

# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 45 No. 4 April, 1983

## SIU Manned Falcon Leader Is Launched



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# President's Report

by Frank Drozak

**T**HERE IS A GREAT MISCONCEPTION in the minds of many knowledgeable people about just what the Jones Act is all about. Just recently the *Daily News-Miner* up in Fairbanks, Alaska attacked the Jones Act in an editorial.

I want to try to clear up some of the confusion.

The Jones Act has fostered domestic waterborne commerce at an astounding rate. Federal government statistics reveal that the volume of Jones Act cargo has grown from 651 million tons in 1950 to over 1 billion tons in 1980. Moreover, this substantial long-term growth trend has not diminished in recent years.

In fact, during the decade of the 1970s, domestic waterborne commerce rose by 15.4 percent. There is no question that remarkable increases in domestic waterborne commerce have occurred as a result of the efficient, safe and reliable service provided by the Jones Act fleet.

In 1979, Jones Act barge operators charged their customers an average of seven-tenths of one cent to move one ton of cargo one mile, while the railroads published an average rate for that year of 2.6 cents per ton-mile. These statistics reveal that railroads charge their customers almost four times as much as river and coastal barge operators to move the same amount of cargo the same distance. Trucks, incidentally, charge so much more than water carriers that it is almost pointless to compare the two modes.

The Jones Act fleet, comprised of tankers, liners, tugboats and barges, has grown substantially over the last several decades. Therefore, given the decline of the foreign trade fleet, the stability which the Jones Act offers is even more critical. It provides the nation with a stable domestic fleet which does in turn maintain the "wartime security" to which you refer.

The scope of the Jones Act and the reasons for its enactment are



far more extensive than either Alaska's or the maritime industry's specific concerns. The Act benefits the nation's security and economic posture as well as hundreds of domestic industries and hundreds of thousands of American workers.

Consequently, any proposal to weaken this established and tested long-standing policy must be considered in light of its many benefits and its foundations for being.

Finally, the concept of transportation protectionism which is so often attacked is not unique to Alaska.

Water carriers engaged in domestic commerce serve 41 states. These carriers are subject to the U.S. ownership and manning requirements contained in the Jones Act. Because all states served by maritime transportation are subject to the Jones Act, it would be unfair to exempt only one state from the nation's basic tenet of maritime transportation policy.

The Jones Act has lived up to its promises and goals. It has increased national security, protection of the shipper, healthy competition, and safe, reliable service.

To substantially alter the Act based on narrow, special interest concerns would be tantamount to repealing U.S. income tax laws because one citizen does not like to pay taxes. The fact is that no law will please all people; but most laws work for the public good. When all of the facts are examined, the Jones Act does indeed provide this nation with a very critical public benefit.

# Navy Chiefs Support Bill as Element of U.S. Seapower

A top Reagan administration military spokesman endorsed the Boggs Bulk Bill earlier this month and two high-ranking military officers voiced their fears of a shrinking U.S. merchant marine. The three testified before the House Armed Services Subcommittee on Seapower and Strategic and Critical Materials.

Assistant Navy Secretary George A. Sawyer told the committee, "We need to improve the health and vitality of this industry without having to rely on pure subsidies."

Sawyer's testimony backed up SIU arguments that the pending legislation is more than a simple Union-backed SIU jobs issue, but that it encompasses the nation's economy, foreign trade and especially America's national defense.

He said the bill would "provide a basis for a more competitive United States shipbuilding and shipping industry which also could provide new vessels having military utility."

"Some form of cargo preference . . . I believe would be helpful for defense. It is a highly complex and emotionally charged issue, but it is consistent with worldwide trends and provides necessary protection to a vital element of seapower," he said.

The Reagan administration has not taken a stand on the bill, though it has acknowledged during the past several years that the U.S.-flag fleet is in desperate trouble and needs revitalization.

"It is no exaggeration to say our country's merchant marine is floundering in the worst shipping slump in 50 years," Vice Admiral J. Kent Carroll, commander of the Navy's Military Sealift Command testified.

"I am concerned," he added, "that our country's merchant fleet will continue to shrink not only in numbers but in its ability to serve as a naval and military auxiliary."

## Quote of the Month



*"Essentially, H.R. 1242 is a jobs bill—at no cost to the Federal government—which will undoubtedly stimulate the nation's unstable economy now plagued by the highest unemployment rate since the end of World War II, preserve existing maritime industry and related jobs, and generate new long-term employment opportunities for American shipyard workers, for American seamen, and for American workers in allied industries . . . This legislation is a major priority of the legislative agenda of the AFL-CIO."*

Lane Kirkland  
President AFL-CIO



# LOG

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# Seminar Preps Boggs Bill Advocates on Hill Fight

The 300 men and women who gathered at SIU headquarters April 6 came from diverse backgrounds. Some were labor leaders, shipbuilders or shipowners; others were manufacturers, consultants, politicians and professors.

But they were all there for a single, common reason—preparation to fight for the passage of H.R. 1242, which would revive this nation's merchant fleet at no cost to the American taxpayer.

The bill, formally titled the Competitive Shipping and Shipbuilding Act of 1983, is a cargo preference bill which reserves 5 percent of the nation's imports and exports for American-flag ships starting in 1985. It increases that requirement 1 percent each year until 20 percent of the nation's cargo moves on American ships. One of the major keys to the bill, which opponents fail to mention, is that the requirements are based on a provision which mandates a 15 percent construction and operations cost reduction.

"This is not a shipping bill. This is not a shipbuilding bill . . . It's a jobs bill," SIU President Frank Drozak told the crowd. He pointed out that Congress had just passed and President Reagan had signed, a jobs bill with a close to \$5 billion price tag. But as Drozak pointed out and economic experts confirmed, the Boggs Bill would create about 112,000 new jobs: 12,000 in shipbuilding, 7,000 in shipbuilding supply industries and 9,000 additional seagoing jobs. On top of those directly related jobs, an additional 84,000 in support industries would be added.

Drozak blasted the administration for its failures to live up to its campaign promises to make the U.S. merchant fleet viable. Since he took office Reagan "ripped and gutted" Operating Differential Subsidy funds, tried to eliminate Construction Differential Subsidy, allowed the foreign construction of American ships, and now plans to allow 75 percent foreign ownership.

"How does that make sense? It's time we stood up and spoke out about the conditions and the problems of the people in the United States . . . Time is not on our side. This country is on

the way to complete disaster," Drozak said.

Much of the morning session was taken up with a look at the current state and rate of decline of the U.S. merchant fleet. Herbert Brand, chairman of the Transportation Institute, a Washington D.C. based independent research organization, outlined the decline of the U.S. shipping industry.

In 1950 the U.S. merchant marine carried 42 percent of the nation's cargo. That figure has steadily declined to less than 5 percent, with an even smaller percentage of liquid and dry bulk cargo. Yet as Brand pointed out, other major industrialized countries carry anywhere from 30 to 50 percent of their nations' imports and exports.

"These are sad statistics because they are the hallmark of our industry . . . We are on a virtual brink of disaster . . . and H.R. 1242 is the only thing on the horizon to prevent this disaster," Brand said.

More than 90 percent of the nation's tonnage is shipped by water. "Apparently the United States government is not aware of that," he said.

"Would we allow the Japanese or the Liberians to control our air space and over-the-road transportation?" asked Frank Decker of Colt Industries.

"We are not asking for protection from foreign competi-



Congresswoman Lindy Boggs is leading the fight in the U.S. House of Representatives for a revitalized maritime industry.

tion, we are asking for fair competition," he added.

Because almost every other shipping nation in the world reserves cargo for their respective fleets either through subsidies or bilateral trade agreements, the only way the U.S. can compete on an equal footing is with some sort of government support.

"Do those countries go out there and hustle for cargo? Sure they do, to the same extent U.S.

(shippers) do . . . the difference is they have government help.

"The bulk bill is our answer, and it's a very mild bill. We should not be intimidated by the fact that this is protectionism," Brand said.

Deep sea concerns have been the most vocal about the pending legislation, but the Boggs Bill also would create jobs and shipping opportunities along the Great Lakes.

Great Lakes traffic has also declined tremendously during the past several years, even though many foreign ships carry American grain from the Lakes.

"I haven't seen a U.S. ship load grain in seven years," said Mel Pelfry of the Great Lakes Task Force.

He admitted some Lakes shippers were worried that the bill could create a cargo diversion. Mrs. Boggs said earlier her bill would not allow that to happen.

"We need jobs, we need ships. We need a horse, something to carry us out of this and the only horse I see is the Boggs Bill," Pelfry said.

One of the major concerns expressed by several speakers was the national defense impact of the bill. Not only is the American fleet shrinking but the Soviet merchant fleet has grown tremendously in the past several

(Continued on next page.)



Ed Hood, president of the Shipbuilders Council of America, warned that our shipbuilding capacity for national defense will be near zero "if this legislation is not affirmed in Congress."



# Seminar Preps Boggs Bill Advocates on Hill Fight

(Continued from page 3.)

years. In addition, some 85 percent of the nation's strategic minerals designated as critical is carried by foreign fleets. While some supporters of "free trade" claim that American ships owned by U.S. companies, but operated under foreign flags with foreign crews could be counted in a national emergency, most people with a better grasp on reality know better.

"We agree our Liberian ships could not be counted on in an emergency," said Richard T. du Moulin, vice president of Ogden Marine, Inc.

A briefing paper on the growth of the Soviet fleet during the past 15 years, from 1,845 ships in 1965 to close to 8,000 ships today, gave the participants an idea of the Soviet edge in providing military cargos in times of emergencies.

"The Soviet merchant fleet pays no heed to operating on a commercial basis. Its aim is to contribute to naval strategies worldwide," the briefing noted.



Richard T. du Moulin, vice president of Ogden Marine, was one of many industry leaders who urged passage of the Boggs Bill.



Bill Mims, aide to Sen. Paul Trible (R-Va.) announced that the senator was introducing a similar cargo bill in the Senate.

A film presentation pointed out that this nation's "free-trade policy" allowed Soviet merchant ships to carry German-built buses ordered by a major East Coast city.

"Look at the trend, who is going to be hauling our cargo in 10 years? The Soviets, if they even want to," said Richard Calvert, manager of planning administration for the Newport News Shipbuilding and Dry Dock Co.

During the afternoon session the 300 participants were briefed on the mechanics of lobbying and how to gain support for HR 1242 through the use of business contacts, other labor unions, letters, media use and direct contact with legislators.

SIU Legislative Director Frank Pecquex and National Political Affairs Director Marianne Rogers explained how the SIU, the Maritime Trades De-



Richard Calvert from Newport News asked: "Who will be carrying U.S. cargo 10 years from now?"

partment and others in Washington will go about working for passage in Washington.

"Whatever differences of opinion we may have, and we have a lot," Drozak said at the end of the day-long meeting, "we have to get together and pass this bill."



Dr. Don Walsh, president of International Maritime Inc., stressed the economic boost the bill would impel.



Mel Pelfry, chairman of the Great Lakes Task Force, said: "I haven't seen a U.S. ship load grain on the Great Lakes in seven years."



Frank Drozak said: "Make no mistake—this is a jobs bill."



MEBA President Ray McKay said maritime labor—and the entire labor movement—is behind this bill.

## Trible Takes Stand

# Senate Version of Bulk Bill Introduced

The fight to save the nation's merchant marine has been taken up in the United States Senate. Senate Bill 1000—the Competitive Shipping and Shipbuilding Act of 1983 was introduced April 7 by Sen. Paul Trible (R-Va.) and six co-sponsors.

Trible's bill is the Senate version of H.R. 1242 introduced by Rep. Lindy Boggs (D-La.) earlier this year.

"The security of our nation depends on the maritime industry," Trible told the Senate in the late night session.

"An American merchant shipbuilding base is essential to

a strong national defense because without sufficient merchant ships in our fleet and without the ability to construct and repair large numbers of these vessels quickly, our efforts to resupply our forces in times of conflict will be lacking," he said.

In addition, Trible outlined the number of ships to be built and the thousands of jobs which would be created if the bill is passed.

"I would like to point out that the bill requires no government subsidies. In the past our maritime policies have required millions of dollars . . . there will

no longer be a need for (that) if this bill passes," Trible said.

The co-sponsors are Russell Long (D-La.), Daniel Inouye (D-Hawaii), Charles Mathias (R-Md.), Paul Sarbanes (D-Md.), Spark Matsunaga (D-Hawaii) and George Mitchell (D-Maine).

The bill was referred to the Senate Commerce Committee and hearings have not been scheduled.

In a related development, the House Merchant Marine Subcommittee has scheduled hearings on H.R. 1242 for May 4 and 5. The LOG will bring you full coverage of these hearings in the May issue.



## Sneak Attack on Cargo Law Is Launched

Only weeks after the SIU won an important cargo preference battle over shipments of wheat flour to Egypt, a dangerous piece of legislation which could undermine the whole P.L. 480 cargo program has been introduced in the U.S. Senate.

It is an amendment to S. 822, a bill to promote U.S. agricultural exports through existing and new promotional schemes. The Reagan administration is heavily pushing two new schemes as the major tools for increased exports, blended credit and payment-in-kind.

Sen. Rudolph Boschwitz (R-Minn.) included a provision in the legislation excluding cargo preference requirements from applying to future export payment-in-kind (PIK) or blended credit activities from the Commodities Credit Corp. This provision is section 209 of S. 822.

The legislative action by Boschwitz was prompted by President Reagan's recent decree that the wheat flour sale to Egypt is a government generated cargo, and as such falls under the Cargo Preference Act of 1954, P.L. 664, thus mandating that 50 percent of the wheat

flour to Egypt be carried on American vessels.

To counter this legislative measure of Boschwitz, Senators Daniel Inouye (D-Hawaii), Ted Stevens (R-Alaska), Russell Long (D-La.), Bob Packwood (R-Ore.), Slade Gorton (R-Wash.) and Paul Trible (R-Va.) sent a letter to Sen. Jesse Helms (R-N.C.), chairman of the Senate Agricultural Committee, requesting that "the cargo preference amendment not be included in the bill (S. 822) when taken to the floor and that it be referred to the Commerce Committee."

The senators' concern is two-fold. "First, this is an issue which is clearly within the legislative jurisdiction of the Commerce Committee. The cargo preference laws were initiated, and on occasion have been amended by this committee. Second, we are concerned with the impact on the United States merchant marine, both immediate and prospective.

"The effect may be much broader than anticipated, and may stymie continuing congressional and administration

efforts to modernize our fleet and reduce operating costs. The amendment follows a recent and dramatic reduction in maritime subsidies. It deserves closer scrutiny than is possible in the short legislative timetable necessary to maximize the effectiveness of the Agriculture Export Trade Bill," the senators wrote to Helms.

SIU's President Frank Drozak, on behalf of the AFL-CIO's Maritime Trades Department, with its 43 affiliated national and international unions, wrote Sen. Mark Andrews (R-N.D.) of the Senate Agriculture Committee, "The Maritime Trades Department strongly opposes this provision (Sec. 209 of S. 822) and urges its deletion from the bill."

### CDS Payback Delayed



Terminating a federal plan to allow CDS tankers in the domestic trades "devastating," SIU Legislative Director Frank Pecquex (l.) testified before Congress last month. Seated next to him is Julian Singman of the Maritime Institute for Research and Industrial Development. Most CDS-built bulkers are very large supertankers and they would, if allowed on the Alaskan oil run, force the lay-up of some 50 ships now in the trade—including about 40 SIU ships.

*"If we can understand our problems . . ."*

## SIU Bosuns Learn About Their Union

**E**LEVEN MORE SIU bosuns completed the Union's Bosun Recertification Program last month, and they learned more about their Union in two weeks of "in-house" education than most other Union members might learn in a lifetime.

During their two weeks at SIU headquarters in Camp Springs, Md. the bosuns learned first-hand about the administration of their pension and welfare plans, their vacation and medical benefits, their deep-sea freightship and tanker contracts, their legislative and political action programs, their affiliations with the AFL-CIO and the Maritime Trades Department, and their Union's publications and public relations programs.

The bosuns met and talked with SIU President Frank Drozak, Secretary-Treasurer Joe DiGiorgio, and Vice President in Charge of Contracts Angus "Red" Campbell.

They also met with the SIU's Political Activities Director, Marianne Rogers, and the SIU's Legislative Director, Frank Pecquex. One of the highlights of their two weeks at Union headquarters was a visit to Congress, a tour of the Capitol and lunch at the National Demo-

cratic Club in Washington.

Another highlight was a meeting with President Drozak for a frank and open talk about the Union's problems and its programs for meeting the needs of the SIU membership and the maritime industry.

Participating in the program

were Thomas Boland, Texas; Fred Dorney, Nev.; Jack Edwards, Wash.; John Hamot, Maine; Billy Harris, Ind.; Konstantinos Koutouras, N.Y.; David Manson, Maine; Robert Marrero, N.Y.; James Mullaly, Fla.; Charles Van Voorhees, Calif., and Paul Whitlow, Calif.



SIU President Frank Drozak and SHLSS Vice President Frank Mongelli talked with the bosuns in Piney

Point following their two-week educational program at SIU headquarters in Washington.



# Coalition Group Joins Alaskan Oil Fight; Many Thousands of U.S. Maritime Jobs Are on the Line

A coalition of more than two dozen labor, consumer and industry groups have banded together to fight the move to export Alaskan oil to Japan. In addition, more than 150 congressional members have signed on to cosponsor a bill which would continue the export ban.

At stake are thousands of American workers' jobs, including many hundreds of seagoing jobs.

The Coalition to Keep Alaska Oil was formed to counter the high-powered and heavily financed lobbying effort from the export supporters. Along with its other efforts to maintain the ban, the SIU is a member of the coalition.

The legislative battleground is H.R. 1197 introduced by Representatives Stewart B. McKinney (R-Conn.) and Howard Wolpe (D-Mich.). The co-sponsors represent a broad bipartisan base of support.

The bill basically would retain the section of the 1979 Export Administration Act which prohibits the export of the oil. The export ban has been in effect since the first barrel of North Slope oil flowed down the pipeline. It has been renewed by Congress several times since then, including a 340-61 vote win in 1979.

Of course one of the main concerns of the SIU is the number of jobs that could be lost.



Many American shipping companies built unsubsidized tankers, such as the *Overseas Valdez* (Maritime Overseas Corp.) specifically for the Alaskan oil trade, which is protected by the Jones Act. If foreign shippers are allowed to export the oil, most U.S. companies will have a hard time staying afloat.

