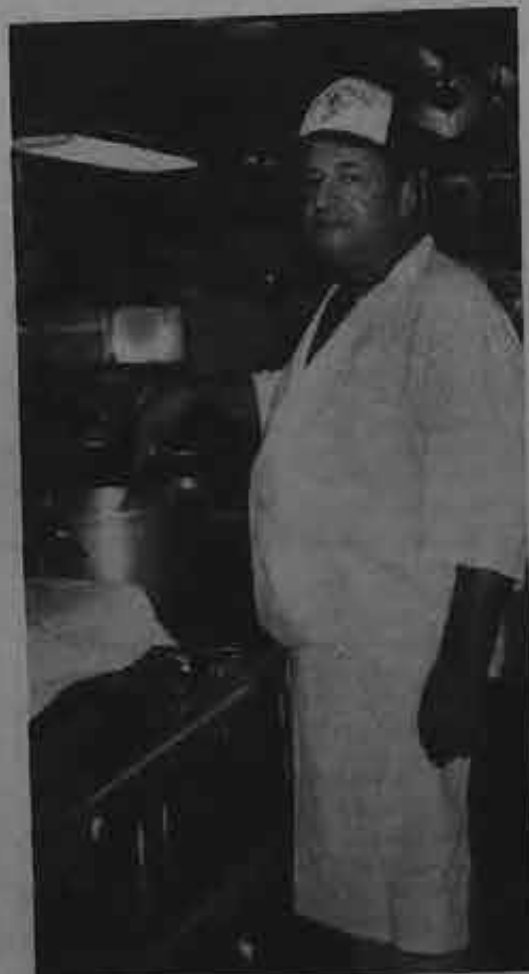


Members of the ship's committee aboard the *Sea-Land Independence* are, from the left: Vernon Ferguson, Jr., third cook and steward delegate; Lee DeParlier, chief steward and secretary-reporter; William Mortimer, bosun and chairman, and Ollie Johannisson, AB and deck delegate.

resentatives went over a number of issues of importance to Seafarers.



The *Sea-Land Independence* can carry 897 containers of either 35 foot length or 40 foot length.



Preparing some lunch onboard the *Sea-Land Independence* is Seafarer Frank Adkins, chief cook on the shore gang.



Looking relaxed as he stands on the gangway of the *Sea-Land Independence* is SIU Brother Darryl White, day QMED



Smiling for the camera as they get ready for some port time are Able Seamen Al Hitt and George Wilkey.



Sitting around the table in the crew's mess of the *Sea-Land Independence* are, from the left: Tim Donoghue, wiper; William Ramirez, OS; Angel Centeno, OS; Hazel Johnson, chief cook, and Ron Laner, QMED.

CL —Company Lakes
L —Lakes
NP —Non Priority

Dispatchers Report for Great Lakes

OCTOBER 1-31, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	20	2	0	31	7	0	45	7	2
ENGINE DEPARTMENT									
Algonac	20	2	0	20	8	0	30	2	0
STEWARD DEPARTMENT									
Algonac	3	0	0	10	1	0	3	3	0
ENTRY DEPARTMENT									
Algonac	17	9	1	0	0	0	38	26	7
Totals All Departments	60	13	1	61	16	0	116	38	9

*"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.

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.

Crew Aboard SS Inger Honors Retiring "Tino"

Tuesday, Oct. 4 was a memorable day aboard the *SS Inger* (Reynolds Metals), especially for Faustino "Tino" Pedraza.

After a sailing career spanning five decades (1940-1983), "Tino" was on his last voyage before starting a well-deserved retirement.

The day was dedicated to the long-time Seafarer—from a breakfast including "hot pepper omelette Tino" to "Tino's farewell cake" for the evening dessert.

A quiet, soft-spoken man, "Tino" was quite moved as he thanked all hands for their show of goodwill and best wishes.



Brother "Tino" Pedraza (center) is about to make the first slice in his farewell cake. Helping to make this retirement dinner a memorable occasion for "Tino" are AB John Benedict (I.) and OS Kader Solomon. Thanks to Capt. Lawrence Dyer for the photo and to Milton Phelps, chief steward aboard the *Inger*, for sharing this event with the membership.

Dispatchers Report for Deep Sea

OCT. 1-31, 1983

Oct. 1-31, 1963

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C		All Groups Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	3	6	0	0	1	0	0	8	12	0
New York	68	25	0	58	21	0	0	174	62	2
Philadelphia	2	3	0	0	0	0	0	2	3	0
Baltimore	11	6	0	4	6	0	0	29	13	0
Norfolk	18	8	0	15	11	0	0	23	22	0
Mobile	12	2	1	3	0	0	0	47	17	1
New Orleans	38	10	0	71	5	0	0	108	28	3
Jacksonville	22	17	0	35	13	0	0	62	47	2
San Francisco	28	13	1	16	4	0	1	95	32	3
Wilmington	10	7	0	10	1	0	0	42	32	1
Seattle	36	11	0	28	15	0	2	59	23	1
Puerto Rico	2	6	0	3	4	1	0	11	10	0
Houston	31	24	0	30	6	0	0	109	62	0
Piney Point	0	0	0	0	3	0	0	0	0	0
Totals	281	138	2	273	90	1	3	769	363	13
ENGINE DEPARTMENT										
Gloucester	1	1	1	1	0	0	0	3	5	2
New York	68	14	0	34	6	0	0	151	29	0
Philadelphia	2	0	0	0	0	0	0	2	0	0
Baltimore	13	2	0	5	1	0	0	34	4	0
Norfolk	13	2	0	10	4	0	0	22	8	0
Mobile	12	5	0	4	0	0	0	39	9	1
New Orleans	30	8	0	28	4	0	0	86	27	2
Jacksonville	18	12	0	23	4	0	0	39	26	1
San Francisco	19	8	0	15	1	0	0	60	27	4
Wilmington	5	5	0	4	2	0	0	31	15	2
Seattle	17	11	0	15	12	0	0	43	16	3
Puerto Rico	5	3	0	12	2	0	5	10	5	0
Houston	31	16	0	11	4	0	0	85	42	0
Piney Point	0	0	0	0	1	0	0	0	0	0
Totals	234	87	1	162	41	0	5	605	213	15
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	0	3	0
New York	28	18	1	31	17	0	0	69	45	1
Philadelphia	0	0	0	0	0	0	0	0	0	0
Baltimore	7	1	0	0	10	0	0	12	2	0
Norfolk	9	2	0	3	5	0	0	17	4	0
Mobile	10	0	1	1	0	0	0	28	1	1
New Orleans	19	1	0	29	7	0	2	54	12	1
Jacksonville	14	7	1	19	7	0	1	22	16	1
San Francisco	18	14	0	17	29	0	2	36	73	7
Wilmington	0	1	0	2	1	0	0	10	11	1
Seattle	9	5	2	13	16	0	2	22	10	3
Puerto Rico	2	2	0	2	1	0	0	15	3	0
Houston	19	4	0	17	2	0	0	52	9	0
Piney Point	0	0	0	0	6	0	0	0	0	0
Totals	135	58	5	134	101	0	7	337	189	15
ENTRY DEPARTMENT										
Gloucester	1	5	0					2	16	0
New York	19	81	3					45	249	20
Philadelphia	1	6	0					1	7	0
Baltimore	7	15	0					18	36	0
Norfolk	7	23	0					6	50	0
Mobile	1	8	0					7	36	3
New Orleans	12	15	1					29	75	8
Jacksonville	7	20	0					10	66	4
San Francisco	20	56	18					40	214	82
Wilmington	2	15	1					6	71	6
Seattle	11	28	1					13	58	8
Puerto Rico	4	8	0					9	39	0
Houston	13	42	1					28	113	5
Piney Point	0	10	0					0	0	0
Totals	105	332	25	0	0	0	0	214	1,030	136
Totals All Departments										
	785	613	33	569	232	1	15	1,925	1,795	179

***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 October was the same as the month of September. A total of 907 jobs were shipped in October on SIU-contracted deep sea vessels. Of the 907 jobs shipped, 569 jobs or about 62 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 420 relief jobs have been shipped.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
 (218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
 (617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
 (808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
 (713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
 (904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
 (201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
 (504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
 (804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
 (206) 623-4334

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
 (314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
 (213) 549-4000

Support SPAD



Deep Sea



Samuel "Sam" Joseph Anderson, 72, passed away from heart failure at the Longacres Race-track, Renton, Wash. on Aug. 14. Brother An-

derson joined the SIU in 1947 in the port of New York sailing as a chief electrician for Sea-Land from 1974 to 1978 and on the *SS Del Oro* (Delta Line) from 1979 to 1980. He was a veteran of the U.S. Army before World War II. Seafarer Anderson was born in Jacksonville and was a resident of Seattle. Cremation took place in the Bleitz Crematory in Seattle. Surviving are his widow, Delores; two brothers, John of Jacksonville and Ernest of Seattle, and a sister-in-law, Norma Stickland of Bronson, Fla.

Mario Eduardo Bruschini, 62, died in Buenos Aires, Argentina on Sept. 26, 1982. Brother Bruschini joined the SIU in the port of New Orleans in 1963 sailing as a cook for the Delta Line and as a chief steward on the *ST Cove Trader* (Cove Shipping). He also sailed inland in 1957 and for the Steuart Oil Transportation Co. in 1975. In 1968 he was graduated from the Andrew Furuseth Training School in New Orleans and in 1969 he was assistant manager of Brennan's Restaurant in that city. He was dining room manager of the Hotel Plaza, Buenos Aires from 1957 to 1959; assistant banquet manager of the Alvear Palace Hotel, Buenos Aires from 1959 to 1963, and manager of the Esquire Bar and Restaurant, Buenos Aires from 1963 to 1967. For eight months in 1974 at Michigan State University Hotel School, East Lansing, he studied Food and Beverage Management, Service, Controls, Quantity Production, Communications and Front Office Procedures. Burial was in Chacarita Cemetery, Buenos Aires. Surviving is a brother, Herminio of Santa Fe, Rosario, Argentina.



Pensioner Ed Delaney, 57, died on Oct. 6. Brother Delaney joined the SIU in the port of New Orleans. He was born in Port Arthur, Texas and was a resident of Bush, La. Cremation took place in the St. John Crematory in New Orleans. Surviving are his widow, Susan and two daughters, Kathryn of Bush and Marsha.

Otis Daniel Eddings Jr., 29, succumbed to leukemia in the East Orange (N.J.) General Hospital on Aug. 16. Brother Eddings joined the SIU following his graduation from the SHLSS, Piney Point, Md. Entry Trainee Program in 1972. He sailed as a QMED on the *ST Golden Monarch* (Apex Marine). Seafarer Eddings was born in Glen Ridge, N.J. and was a resident of Bloomfield, N.J. Interment was in Glendale Cemetery in Bloomfield. Surviving are his parents, Otis Sr. and Azzilee Eddings of Bloomfield.



Pensioner Alfred "Al" Joseph Gardner, 65, died on Oct. 1. Brother Gardner joined the SIU in 1943 in the port of Mobile sailing as a chief cook.

He hit the bricks in the 1965 Chicago taxi beef. Seafarer Gardner also attended the 1972 Piney Point Educational Conference and the 1975 Union Crews Conference there. Born in Watertown, Mass., he was a resident of East Milton, Mass. Surviving is a brother, Thomas of Needham, Mass.

Thomas Lee Gary, 27, was reported missing off the *SS Walter Rice* (Reynolds Metals) on Oct. 1, 1982 in Nederland, Texas. Brother Gary joined the SIU after his graduation from the SHLSS Trainee Program, Piney Point, Md. in 1973. He sailed as a QMED previously on the *ST Overseas New York* (Maritime Overseas). Seafarer Gary was born in Charlotte, N.C. and was a resident there. Surviving are his parents, Hubert L. and Mary Gary of Charlotte.