Currently some 40 SIU-crewed ships work the Alaska trade. Because the oil moves from one point in the U.S. to another, it is covered by the Jones Act. But if export were allowed, foreign-flag ships would likely carry a large portion of the oil to Japan.

In addition to the loss of seafaring jobs, SIU President Frank Drozak estimated that some 10,000 shoreside jobs could be lost also.

But as the makeup of the coalition shows, the question of exporting Alaskan oil is not a simple jobs issue.

"A change in that policy (export) would have a profound effect on the American consumer, national energy policy, international trade and national security," McKinney and Wolpe wrote to their House colleagues in an effort to secure co-sponsors.

### Consumers

A large portion of Alaska's 1.6 million barrels of production a day is for consumer use as gasoline and home heating oil, and the crude oil is normally sold for several dollars a barrel less than imported oil.

"Moreover, since most of the increase in Alaskan oil prices will be captured by the federal government and the state of Alaska in the form of increased tax revenues, the export is a very cleverly disguised tax increase," according to a fact sheet from Wolpe and McKinney.

"Tax increases collected through oil prices place twice the tax burden on the low and middle income households than those revenues raised through income taxes," the report added.

### Energy Policy

In 1977 the U.S. imported

some 8.2 million barrels of oil a day. With the use of Alaskan oil, conservation and other controls, that figure has now dropped to 4.3 million barrels a day. But that represents a massive \$79 billion a year the nation must pay for imported energy products. If the Alaskan oil were exported, it would mean America would have to boost its imports by more than 10 percent.

Whatever oil is exported would have to be replaced by foreign sources.

"Five years ago, the proponents of an Alaskan oil exchange advocated replacing the exported Alaskan oil with an equivalent supply from 'our stable and friendly ally, Iran,'" the congressmen's report said.

As several groups have pointed out, there is nothing to guarantee that Mexico or Venezuela will remain friendly suppliers of oil to the United States.

Also, over the past decade American oil refinery capacity has expanded and adjusted to make use of the Alaskan oil. Without the export ban, the investments could be rendered useless, resulting in immense financial loss to the private sector industries that invested in good faith, relying on the word of Congress.

### National Security

Defense estimates show that U.S. forces would need some 500,000 barrels of oil a day to function. If there were another oil embargo or disruption of the nation's energy supply, part of Alaska's 1.6 million barrels could be flowing out of the country. Also, because of international

(Continued from page 6.)

agreements the U.S. must share its supply of imported oil with other countries in times of international oil emergencies.

"In addition, without the current restrictions, an export of Alaskan oil would displace over half of the tanker tonnage flying the U.S. flag. Not only would that precipitate numerous bankruptcies and corporate failures, it might also mean that our nation would be without adequate tanker capacity during a national emergency.

"The Department of Defense would have significantly fewer U.S. tankers to call on to trans-

port oil, petroleum products and bulk commodities to domestic locations and to our armed forces abroad. There are currently no tankers in the U.S. Ready Reserve Fleet. In addition, the displacement of tankers will reduce the pool of seagoing manpower to crew U.S. ships in times of war or other national emergency," McKinney and Wolpe's report said.

### International Trade

An export of Alaskan oil would improve the nation's balance of trade with Japan, but worsen it overall because that oil would have to be replaced by imported

oil from another nation.

"Pressure on Japan to meaningfully reduce barriers to U.S. manufactured and agricultural products would be significantly reduced. Instead of exporting goods manufactured by American labor we would be exporting a scarce domestic energy source. Oil exports will have no impact on American unemployment and will do little to increase the export of our products to Japan," the congressmen wrote.

While the fight to keep Alaskan oil has been won several times in the past with these same arguments, there is no guarantee that it will be won this time.

SIU lobbyists will be doing their best to convince members of Congress that there is no reason to change a perfectly sound oil policy. The Coalition to Keep Alaska Oil will be doing the same and bring the facts to the public as a whole.

But the Union is not just made up of a handful of lobbyists and field reps. All SIU members must be concerned and should become active in this fight. Letters to your congressmen and senators can be a big help. Don't forget that your SPAD donations help fuel this fight. And be sure you are registered to vote.

## H.R. 1197 Co-sponsors

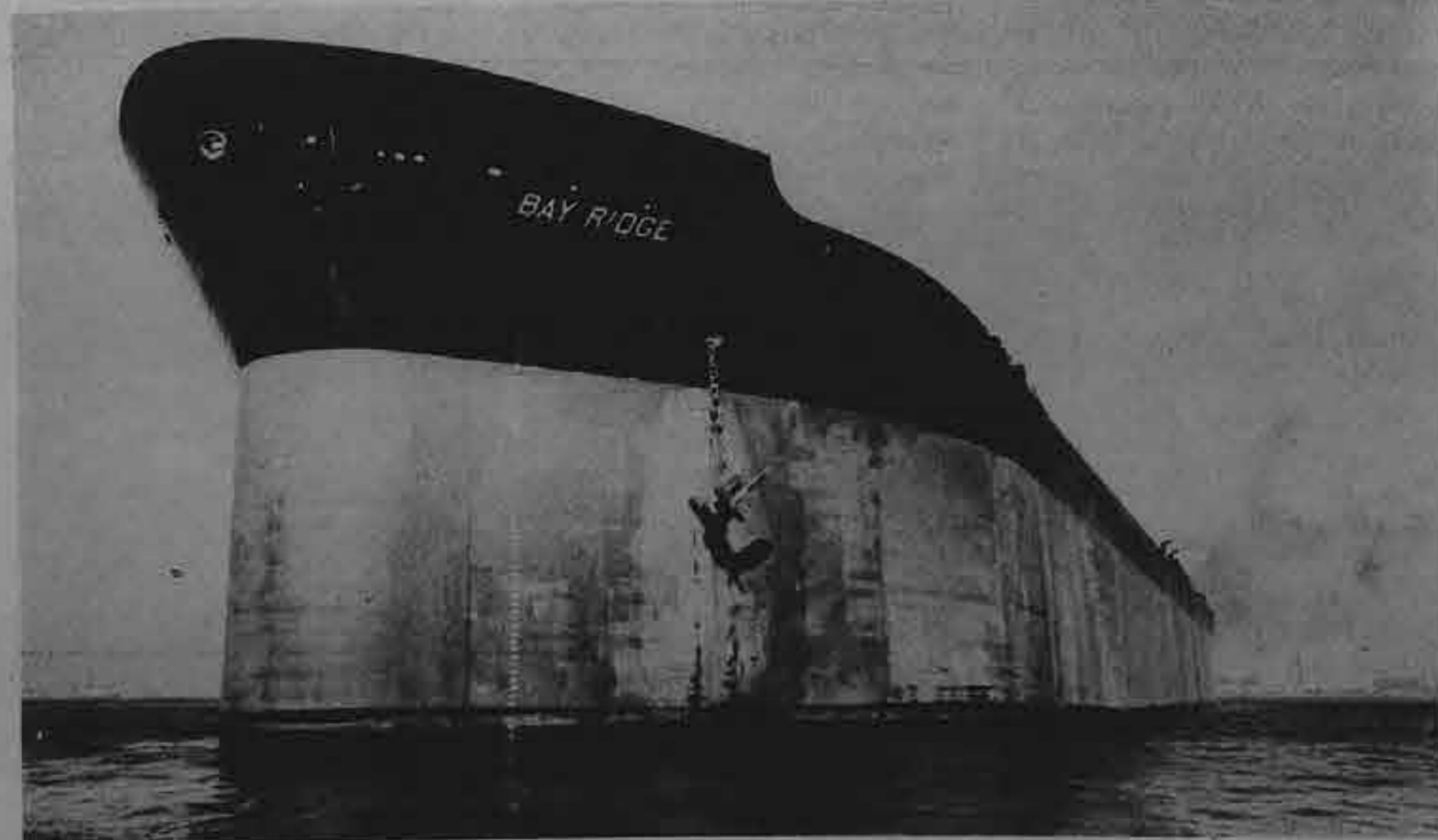
Following is a list of the 152 co-sponsors of H.R. 1197, the bill which would require that Alaskan oil be retained for domestic use and not exported. If you don't see your representative's name on this list, please write your congressional representative and urge him or her to support H.R. 1197 (see March 1983 LOG for hints on writing to your representative).

- Ackerman, Gary D-NY
- Addabbo, Joseph P. D-NY
- Akaka, Dan D-HA
- Albosta, Donald D-MI
- Anderson, Glenn D-CA
- Applegate, Douglas D-OH
- Aspin, Les D-WI
- AuCoin, Les D-OR
- Barnes, Michael D. D-MD
- Bates, Jim D-CA
- Bevill, Tom D-AL
- Biaggi, Mario D-NY
- Boggs, Lindy D-LA
- Boner, William D-TN
- Bonior, David E. D-MI
- Bouquard, Marilyn Lloyd D-TN
- Boxer, Barbara D-CA
- Brown, George D-CA
- Burton, Phillip D-CA
- Carr, Robert D-MI
- Chappel, Bill D-FL
- Clay, William D-MO
- Clinger, William F. R-PA
- Coelho, Tony D-CA
- Conyers, John D-MI
- Conte, Silvo R-MA
- Crockett, George D-MI
- D'Amours, Norman D-NH
- Daschle, Thomas D-SD
- Daub, Hal R-NE

- Davis, Robert W. R-MI
- Dellums, Ronald D-CA
- de Lugo, Ron (Delegate) D-VI
- Derrick, Butler D-SC
- Dicks, Norman D-WA
- Donnelly, Brian D-MA
- Dowdy, Wayne D-MS
- Dyson, Roy D-MD
- Edgar, Robert D-PA
- Edwards, Don D-CA
- Erdreich, Ben D-FL
- Fascell, Dante D-FL
- Fauntroy, Walter D-DC
- (Delegate)
- Fazio, Vic D-CA
- Feighan, Edward D-OH
- Ferraro, Geraldine D-NY
- Fields, Jack R-TX
- Fish, Hamilton R-NY
- Flippo, Ron D-AL
- Florio, James J. D-NJ
- Foglietta, Thomas D-PA
- Ford, Harold D-TN
- Ford, William D-MI
- Forsythe, Ed R-NJ
- Frost, Martin D-TX
- Gaydos, Joseph D-PA
- Gilman, Ben R-NY
- Gonzales, Henry D-TX
- Goodling, William F. R-PA
- Gray, William D-PA
- Gregg, Judd R-NH
- Guarini, Frank D-NJ
- Hall, Tony D-OH
- Hartnett, Thomas R-SC
- Hefner, Bill D-NC
- Hertel, Dennis D-MI
- Hillis, Bud R-IN
- Howard, Jim D-NJ
- Hoyer, Steny D-MD
- Hubbard, Carroll D-KY
- Hunter, Duncan R-CA

- Jeffords, James M. R-VT
- Johnson, Nancy R-CT
- Jones, Walter B. D-NC
- Kaptur, Marcy D-OH
- Kastenmeier, Robert D-WI
- Kennelly, Barbara D-CT
- Kildee, Dale D-MI
- Kogovsek, Ray D-CO
- Kolter, Joseph P. D-PA
- Lantos, Tom D-CA
- Lehman, Richard H. D-CA
- Leland, Mickey D-TX
- Lent, Norman R-NY
- Levin, Sander D-MI
- Livingston, Robert R-LA
- Long, Clarence D-MD
- Long, Gillis D-LA
- Lott, Trent R-MS
- Lowry, Mike D-WA
- Lujan, Manuel R-NM
- Luken, Thomas D-OH
- Lundine, Stan D-NY
- McCane, John R-AZ
- McCloskey, Francis D-IN
- McDade, Joe R-PA
- McKernan, John R-ME
- McKinney, Stewart R-CT
- Madigan, Edward R-IL
- Markey, Edward D-MA
- Marlenee, Ron D-MT
- Matsui, Robert R-CA
- Mavroules, Nicholas D-CA
- Mikulski, Barbara D-MD
- Minish, Joseph D-NJ
- Mitchell, Parren D-MD
- Morrison, Sid R-WA
- Mrazek, Robert D-NY
- Neal, Stephen D-NC
- Nowak, Henry D-NY
- Oberstar, James D-MN
- Obey, Dave D-WI
- Ottinger, Richard L. D-NY
- Owens, Major D-NY

- Parris, Stan R-VA
- Pashayan, Charles R-CA
- Penny, Tim D-MN
- Quillen, Jimmy R-TN
- Rahall, Nick Joe D-WV
- Ratchford, William D-CT
- Rinaldo, Matthew R-NJ
- Rodino, Peter D-NJ
- Roe, Robert D-NJ
- Sawyer, Harold R-MI
- Schneider, Claudine R-RI
- Sikorski, Gerry D-MN
- Smith, Chris R-NJ
- Snyder, Gene R-KY
- Solomon, Gerald R-NY
- Spence, Floyd R-SC
- Stangeland, Arlan R-MN
- Stokes, Louis D-OH
- Sunia, Fofo (Delegate) D-AS
- Tallon, Robin D-SC
- Tauzin, W.J. "Billy" D-LA
- Taylor, Gene R-MO
- Torres, Esteban Ed D-CA
- Torricelli, Robert D-NJ
- Traxler, Bob D-MI
- Vander Jagt, Guy R-MI
- Vento, Bruce D-MN
- Volkmer, Harold D-MO
- Walgren, Doug D-PA
- Weaver, Jim D-OR
- Weber, Vin R-MN
- Wheat, Alan D-MO
- Wilson, Charles D-TX
- Wolpe, Howard D-MI
- Won Pat, Antonio D-GU
- (Delegate)
- Wyden, Ron D-OR
- Yates, Sid D-IL
- Yatron, Gus D-PA



The *Bay Ridge* (Seatrain) is just one of many American-flag ships which could end up in the scrap yards if Alaskan oil is exported to Japan.

(Continued on next page.)



# William W. Jordan Dies at 68; Was Marine Firemen Head

Former SIUNA Vice President and retired president of the Marine Firemen, Oilers, Water-tenders and Wipers Union (MFOWWU-AFL-CIO) William "Bill" W. Jordan died March 1 after a long illness in Presbyterian Hospital, San Francisco. He was 68.

Brother Jordan was a native of South Carolina and was a 24-year resident of San Mateo, Calif.

He retired as administrator of the MFOWWU-PMA Welfare Fund Plan after six years of service in 1975 and was succeeded by Henry "Whitey" Disley, who characterized Bill Jordan as a "tower of strength" and said, "... he did a great number of things for the maritime unions" in his nine years (1961-69) as head of the union.

In tribute to Jordan's passing, California Lt. Gov. Leo McCarthy sponsored a resolution to be passed by the State Legislature which said in part, "... he spent most of his working life (31 years) in the West Coast maritime industry... as a skilled U.S. merchant seaman, later as a union representative (port agent) in New York, New Orleans, Portland, Ore. and San Francisco...

"... Members express their sorrow at the death of William Jordan and extend their deepest sympathies to (his survivors)..."

A front page obituary in the March edition of the union's newspaper, *The Marine Fireman* said "... he initiated the



At the mike 20 years ago is the former president of the MFOWW, William W. Jordan, who died last month.

concept of solid manning provisions and the concept of demanding a quid pro quo for eliminated jobs. He established the principle of the 40-hour week

and improved welfare (pension plan) benefits and working conditions..."

"Jordan reorganized the constitution of our union... He was a man of great principles and also a brilliant negotiator. His skill as a negotiator was recognized throughout the nation..."

The late J. Paul St. Sure, ex-chief labor relations rep of the Pacific Maritime Assn. (PMA) said William Jordan was one of the most able and effective negotiators in the U.S. Labor Movement.

Jordan negotiated with JFK's U.S. Secretary of Labor Arthur J. Goldberg, later a UN ambassador and Supreme Court justice, and LBJ's Labor Secretary W. Willard Wirtz.

Cremation took place and Jordan's ashes were scattered at sea.

Surviving are his widow, Rulette; three daughters, Mrs. Ann Bridges of San Jose, Calif.; Mrs. Judy Mendiola of Scotts Valley, Calif. and Mrs. Jean Montijo of Fremont, Calif.; four sisters, Mrs. Mildren Allen of Florida, Mrs. Mary Jones of North Carolina and Mrs. Jean Stokes and Mrs. Lucille Whisenhunt, both of South Carolina and five grandchildren, Cheryl Butler, Michelle Mendiola and John, Travis and Crista Nuckolls.

## More Broken Promises:

# Reagan's Maritime Budget Scuttles Industry

The House Merchant Marine Committee is holding hearings on the President Reagan's proposed Maritime Authorizations Bill for Fiscal Year 1984. The hearings come at a time when the world shipping industry is in a depression, and when the American maritime industry has come under attack from congressional opponents.

The President's budget would retain all of the cuts that were made during the past two budget fights. No monies have been allotted for seamen's health care or for the vitally needed construction programs. In addition, the administration is seeking to put a \$900 million cap on the Title XI Loan Guaranty Program, which represents a substantial drop from last year's allotment, and is another deter-

rent to building ships in American yards.

Democrats and Republicans alike on the House Merchant Marine Committee have expressed opposition to the proposed budget. Rep. Mario Biaggi (D-N.Y.) said that the proposed budget "demonstrates once and for all that the Reagan administration has no maritime program." Rep. Gene Snyder, the ranking Republican on the committee, used more colorful language. He told Admiral Harold E. Shear, MARAD administrator, that "the administration's position on the Title XI Loan Guaranty Program is like being between a dog and the fireplug."

While important, the fight over this year's maritime budget has not attracted the same attention

as in years past. The reason for that is simple: most of the cuts that could be made in the maritime budget have already been made. And while a number of hard working congressmen like Mario Biaggi are trying to restore programs like the CDS, it is something of a truism in Washington that it is easier to cut funding from a program than to restore it.

Three important issues have absorbed the attention of the industry. The ban on the export of Alaskan oil is set to expire in September; agricultural interests are looking to repeal the PL 480 Program; and the administration is exploring the possibility of a CDS payback. Each issue has the potential of decreasing the American maritime workforce by one-half.

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Leon Hall, Vice President  
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# Area Vice Presidents' Report

**Gulf Coast, by V.P. Joe Sacco**



**T**HE BIG NEWS in the Gulf area is the strike we called against SIU-contracted Dixie Carriers.

The contract at Dixie expired on March 31 and we were forced to call a strike because of the company's unfair labor practices. Dixie, which has been under contract to the SIU for 43 years, is now owned by a conglomerate that wants to bust this Union.

Through attempts to destroy the contract's hiring hall clause, Union security clause, pension and hospital benefits, the company hopes to make the Union useless.

But the SIU has never backed away from a fight and we intend to take this one to the wall. No company, no matter how big, is going to destroy what we fought to win for the members.