Henry Harold Gilder Sr., 57, died in the Baptist Medical Center, Jacksonville on Aug. 9. Brother Gilder joined the SIU in the port of Jacksonville in 1970. He sailed in the steward department. Seafarer Gilder was a veteran of the U.S. Navy in World War II. Born in Alamo, Ga., he was a resident of Atlantic Beach, Fla. Burial was in the Beaches Gardens Cemetery, Atlantic Beach. Surviving are his widow, Guillerma; two sons, Henry Jr. and Walter; a daughter, Margaret E. Fawley of Hallandale, Fla., and a sister, Elvora Bryant of Jacksonville.



George Elliott King, 64, died of lung failure in the Providence Medical Center in Seattle on Sept. 28. Brother King joined the SIU in 1943 in

the port of Norfolk sailing as a recertified bosun. He graduated from the Union's Recertified Bosuns Program in April 1976. Seafarer King was born in Memphis, Tenn., and was a resident of Portland, Ore. Cremation took place in the Butterworth Crematory, Seattle. Surviving is a daughter, Carmen M. Eichler of Portland.



Pensioner Austin Nathaniel Kitchings, 79, passed away from a heart attack in the Nassau General Hospital, Fernandina Beach,

Fla. on Sept. 25. Brother Kitchings joined the SIU in the port of Savannah, Ga. in 1957. He was born in South Carolina and was a resident of Fernandina Beach. Burial was in the Bosque Bello Cemetery, Fernandina Beach. Surviving are his widow, Sue; a daughter, Sue Badwa of Fernandina Beach, and a sister Elouise K. Burton of Jacksonville.



Pensioner Perry McSwain Klauber, 75, passed away in Greenwood, S.C. on Sept. 23. Brother Klauber joined the SIU in 1940 in the port

of Baltimore sailing as a FOWT.

He also sailed during the Vietnam War and walked the picket line in the 1961 Greater N.Y. Harbor strike. Seafarer Klauber was born in St. George, S.C. Surviving is a brother, Louis of Atlanta, Ga.

John Eric McManus, 24, died of lung failure on the *SS Walter Rice* (Reynolds Metals) in Vlaardingen, The Netherlands on Aug. 20. Brother McManus joined the SIU after graduating from Piney Point in 1979. He sailed as an AB. Seafarer McManus was born in Portsmouth, Va. and was a resident there. Surviving are his parents, Kenneth and Peggy McManus of Portsmouth.



Gary Mitchell Moore, 24, succumbed to leukemia in the Shands Teaching Hospital, Florida on July 5. Brother Moore joined the SIU sailing as an

oiler. He was born in Houston and was a resident of Gainesville, Fla. Interment was in the Forest Meadows Park Cemetery in Gainesville. Surviving are his widow, Nola; a son, Timothy, a daughter, Janie, and his parents, Harold and Anna Moore.



Pensioner Ignacio Pires, 77, passed away on Sept. 19. Brother Pires joined the SIU in the port of New York. He was born in New York City and

was a resident of Brooklyn. Surviving are a son, Bernard and a daughter, Jane Sullivan of Brooklyn.

Pensioner Edward James Ponis, 69, passed away on Oct. 23. Brother Ponis joined the SIU in the port of Baltimore in 1959 sailing as a bosun. He was born in Boston, Mass. and was a resident of Baltimore. Surviving are his widow, Verna and two daughters, Deborah of Baltimore and Mrs. Terry Pinder also of Baltimore.

James Emit Prater, 51 died of a stroke in the Touro Infirmary, New Orleans on Aug. 25. Brother Prater joined the SIU in the port of New Orleans in 1962. Surviving are his widow, Judith and a daughter, Jeanette.

SIU

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Digest of Ships Meetings

BUTTON GWINNETT (Waterman Steamship Corp.), October 2—Chairman R.D. Smith Jr.; Secretary Peter Gebbia Jr.; Deck Delegate Louis Hackey. Some disputed OT was reported in the deck department. This arose out of a misunderstanding between the mate and the men who offered to work the cargo in order to have time off in Bombay or Colombo. They did not realize that in order for one-half the gang to go ashore, the other half would have to work overtime in each port. A brief emergency situation arose aboard ship when the engine room caught fire. Through it all, the steward department was able to keep food on the tables. And for this, they were given a hearty vote of thanks for a job well done. The steward department, in turn, thanked the officers for helping keep the ship safe throughout the shipboard hazard. Heading back to New York for payoff.

EDWARD RUTLEDGE (Waterman Steamship Corp.), October 1—Chairman A.T. Ruiz; Secretary P.L. Hunt; Educational Director J.C. Blatchford. Some disputed OT was reported in the engine department. It will be taken up with the patrolman. The bosun told all hands that the crew repair list was given to all department heads and that most repairs were made. Those items that still need fixing will be done in port. He thanked all members for helping make this a good trip. The secretary expressed the same feelings, noting that everyone did a good job and got along very well. It was suggested that when called out to work the crane, all hands should be called on. And when working 12 hours or more, there should be reliefs, with at least two hours of sleep time. Crewmembers were also advised to lock up all movies and books while in port. The steward department was given a vote of thanks from the bosun for the good food and for keeping the ship in tip-top shape. Heading out to New York and Newport News, Va.

LNG GEMINI (Energy Transportation Corp.), October 2—Chairman R.D. Schwarz; Secretary Guy De Baere; Educational Director J. Ponti; Treasurer James Gregory; Deck Delegate

J. Batorski; Engine Delegate J. Valle; Steward Delegate David Pappas. Some beefs were reported in the engine department, but everything is running fairly smoothly. There is \$395 in the ship's fund. The chairman reported that Mr. Lamneck and a MEBA union official met the ship in Osaka, Japan. All members had a chance to talk with the men, which was useful. There was also some discussion about the next contract coming up in June. All hands welcomed aboard the new (their old) steward, Guy De Baere, and gave a vote of thanks to the steward department for a job well done this past voyage. Crewmembers were also asked to try and keep the lounge areas neat and clean. One minute of silence was observed in memory of our departed brothers and sisters.