The members are setting up picketlines wherever the 28 Dixie boats dock in Louisiana, Texas, Alabama and the Upper Mississippi River.

Out of the port of Houston, we have a tentative agreement with Sabine. The voting is almost over and I'll have more details in my next report.

Deep sea shipping has picked up in the Gulf in the past month. In Houston we crewed the *Massachusetts* (Bay Tankers) and we recrewed the *Connecticut* (Ogden Marine). The former was headed for England and the latter for Panama.

In the port of Jacksonville in March we crewed the *Jacksonville* (Sea-Land); *Point Revere* (Point Resolute); *Ogden Yukon* (Ogden Marine); *Point Susan* (Point Venture), and the *Overseas Ohio* (Maritime Overseas).

Also, out of Jacksonville we're preparing for negotiations on the Crowley contract which expires on June 30.

Out of the port of Mobile we have word that, as per the contract, the SIU Boatmen with Pilot Service Inc. were to receive a cost of living adjustment as of April 5.

**East Coast, by V.P. Leon Hall**



**O**UT OF THE PORT of Philadelphia we have word that deep sea shipping picked up last month. In fact a new SIU-contracted Waterman ship, the *John B. Waterman*, was crewed there in late March. She went to the West Coast where she'll be used by the U.S. Navy.

Another new Waterman ship is expected to be crewing up in Massachusetts soon. Also up there, out of the port of Gloucester, we're continuing our efforts to organize

some non-union companies, such as Ingram Tankers. We recently met one of the company's vessels, the *Eileen Ingram* when she came into port.

The SIU-contracted dredge *Long Island* (Henry DuBois' Sons), which had been in South Boston for repairs, has now left and is on her way to Baltimore.

For our SIU fishermen in Gloucester the weather has not been a friend. The high seas and stronger winds have prevented the boats from going out too often. Some boats were even damaged by the storms. The few times the boats did manage to sail, the catches were poor.

In fact, to try to make up a little of the loss, we're going to see if the shrimp grounds can be opened up for another two weeks. The state of Massachusetts closed the shrimp grounds as of April 1.

Further south, in the port of Norfolk, the SIU-contracted *Borinquen* (Puerto Rico Marine) paid off on March 26 and went into the shipyard for repairs. She is expected to be there for about three or four weeks.

From the inland areas in Norfolk we have word that SIU-contracted C&O Railroad will have two new boats delivered. Both are 5,000 hp tugs. One is expected to be ready in October and the other should be out in December.

Both boats will dock ships at the C&O coal pier in Newport News, Va.

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



**O**N THE GREAT LAKES, spring fitout is continuing at a steady pace. Since my last report, some of the other SIU-contracted ships and boats that have been fitted out are: the dredge *Dodge Island* (North American Trailers); the tug *Daryl C. Hannah* (Tampa Tugs); the grain carrier *William A. McGonagle*, the *Kinsman Independent* and the *Merle McCurdy* (all Kinsman), and the *Paul H. Thayer* (Pringle).

By the end of the month we hope to have 40 pieces of SIU-contracted equipment fitted out.

Furthermore, Great Lakes Dredge and Dock Company called for a fitout on the dredge *Rhode Island* and the tugs *Lydon* and *McGuire*. They'll soon begin river and harbor work in Cleveland, Ohio.

On the rivers, we'll of course be working hard on the Dixie Carriers strike which began April 1. We'll be giving the company one of the toughest fights it has ever had to face.

Concerning other inland contracts, things are running along very smoothly. The Heartland contract which, as I reported to you last month, was overwhelmingly ratified, is being sent to the boats.

All is going well aboard the Orgulf boats and we're hoping to soon crew a new boat that the company is constructing. She's the *Justin T. Rogers*.

Work for SIU-contracted National Marine Service continues to be a little slow but we are still keeping our members employed.

The SIU-contracted river boat cruisers the *Delta Queen* and the *Mississippi Queen* are both doing quite well. As the weather warms up they travel farther north on the river.

There are hundreds of jobs on these two paddlewheelers which are SIU top to bottom. So if any of our members would like jobs aboard them, pay a visit to the St. Louis Hall.

Finally, I would like to express my sincere condolences to SIU Algonac Port Agent Jack Bluitt for the untimely death of his 22-year old son, Brian. I know how terrible it is to lose a child and I want to tell Jack and his family how very sorry I feel for them.

**West Coast, by V.P. George McCartney**



**T**HE EXECUTIVE Secretary-Treasurer of the California Federation of Labor, John Henning, made a strong speech in San Francisco recently in support of the American-flag merchant marine.

I introduced Henning at the monthly Propeller Club luncheon which, this month, was a salute to labor.

Urging Federal government support for the American-flag fleet, Henning said that the U.S. merchant marine is under siege from foreign-flag shipping. He warned against this country depending on flag-of-convenience ships and he expressed his strong support for H.R. 1242—bulk cargo legislation introduced in the House of Representatives by Congresswoman Lindy Boggs (D-La.).

Other news out of the port of San Francisco is that we crewed the *Golden Phoenix* (Titan Navigation) and flew the Seafarers to Korea where the ship is being reconverted.

Up in Tacoma, Wash. a christening ceremony was held for the *Golden Phoenix's* sistership, the *Jade Phoenix* which is now on her way to Egypt with 112,000 tons of wheat.

Concerning our organizing drive on the fish processing ship *Golden Alaska*, we have filed unfair labor practice charges against the owner, Alaska Brands Corp. The company has been trying to block a representation election aboard the ship.

In the Seattle Union Hall, an SIU pensioners club has been started to keep retired Seafarers informed about their benefits and about the political issues that affect the maritime industry. The first meeting was held this month.



# Coast Guard Asks Exposure Suits for U.S. Oil Rigs, Ships

The U.S. Coast Guard early last month proposed that exposure suits be required for personnel on American offshore mobile oil drilling rigs, certain oceangoing and coastwise tankers, cargo, oceanographic and other vessels.

At present only Great Lakes vessels are required to carry exposure suits.

Exempted were ships and rigs in waters where the temperature was higher than freezing.

Also exempted were ships with totally enclosed lifeboats on each side to hold everyone.

The need for the suits on the rigs was shown when the rig *Ocean Ranger* sank with her crew of 84 in 29 degree waters on Feb. 15, 1982 off Newfoundland, Canada. None survived! The Coast Guard feels that 30 who were near the rescue vessels may have survived if they had been wearing exposure suits!

And exposure suits, including those on the Great Lakes, would have to have whistles as they have now and personal flotation device night lights with retro-reflective materials attached.

As a result of the sinking of the Great Lakes ore carrier *SS Edmund Fitzgerald* with 29 lost in November 1975 (now remembered and immortalized in the song, "The Wreck of the Edmund Fitzgerald" by folksinger, Gordon Lightfoot) the Coast Guard required that Great Lakes ships carry survival suits espe-

cially during the severe winter season.

Also triggering the new regulation was the disaster on Jan. 10, 1977 with the breaking up and sinking in 30 degree waters at midday of the coastwise tanker *ST Chester A. Poling* off Cape Ann, Mass.

Six aboard were saved, but

they were suffering from hypothermia (loss of body temperature). Another not wearing a life preserver was lost.

Afterward, the National Transportation Safety Board (NTSB) recommended that exposure suits be required for each crewmember on vessels that normally sail in cold air or sea

temperatures. The Coast Guard concurred.

Similar recommendations were made by both agencies when the *M/V Comet* was lost on May 19, 1973 (16 died, 11 were saved) and when the *M/V Maryland* went down Dec. 18, 1971 with six of her crew, and only one rescued.

## Use of Lifesaving Devices Spurred Early in U.S.

In the Oct. 19, 1934 issue of the *Baltimore Sun* a story out of Washington, D.C. ran:

"... Burning of the liner *SS Morro Castle* (in 1933) off the New Jersey coast renewed the demands for revision of maritime safety laws which followed the destruction of the British steamer *SS Vestris* off the Virginia Capes in 1928. The *Vestris* disaster cost 110 lives; the *Morro Castle* 134!

"The government's program probably will provide... tightening of fire prevention requirements and lifeboat drills..."

In the Nov. 16, 1934 *New York Times*:

"... Rear Adm. George H. Rock, USN asserted that the first stipulation as contained in the Safety-of-Life-at-Sea Convention of 1929 signed by the representatives of 17 countries but which failed U.S. Senate

ratification... requires that special duties for the event of an emergency should be allotted to each member of the crew and that all ships shall be sufficiently and efficiently manned."

From the Nov. 21, 1934 *New York Herald-Tribune*:

VP C. H. C. Pearsall of the Colombian Line said "... Since the *SS Titanic* went down (1912) every ship constructed has been better built to withstand collision; there is ample lifeboat capacity provided every passenger and member of the crew. The *Vestris*' foundering resulted in greater attention being paid to leading stability..."

After World War II on July 9, 1954 the *New York Herald-Tribune* carried an Associated Press (AP) story out of Washington, D.C.:

"The Senate has passed and sent to the House a bill requiring

all river steamers to carry life preservers for each passenger and crewmember. Sponsors said present law requires such steamers to have life preservers or floats but that the latter now are considered 'an outmoded type of lifesaving equipment.'"

Again in the *New York Herald-Tribune* on July 8, 1954:

"The Senate Commerce Committee approved today legislation to implement an agreement between the United States and Canada for the promotion of safety on the Great Lakes.

The agreement provides that after November 13 vessels must be equipped with radio telephones. The bill makes several additions to statutory authority under which the communications commission would make regulations to carry out terms of the agreement."

On Oct. 15, 1954 a story out (Continued on next page.)

## SHLSS Trainees Get Survival Suit Experience



SHLSS trainee Roger Mignone, class 378 pulls on a marine survival suit to practice exercises in safety at sea.



With the face mask fastened trainee Roger Mignone is all set to go into the water.



Buoyancy is achieved by the special materials used to construct the suit and an air bag that cushions

the head. And—our trainee is warm and dry.



# Use of Lifesaving Devices Spurred Early in U.S.

(Continued from page 10.)  
of Norfolk, Va. in the *New York Times*:

"A Coast Guard operations officer and a vice president of the National Maritime Union (NMU) C.I.O. today recommended that all merchant ships be required to carry large 'float-away' rafts with radar reflectors.

Their views were presented at a hearing by the Coast Guard Board that is investigating the sinking of the Moore-McCormack Line freighter *Mormackite*. The 6,200 gross ton vessel loaded with 9,000 long tons of iron ore capsized and foundered on Oct. 7 off Cape Henry, Va. with the loss of 37 lives.

Eleven of the crew, all of them unlicensed personnel, survived and were two days in the water before they were rescued by Coast Guard and Navy craft and the Greek freighter *Make-donia*.

Capt. Kenneth B. Maley of the Coast Guard . . . made the recommendations on the life-rafts . . .

David M. Ramos, the NMU vice president . . . said further that if the *Mormackite* had been equipped with rafts that pulled free easily from the ship the loss of life would have been greatly reduced and perhaps all hands would have been saved."

From the *New York Herald-Tribune* on Jan. 27, 1955:

"Rep. Daniel J. Flood (D-Pa.)

introduced a bill yesterday to require all American merchant ships to report their positions by radio every 24 hours. The proposed bill is an aftermath of the *Mormackite* disaster in which many crew lives were believed to be lost because there had been no alarm until the vessel was unreported for several days."

Lastly, on March 22, 1955 in the *New York Times*:

"The House Democratic leader, Rep. John W. McCormack of Massachusetts urged Congress today to enact legislation to compel U.S. merchant ships to install a device that automatically could receive messages at sea 24 hours a day . . ."

## Delta's VP Waterhouse Retires

Delta Line's West Coast VP Frederick "Fred" E. Waterhouse Jr. retired March 31, after 47 years with the company.

Waterhouse joined Delta (then the Grace Line) in 1937 as an office boy fresh out of college, working his way up through accounting, freight, personnel, sales and administration. He witnessed the heyday of the cruise liner, of the World War II buildup and of today's struggles of the American merchant marine.

During the Big War, he flew bombers over the Pacific and was a counter-intelligence officer in Japan and in the Korean Conflict.

He was one of the first drafted in 1940. "It was the one lottery I won in my life," he said.

Returning to the Grace Line, he saw the company bought in 1969 by Prudential and in 1978 by Delta. Up to 1973, he was a college football referee. Now he's a director of the College Football Officials Assn.

Also he's president of the U.S. Propeller Club of the port of the Golden Gate, VP of the National Propeller Club and trustee of the San Francisco Maritime Museum.

## Survival Suits Could Have Saved Marine Electric Victims

"Waterproof, insulated survival (or exposure) suits would have saved many (including the captain) of the 31 crewmen who died when the (605-ft.) collier *Marine Electric* sank Feb. 12," said Capt. Joseph S. Blackett, chief of search and rescue for the 5th Coast Guard District, Portsmouth, Va.

Capt. Blackett testified Feb. 23 before the Marine Board of Investigation and was asked for recommendations to prevent similar tragedies.

"If these men had been wearing survival suits—like the Alaskan fishermen (200-300 saved in 10 years) wear—their survivability would have gone up dramatically. But without the suits only three persons lived when the (fully loaded) ship went down in cold, stormy seas 30 miles off the Virginia coast."

Without protection in 40 degree water, he added, a man will die of exposure within two hours. The *Marine Electric's* men fell in the sea when the ship capsized.

A survivor, Third Mate Eugene Francis Kelly Jr., 31, of Norwell, Mass. testified at the hearing "that the winds were Force 10 and that some of the waves were 40 feet high" in the storm.

Kelly said he was awakened at about 3 a.m. for his watch on

Feb. 12 and told to put on his lifejacket.

He added the ship sank lower in the water (at the bow) and began to list. Lifeboats were cleared for launching and an emergency position locator was

cut loose. But after the engine room was cleared, suddenly he said, the ship capsized.

"I don't think anybody expected her to roll over," Kelly stated. "I started throwing life-rings over the side."

## Great Lakes 'Ugly Suits' Disappear

The waters of the Great Lakes can get to be pretty cold!

Seafarers riding the Lakes forced to abandon their vessels like the crew of the *Edmund Fitzgerald* until recently didn't, stand a very good chance of surviving the cold waters wearing only regulation lifejackets for protection.

The ore carrier *Edmund Fitzgerald* went down with a crew of 29 in Lake Superior on Nov. 10, 1975.

After a Coast Guard probe into the tragedy, Lakes Carrier Assn. head Paul E. Trimble told the hearing that had the *Edmund Fitzgerald* been equipped with specially designed survival suits "it is likely the crew would have survived."

But in the fall of 1978, Great Lakes shipping companies began carrying foam survival suits on all Lakes vessels. The suits are 3/16th of an inch neoprene foam and can be put on in less than a minute. They keep the

wearer buoyant and warm for 18 to 24 hours even in water temperatures as low as 35 degrees.

Though Great Lakes ship-owners were not yet required to carry survival suits as standard equipment in 1978, both the SIU and MEBA worked on making it mandatory. Both unions drafted proposals requiring all Great Lakes ships to carry these suits in upcoming contracts.

MEBA, which manned Lakes vessels on an extension of their old contract, made carrying the suits a provision of the extension.

The only problem with the survival suits is that they keep disappearing from the ships. SIU

reps on the Lakes can't figure out why. The suits, with their attached hoods, boots and gloves aren't exactly the picture of fashion. In fact, they've been dubbed "Ugly Suits."

They also can't be used for scuba diving, duck hunting or other sports requiring foul weather gear.

So far, most of the missing suits have been recovered and returned to their vessels.

Great Lakes ships are carrying these suits for the protection of the crews. Should a situation ever occur where the crew needed survival gear and came up short on the suits, who'd be the man to volunteer to jump into Lake Michigan without one?"

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# Crowley Tankermen Elect Contract Review Committee

**A**T A RECENT MEETING in Wilmington, Calif., tankermen of Crowley Marine got together to discuss their upcoming contract.

The members agreed to elect a committee to review contract proposals. These would be submitted first to the SIU Negoti-

ating Committee, then to the full membership for ratification by secret ballot.

It was a lively meeting, and many important issues were raised and questions asked which were capably answered by SIU Reps Marshall Novack and Mike Worley.



SIU Reps Marshall Novack and Mike Worley, seated, answer last minute questions raised by Tankermen Jeff Davis (l.), Tom Macey (c.) and Greg Jarvis.



Tankermen Jeff Davis (l.) and Thomas Burke become involved in the contract discussion.



SIU Reps Marshall Novack and Mike Worley, seated at table, listen to the tankermen's concerns about their upcoming contract.



Giuseppe Boccanfuso, cook aboard the tug *San Diegan*, expresses an opinion regarding the upcoming SIU contract negotiations with Crowley.

## Supply Boat on Run to Oil Rig

### On the *Skilak* in Wilmington

#### A Chippin', Paintin'



Dayman AB Robert Hill waves paint brush on tug *Skilak* (Crowley).

#### Painting a Pipe



AB Chris Poppe paints a pipe on deck of tug *Skilak* (Crowley).



On a supply boat run to an oil rig 7.5 miles out are: (l.) Wilmington SIU Rep Marshall Novack and (l. to r.) tug *Skilak* crew: Mate Gene Jaspersen, Capt. Kurt Nehring, AB Robert Hill, Chief Engineer Erik Nordeng, 2nd Mate William Moore and AB Cris Poppe last month on the Crowley Marine boat.





# Inland News

**Our Members  
At Work**

**On the Dixie Boats—Before the Strike!**



Loading oil at night to the *Dixie Challenge* are (l. to r.) Tankermen Scott Conrad, Kim Denning, Dennis Johnson and Richard Johnson.



On the Illinois River aboard the *Dixie Valor* last month are (sitting) Tankerman Den Garner and standing (l. to r.) Pilot Bobby Monson and Tankerman William "Santa Claus" (Raisin') Cain.



Pilot Lonnie Key riding the *Dixie Vengeance* waits for the Peoria (Ill.) Lock and Dam to open up.



On deck of the *Dixie Vengeance* are Tankermen (l. to r.) Aaron Gaddis and Dave White.



Busy cleaning up the engine room of the *Dixie Challenge* we have Chief Engineer James Robertson.



Cookie Charles Mazanos cooks up on the *Dixie Challenge*.



At the *Dixie Challenge* (Dixie Carriers) helm is Pilot "Shorty" Eubanks at Mt. Vernon, Ind. (Continued on next page.)