INGER (Reynolds Metals Co.), September 11—Chairman Stanley Jandora; Secretary Milton J. Phelps; Educational Director J. Dixon; Deck Delegate Faustino Pedraza; Engine Delegate William Marino; Steward Delegate Juan Melendez. No beefs or disputed OT was reported in any of the three departments. There is \$37 in the ship's fund. The chairman extended the thanks of Capt. Dyer to the deck department for a fine job of cleaning out the holds prior to arrival in Long Beach. He also reminded "B" men that they must get off the ship after 125 days. Working together always gets the job done and makes for a pleasant voyage, said the chairman. And he added that all repairs should be reported as soon as noted. The steel door leading from the steward department head to the line storeroom area will be fixed when the ship puts in at Corpus Christi. Payoff is expected in Port Newark, N.J.; then on to Corpus Christi, Texas.

NEW YORK (Bay Tankers), October 2—Chairman L.C. Rich; Secretary William C. Wroten; Educational Director J. Walker; Deck Delegate R.E. Wagner; Engine Delegate J. Walker; Steward Delegate R. Williams; Treasurer Steve Ramsey. Some disputed OT was reported in the deck department. The bosun reported that the voyage is progressing smoothly. The

ship is scheduled for one more trip between Valdez and Panama before laying up, probably in Portland, Ore. Since the ship is scheduled for lay-up, the \$130 in the ship's fund will be used to purchase movies and frozen pizza in Long Beach, time permitting. The bosun also read a letter from Red Campbell, clarifying the disputed steward department OT and the shipping rule pertaining to "B" men on foreign articles on the Alaska-to-Panama run. It stated that "B" men on this run may remain aboard until the articles are terminated even if they acquire their 125 days before termination of articles. Foreign articles are protected by maritime law. He thanked Brother Campbell for his prompt reply to the queries. There was a request for antenna repair service when the ship is in the yard. A list of rooms with non-working antennas should be turned in. The bosun will check with the captain to see if the radio operator can check the antenna plates in each of these rooms. Next port: Puerto Armuelles, Panama.

OGDEN CHARGER (Ogden Marine), September 18—Chairman Franz Schwarz; Secretary Simon Gutierrez; Educational Director J. Babson; Deck Delegate T.D. Seager; Engine Delegate Greg Brecht; Steward Delegate J. Rielly. No disputed OT. The chairman advised all members to familiarize themselves with the oil pollution control system. He said that this could save jobs in the long run since ship owners can lose their charters because of oil pollution. A motion was made and seconded that men standing wheel watches under the direction of the pilot in close waters should be allowed to take one hour turns. It was noted that two hours on the wheel is often quite a strain on some of the seamen. The steward reminded all crewmembers to cooperate in returning soiled linen. Repairs on the TV have to be made, and a new washing machine is needed. A vote of thanks was given to the steward department for a job well done. Next port: Baton Rouge, La.

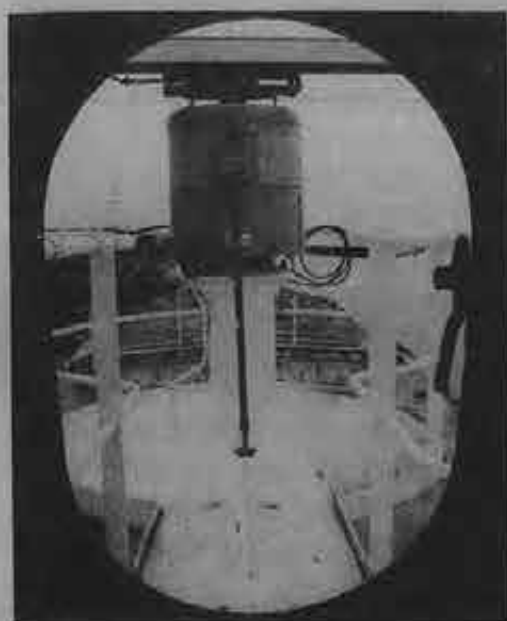
OGDEN DYNACHEM (Ogden Marine), October 2—Chairman H.B. Rains; Secretary Donnie W. Collins; Educational Director Joel Spell; Deck Delegate J. Rodriguez; Engine Delegate Joseph W. Spell; Steward Delegate Stonewall Jackson. Everything is going well—no beefs or disputed OT reported. There is \$130 in the ship's fund, and the arrival pool in Bayway should bring in another \$100. The bosun stated that payoff will be in Bayway, N.J. on Oct. 10. It has been a good trip even with nine days in San Francisco. The secretary thanked the deck delegate for bringing some LOGs back from the hall. It's good, he said, to read about what's going on behind the scenes. The educational director agreed that there is some good reading in the LOG, and suggested that SPAD be on everyone's mind at payoff. There was a serious discussion on the merits of a permanent jobs program versus the old rotary system. Members talked about the pros and cons of each, but Donnie Collins, ship's reporter/secretary, summed it up best when he said, "I have learned long ago that the Union will do what is best for its membership. I think that all the officials of the Union

should be given a vote of thanks for a job well done in such [difficult] times." The steward department was given a vote of thanks for the fine food and menus and for keeping a very clean ship. Next port and port of payoff: Bayway, N.J.

OGDEN LEADER (Ogden Marine), October 2—Chairman W.L. Osborne; Secretary Gerald E. Sinkes; Educational Director A. Alexakis; Deck Delegate Joseph W. Moore; Steward Delegate George Quinn. Disputed port time was reported in each of the three departments. Sixty-eight dollars was turned over to the secretary for the ship's fund. Another \$10 was later added to that amount, for a balance of \$78. The chairman noted that payoff will take place shortly after arrival in Bayway, N.J. Overtime will not be included in the pay envelopes, but will be added to the pay for the next voyage. Crewmembers getting off, however, will be paid in full. The educational director advised the members to upgrade as soon as they can. He noted that unrated jobs are getting scarce—"Don't get caught holding the bag." Brother Donaldson brought the new health and welfare and pension booklets aboard in Baytown, Texas, and the ship's reporter read the communications report to the members. A couple motions were made which will be referred to the Negotiating Committee. One was that job calls be made on the hour, as before, until 1600 hrs. Too many jobs are being lost to "B" book members. The other was that Seafarers be allowed to register in the port of their choice by phone. Thousands of dollars are often spent just trying to get registered, especially when members live inland. A vote of thanks was given to the steward department for a job well done. A vote of thanks was also given to the sanitary men for keeping the passageways and rooms cleaned. Next port: Bayway, N.J.