## In Memoriam



Pensioner **John Smith Parkin**, 65, died on March 16. Brother Parkin joined the Union in the port of Norfolk in 1963 sailing as a mate for McAllister Brothers. He was born in Beaufort, N.C. and was a resident of Deptford, N.J. Surviving are his widow, Helen and a brother, George of Westville, N.J.



Pensioner **Arvin Reed**, 66, died on Jan. 2. Brother Reed joined the Union in the port of Houston in 1956 sailing as a mate and chief engineer for G & H Towing from 1956 to 1970. He began sailing in 1950. Boatman Reed was born in Neame, La. and was a resident of Dickinson, Texas. Surviving are his widow, Winnie Jo; three daughters, Mary, Anna and Eva and a sister, Mrs. Margaret Herzog of Texas City, Texas.



Pensioner **Charles Alfred Krimmel**, 85, passed away from pneumonia in the Cooper Medical Center, Camden, N.J. on Feb. 10. Brother Krimmel joined the Union in 1954. He sailed as a deckhand, FOWT and chief engineer for the P.F. Martin Co. from 1921 to 1935, Taylor and Anderson Lighterage Co. from 1936 to 1941, IOT in 1943, on the tug *Justine* (Curtis Bay Towing) from 1946 to 1962 and for that company from 1941 to 1962. Boatman Krimmel was a veteran of the U.S. Armed Forces in World War I from 1917 to 1919. Born in Philadelphia, he was a resident of Gloucester City, N.J. Burial was in Union Cemetery, Gloucester City. Surviving is his widow, Carrie.



Pensioner **Charles "Charlie" Albert Miller**, 71, passed away on Feb. 17. Brother Miller joined the Union in the port of Mobile in 1956 sailing as a chief engineer for Radcliff Materials from 1952 to 1977. He was also a diesel mechanic. Boatman Miller was a veteran of the U.S. Army in World War II. A native of Opp, Ala., he was a resident of Dothan, Ala. Surviving is his widow, Jennie.

**Donald Raymond Whitaker**, 43, died of heart-lung failure in Bay-side Hospital, Virginia Beach, Va. on Sept. 24, 1982. Brother Whitaker joined the Union in the port of Norfolk in 1972 sailing as a cook for the Virginia Pilots Assn. from 1971 to 1982. He was a veteran of the U.S. Navy. Boatman Whitaker was born in Washington, N.C. and was a resident of Virginia Beach. Surviving are his widow, Gayle; his parents, Mr. and Mrs. William and Lina Whitaker and a sister, Mrs. Marvin (Jean) Ross of Virginia Beach. Interment was in Rosewood Park Cemetery, Virginia Beach.



Pensioner **Raymond Earnest Haulcomb**, 54, died of a heart attack in Providence Hospital, Mobile on Dec. 9, 1982. Brother Haulcomb joined the Union in the port of Mobile in 1956 sailing as a chief engineer for Mobile Towing from 1947 to 1980. He was born in Flanington, Ala. and was a resident of Mobile. Interment was in Pine Crest Cemetery, Mobile. Surviving are his widow, Mary Lee; one son, Darrin Ray; and three daughters, Daphne, Diane and Penny.

Pensioner **George Joseph Conway**, 84, passed away on Feb. 8. Brother Conway joined the Union in the port of New York in 1960 sailing as a deckhand for the N.Y. Central Railroad from 1939 to 1963. He was a former member of the International Organization of Masters, Mates and Pilots Associated Maritime Workers, Local 1 from 1939 to 1960. Boatman Conway was a veteran of the U.S. Navy in both World War I and in World War II. A native of Weehawken, N.J., he was a resident of Bricktown, N.J. Surviving are his widow, Sophie and a son, Edward of Fairview, N.J.

Pensioner **Stanley D. Kirk Sr.**, 74, died on Feb. 17. Brother Kirk joined the Union in the port of Norfolk in 1961 sailing as a captain on the tug *Winslow* (G & A Towing) in 1949 and for the company from 1948 to 1969. He was born in North Carolina and was a resident of Salem, Ill. Surviving are his widow, Lois; a son, Stanley Jr. and a daughter, Susan Ann.

**Albert E. Hart**, 55, died in late 1982. Brother Hart joined the Union in the port of New Orleans in 1966 sailing as a captain for Dixie Carriers. He was born in Mississippi and was a resident of Pearl River, La. Surviving is his widow, Lola.

# Inland News



Negotiating the ratified Heartland Transportation Co. contract in the port of St. Louis were (l. to r.) Port Agent Pat Pillsworth, Trainee Engineer Dennis Allmon, Cook Marjorie Goodman, DH Greg Hoiland, Lead DH Steve Ahrens and Patrolman Mike Dagon.



## Our Members At Work



Tankerman Scott Grosjean of the towboat *National Enterprise* (National Marine Service) rides the boat's barge into the water at the McAlpine Lock and Dam on the Mississippi.



In St. Louis Harbor the crew of the *National Gateway* line up for a group photo. They are (front l. to r.) Mate Dave Wienschem and DH Ken Jones. In the back row (l. to r.) are DHs Richard Knowles and Tom Casey, Mate Jose Gomez and DH Kevin Helton.



## Gale B. Crew Mull Contract



Looking forward to contract negotiations this year are SIU Rep Bob Hall (l.) and the crew of the towboat *Gale B.* (Red Circle Line) last month in the port of New Orleans. In the galley are (l. to r.) Cook George Oliver, OS George Badden, Capt. Paul Hyde, Mates Joe Byne and Bill Hall and AB Chuck Samanek.

## Inland Pensioners



**Johnnie E. Ellard**, 65, joined the Union in the port of Tampa in 1973 sailing on the tug *Corsair* (Sonat Marine) as an AB, mate and captain from 1972

to 1982. Brother Ellard was born in Texas and is a resident of Webster, Fla.



**Howard Lawrence Ochs**, 62, joined the Union in the port of Baltimore in 1956 sailing as a deckhand for Curtis Bay Towing from 1945 to 1982.

Brother Ochs was born in Baltimore and is a resident of Glen Burnie, Md.



**John James Hamilton Jr.**, 62, joined the Union in the port of Baltimore in 1959 sailing as a deckhand for the Charles H. Harper and Assocs. Co. from 1959 to 1982. Brother Hamilton was born in Baltimore and is a resident there.



**Obed Caswell O'Neal**, 63, joined the Union in the port of Philadelphia in 1957 sailing as a captain on the tug *Roanoke* (Sonat Marine) from 1967 to

1981. Brother O'Neal helped to organize the C.G. Willis Co. from 1951 to 1967. He was born in Pamlico County, N.C. and is a resident of Lowland, N.C.



**James Lawrence Mohan**, 66, joined the Union in the port of Philadelphia in 1969 sailing as a mate for McAllister Brothers. Brother Mohan was born

in Brooklyn, N.Y. and is a resident of Camden, N.J.



**James C. Titus**, 59, joined the Union in Port Arthur, Texas in 1963 sailing as mate for Sabine Towing from 1960 to 1982. Brother Titus was born in

Texas and is a resident of Port Arthur.

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

# INLAND LINES

## Great Lakes D & D Calls Out 1st Fitout Crews

The Great Lakes Dredge and Dock Co. late last month called out its first fitout crews to dredge the Cuyahoga River and Cleveland (Ohio) Harbor.

## C.G. Willis Votes on Contract Counted

The ballots on the final proposal on a renewed contract from C.G. Willis Co. Boatmen were in the process of being counted early this month in the port of Norfolk.

A new contract at Marine Contracting and Towing Co. of South Carolina was negotiated, wrapped up and ratified by the rank-and-file members at the end of last month.

## Contract Talks Begin at Crowley Marine in Jax

Contract negotiations at Crowley Marine in the port of Jacksonville began at the end of March.

## 4th Apex Marine ITB to Be Crewed in Mobile

By the middle of this month, the fourth new integrated tug barge (ITB) *Baltimore* (Apex Marine) will be crewed in the port of Mobile.

The other new ITB's were the *Jacksonville*, *Groton* and the *New York*.

## Heartland Contract Has a First

For the very first time, the new contract for Boatmen on the 11 towboats of the Heartland Transportation Co. in the port of St. Louis contains a guaranteed day-for-day work rule (one day on, one day off) effective in the third year of the agreement.

## Trade Confab Highlights Tenn-Tom

The 5th annual Southeastern International Trade Conference on April 28 in the port of Mobile will highlight the Tennessee-Tombigbee Waterway, spotlighting its progress, impact and potential for the heartland of America and the Gulf Coast as the canal nears its completion date of September 1985.

One of the top speakers at the conference will be U.S. Secretary of the Department of Transportation (DOT) Elizabeth Dole.

## New Lock and Dam 26 on Target for 1988

Construction work on a new Lock and Dam 26 on the Mississippi River at Alton, Ill. is on schedule so the lock could be open to inland traffic late in 1988, according to the head of the U.S. Army Corps of Engineers in the port of St. Louis, Col. Gary Beech.

Last year the lock handled 67 million tons of cargo. The Corps said that the lock, 600 feet by 110 feet, could meet tonnage demands until 1990 to 1993.

The Army engineers are looking for the green light go ahead signal from the U.S. Congress to build another additional lock and dam making three at Alton on the upper Mississippi by 1984. The lock could handle traffic demands for the next 40 to 50 years, Col. Beech said.



## Congressman Joe Gaydos



Rep. Joe Gaydos (D-Pa.)

CONGRESSMAN JOE GAYDOS (D-Pa.) has been an energetic advocate of a healthy American merchant marine since he has served in the U.S. House of Representatives. His efforts for the American Labor Movement have been instrumental in putting America back to work.

Congressman Gaydos represents the 20th District of Pennsylvania and has served in Congress since 1968. Gaydos sits on the Education and Labor Committee and is chairman of its Subcommittee on Health and Safety; House Administration Committee, where he is chairman of its Subcommittee on Contracts.

Gaydos is the founder and executive committee chairman of the Congressional Steel Caucus, an ad hoc body in Congress monitoring problems involving the domestic steel industry and its employees. And, as a result of his 15 years in Congress, he has the distinction of being the ranking Democrat of the Pennsylvania congressional delegation.

Representing the industrial heartland of the country, Congressman Gaydos recognizes the vital role the American maritime industry plays in stimulating the U.S. economy across the board. He has initially endorsed H.R. 1242, the Competitive Shipping and Shipbuilding Act of 1983. Its enactment will provide thousands of jobs for steel and shipyard workers. Gaydos supports the current export ban on Alaskan oil and he believes in fulfilling the congressional requirements in the Strategic Petroleum Reserve.

Congressman Gaydos questions the myth of "free trade."

*"The situation confronting steel is not a question of free trade, not a question of fair trade but a question of trade war! A war the U.S. is fighting with stone axes and leather shields while foreign governments are using high tech and laser beams. The problems facing the steel, auto and maritime industries are not ones of efficiency, productivity or cost but ones of politics and policies. The results do not stem from natural economic evolution but from economic aggression. The rules of economic warfare have changed. We have not been playing the same game in the same way as our foreign competitors. We need to, if we are to survive."*

SIU, working with Congressman Gaydos, will continue to fight to stem the decline of America's industrial base and protect the jobs and job security of American workers.

## Congressman Tommy Hartnett



Rep. Tommy Hartnett (R-S.C.)

ALTHOUGH ONLY serving in Congress since 1980, Congressman Tommy Hartnett (R-S.C.) has shown he is concerned about the decline of the American maritime industry and the plight of America's work force.

Hartnett, as a member of the House Armed Services Committee, strongly supports America's national defense and the American maritime fleet as the necessary ancillary to our Naval sea forces during a national emergency. As an original co-sponsor of the Competitive Shipping and Shipbuilding Act of 1983, H.R. 6979 in the 97th Congress, and H.R. 1242 in the 98th Congress, Hartnett views enactment of this bill as a major step in U.S. sea defense preparedness.

*"We have charted a course which I believe to be in the best interest of this and future generations of Americans. The primary function*

*of a government should be the protection of freedom and a strong national defense. Our founding fathers, through our Constitution, vested Congress with this responsibility. We have reached a point in our modern history where we must decide whether it is best for this country to follow the socialistic trend of some of our allies or remain the bulwark of freedom and liberty to our citizens and the people of the world."*

On the House Armed Services Committee, Congressman Hartnett sits on that Committee's Seapower and Strategic and Critical Materials Subcommittee, and on the Subcommittee on Military Installation and Facilities. He supports the Strategic Petroleum Reserve and maintains that the SPR should be filled at the mandated congressional rate of 300,000 barrels of oil a day.

A native of Charleston, Hartnett represents the First District of South Carolina which includes the port of Charleston. The *Charleston Evening Post*, in a Jan. 23, 1981 editorial, called Hartnett's appointment to the Armed Services Committee, "a good choice for Armed Services." The newspaper went on to say that the seat was "good news . . . for Charleston with its heavy stake in defense installations."

Congressman Hartnett has said often, "We must be militarily ready." SIU has answered this call to action and will support Hartnett and continue its steadfast support to the U.S. in every national emergency.

### 98TH CONGRESS 1ST SESSION

## H. R. 1242

To promote increased ocean transportation of bulk commodities in the foreign commerce of the United States in United States-flag ships, to strengthen the defense industrial base, and for other purposes.

### IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 3, 1983

Mrs. BOGGS (for herself, Mr. BIAGGI, Mr. SNYDER, Mr. ANDERSON, Mr. HUBBARD, Mr. BONKER, Mr. D'AMOURS, Mr. HUGHES, Ms. MIKULSKI, Mr. TAUZIN, Mr. DYSON, Mrs. BOXER, Mr. YOUNG of Alaska, Mr. BATEMAN, Mr. ADDABBO, Mr. BARNES, Mr. BENNETT, Mr. BEVILL, Mr. BOLAND, Mr. BROOKS, Mr. CLAY, Mr. DICKS, Mr. ECKART, Mr. EDWARDS of Alabama, Mr. FORD of Tennessee, Mr. GAYDOS, Mr. HARTNETT, Mrs. HOLT, Mr. HOYER, Mr. LANTOS, Mr. LIVINGSTON, Mr. LONG of Maryland, Mr. MAVOROULES, Mr. MOAKLEY, Mr. MONTGOMERY, Mr. MURTHA, Ms. OAKAR, Mr. OWENS, Mr. PEPPER, Mr. PRICE, Mr. STANGELAND, Mr. VENTO, Mr. WHITEHURST, Mr. WILLIAMS of Ohio, Mr. WILSON, and Mr. YOUNG of Missouri) introduced the following bill; which was referred to the Committee on Merchant Marine and Fisheries

## A BILL

To promote increased ocean transportation of bulk commodities in the foreign commerce of the United States in United States-flag ships, to strengthen the defense industrial base, and for other purposes.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1983

Legislative, Administrative and Regulatory Happenings

## Washington Report

President Reagan has proclaimed May 22 *National Maritime Day*. The announcement was greeted with a certain amount of skepticism from the maritime industry, which is starting to feel the full effects of President Reagan's promise to "revitalize" the American-flag merchant marine.

Since taking office two years ago, President Reagan has moved to cut funding for every important maritime program. The results couldn't have been more predictable. In January 1981, there were 531 American-flag vessels. Today there are 509, many of which are sitting idle for lack of cargo. U.S. shipboard jobs have decreased by 3,000 to 19,000.

Given this past record, there is no telling what President Reagan will make out of *National Maritime Day*. It's as if Nero had suddenly taken an intense interest in fire prevention.

## World Shipping Slumps

The world shipping industry continues to remain in a deep depression. According to figures released by Lloyd's Register, new orders for American merchant vessel slumped more than 50 percent. More than 16 percent of the world's merchant fleet is laid up.

While the present administration is doing nothing to protect its national merchant marine, other countries are making strenuous efforts to keep their merchant fleets afloat during these bad times. According to a report issued by the *Journal of Commerce*, the French government has decided to take a more active role in protecting its maritime industry.

Government subsidies in France have enabled French shipowners to adapt their fleets to market needs. Yet the Mitterand government has concluded that other countries—Italy, Belgium, Norway and Germany—have done more to help their fleets, and that steps must be taken to protect French interests.

In the past few months, French shipowners, labor and government have forged a strong coalition to turn things around for the French shipping industry. Their actions stand in stark contrast to the Reagan administration which, despite its rhetoric, feels that American security can be guaranteed by foreign-flag vessels.

## This Is How It Is

The hiring hall is a place where seamen come to make contact. Everything in the maritime industry meets here: seamen, jobs, legislation.

That is especially true when membership meetings are held. During the most recent one in Brooklyn, Auggie Tellez, headquarters representative, gave a stirring speech.

"During the 1970s," he said, "seamen were able to confront the rapid technolog-

ical advances that occurred in the shipping industry. That was due to our own foresight in building the Seafarers Harry Lundberg School of Seamanship and our own hard work.

"The focus has changed. There is a new economic order. Foreign countries have made it impossible for American industries to compete fairly in overseas markets. Yet the present administration has refused to deal with the issue. The results have been staggering. All American industries, including this one, have suffered. It is up to us to make public the administration's failure. And if we are unable to do that, we might as well close up shop."

## Alaskan Oil

One-hundred-and-sixty-five congressmen have agreed to cosponsor H.R. 1197, which would place tight restrictions on the export of Alaskan oil. Those restrictions are due to expire in September, unless Congress moves to rectify the situation.

A strong coalition of conservationists, economists, maritime officials and proponents of a strong defense are coalescing around this issue. A recent study prepared by the Members of the Coalition to Keep Alaska Oil was released. It stated that failure to place restrictions on the export of Alaskan oil would accomplish the following:

- Raise West Coast oil prices by \$2 a barrel.
- Do nothing to address the real trade issue between the United States and Japan: the lowering of Japanese barriers to American manufactured and agricultural goods.
- Jeopardize the continued existence of the American-flag merchant marine.
- Undermine policies that would enhance natural energy security, such as the Strategic Petroleum Reserve.
- Export American jobs overseas at a time when there are 12 million Americans unemployed.

## Alaskan Third Proviso

Frank Drozak, president of the SIU, told the House Subcommittee on Merchant Marine that it should give serious consideration to passing HR 1076, which would close loopholes in the Jones Act. According to Drozak, the bill would remedy a situation that has the potential of eliminating all U.S.-flag liner service to the state of Alaska.

The Jones Act contains a loophole known as the Third Proviso that allows foreign-flag vessels to carry merchandise between points in the continental United States and Alaska under certain limited circumstances. Until now, the Third Proviso has seldom been used and has not threatened U.S.-flag service to Alaska.

However, a newly formed company, Alaskan Navigation, intends to make good

use of that loophole. The integrity of the Jones Act is at stake. Thousands of American jobs and millions of dollars hang in the balance.

## P.L. 480 Cargo Challenged

One of the most serious challenges ever to the PL 480 Cargo program is being mounted in this session of Congress. Congressional opponents of the PL 480 program, still smarting from their defeat in the Egyptian flour controversy, are trying to do away with the program. If they are successful, then the members of this Union would be in very bad shape. According to SIU President Frank Drozak, 80 percent of all our deep sea jobs are in some way tied to the PL 480 program.

Several bills have already been introduced. Rep. Cooper Evans (R-Iowa) has introduced two bills, HR 2321 and HR 2322, that would exempt agricultural exports financed under the government's blended credit program from cargo preference requirements. The bills would also prohibit the Commodity Credit Corporation from paying excess costs that result when cargo preference requirements are applied to any government subsidized agricultural exports.

In a related move, Sen. Rudy Boschwitz (R-Minn.) introduced an amendment that would accomplish the same thing. The issue has already aroused a great deal of bad feelings on both sides. It is up to the administration to offer the country strong guidance and reaffirm the stand that it took with the Egyptian flour decision.

## CDS Payback

SIU President Frank Drozak is going around the country trying to inform the American public about the harm that will befall the already beleaguered American-flag merchant marine if the administration's CDS payback proposals are enacted into law. He has spoken everywhere: membership meetings, dedications, congressional hearings.

The proposals would allow the owners of oil tankers built with CDS monies to pay back those grants and operate permanently in the domestic trade. If enacted into law, it would decimate what is left of this country's ocean-borne fleet, and disrupt this nation's domestic shipping trade routes.

Drozak told an audience of SIU seamen at the latest membership meeting in Brooklyn that such a move would mean the elimination of as many as half of all American-flag maritime jobs.

## Support SPAD



# N.Y. Times Maritime Stance Irks Prof

# Lakes Seafarer Asks For Letters

The following letter appeared in *The New York Times* in response to an editorial on maritime policy.

Dear Editor:

I must take issue with your editorial "Down to the Sea in Cartels" as it is more a knee-jerk reponse to the term cartel than it is a considered analysis of the actual situation of conferences and ocean-liner shipping. The problems of the United States cargo fleet are not modest, but, in fact, substantial in nature.

The relative decline in the United States fleet participation in the carriage of American trade is a consequence of a number of factors. . . .

. . . The fleet has been damaged by the existing regulatory system which results in an excess carrying capacity on the United States trades and which undercuts efforts as rationalization; that is cooperation among shipping lines so as to minimize excess capacity and improve load factors.

The U.S.-flag fleet has also been damaged by the presence

of foreign government-owned and/or subsidized lines as well as the operation of closed conferences in non-United States trades which limit the opportunities for American-flag operators to act as cross-traders between foreign ports.

The Shipping Act of 1916 exempted liner conferences from United States antitrust laws while it made those bodies subject to the regulation of what is today the Federal Maritime Commission. The antitrust exemption granted in 1916, however has been weakened by the courts and by administrative action even in the face of congressional intent to the contrary.

If the American liner industry is to survive, let alone prosper, it must be allowed to undertake those measures of rationalization which shipping lines in other countries practice regularly and take for granted. In fact such measures are sometimes encouraged by foreign governmental authorities.

If the rest of the world, including other Western democracies, regulates cargo shipping differently than we do, is it not

at least conceivable that our approach merits re-evaluation?

Lawrence Juda  
Associate Professor and  
Chairman  
Graduate Program in Marine  
Affairs  
University of Rhode Island  
Kingston, R.I.

Cecil Osborne Jr. was injured in an accident Dec. 5, 1979. He is at home now and would like very much to hear from some of the guys he sailed with on the Great Lakes. His address is: 18901 Bondie, Allen Park, Mich. 48101.

## Thompson Pass Committee



Ships Committee and crewmembers smiled for the LOG photographer during a payoff late last month on the *Thompson Pass* in San Pedro, Calif. Standing (l. to r.) are Bosun Lester Frøeburn, ships chairman; Bosun William Moore (paying off), and Able-Seaman Bob Douglas. Seated (l. to r.) are Abulla Saeed, chief cook; Chief Pumpman Don White, education director; Jesse Solis and Marshall Novick, SIU representatives; Chief Steward Adrian Delaney, ship's secretary; Fadel Saleh, engine delegate, and Nassar Shaibi, steward utility.

### 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.

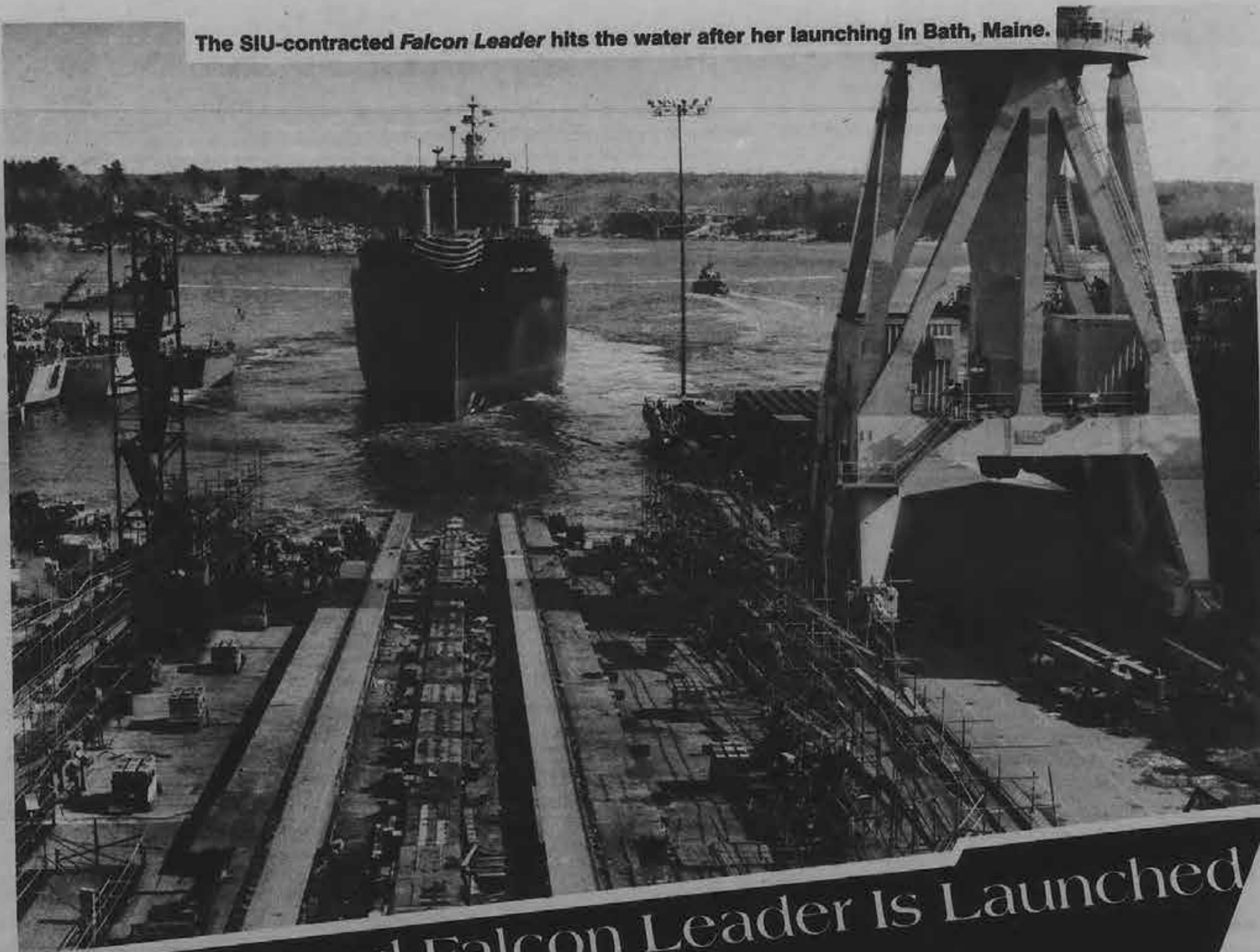
**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, 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 Druzak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.



The SIU-contracted *Falcon Leader* hits the water after her launching in Bath, Maine.



## SIU Manned Falcon Leader Is Launched

ON FEBRUARY 25, amidst blue skies, John Phillip Sousa military marches, and brightly colored balloons, the SIU-contracted *Falcon Leader* was launched at the Bath Iron Works at Bath, Maine.

It was a bittersweet ceremony. The *Falcon Leader*, which will be operated by Titan Navigation for the Navy's Military Sealift Command, is one of the last American-flag vessels to be built with Construction Differential Subsidy (CDS) funds.

The Reagan administration and the Congress have failed to continue the CDS program.

Ceremonies for the vessel took place on two separate occasions. There was a private dinner for high ranking shipping officials the night before the launching. Then there was the launching itself, which was seen by a large percentage of the population of Bath, Maine, a small New England town that depends upon the Bath Iron shipyard for much of its employment.

Jack Caffey, assistant to the SIU president, was one of the main speakers at the private dinner party.

After praising C.C. Wei, the owner of the Falcon Shipping Group (which ordered the *Falcon Leader* as well as the recently launched "Lone Star" series of dry bulk carriers), Caffey turned to the audience and spoke about the decline of the American-flag merchant marine.

According to Caffey, the Falcon Shipping Group is not typical. Few commercially owned merchant vessels are still being built in American shipyards. Few American-flag companies have been able to embark on the kind of expansion that the Falcon Shipping Group has done.

### Credit to Wei

For that, credit must be given to C.C. Wei, a quiet, unassuming man who has been compared to the late Aristotle Onassis for his ability to spot trends in the shipping industry and act on them. A dedicated family man and a ruthless bridge player, C.C. Wei is one of the legends of the modern shipping industry.

The maritime industry as a whole needs firm, effective leadership from the top as C.C. Wei would be the first to agree.

According to Jack Caffey and other speakers, such as Jerry Joseph, vice-president of District 2, MEBA, Robert Blackwell, former head of the Maritime Administration, and John Sullivan, head of the Bath Iron Works, there is a lot that the federal government can do to turn around the declining fortunes of the American-flag merchant marine.

For one thing, it can pass the Competitive Shipping and Shipbuilding Act of 1983. It can also start thinking about developing a strategic minerals reserve, which would protect American security and rebuild the American-flag merchant marine at the same time. And at the very least, it can revive the CDS program and stop talking about letting subsidized operators build foreign.

Most of the shipping officials present at the ceremony had seen hundreds of similar launchings. It would have been understandable if they had maintained a polite yet bored stance throughout the weekend. Yet that was not the case. Everyone was full of praise for the way that C.C. Wei and his wife

Kathie handled the proceedings.

### Well Planned

"I've never seen a launching quite like this one," said Jack Caffey. "The Wei's planned everything right down to the smallest detail. They're very warm people. I feel as if I'm attending my very first launching."

At affairs such as this one the small talk between the high-ranking officials before they get to the lectern is often more informative than the speeches themselves. Most of the talk at the dinner centered around the bad state of the American-flag merchant marine.

To give one small example:

Officials from the Bath Iron Works talked proudly about their shipyard, which has garnered a large share of the Navy work made available by President Reagan's doubling of the defense budget.

Maine shipbuilders have a long tradition that dates back to the Colonial Periods. There is worry here though. "I expect that this will be the last commercial ship we'll see for a long time," a high ranking

Continued on Next Page



Posing for a group shot at the launching are, in the first row from the left: Henry Hu, vice president of the Falcon Shipping Group; C.C. Wei, president of Falcon; Kathie Wei; John Sullivan, chief executive officer and chairman of the Bath Iron Works; Mrs. Sullivan; LCDR David Rollins; Mrs. Debra Rollins who was the Matron of Honor; Mrs. Betty Carroll, who was the Sponsor; Vice Admiral Kent J. Carroll, USN, commander of the Military Sealift Command; Mrs. Blackwell, and Robert Blackwell, former head of the U.S. Maritime Administration. In the second row from the left are: Mrs. Wasson; H. Reed Wasson, executive vice president of Falcon; Mrs. Joseph; Jerry Joseph, vice president of District 2 of the Marine Engineer's Beneficial Association; Rev. D.A. Nickerson; David Ward; Rear Admiral Edward A. Rodgers, superintendent of the Maine Maritime Academy; Capt. Edward C. Webster, and Genevra Jamison. In the third row from the left are: Capt. Pensom of the U.S. Coast Guard; Mrs. Pensom; Jack Caffey, special assistant to the SIU President; Mrs. Hill; Charles Hill, vice president of corporate financing for the Bankers Trust Company; Mrs. McGeoghegan, and Tom McGeoghegan, local representative of the Maritime Administration.



Delivering his speech at the launching of the *Falcon Leader* is Robert Blackwell, former head of the U.S. Maritime Administration.

The SIU-contracted *Falcon Leader* is shown under way in Bath, Maine. At left is one of the speakers at the launching ceremony—Vice Admiral Kent J. Carroll, USN, who is commander of the Military Sealift Command.



## Falcon Leader Is One of Last Ships to Be Built With CDS Funds



At a dinner held the night before the launching, Jack Caffey, special assistant to the SIU president, praises the commitment that C.C. Wei has given the American-flag merchant marine.



Kathie Wei, wife of C.C. Wei, president of the Falcon Shipping Group, speaks at the dinner ceremony. Mrs. Wei planned many of the details for the launching of the *Falcon Leader*.

*Continued from Preceding Page*  
official from the Bath Iron Works said. "It'll hurt us, of course. Just a few years ago there was full employment. Now at least 10 percent of the work force is out of jobs. For other places that would be alright, but not for Maine. We're the Fifth Avenue of the shipbuilding industry. If 10 percent of our work force is laid up, I hate to think what it's like elsewhere."

It's pretty grim. Five commercial shipyards have closed since 1981, and more are expected to follow suit. The elimination of the CDS program, the depression in the world shipping market, and the inability of the Reagan administration to come up with a coherent national policy on transportation have made things pretty rough for the maritime and shipbuilding industries.

Yet for the launching at least the top echelon of the shipping industry put on its bravest face. Kathie Wei

introduced Betty Carroll, wife of Kent J. Carroll, head of the Sealift Command. "All the world is in love with Navy wives now that they've seen the Winds of War," Mrs. Wei reminded the audience. It was up to Mrs. Carroll to see that the launching progressed smoothly.

Mrs. Carroll, who was bundled up in a heavy coat to protect her from the near-zero weather, lifted her arm hesitantly. But with one fell swoop, she broke the champagne bottle. Pink, blue and yellow balloons were released into the brilliant mid-afternoon sky. They floated over the crystal blue bay towards some forests in the horizon. The crowd cheered while the band played its most energetic march.

And the *Falcon Leader* slipped ever so slowly into the bay. Townspeople jumped onto the pier to catch a glimpse of what may be the last privately owned vessel built in an American shipyard.



Getting together after the dinner are, from the left: Jerry Joseph, vice president of District 2, MEBA-AMO; Vice Admiral Kent J. Carroll, commander of the Military Sealift Command; Jack Caffey, special assistant to the SIU President; Mrs. Betty Carroll, who christened the *Falcon Leader*, and C.C. Wei, president of the Falcon Shipping Group.



# Bob-Lo Boats Bounce Back: A Detroit Tradition

It looks like two Great Lakes traditions will be steaming the summer season again, despite financial problems which had threatened their future. The Bob-Lo Company's *Columbia* and *Ste. Clair* will be sailing with SIU crews, Union officials in Algonac said.

Both the excursion boats have been on the Lakes since the turn of the century. But the company filed for bankruptcy last year and it appeared that the 51 SIU jobs were in jeopardy. The company also owned an island amusement park.

Several companies bid for the Bob-Lo assets but a bankruptcy court judge selected the Automobile Club of Michigan's offer. The next step calls for all the bankrupt company's creditors to approve the AAA offer, and indications are they will.

Jack Bluitt, SIU Headquarters rep in Algonac, said the plan is receiving a favorable reception from the creditors but it won't be until April 20 before

the \$6.5 million deal is finalized.

However, Bluitt has met with AAA representatives to secure SIU jobs on the two Lakes boats. In addition, the new owners have scheduled an April 18 fitout for the *Ste. Clair* and the *Columbia* which would include

nine SIU jobs on each boat, Bluitt said.

If the creditors approve the plan, the Lakes boats should begin sailing by Memorial Day, carrying passengers to the amusement park, through Labor Day.

The *Columbia*, built in 1902, measures some 200 feet with a 45-foot beam and a gross weight tonnage of 968. The *Ste. Clair* was built in 1910 and is slightly shorter but wider, with 181-foot length and 50-foot beam.



The 81-year-old *Columbia* will be sailing again to Bob-Lo Island Amusement Park this summer. The SIU crewed Great Lakes excursion boat and its sister ship the *Ste. Clair* faced an uncertain future after its previous owners declared bankruptcy. But the Automobile Club of Michigan took over the failed company and plans to begin service during Memorial Day weekend.

## At Sea/Ashore

### SS Delta Maru, Sud on the Road to Jamaica

On April 25 from a Gulf port, the LASH SS *Delta Maru* (Delta Line) will sail to Jamaica with a cargo of 1,581 metric tons of blended fortified grain.

From April 20 to May 15 from a Gulf port to Jamaica, the LASH SS *Delta Sud* (Delta Line) will carry 704 metric tons of blended, fortified grain.

### SS Baltimore, Boston, Oakland, Seattle Off to Jamaica

Sea-Land's SS *Baltimore*, *Boston*, *Oakland* and *Seattle* will sail from a Gulf port, each carrying a cargo of nearly 3,000 metric tons of bagged rice to Jamaica.

The *Baltimore*, with two trips scheduled, departs around April 25 and July 1-July 25. The *Boston* departs in May, the *Oakland* in August, and the *Seattle* in June.

### Delta Carrying Steel Mill to Brazil

Two of the seven shipments of a steel mill being built in Kentucky have been carried by the Delta Line's LASH vessels to Brazil with completion of delivery set for August.

Raw materials for the \$77-million rolling mill are picked up by Delta in Santos, Brazil for delivery in the port of New Orleans to the construction site in Calvert City, Ky.

### To Israel with Grain Is the SS Delta Caribe

From April 15-30 at a Gulf or Atlantic Coast port, the LASH SS *Delta Caribe* (Delta Line) will hold a cargo of 29,000 tons of grain destined for Haifa or Ashdod, Israel.

### MARAD OKs APL Charter to MSC

MARAD has okayed the American President Line's (APL) charter of the 22,000 dwt containership SS *President Adams* to the U.S. Military Sealift Command (MSC).