OVERSEAS ALASKA (Maritime Overseas Corp.), October 2—Chairman F. Cottogin; Secretary G. Richardson; Educational Director H. Granger; Engine Delegate J. J. Tate; Treasurer C. Todora. None of the departments had any beefs or disputed OT to report. There is \$58 in the ship's fund. The chairman reminded everyone to report items that need fixing to their department head. He also cautioned members to take care when using bar bells and other exercise equipment. The chief engineer said that a new washing machine was to be put aboard this trip. Also, the TV antenna will be checked. If money is needed for its repair, it will be taken from the ship's fund. Several items were brought up for clarification. One was that crewmembers would like more information on reducing an "A" book Seafarer to a "B" book because of not having 90 days per year. When brought up for a vote, everyone voted to do away with it. The other item was that crewmembers would like more information on the welfare plan. It was suggested that next time a patrolman is aboard, he should bring along some written information so that members will know exactly what their benefits consist of and how best to use them. A vote of thanks was given to the steward department. Next port: Texas City, Texas.





PRIDE OF TEXAS (Titan Navigation), October 2—Chairman Joseph Michael; Secretary John W. Calhoun; Educational Director Douglas K. McLeod. Some disputed OT was reported in the steward department which will be settled at payoff. Word from the captain has it that the ship will sail on October 15 from Philadelphia. One wiper left the ship unfit for duty in Tunis. No replacement was sent to the ship. It was suggested that movies be exchanged this trip and that the Union get the company to send mail to the ship more often. It was also suggested that the hospital supplies be checked and that rubber boots be furnished by the ship. Next port: Philadelphia, Pa.

M/V RANGER (Ocean Carriers Inc.), September 25—Chairman Peter Loik; Secretary Welden O. Wallace; Deck Delegate D. Taylor; Engine Delegate Tom Harris; Steward Delegate Gregory Lee. No disputed OT was reported although the engine department expressed a desire to contact the Union on what constitutes overtime. One man from the steward department missed the ship in Sweden, so the department has been running short-handed. The ship is in Latvia, USSR, and many rules need to be followed. No one may take photos of the dock area and no money is to be taken out of the country. Also, a midnight curfew is in effect. The chairman reminded all hands to conduct themselves in a proper manner for their own well-being. The educational director stressed the importance of donating to SPAD. "In the long run," he said, "you will come up a winner." Several items are in need of repair, including the tape player. Also, the fire axe has been missing since Suez and has been reported to the mate. A vote of thanks was given to the steward department for a fine job this trip. Next port is, as yet, unknown.

SEA-LAND EXPLORER (Sea-Land Service), October 9—Chairman L.C. Cope; Secretary John J. Doyle; Deck Delegate John R. Nelson; Steward Delegate Frederick Stack. No disputed OT was reported. There is \$191 in the movie fund. The chairman reported that the patrolman was asked about the 7.5% wage increase which was given to the medical plan and whether it should be deducted when filling income tax forms. Also, articles on ship legislation affecting the maritime industry were copied and given to all delegates for their crew to read. It was suggested that as many members as are able attend the ship's safety meetings. A discussion was held about the permanent jobs issue. The

membership aboard the *Sea-Land Explorer* unanimously rejected the concept of permanent jobs, preferring instead the old rotary shipping system. The video machine will be sent ashore in Yokohama to be repaired. Next port is Hong Kong; then back to Oakland, Calif. for payoff in November.

SEA-LAND INDEPENDENCE (Sea-Land Service), October 2—Chairman William Mortier; Secretary Lee de Parlier; Educational Director M. Humphries. No beefs were brought up nor disputed OT reported. There is \$14.20 in the ship's fund. The ship's chairman just returned from his vacation and the chief steward is now off on his vacation (a replacement is already aboard). No communications have been received from headquarters as the ship moves on toward Rotterdam. The chairman asked for suggestions for the next contract. One brother in the deck department requested clarification on time off. Another suggestion made was that a member leaving the ship overseas due to a death in the family be able to rejoin the ship without loss of job. There was also a spirited discussion on some of the minor points of shipboard living. Port of expected payoff is Elizabeth, N.J.; then heading down to Norfolk, Va.

SEA-LAND PACER (Sea-Land Service), October 2—Chairman James Corder; Secretary D.G. Chafin; Educational Director Richard Robertson; Engine Delegate Leon Lockey; Steward Delegate Billan Sierra. No disputed OT. There is \$10 in the ship's fund. The bosun reported that a reply to a letter sent to Leo Bonser has been received with regard to the motion to have the Welfare Plan pay all (100%) medical expenses: dental, optical, etc. The reply was posted, and a motion was made and seconded to send another letter expressing the desire for full medical coverage, this time to the Negotiating Committee. Crewmembers were also reminded of the importance of contributing to SPAD and of keeping informed about Union activities by reading the LOG. The chairman will check with the mate about additional keys for the crew lounge. Several members stated that while in Port Elizabeth they could not get into the messroom at the meal hour because of all the extra people eating there. Something needs to be done about this problem. The crew messman gave a vote of thanks to the deck department for keeping the lounge clean and bringing trays in from the bridge. Members stood for one minute of silence in memory of our departed brothers and sisters.

SENATOR (Coordinated Caribbean Transport), October 2—Chairman D. McCorvey; Secretary James Gillian; Educational Director John C. Courtney. Some disputed OT was reported in the engine and deck departments. Everything is running smoothly, according to the chairman. Payoff is expected to take place in Miami. One QMED will be getting off at that time, so one replacement is needed. A motion was made by J. Courtney and seconded by James Gillian that headquarters consider making Jacksonville a constitutional port and hall. A vote of thanks was given to the steward department for a job well done. Next port: Miami, Fla.