The charter is for one year.

The Federal Maritime Commission (FMC) has given the green light to a joint APL-Sea-Land container feeder service between Taiwan and the Philippine Islands.

The agreement runs for five years.

### Streamlined SS President Grant Returns to Fleet

This month and last, the containerships SS *President Grant*, *President Tyler* and *President Hoover* (all APL) returned from drydock to the company's fleet in the port of Oakland, Calif. a little sleeker and a lot swifter.

The *President Grant* was the first of APL's three C-8 ships to be streamlined for better fuel efficiency and increased cargo space.

Taking six weeks, the *President Grant's* stern was streamlined, boosting her speed to 21.8 knots and reducing fuel consumption by 28 percent. She also got a complete underwater sandblast and a coat of self-polishing paint.

The *President Grant* can now carry 56 40-foot containers more and 112 45-foot containers more due to changes in the above and below deck container spaces, fuel tanks and lashing hardware.

### 3 Waterman R/O R/O's Set for Conversion

The containerships SS *John D. Waterman*, SS *Thomas Heywood* and the SS *Charles Carroll* (all Waterman Steamship) will be converted into pre-positioning ships for the MSC under a five-year charter.

The work will start in August at the National Steel and Shipbuilding Co. Shipyard in San Diego, Calif. at a cost of \$261 million.

The job should be done by April 1985.

### Here's a Shark-Proof Suit

For warding off sharks there's nothing like an armored suit.

Inventor Jeremiah S. Sullivan of San Diego, a marine biologist, has come up with a flexible suit covered with a rigid epoxy resin shield elements sandwiched between stainless steel mesh.

The 28-year-old inventor guarantees that the suit protects "against all those species of sharks that I've tested mostly in the 9- to 10-foot range—the size that creates most problems for people.

"I've been bitten many hundreds of times," he says.

"I've had teeth break off in the mesh," he notes.

### SDS Tamara Gulden Underway to Israel

On March 31, the SS *Tamara Gulden* (Transport Commercial) sailed from a Gulf port to Haifa or Ashdod, Israel with 22,000 tons of grain.

### CG, MARAD to Merge SOS Systems

The U.S. Coast Guard and MARAD, seeking quicker responses to distressed ships' calls, will merge their reporting systems.

The Coast Guard will monitor the combined system.

Transmission of radio reports from remote areas will be improved and safety at sea will increase because of the greater amount and speedier flow of information, the agencies said.



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

*TV Classrooms: Wherever the Seafarer Is*

## SIU Video Programs Focus on Jobs and Training

**T**HE SHOWS may never top the famous Nielson television ratings, but the SIU-produced programs you see on-board ship or in the port halls could mean the difference in ratings and your future.

Since 1981, the Union has been producing a wide range of video tapes for the purpose of educating Seafarers in the classroom, the Union Hall and aboard ship. With the installation of video tape machines onboard most SIU-ships and in ports, educational courses, information and technical reviews that were once only available through correspondence courses or actual attendance at the Seafarer's Harry Lundeberg School of Seamanship can now be brought directly to the membership anywhere.

The SIU's video program is still in its first stage, but the goal is to provide first-class educational and technical training so Seafarers can be equipped to face a changing and complex maritime future.

As shipping innovations come more rapidly not everyone can attend the SHLSS at the same time, but through the use of the educational tapes Seafarers can stay a step ahead of the competition whether it's new refrigeration techniques, navigation procedures or engine room control and operation.

At the same time the new communications tool can be used for refresher courses or even as a video orientation to the classes offered at the SHLSS. For example, if a Seafarer wants to enroll in a marine electronics course, he or she will be able to pop a video tape into the player, learn what the course is all about, gain information on what it could mean for their job security and be better prepared when the classes start.

Neither the SIU nor its membership can afford to stand still and expect to have a place in the future of the nation's shipping picture. Seafaring jobs will go to the men and women who can best meet the challenges of new technology and changing requirements. That is why the SIU has invested its time and money in this sweeping new educational program.

A visit to the video facilities at Piney Point shows both how the programs are produced and the level of seriousness the Union has placed on this effort.

Constructed in 1981, the Seafarers Television Studio allows the SIU membership in various locations to become better informed about events bearing directly on their lives. In all ports a one-half inch video cassette player runs studio-produced tapes on legislation, the shaping of politics, the state of shipping.



Tom Walden (r.) and Leon Pierce (center) run through a quick dress rehearsal with Producer/Director of SHLSS Television Mike Wilson. Dan Walker focuses the camera lens of the portable video unit, blocking the sequence of shots he will film.

The tapes chronicle the ups and downs in seafaring employment, the role of the SIU in major political events, and training films.

A sound-proofed room at the studio is where much of the filming is done. Adjacent to the studio an engineering programming room syncopates the cameras' sound, reels and special effects for airing. Other rooms are used to repair media equipment and to transfer footage from video tape to projection reels to slides.

The studio set: blue drapes for background, a podium and the SIU flag are left in place for President Drozak's 15-minute membership report taped each month. The address is plain and frank as any Seafarer would expect and is without rehearsal or embellishments to detract from the president's message. The message is important to link individuals together.

The studio room is not unlike a commercial television studio. Three cameras capture the scene at taping, cutting from one to

another to vary the angles of the shots, zooming in for close ups and pivoting to take in a wide scene. A boom 'shotgun' microphone from the ceiling picks up the sound. A lighting grid sets the mood with soft hazy light or brilliance.

The studio equipment is electronically connected to the engineering room technical facilities and is manually operated by the studio staff from complicated, sensitive switch boards and video screens. Special effects, such as a 'split screen,' where two images fill the picture at once or 'fades,' where one shot slowly replaces another, are created here. And a coding and editing machine catalogues each one-thirtieth-of-a-second frame and condenses reams of tape into the finished product.

"It looks easy because people see so much on television. But before the editing process, what appears on TV is between 10 and 20 times as long," Michael Wilson, producer and director of the television studio explains.

(Continued on page 35.)



When the day is done Mike and Dan play back the tape in the control room where the real work begins.



# SHLSS Takes More Than a Byte of Hi-Tech

There is little question the maritime industry's survival and future depend upon technology. Servicing the globe with delivery of products from rich North Slope crude oil to mega-tons of wheat to feed many nations, there is no doubt the world will depend more and more upon the maritime industry.

As the world is brought closer by technologies, advanced skills will grow in value. And competent seamen trained in state-of-the-art marine technologies will be more in demand.

Technology is expected to change the course of work-life in the United States and create finely tuned transportation networks across the hemispheres. The United States holds promise of becoming the world's leader in providing services.

Computers and miniaturization in software and hardware components are the brainchildren of 20th century technology and have reoriented American industry. This new technology transcends the invention of assembly line production that reaped profits and established the nation as a leader among nations. These innovations are yet another vision, another future and another economic base. Serving people and serving them faster, easier, better is our future.

On today's vessels, the computer has come of age. Nearly all operations are performed at the push button and fully automated engineer console.

Engine room technicians (QMEDs) today are educated at the Seafarers Harry Lundeberg School to meet the changes. They are educated in today's language of computers and the classic language of the nuts and bolts system.

SHLSS instructor Calvin Williams is helping to shape the future of seamanship. He has created a sophisticated teaching display—a mimic simulation board—with assistance from his students. With the third panel just completed, Williams is now using his 'systems theory design' for in-class exercises.

Students are learning to observe the flow regulated by an engineer console unit and to pinpoint malfunctions by interpreting the mimic simulation board Williams has constructed. What the QMED student learns is to "place in operation portions of the engine room, utilizing the simulator until the engine room is in full operation," Williams explains.

The graphic teaching aid soon will be wired with integrated circuitry to complement instructions relayed by the console. Williams plans for his stu-

dents to readily recognize system activity and find trouble spots. Solve the problem: loss of main engine vacuum, high water in the boiler, hot main condenser, loss of lube oil pressure, hot main engine bearing and loss of control air.

On modern vessels computers keep a constant vigil on the systems flashing a red light when a problem arises, giving solutions to alleviate the problem. Once the electrical component is added the board will act as a computer so students will become familiar with the

several weeks of instruction on the topic.

In a specialty course for pumpmen machinists, instructors consider hazardous cargos, showing students methods of taking the explosive danger out of a tanker loaded with cargo, just one of a number of SHLSS courses on safety, making new technologies environmentally sound.

Two years ago, director John Mason was among a group of Lundeberg educators pushing for another head start. They stepped aboard the scaffolding of LNG

## ... On today's vessels the computer has come of age ...

workings of computer and engineer control console and trained to oversee operations in engine rooms.

To educate men and women for each technological advance is the goal of the Seafarers Harry Lundeberg School. Maritime managers working with SIU officials and Lundeberg educators develop a curriculum of courses to suit the needs of the market place and the future livelihoods of seamen.

"It will be the companies that have crewmembers trained for this technology who will be the ones who can benefit the most in the industry in this decade," John Mason, SHLSS dean of vocational education explained.

It has been this way for years at the Harry Lundeberg School.

Even before technology is christened with the traditional maiden voyage splash of champagne, Seafarers are enrolled in classes anticipating the opportunity.

When the maritime industry realized the savings diesel fuel could bring to large scale deep sea and inland shipping, a specialty diesel engine course was upgraded with added material and equipment. A new diesel engine was purchased and housed in the SHLSS workshop where students gain hands-on experience on modern maritime machinery and tools.

Today with maritime joining the Navy in under way replenishment, ABs, recertified bosuns, third mates and quarter-master students will receive

ships under construction, studying LNG blue prints and manuals, filling up the margins with notations and ideas on a LNG curriculum for seamen. They toured LNG shipyards in France, then home to Newport News and Avondale. And seamen signed up for the LNG courses as a step to higher paying jobs.

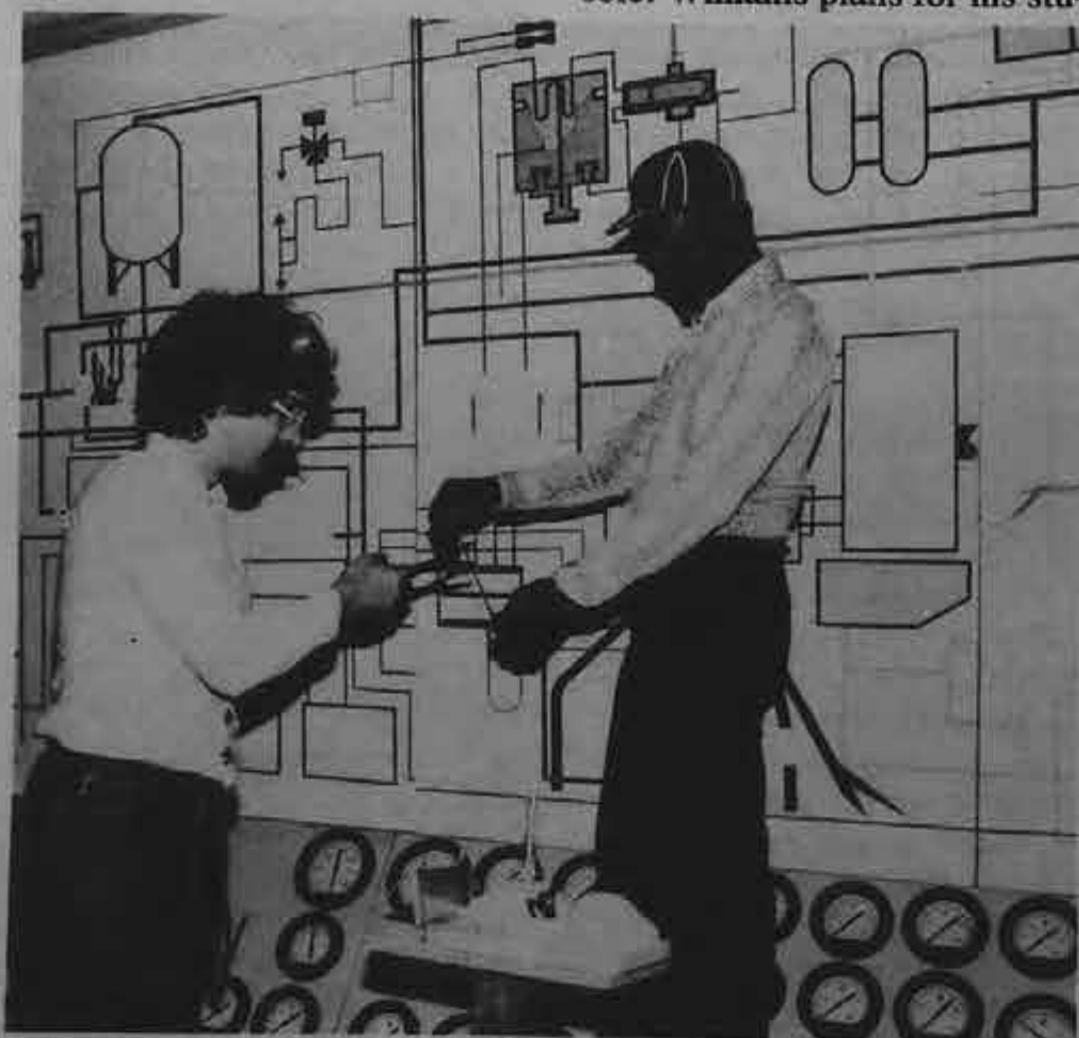
"Seafarers are receptive to the training if it means a job at the end of the rainbow," Mason says in retrospect. "Our employers, the ones who are going to take our membership, are going to have input into the school to get what they want out of it."

And it shows.

SHLSS celestial navigation instructor John Chancellor has a crystalline recall of what once was—a probing intellect for understanding the comparisons, the old with the new.

Chancellor remembers the "stick shift plant" as cumbersome. They were totally manually controlled without the technology to shift control of the ship to the bridge. But when the ability to relay control instrumentation to the bridge unfolded, Chancellor was instructing students who would be standing watch several months later on how to use the board from the bridge as an aid to navigation and piloting.

Technology was in its infancy when thrusters were designed and installed in the bow and quarters of ships. Since then the focus has been on precision.



Robert Ivanauskas and Prince Wescott cut and paste down brightly colored lines to illustrate the flow of liquids, gases and electrical currents on the mimic simulation board. Every system of the modern-day vessel is identified from its original to final function by this coding.



# Future—Offers Full Course for Tomorrow's Jobs

The SHLSS student learns about navigational charts, a hyperbolic overlay on the new LORAN and the more detailed bathymetry charts, LORAN-C, and Omega and satellite transmissions from space.

Other students will strive for precision shipboard monitoring refrigeration systems, particularly cargo containers. Every piece of reefer equipment to be operated on the job will be learned at the Lundeberg School. Electric drive and nitrogen backup refrigeration units to accommodate the trend away from container holds to roll on/roll off and crane offloading are featured in the workshop.

The emphasis is on storage refrigeration. Refrigeration engineers maintain proper temperatures over long hauls and adjust temperatures for climate changes. When students complete this class they know a variety of refrigeration systems, are instructed in the newly developed all purpose cargo container ships like the *Dynachem* and are able to direct their versatility to jobs on many types of ships.

Jack Parcel, instructor of marine electronics, conducts lectures and reading exercises with versatility as the primary concern. Technology has improved barge/container loading. His students, by studying the electronics of the Lash II gantry crane, may then apply their

knowledge to interpreting electrical manuals on complementary modern cranes and elevator structures.

"All we're changing is the skills. There will still be the same number of jobs for Seafarers," Abe Easter, quartermaster instructor said in highlighting technological advances and the soon to be constructed centerpiece of the Lundeberg facilities.

A simulation and radar training system is soon to be built. It will realistically subject Seafarers to the environmental conditions and mechanical and navigational problems they will encounter at sea.

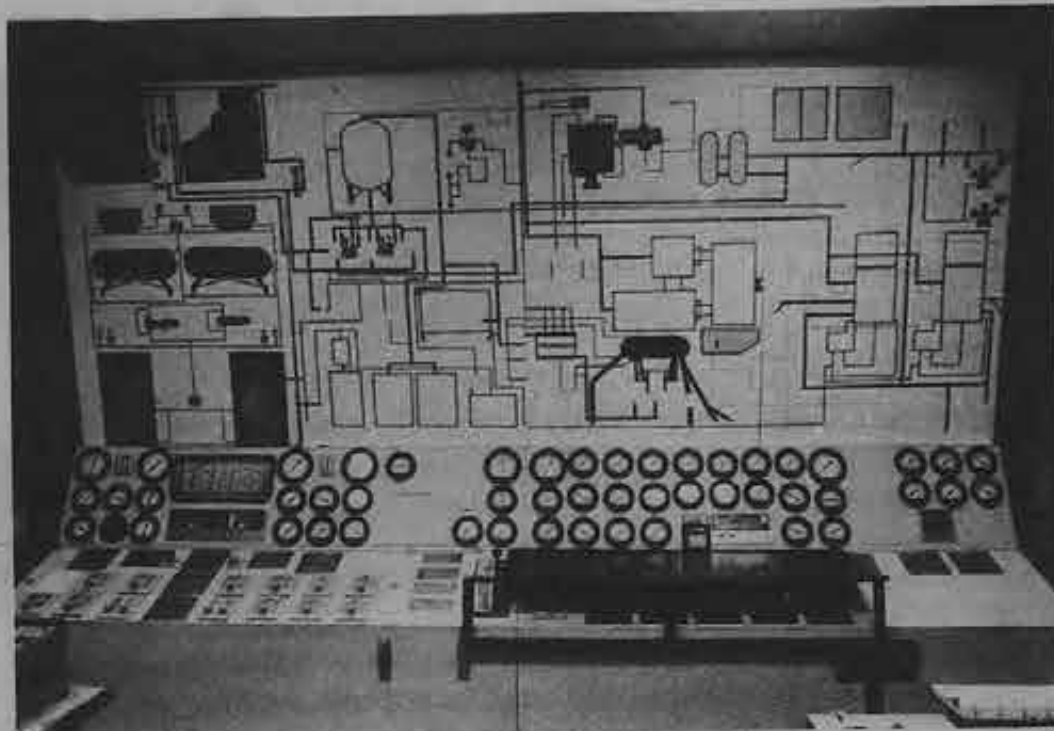
Similar to flight simulator training, the SHLSS simulator will use computer generated imagery of the sea from seven projectors on a 180-degree viewing screen.

"The best trouble-shooting education and basic education

**... It will be the companies that have the crewmembers trained for this technology who will benefit the most ...**

Seafarers can get is on a simulator," said Easter.

The computer will be programmed for collision scenarios so trainees and upgraders can practice trouble-shooting. At the controls speed can be boosted, courses changed, and incoming



Keeping pace with technology, the mimic simulation board was designed by QMED Engineering Instructor Calvin Williams to teach students how to ready all systems for Go in the engine room. The sophisticated teaching aid will be wired with integrated circuitry to graphically simulate operations of the engineer control console.

messages from the radar scope and satellite communications deciphered to solve problems.

Technology is not an idle curiosity at the Harry Lundeberg

does not mean you are one step behind. For being just a bit behind in so fast a world could mean starting all over again.



Robert Fryett scans the radar scope.

## SIU Video Programs Focus on Jobs and Training

(Continued from page 23.)

Taking the SIU to the public at the St. Mary's County Fair, the Lundeberg Room at SIU headquarters, the upcoming AFL-CIO trade show in St. Louis and other spots across the country, a promotional tape will communicate the need to maintain a strong and viable merchant marine industry.

Filming with education in mind is difficult but viewers' attention can be held with special effects that lend entertainment to the experience, says Mike Wilson. By editing the promotional shots on the beat and pacing them a short three snappy seconds apart, the message is enlivened. Subtle 'rack focus' or filming a sequence in and then out of

focus and 'wiping' across the screen an image and then trailing it with another are sophisticated techniques that are used to impress the meaning of the message.

Taking Seafarers into actual arbitration grievance hearings via video display is an accomplishment which promises far reaching results. Since arbitration can be unsettling because it involves face-to-face communication over conflicting interests, seamen can gain insight into the process and may be more successful in bringing matters before an arbitrator.

Several training and upgrading films have been completed for use in the classroom and in the SHLSS learning labs. Tapes

include instruction on the metric system, magnetic compass, navigation and rules of the road, lifeboat safety and underway replenishment.

The studio is now in the process of directing and producing a film on the Lundeberg adaptation of the Red Cross training program in Cardiovascular Pulmonary Resuscitation.

For filming outside the studio, the cameras are portable as well as stationary and movable sound and lighting units are set up on location. As with other tapes featuring trainees and upgraders, Mike Wilson and assistant Dan Walker rehearse a script for the CPR tape with volunteer student actors.

In this particular film, basic

CPR course instruction is condensed to the essentials in one four-minute tape from which students may become skilled in this lifesaving technique with practice.

Records of which tapes are most often shown are kept at the studio to evaluate student response. The most popular is a four-part metric series which divides a slide rule into metric units.

The seafaring world has come a long way. From signal flags to wireless radio, today's membership can be a more informed membership contributing to the growth of the maritime industry and to careers at sea.





# Upgrading Course Schedule Through December 1983

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



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

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

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

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

Class schedules may be changed to reflect membership demands.

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

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 26	December 15
Pumproom Maintenance and Operations	April 25	June 3
Automation	June 7 October 24 November 21	July 1 November 17 December 16
Marine Electronics	May 16	June 24
Marine Electrical Maintenance	August 29	October 21
Refrigeration Systems, Maintenance & Operations	May 16 October 10	June 24 November 18
Fireman/Watertender & Oiler	September 12	October 20
Welding	April 25 May 31 October 24 November 21	May 20 June 24 November 18 December 16
Conveyorman	March 28	April 22
Diesel—Regular	April 18 September 12	May 13 October 7
Third Assistant Engineer	May 2 September 5	July 15 November 11
Tankerman	October 10	October 20

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Mate/Master Freight & Towing Vessels	September 12	November 4
Towboat Operator Scholarship	April 4 September 26	May 20 November 11
Able-Seaman	October 24	December 2
Quartermaster	April 4 September 12	May 13 October 21
Third Mate	May 9 September 12	July 15 November 18
Celestial Navigation	April 25 July 18 November 7 November 21	May 20 August 12 December 2 December 16
Lifeboatman	March 28 October 10	April 8 October 21

## Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Assistant Cook	Open-ended	6 weeks
Cook and Baker	Open-ended	6 weeks
Chief Cook	Open-ended	8 weeks
Chief Steward	Open-ended	8 weeks
Towboat Cook	Open-ended	6 weeks

**AUTOMATION**  
**AUTOMATION**

Brothers:  
Today's Modern Ships need qualified Seafarers with the highest regard in safety and professionalism.

World technology is moving **Automation** into our lives aboard our U.S. Flag vessels to ensure the swiftest, safest shipment of goods. Experience is needed to meet these new challenges. Experience gained through **Automation** class is offered by the Seafarers Harry Lundeberg School of Seamanship.

Fill out the application in this issue of the Log,  
or  
contact your SIU Field Representative, for more details.

**Course starts June 7**

**AUTOMATION**



# Apply Now for an SHLSS Upgrading Course

(Please Print)

## Seafarers Harry Lundeberg School of Seamanship Upgrading Application

(Please Print)

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

Address \_\_\_\_\_  
(Street)

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

Deep Sea Member

Inland Waters Member

Lakes Member

Book Number \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) or License Now Held \_\_\_\_\_

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

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_  
(dates attended)

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

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

Dates Available for Training \_\_\_\_\_

I Am Interested in the Following Courses(s) \_\_\_\_\_

### DECK

- Tankerman
- AB Unlimited
- AB Limited
- AB Special
- Quartermaster
- Towboat Operator Inland
- 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 and Operation
- Automation
- Maintenance of Shipboard Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer (Motor Inspected)

### STEWARD

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

### ALL DEPARTMENTS

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

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

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

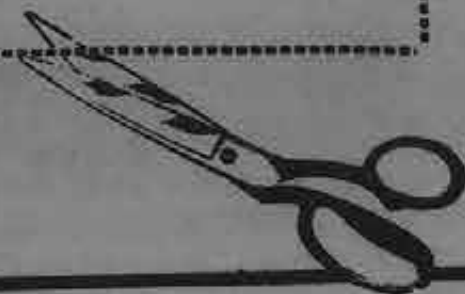
VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

Please Print

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







The *Santa Mercedes* lies alongside the dock in the port of Los Angeles.

## Her SIU Crew Provides First-Class Service *Santa Mercedes* Sails the South America Run



The *Santa Mercedes* is one of a number of cargo/passenger ships operated by SIU-contracted Delta SS Lines.

With a length of 546½ feet, a beam of 79 feet and a deadweight tonnage of 9,464, she is powered by engines generating 19,800 horsepower.

Built in 1964 by the Bethlehem Steel Co., the *Santa Mercedes* can accommodate as

many as 100 passengers on her 52-55 day runs from Los Angeles and San Francisco to South America—Peru, Chile and Argentina.

The *Santa Mercedes* recently visited the port of Los Angeles, unloading her cargo of fruit. Our LOG photographer went aboard and captured on film some of her SIU crew performing their everyday duties.



Second Steward Jim Terrell and Bengta Wolsing, assistant head waitress, discuss last minute arrangements while waiting for the dinner crowd to arrive.



Dionicio S. Castillo, 2nd cook pantry, and Eddie Gomez, chief pantryman, pose for the LOG photographer in the galley of the *Santa Mercedes*.



Members of the Ship's Committee on the *Santa Mercedes* (Delta SS Lines) posed for the LOG photographer during a recent stopover in Los Angeles. They are (l. to r.) Chief Electrician Mike Frizzell, education director; 2nd Electrician Frank Sylvia, engine delegate; Bosun Jack Kingsley, ship's chairman, and Chief Steward Samuel "Smitty" Smith, ship's secretary.



Jack Kingsley (r.), bosun on the *Santa Mercedes*, and Wilmington Post Agent Mike Worley go over reports from SIU headquarters and discuss beefs that came up during the voyage.



Amado Lato, waiter, gives us a smile while waiting for his diners to arrive.



Making up a neat bed is one of the many duties of Reginald Melville, officers' bedroom steward aboard the *Santa Mercedes*, caught here by the LOG photographer.



Down in the cargo hold, Chief Electrician Mike Frizzell tapes some wires.



About to cut the first slice of pie is Chief Baker Bill Harter, seen here in the galley of the *Santa Mercedes* along with some of his other delicacies.



The chief steward's job is a busy one, as Samuel "Smitty" Smith can attest to. "Smitty" has been sailing with the SIU for more than 20 years.



# Digest of Ships Meetings

**AMCO TRADER** (American Coastal Lines), February 27—Chairman Al Whitmer; Secretary Sam Davis; Educational Director James Tyson; Deck Delegate John C. Green; Steward Robert D. Bridges. No disputed OT. The chairman discussed the general improvement in the steward department and praised the entire crew for their cooperation in their everyday work. He also welcomed aboard the new steward, Sam Davis. A repair list has been turned in. The ice machine, washer/dryer, and crew's water are all in bad shape, needing either repair or replacement. Copies of the LOG have been received, and all hands are urged to keep on top of the Union's activities by reading it thoroughly. The main problem seems to be a lack of movies. Otherwise, all is running smoothly. A vote of thanks was given to the steward department for a job well done. Next port: Baltimore, then on to New York for payoff.

**AMCO VOYAGER** (American Coastal Lines), February 21—Chairman Norwood Bryant; Secretary John E. Samuels; Deck Delegate David E. Hartman; Steward Delegate Curtis L. Broderax. No disputed OT. The chairman passed along some information from the patrolman in New York who said that "B" and "C" books who shipped out before March 1, 1983 can stay aboard ship for six months; those who shipped out after March 1 can stay on for 125 days. Everything is running smoothly in all departments, but crewmembers would appreciate receiving reading material in addition to the LOG. Crew were also reminded that if they have a beef of any kind they should talk to their delegate first, not bring it up directly with the bosun, captain or patrolman. A vote of thanks was given to the steward department for a job well done.

**BUTTON GWINNETT** (Waterman Steamship Corp.), February 13—Chairman A. Campbell; Secretary C.N. Johnson; Educational Director Lee W. Morin. No disputed OT. It was reported that a Norwegian ship recently passed through the Panama Canal and that seven of her crew died from poisoned alcohol. The chairman therefore urged his men not to purchase any liquor while in the area. He also stressed the need for cooperation with each other and to try to keep the door to the crew mess closed. Some crewmembers who requested mattresses did not receive them in New Orleans, as expected. They asked that something be done about this matter, possibly having the mattresses delivered to them when they reach New York sometime around the middle of April.

**COVE RANGER** (Cove Shipping Inc.), February 13—Chairman W.E. Reeves; Secretary W.G. Williams; Educational Director H. Smith Jr.; Deck Delegate Stephen H. Fulford. No disputed OT. On Feb. 12 at 0745 an explosion and fire devastated the mid-ship house. A lifeboat was swung out and the emergency radio put into op-

eration. The S.S. *Gulf King* answered the radio call. The fire was extinguished in about an hour. Three officers sustained minor injuries. The chairman said it was a miracle that nobody was killed. The captain thanked the crew for putting out the fire and for their alertness in performing the necessary emergency duties. The chairman and delegates met with the captain regarding the crew's safety. Running under their own steam, the *Cove Ranger* was to go to Charleston, S.C., but when they were within 23 miles of that port, orders were changed



to proceed to Marcus Hook, Pa. to deliver their cargo. The crew, concerned for their safety, were promised by the captain that he would keep five miles from shore at all times and that a tug would follow them. He also assured them that he would not go into any bad weather. There is some question as to what caused the fire. A copy of a repair list dated Dec. 5, 1982 will be given to the patrolman upon arrival, to show that very few of the needed repairs were taken care of at that time, and that many of the problems were of an electrical nature. Special thanks went to AB Petro Kratsar for his immediate notification of the fire and to Radio Operator Barney Barker for his radio skills under adverse conditions and injuries. A vote of appreciation also went to the steward department. Next port: Marcus Hook, Pa.

**M/V GROTON** (Apex Marine Company), March 5—Chairman Christos Florous; Secretary Marvin Deloatch; Educational Director A. Gardner. No disputed OT. The chairman reported that everything is running smoothly and that payoff is to take place in Jacksonville, Fla. He also stressed the importance of supporting SPAD to help make our jobs more secure. The secretary suggested that all crewmembers read the LOG as often as possible to keep up on all Union activities and to be aware of what's happening in the maritime industry as a whole. He also reminded the crew that the new Union headquarters is in Camp Springs, Md., and anyone filing for vacation should use the new address. The educational

director held a discussion of safety matters aboard ship and talked about the new rules concerning "B" books. The steward gave the crew a vote of thanks for keeping the galley and messrooms clean, and the crew, in turn, gave the steward department a vote of thanks for the fine food served. Next port: Jacksonville, Fla.

**LNG LEO** (Energy Transportation Corp.), February 27—Chairman O.R. Ware Jr.; Secretary Henry Jones Jr.; Educational Director H. Ware. No disputed OT or beefs. There is \$482.50 in the ship's fund at this time. The PAC-MAN machine is doing a good job of raising dollars for the fund. The chairman asked that all safety hazards be reported to department heads. He

also reminded crewmembers that proper gear is to be worn at all times when working atop the tanks. The LOG was received and the president's report posted. A communication to all LNG vessels was also received from the vice president in charge of contracts regarding representation in Subic Bay. There was still no information regarding the possibility of receiving TV cassettes of President Drozak's reports at monthly meetings. The secretary reminded crew that proper clothing is to be worn when eating in the dining area. As for new business, a discussion was held about using the ship's fund for magazine subscriptions for the unlicensed crew, which would be sent to the attention of the ship's chairman. Once again, the crew were warned against buying any items on the street that could possibly put them or their shipmates in trouble—items such as alcohol or narcotics. Respect is the key—respect for yourself and your fellow mates. Next port: Himeji, Japan.

**MOUNT WASHINGTON** (Victory Carriers), February 27—Chairman David Gilmore; Secretary Paul Cox; Educational Director Juan Rodriguez; Deck Delegate Jose M. Novo; Engine Delegate Douglas McLeod. No beefs or disputed OT. The ship's fund has been going up and down. While at layup in Mobile, there was \$60.51. Donations this trip have been \$75 to date, but then \$110.66 was spent for repairs on the crew-owned Betamax video—leaving \$24.85. The chairman lead a discussion on the cuts in the

manning scale, and that due to the economy and prevailing conditions, the Union did the best they could in order to keep their ships and crews working. One crewmember was refused transportation to a hospital in the U.S. by the captain, who stated that the company is not responsible for transportation within the U.S. A few problems were also discussed. The air conditioning alt is not working properly and the bosun will see the chief engineer about this. Crew were reminded to keep the door closed between the messhall and the passageway—and not to slam it when closing. There was also some talk about types (class) of books, the cost of having pictures taken, and the cost of books. A vote of thanks was given to the steward department—and to the steward in particular for birthday cakes made by him for crewmembers. And a vote of thanks was given to the crew for their cooperation in keeping the messhall clean and for eating early. Next port: Corpus Christi, Texas.

**OGDEN CHARGER** (Ogden Marine), February 20—Chairman Frank Schwarz; Secretary Simon Gutierrez; Educational Director J. Babson; Deck Delegate Jesse Fleming; Engine Delegate John Rauza. Some disputed OT was reported in the deck department. At the ship's meeting held in Chiriqui Grande, Panama, the captain reminded everyone that there is to be no smoking outside the housing, and that anyone disobeying this order will be dismissed. Crew were also read a company cablegram stating that the longshoremen's holiday be paid on Friday, not on Monday as was the previous order. A vote was taken in favor of waiting until the patrolman can settle this question at payoff. The brothers also would like to have the Union reply to their concerns about the absence of a launch service while at anchorage in Florida. One AB was cut off from further OT for not using a safety belt. He wants this brought to the attention of the patrolman because he feels he is being discriminated against. Crew were reminded to attend all meetings and bring their beefs out in the open—not sit at meals and beef—because some people like to eat in peace. Next port: Baytown, Texas.

**OVERSEAS JOYCE** (Maritime Overseas), March 6—Chairman James Elwell; Secretary M. Newsom; Engine Delegate Robert W. Johnston; Steward Delegate David Boone. No disputed OT. The chairman reports that there will be a draw in Panama, with possible shore leave on both sides of the canal. All communications received onboard will be read and posted. He also noted that he will try and obtain some air scoops while in Panama. The pumpman and the deck department were singled out for a vote of thanks for a job well done in cleaning the tanks, and a letter will be sent to the Union praising their fine work. One minute of silence was observed in memory of our departed brothers and sisters. Heading out to Panama and Port Said, Egypt; then back to Houston for payoff in June.

(Continued on next page.)



# Digest of Ships Meetings

## OVERSEAS WASHINGTON

(Maritime Overseas), February 20—Chairman, Recertified Bosun Ballard Browning; Recertified Steward Cesar A. Guerra; Educational Director L.P. Wright; Steward Delegate Teddy Aldridge. Everything is running smoothly in all departments with no disputed OT or beefs. The chairman reminded all members to practice precautionary measures and fire prevention safety throughout the ship at all times. All communications received aboard were posted in the crew lounge. The educational director strongly recommended that all engine ratings apply for training and upgrading courses in diesel at the SHLSS. The steward has the necessary application forms. Crewmembers were reminded to keep the lounge, pantry and laundry areas neat and clean. Those getting off at the next port were also asked to clean up their rooms, turn in their keys and dirty linen, and leave a clean set of linen for their replacements. The steward department was given a vote of thanks for its fine food and service. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Texas City, Texas.

**ST. LOUIS** (Sea-Land Service), February 27—Chairman John McHale; Secretary Humberto Ortiz; Educational Director Speers. There were a few hours of disputed OT reported in the deck department; otherwise everything is running fairly smoothly according to the chairman. The secretary urged all those who qualify to take advantage of the upgrading opportunities at Piney Point, especially the CPR and first aid courses. He told of an incident in which this knowledge proved to be of some help: on a recent trip from Santo Domingo, eight stowaways were aboard. They started to come out from hiding as soon as the vessel headed north. They were frozen and starving, and the steward gave them blankets. They had to be returned to Santo Domingo, and on the way back one got into a fight with another. The hitting began and the bleeding

was so bad that the master called a helicopter. Meanwhile, the steward, who had taken the first aid course at Piney Point, was able to stop the bleeding. That just goes to show the importance of learning first aid techniques—and Piney Point can help you. The crew of the *St. Louis* report to the LOG that they are very proud to have such a good and interesting newspaper which helps them keep informed of everything that's happening in the Union. A vote of thanks was given to the steward department for a job well done.