Digest of Ships Meetings

STONEWALL JACKSON (Waterman Steamship Corp.), October 16—Chairman William Kratsas; Secretary Thomas Liles Jr.; Educational Director Clarence Hemby; Deck Delegate Ed Ayuzian; Engine Delegate Oscar R. Bird; Steward Delegate Jose Santiago. There were quite a few numbers of disputed OT hours in the deck department which will be taken up with the patrolman at payoff. The secretary reported that the minutes of the last meeting (voyage 34) were mailed to headquarters. The repair list will be put out later, and the crew list from the last port is ready to go. One AB got off in Port Keland. The Union will be notified of this by mail from Jeddah, as there is no ship's fund on this voyage. The electrician finally got the washers and dryer hooked up, so that's one less item to worry about. One minute of silence was observed by all hands in memory of our departed brothers and sisters. Next port is Jeddah, Saudi Arabia; then on through the Suez Canal to Newport News, Va. and New Orleans, La.

TRANSCOLUMBIA (Hudson Waterways), September 18—Chairman R.W. Pinkham; Secretary P.J. Franco; Educational Director S. Green; Deck Delegate R.L. Williams; Engine Delegate H.R. Latham; Steward Delegate R.D. Shields. The chairman reports that the ship will sail from Sunny Point to Wilmington, N.C., then to the shipyard and payoff in Jacksonville, Fla. It will then head out to Mobile for further orders. The *Transcolumbia* has just come back from a trip to the Middle East. Reports are that it was a long, hot and dry trip to the ports of Hodeida and Raysut in North Yemen and the Gulf of Oman. There was no shore leave—just sand and billy goats. But some of the crewmembers did manage to hook 15-lb red snappers over the fantail. The crew was also presented with two plaques for their part in Op-

eration Bright Star '83. One was from General Kingston of the Rapid Deployment Force; the other from Colonel Hoffrichter of the Third Army. Next port: Jacksonville, Fla.

LNG TAURUS (Energy Transportation Corp.), October 2—Chairman Glenn D. Miller; Secretary R.F. Frazier; Educational Director L.J. Gordon; Deck Delegate Walter Olivera; Engine Delegate Harry Gearhart; Steward Delegate George O. Taylor. No disputed OT reported. There is presently \$938 in the ship's fund. Bosun Miller reported that all past problems have been cleared up aboard ship. He also spoke of the penalties of using any drugs on any ship. This caution has been made repeatedly, and the company will not become involved if persons get picked up on drug charges. The latest LOGs were received for each department, and the educational director stressed that upgrading is necessary for both personal and Union welfare—especially now in these slow shipping times. While everything is running smoothly most of the time, it was mentioned to the entry ratings that they should show some respect for the older seamen, both on the job and personally. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Nagoya, Japan.

Official ships minutes were also received from the following vessels:

AMCO VOYAGER	SANTA CRUZ
BEAVER STATE	SANTA ISABEL
CAGUAS	SEA-LAND ADVENTURER
LNG CAPRICORN	SEA-LAND ECONOMY
CHARLESTON	SEA-LAND ENDURANCE
COVE LEADER	SEA-LAND EXPRESS
COVE TRADER	SEA-LAND LEADER
GEORGE WYTHE	SEA-LAND MARINER
OGDEN WABASH	SEA-LAND VENTURE
OVERSEAS ALICE	STAR OF TEXAS
OVERSEAS HARRIETTE	STUYVESANT
PATRIOT	THOMPSON PASS
PHILADELPHIA	WALTER RICE
POINT VAIL	

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, December 5	2:30 p.m.
Philadelphia	Tuesday, December 6	2:30 p.m.
Baltimore	Wednesday, December 7	2:30 p.m.
Norfolk	Thursday, December 8	9:30 a.m.
Jacksonville	Thursday, December 8	2:00 p.m.
Algonac	Friday, December 9	2:30 p.m.
Detroit	Friday, December 9	2:30 p.m.
Houston	Monday, December 12	2:30 p.m.
New Orleans	Tuesday, December 13	2:30 p.m.
Mobile	Wednesday, December 14	2:30 p.m.
San Francisco	Thursday, December 15	2:30 p.m.
Wilmington	Monday, December 19	2:30 p.m.
Seattle	Friday, December 23	2:30 p.m.
Piney Point	Friday, December 9	3:00 p.m.
San Juan	Thursday, December 8	2:30 p.m.
St. Louis	Friday, December 16	2:30 p.m.
Honolulu	Thursday, December 8	2:30 p.m.
Duluth	Wednesday, December 14	2:30 p.m.
Gloucester	Tuesday, December 20	2:30 p.m.
Jersey City	Wednesday, December 21	2:30 p.m.

Letters To The Editor

'A Time to Get Together . . .'

As it is now a reality that Reagan is running for a second term as president of the United States, it is time for all maritime unions to get together, as they should have done right after World War II, and return the merchant marine to the Department of Commerce. It is also time for all maritime unions to get together with other unions which are affected by the decision of this president to close the doors of the United States Public Health Service hospitals to merchant seamen, especially to the old-time seamen for whom these hospitals were created by the Congress of the United States.

Why the Congress did not step in to stop these closures is not understood. . . . The unions, in a way, are to blame for this by letting the Coast Guard get the power that they have today over the merchant seamen. . . .

What does the Coast Guard do for the merchant seamen? It only punishes them for any little mistake that they may make. It does not give them the benefits that their own people have, such as hospitalization. It does not give the seamen the right of pensions that their own military has. It gives the merchant seamen nothing but a bad time.

Years ago the merchant marine was under the Department of Commerce and was subject to punishment by the shipping commissioner and the masters of the ships. Today it is subject to punishment by the military. The real question is: Did any Congress of this United States ever give the Coast Guard the authority to control a civilian industry? What Congress was it? . . .

No, we do not want a man like Reagan for president—a man who slams the doors on the greatest heroes that this country has ever had. . . . This country practically begged the seamen to take their ships to sea into every war zone in the world. Now they refuse to recognize their service to this country.

There is no military [organization] in this country that has lost more men than the merchant marine.

David J. Barry B-400
Seattle, Wash.

'Help the SIU Help You . . .'

While I was aboard the *UST Pacific* in February of 1981, my left hand was broken up pretty badly after being hit by a steel bar while securing the anchor.

I was taken off ship and sent home. Since then, I have had nine operations on my hand. Number 10 is coming up at the end of October.

I would like to say that the SIU and the Welfare Plan have stood beside me all the way. They have paid all my doctors' and hospital bills.

My doctors say I will never sail again. This makes me very sad because I will not see my shipmates or ports of call again. So I would like to take this time to thank the SIU and the Welfare Plan and all my shipmates for being just great.

Brothers, the SIU stands beside you all the way. So help the SIU help you—give to SPAD all you can.

Donald Miller M-3546
Pittsburgh, Pa.

'I Am Very Grateful . . .'

I am one of the SIU members who received a congratulatory letter upon getting my engineers license.

Thank you very much for your congratulations; but these congratulations also belong to the SIU and to the SHLSS at Piney Point, Md. That school gave me the necessary skills and encouragement in order to take the license.

I came to the U.S. in 1967. As a new immigrant and without the knowledge of the English language, I could not imagine that success.

. . . I am very grateful to my Union, to its unforgettable [past] president, Paul Hall, and to its officers.

Thank you again,
Nick V. Paloumbis F-849
Brooklyn, N.Y.

"Gallant Ship—Gallant Men"

Ian A. Millar, founder of the Sons and Daughters of U.S. Merchant Marine Veterans of World War II, is writing a book entitled "Gallant Ship—Gallant Men." It will be the saga of the *S/S Stephen Hopkins* and her battle with the German raider *Stier*.

Millar is trying to get in touch with anyone who helped build the *Hopkins*, any of her surviving crewmembers, or any friends or kin of those crewmembers who did not survive.

He would like to include as many people as possible in order to make this book a fitting memorial to those who took part in this epic sea battle.

If you have any information which might help Mr. Millar in completing this book, please contact him by writing to:

Ian A. Millar
1806 Bantry Trail
Kernersville, N.C. 27284

Seafarer Rose Takes Top Coin Prize



Here is a smiling F. M. Rose after winning first place in the exhibit for foreign coins after 1500. Thanks to *Coin World* for the photo.

F.M. Rose, Seafarer and coin collector extraordinaire, won "Best In Show" award at the 92nd anniversary convention of the American Numismatic Association in San Diego, Calif. last August.

Rose, who last sailed on the *M/V Senator* (Coordinated Caribbean Transport), previously took "Best In Show" at the Numismatics International convention in Dallas, Texas, the Blue Ridge Numismatic Association show in Birmingham,

Ala., and the Miami International, all last year.

The name of his most recent prize-winning exhibit was "The Wonderful World of Chopmarks on Chinese Dollars." He also won the first place award in the exhibit category for foreign coins issued in 1500 A.D. and later.

Said Rose, "I've been collecting chopmarked coins for 20 years and exhibiting them competitively for 12. I guess I'm an overnight success."

Need Medical Records from USPHS? Here's Where to Get Them . . .

If you need to obtain copies of your medical records from the USPHS, do not write to your local USPHS hospital. All USPHS hospitals have been closed.

Send all requests for medicals records to:

U.S. Public Health Service
Health Data Center
10000 Aerospace Road
Lanham, Md. 20706

According to a PHS official, the Health Data Center is now caught up with the backlog of requests it has received. Any new requests should take from two to four weeks to process.

SIU Stresses Safety at Sea, On the Rivers, On the Lakes

By MARIETTA HOMAYONPOUR

A SHIP IN THE MIDDLE of the ocean is a very vulnerable thing. The surges of the sea and the vagaries of weather are much more powerful than even the biggest of vessels.

It's only through man's brains and ingenuity that he can battle the elements and survive.

With the hoses and chemicals he puts aboard a ship to fight a fire, with the electronics he uses to gather information, with the lifeboats he uses in an emergency, and through his own alertness, man makes his position on the sea a little more secure.

That's why it's so important for equipment to be in good working order, for safety standards to be enforced, and for crewmembers and officers to be trained, qualified and to be at their sharpest at all times.

That's why it's so important to speak up if you see safety violations or any shipboard condition that represents a potential hazard.

Unnecessary Losses at Sea

In recent years tragic accidents have caused the death of too many seamen. In the fall of 1980, the *SS Poet*, an SIU-contracted ship, disappeared in the Atlantic and not a trace of her or her 34 crewmen was ever found.

Just this year there was the tragic sinking of the *Marine Electric* in which 31 crewmembers lost their lives, many of them because of exposure. They had no survival suits.

If you see a situation or condition aboard your ship, tug or barge that is a potential safety hazard, there are a number of things you can do.

- On a ship, tell the bosun who can then flag the problem as a safety hazard. The bosun can then inform the skipper about it. On a tug or barge, inform the captain immediately.

- Discuss the matter at your weekly shipboard meeting or safety meeting on the tug. If remedial action is not provided, bring the matter to the attention of the SIU patrolman at the next port of payoff or to the patrolman who next services your tug or barge.

- Communicate the hazardous situation through regular Union correspondence, i.e., Ship's Minutes, letters to SIU headquarters.

Very often the patrolman at the payoff or the servicing visit on a tug will be a member of the SIU Safety Committee. This committee was reactivated by the Union in March 1981 because of projected Coast Guard cutbacks and a sinking interest in worker safety by the federal government.

To Promote Accident Prevention

The committee was set up as part of a Union Safety Program to insure the right of SIU members to a safe working environment and to emphasize accident prevention and working safely.

Another reason cited for establishment of

the program was the increase in the transportation of hazardous cargoes.

The SIU Safety Director is Bob Vahey who can be reached at the Union hall in New Orleans. Located in each of the following ports is one Safety Committee member: New York; Philadelphia; Baltimore; Jacksonville; Santurce, P.R.; Piney Point, Md.; New Orleans; Algonac; St. Louis; Wilmington, Calif.; San Francisco, and Honolulu. There are two committee members in Houston.

The program is working to promote safety in deep-sea, Lakes and inland shipping.

The goal of the program is to minimize accidents by early detection of potentially dangerous working conditions. According to Vahey, members of the Safety Committee are available to sit down with Seafarers and Boatmen when a ship or tug comes into port to make sure that there have been periodic safety meetings and that safety and accident prevention aboard the vessels are emphasized.

Safety Begins with You

There are many things that a patrolman cannot see for himself and he must rely on the crewmembers for information. For instance, on one ship there was a complaint that the lines were handled wrong in a foreign port. The SIU patrolman could not have known that unless the crewmembers spoke up. That problem was subsequently corrected.

Our contracted companies are also very concerned about safety and SIU Safety Committee members work closely with them to reinforce the companies' own safety programs and to send a strong message that safety is a joint labor-management concern.

For instance, in the port of Wilmington, SIU Representative and Safety Committee member Marshall Novack participates in a monthly meeting with Crowley Maritime crews to discuss safety matters. Safety meetings with Crowley have also been held in the port of Jacksonville, Fla. and are planned in other ports.

Promoting Survival Suits

One big area of discussion nowadays concerning safety is exposure or survival suits. On the Great Lakes, where hypothermia is such a threat, exposure suits are carried on nearly all ships. But hypothermia is also very significant in other areas as the *Marine Electric* disaster shows.

That collier went down Feb. 12 some 30 miles off the Virginia coast in 40 degree waters. After the incident, Capt. Joseph S. Blackett, chief of search and rescue for the Fifth Coast Guard District in Portsmouth, Va. said that "waterproof, insulated survival (or exposure) suits would have saved many . . . of the 31 crewmen who died. . . ."

Though it's not a requirement on deep-sea vessels yet, some of our contracted companies have taken the initiative and put

exposure suits on their equipment. For instance, SONAT carries survival suits on all of its vessels and Moran supplies them on its long distance boats. As the result of a recently signed contract with Crowley, survival suits will be placed on the Philadelphia to San Juan run.

The SIU is seeking to have a law passed that will require that the suits be put on all vessels including small vessels and ships that are owned and operated by government agencies and departments or ships chartered by those agencies.

A Strong Legislative Program

The Union is also strongly supporting legislation H.R. 3486 (see story page 4) that would:

- raise the daily fines for operating without proper inspection;
- require that each vessel report in every 48 hours;
- require that each ship owner notify the Coast Guard when a ship does make its report;
- improve and install satellite communications onboard ships, and
- allow the Coast Guard to investigate incompetency and misconduct charges against licensed personnel.

However, though the Union endorsed the bill, there are several important areas that the SIU feels should be covered by the legislation. Among them are:

- reduction of the waiting period before the Coast Guard begins a search and rescue period;
- better training for Coast Guard personnel involved in ship inspection;
- the overburdening and underfunding of the Coast Guard;
- the poorly devised manning standards; and
- the possible switch to the private sector for certain Coast Guard functions.

The responsibility for safety aboard ship rests on many shoulders—the Coast Guard, the unions, the companies, the crewmen. All must work toward achieving the safest possible conditions at sea.

You, as the crewmember who spends months on the water, can add valuable information to that fight for safety. Don't hold back. If you know of a safety hazard, or even if you reasonably think there might be one, or if you have an idea for a way to prevent accidents or injuries, speak out!

Finally, if a job is clearly unsafe and there is a significant hazard involved, you have the right to refuse.

However, the issue of safety must not be used as a smokescreen to avoid work. There must be the threat of a significant safety hazard present before the work is refused.

If you have any suggestions or problems concerning safety aboard SIU ships and boats, please write to:

Bob Vahey, SIU Safety Director
630 Jackson Ave.
New Orleans, La. 70130

"Our Men Are All Together"

Memorial Installed for Lost Crew of the S.S. Poet



Frauncine Myers, wife of SIU AB Mosel Myers who was aboard the S.S. Poet's fateful last trip, looks away from her husband's name as daughter Terae views the bronze memorial tribute to her father and fellow Poet seamen. (Right: One of the last photos of the Poet.)

By LYNNETTE MARSHALL
DRIZZLING RAIN cast Philadelphia's Old Swedes Church of Gloria Dei in a somber shroud Oct. 23. The umbrellas of solitary mourners filed through the iron gateway and down brick pathways to the main chapel. It was the third anniversary memorial service on the loss of the SIU-contracted S.S. Poet and the dedication of a plaque in memory of the 34 lives lost at sea.

As they still waited to learn what became of the ship that set sail Oct. 24, 1980 in clear skies from the port of Philadelphia with a cargo of corn bound for Egypt, fathers and mothers, wives, sons, daughters and SIU friends watched the solemn changing of the guard by the U.S.S. Forrestal color guard and listened to music from the Chaplain Dale Fife and Drum Corps.

Sermons from the Book of Common Prayer were read by Minister David Rivers and offered as a message: "That they should not be despondent; that loved ones, though they are gone, they were once here."

A moments' silence; then one son of a Poet father unveiled the bronze plaque inscribed with the names, ages and home towns of the ship's crewmembers, including 24 SIU brothers. A daughter lit an eternal candle, and a steady slow line emptied from church pews to view the 48 inch by 30 inch plaque at the altar. It said, "Pray for us."

Many wept openly. Mothers held standing children fast, pointing out a father's name. A trio singing chanty songs was too overcome to sing the song they had written to the crew for this occasion. An elderly man broke down and was steadied by strangers.

The tragedy has brought families together. In the Save Our Seaman Committee (SOS) founded by the families, there is a drive to make sense of what appeared a "senseless" tragedy, by legislating for changes in safety laws. (Less than two weeks later, a SIU-backed, stringent new Maritime Safety bill was passed by the House Merchant Marine and Fisheries Committee. See story page 4.)

For three years, Mrs. Lislotte Zukier Fredette, the committee leader and founder, searched for a home for a memorial to her son Hans Peter Zukier and the Poet crew. She and her husband designed the memorial in the form of an open Bible. Not long ago, Reverend Robert Peoples, chaplain of the Seamen's Church Institute of Philadelphia who also officiated at the dedication services, arranged for a place for the plaque in the Old Swedes church on the historic city's waterfront.

A few families have not given up hope, and await their loved ones return. But the plaque brings comfort. Families see the memorial and again realize, "Our men are all together."

Quote Of the Month

"My main concern in a large confrontation is the availability of merchant ships, rather than the availability of combat ships. We have allowed our merchant marine to be degraded to a dangerous point."

Admiral Thomas Moorer (Ret.)
Chairman of the
Joint Chiefs of Staff
during the Vietnam War