**SAM HOUSTON** (Waterman Steamship Corp.), January 23—Chairman George A. Burch; Secretary G. T. Aquino; Educational Director D. Doyle. No disputed OT. There is \$4,195 in the ship's fund. The bosun talked about the importance of donating to SPAD and how the contributions help the Union. He also stressed the need for quiet aboard ship so that the crew can get some rest due to the odd working hours aboard LASH vessels. The steward purchased an iron and an electric juicer, and the crew voted to reimburse him from the ship's fund. The steward thanked everyone for helping to keep the messroom clean. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Alexandria, Egypt.

**SEA-LAND EXPRESS** (Sea-Land Service), February 22—Chairman A. Lesnansky; Secretary Ken Hayes; Educational Director J. Atchison; Engine Delegate Daniel J. DeMarco; Steward Delegate Alfred L. DeSimone. Some disputed OT was reported in the engine department. There is \$40 in the ship's fund, and crew were reminded that most of the money is already committed for the purchase of an iron and a cake cover. The chairman reported that the ship should arrive in Elizabeth, N.J., but was not sure whether payoff would take place at that time. He stressed the importance of donating to SPAD to help secure seafaring jobs—and to write your con-

gressmen to ask for their support in securing legislation for the good of the maritime industry. The secretary spoke about the new shipping rules for "B" and "C" books. Dental forms and welfare instructions are needed aboard the *S-L Express*, and new mattresses have been ordered. Crew were asked to remember to rewind films when they are through watching them, and were cautioned against taking food to their rooms because of cockroaches. They were also asked to assist in keeping the rec room clean, returning borrowed books, and returning silver and crockery to the pantry. Next port: Elizabeth, N.J.

**SEA-LAND INNOVATOR** (Sea-Land Service), February 20—Chairman Jim Pulliam; Secretary Williams; Deck Delegate D. Howard; Engine Delegate M. Stewart; Steward Delegate V. Vallao. No disputed OT. The chairman reported that the payoff went well with Steve Troy in Oakland. He has taken care of all problems and said he would talk with Capt. Latham and George McCartney about the delayed payoff. The *Innovator* is scheduled to arrive in Yokohama on Monday, Feb. 21, and will then turn back and head for Seattle for a March payoff. Crew were reminded to keep up with Union happenings by reading the LOG, and to take advantage of the upgrading opportunities offered at Piney Point. All repair requests should be turned in to your delegate, and a reminder was made to keep rooms and living areas clean. Next port: Kobe, Japan.

**TRAVELER** (Ogden Marine), February 13—Chairman W.N. Gregory; Secretary A.W. Hutcherson; Educational Director R.G. Sawyer; Deck Delegate Henry Puess; Engine Delegate Frederick W. Neil Jr.; Steward Delegate Charles C. Williams. No disputed OT. There is currently \$100 in the ship's treasury; all donations are welcome. Arrival in Egypt is scheduled for Feb. 23. We will try to have major repairs done at this time and get the ship cleaned up before returning. The secretary suggested that safety meetings be conducted in order to make the ship safe for all. He asked that crew report any potential hazards or violations and not to use towels to wipe grease off the hands or body. Some questions were brought up for discussion. These included finding out why

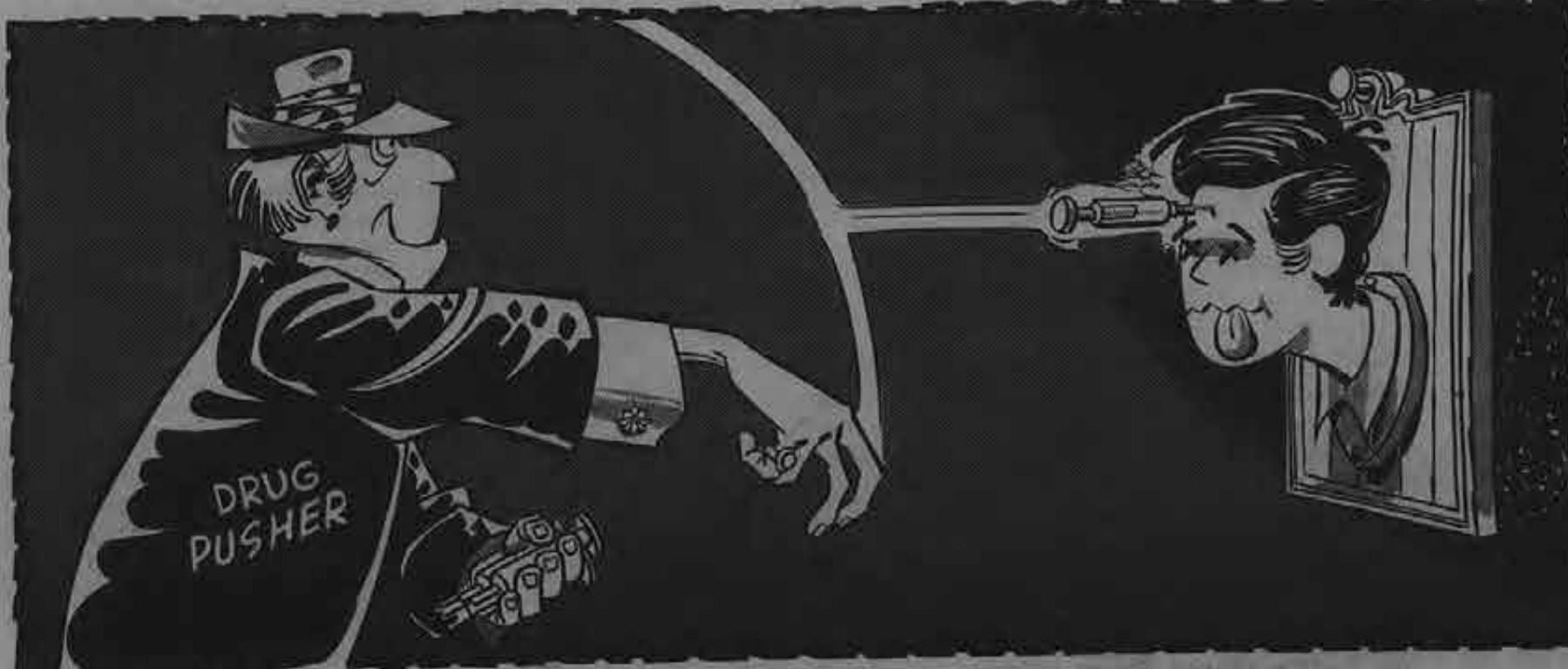
allotments don't go out every 15 days and checking on pay in lieu of days off on the run from Portugal to Norfolk. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Alexandria, Egypt.



**WESTWARD VENTURE** (Intercoastal Management Corp.), January 30—Chairman Woodrow Drake; Secretary Alva McCullum; Educational Director John Griffith; Engine Delegate Patrick J. Donovan; Steward Delegate Donald M. King. No disputed OT or beefs. There is \$499 in the movie fund. Copies of the LOG have been received and placed conveniently for all to read. The ship was in the Victoria, B.C. Shipyard for 12 days during the past month and is now headed for Tacoma, Wash. where it will pay off on arrival. The secretary reminded crewmembers that he has an ample supply of all forms—for school and claims—and will assist anyone in filling them out. A vote of thanks was given to the steward department for providing good meals. Next port: Tacoma, Wash.

Official ships minutes also received from the following vessels:

M/V AMBASSADOR  
BAYARD  
BENJAMIN HARRISON  
COVE COMMUNICATOR  
HARQUETTE  
LEADER  
MONTPELIER VICTORY  
OAKLAND  
OGDEN CHALLENGER  
OGDEN YUKON  
ROBERT E. LEE  
SANTA LUCIA  
SEA-LAND ADVENTURER  
SEA-LAND INDEPENDENCE  
SEA-LAND PACER  
SEA-LAND PRODUCER  
M/V SENATOR  
THOMPSON PASS



YOU'RE JUST  
A TROPHY  
FOR HIS WALL  
AND  
YOU  
COULD LOSE  
YOUR PAPERS  
FOR LIFE  
AND  
MAYBE YOUR  
LIFE  
!

Frank EVERETT



# New System Can Cut Rescue Time

Rescue help for merchant ships in distress at sea will be quicker now that MARAD and the Coast Guard have agreed to merge ship-to-port radio communications systems into one global computerized network.

Merging MARAD's U.S. Merchant Vessel Locator Filing System (USMER) with the Coast Guard Automated Mutual-Assistance Rescue System (AMVER) will provide a more secure life line to merchant ships travelling the high seas beginning this summer.

With the merger, the MARAD 12-channel transmittal system

for receiving required daily ships reports will be superseded, with future reports transmitted to the broader 120-channel AMVER network.

An AMVER central computer will be programmed to receive data from the ship reports, tracking ships voyages and problems.

When a problem occurs, the computer coordinates search and rescue operations, drawing a map of the vessels in the area and assisting rescue personnel in choosing the best ship for the rescue mission.

"Safety at sea will be en-

hanced because of the faster and increased number of reports into the Coast Guard system," an official statement on the merger reported.

The AMVER radio system will not only hasten the flow of communications but will cover merchant ships in remote areas outside MARAD's radio frequency band.

## SPAD For JOBS and Job SECURITY

### 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) 539-8967

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

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

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

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

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

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

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

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

**PHILADELPHIA, PA.**  
Kirschner, Walters, Willig,  
Weinberg & Dompsey 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

## Dispatchers Report for Deep Sea

MAR. 1-23, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Gloucester	2	2	0	0	2	0	0	5	9	0
New York	55	25	2	38	7	0	0	149	61	3
Philadelphia	6	3	0	1	1	0	0	12	6	1
Baltimore	11	3	0	9	1	0	0	28	11	0
Norfolk	8	7	0	8	0	0	0	19	27	0
Mobile	12	4	0	4	0	0	0	29	11	0
New Orleans	41	13	2	26	6	0	0	120	36	3
Jacksonville	49	16	0	40	20	0	0	74	24	2
San Francisco	32	9	1	27	5	0	0	70	27	7
Wilmington	0	0	0	0	0	0	0	39	25	4
Seattle	18	7	0	14	10	0	1	58	28	1
Puerto Rico	5	0	0	10	5	0	3	14	2	0
Houston	27	18	0	26	4	0	0	93	61	2
Piney Point	0	0	0	0	5	0	0	0	0	0
Totals	266	107	5	203	68	0	6	708	328	23
<b>ENGINE DEPARTMENT</b>										
Gloucester	1	1	0	0	0	0	0	2	6	1
New York	45	14	1	46	4	0	0	137	44	2
Philadelphia	2	5	1	1	1	0	0	8	5	1
Baltimore	6	3	0	3	0	0	0	29	8	0
Norfolk	2	3	0	3	1	0	0	16	10	0
Mobile	6	5	0	6	1	0	0	22	10	0
New Orleans	30	12	0	21	7	0	1	92	21	0
Jacksonville	32	14	0	23	20	0	0	59	17	2
San Francisco	20	8	0	12	8	0	0	57	26	3
Wilmington	0	0	0	0	0	0	0	25	10	0
Seattle	13	13	3	8	3	0	0	38	22	4
Puerto Rico	4	3	0	2	1	0	0	17	7	0
Houston	18	9	0	11	1	0	0	66	25	1
Piney Point	0	0	0	0	2	0	0	0	0	0
Totals	179	90	5	136	49	0	1	568	211	14
<b>STEWARD DEPARTMENT</b>										
Gloucester	0	0	0	1	3	0	0	0	0	0
New York	12	9	1	27	16	0	0	58	31	1
Philadelphia	3	1	0	1	3	0	0	4	1	0
Baltimore	5	2	0	1	0	0	0	15	2	0
Norfolk	4	4	0	2	2	0	0	17	6	1
Mobile	11	0	0	0	0	0	0	25	3	0
New Orleans	16	4	0	13	3	0	1	46	11	0
Jacksonville	22	7	1	27	11	0	0	31	17	1
San Francisco	13	13	4	8	24	0	0	43	62	8
Wilmington	0	0	0	0	0	0	0	10	7	0
Seattle	11	6	0	14	8	0	0	20	12	1
Puerto Rico	2	1	0	1	4	0	1	6	2	0
Houston	21	0	0	9	6	0	0	42	12	0
Piney Point	0	0	0	0	10	0	0	0	0	0
Totals	120	47	6	184	90	0	3	317	186	12
<b>ENTRY DEPARTMENT</b>										
Gloucester	1	4	0	0	0	0	0	1	18	0
New York	24	67	9	0	0	0	0	37	205	26
Philadelphia	1	9	0	0	0	0	0	6	18	0
Baltimore	3	18	0	0	0	0	0	18	42	2
Norfolk	2	12	1	0	0	0	0	9	41	1
Mobile	1	5	0	0	0	0	0	6	27	2
New Orleans	17	20	1	0	0	0	0	41	92	4
Jacksonville	13	31	0	0	0	0	0	17	63	3
San Francisco	10	37	11	0	0	0	0	25	157	64
Wilmington	0	0	0	0	0	0	0	1	51	7
Seattle	7	14	3	0	0	0	0	12	55	20
Puerto Rico	6	11	1	0	0	0	0	13	28	4
Houston	11	21	1	0	0	0	0	30	108	4
Piney Point	0	16	0	0	0	0	0	0	0	0
Totals	96	285	27	0	0	0	0	214	905	137
<b>Total All Departments</b>	<b>661</b>	<b>689</b>	<b>33</b>	<b>443</b>	<b>205</b>	<b>0</b>	<b>10</b>	<b>1,807</b>	<b>1,610</b>	<b>186</b>

\*\*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.

This shipping report is for the period of March 1-23. (The full month's figures were not available at press time.) It is expected that shipping will show a slight increase over the month of February when the full figures are in. A total of 10 relief jobs were shipped as of March 23, bringing to 333 the total number of relief jobs shipped since the program began April 1, 1982.



## Fast Action Saves Ship and Crew

# SIU's Cove Ranger Rocked By Midship Explosion at Sea

If it hadn't been for a well-trained and fast-acting SIU crew aboard the SIU-contracted *Cove Ranger* (Cove Shipping) an early morning explosion and fire could have marked Feb. 12 as one of the worst disaster days in maritime history.

While the *Cove Ranger's* crew battled the flames about 150 miles south of Charleston, S.C., they didn't know that several hundred miles north, an NMU-manned collier had sunk earlier that day claiming 31 lives (see story on this page).

"It's just unbelievable somebody wasn't killed. It just blew everything out amidships," said Bosun Bill Reeves.

AB Peter Kratsar was at the wheel as the *Cove Ranger* headed up the Atlantic seaboard bound for Philadelphia. He said the seas were calm and there was no hint of any trouble. Then at 0645 hours something touched off the blast.

"I thought the charter tank had gone up," he said. The blast threw him to his knees against the wheel, bruised his ribs and left him with a large bump on his head.

As soon as he got to his feet he "asked the mate if I could go back and get some help."

Most of the crew, including the captain, 2nd and 3rd mates and radio officer, were asleep.

"I was asleep when it went off. I heard them hollering, there's a fire on the bridge. There's a fire on the bridge. The bells were ringing," Reeves said.

On his way to the bridge he ran into the captain who told him to gather up the steward department and ready the lifeboats in case they were forced to abandon ship.

"Everybody fell in there and did their thing. They really jumped," Reeves said.

While he was preparing the lifeboats, the rest of the crew went forward to fight the fires. At one time three separate fires were burning in and around the blast area, Reeves said.

While he admitted he and the crew "were scared to death" that something else might go up, nobody faltered.

"Everybody was there, in there helping. I was sort of sur-

prised. You don't expect something like that (the explosion) to happen. But I guess the training really helped," Kratsar said.

That's why the SIU makes sure that all crewmembers are trained to know what to do in emergencies. Lives depend on calm reaction, on knowing what to do. Because of their training the crew were able to extinguish the fire in less than an hour.

While there was extensive physical damage to the ship, aside from Kratsar's minor injuries and three other minor injuries to the officers, the crew escaped unscathed from what could have been a deadly situation.

At the ship's meeting following the explosion, the crew voted a special thanks to Kratsar for his quick action in alerting them to the danger and to Radio Officer Barney Barker "for his radio skills under adverse conditions and injuries."

## Marine Electric Hearing

# Testimony Conflicts on Ship Sinking

New and controversial evidence on the cause of the sinking of the *Marine Electric*, which claimed 31 lives aboard the NMU-manned collier, was presented before a board of inquiry late last month.

The 39-year-old, 605-foot ship went down in stormy seas off the coast of Virginia Feb. 12. Only three crewmembers survived.

Initial testimony before the Coast Guard and National Transportation Safety Board centered around the seaworthiness of the ship's five hatch covers. The survivors and other

witnesses testified the covers were rust-ridden, not tight and repaired with duct tape and epoxy.

However, a spokesman for the Marine Coal Transport Corp, said that after the sinking, divers discovered a 35-foot long and 7-foot wide hole along the bottom of the ship. The day before the *Marine Electric* sank, it went to the assistance of a fishing boat in distress. The spokesman said the ship was in water as shallow as 42 feet. When fully loaded, as it was with close to 25,000 tons of pulverized coal, the ship drew 34 feet. The company

claimed the gash could have occurred when the ship slammed against the bottom during its assistance to the boat.

But chief mate and survivor Robert M. Cusick, also licensed as a captain, said the *Marine Electric* was never in water more shallow than 96 feet and did not recall any "feel . . . or sensation" of striking bottom.

Witnesses also differed on the inspection history of the vessel. Some witnesses claimed the ill-fated collier was inspected thoroughly and properly, while others contended the inspections were incomplete and shoddy.



Four of the crew of the *Cove Ranger* relax in the galley after the ship docked in Philadelphia following a massive explosion aboard on Feb. 12. Seated are (l. to r.) Oiler John Smith, GSU Dan Frazier, Steward Utility Tyler Fitte and Pumpman Honorable Smith Jr.



This photo of the *Cove Ranger's* wheelhouse shows some of the force of the explosion which shattered parts of the ceiling and walls. Fire damage was severe in other parts of ship.



Several safety experts say that if the crew of the *Marine Electric* (above) had been wearing survival suits they could have survived the Feb. 12 capsizing and sinking off the coast of Virginia, which claimed 31 lives.





**Deep Sea**



**Philip Emanuel Broadus**, 48, died of a heart attack aboard the *SS Ogden Challenger* (Odgen Marine) in Panama on Oct. 3, 1982. Brother

Broadus joined the SIU in the port of Mobile in 1951 sailing as a FOWT. He began sailing before 1951 and was a delegate to a HLSS (Piney Point, Md.) Conference. Seafarer Broadus was born in Alabama and was a resident of Grand Bay, Ala. Surviving are two brothers, Frank Jr. of Topeka, Kan. and John, and five sisters, Mrs. Barbara Werneth, Mrs. Myra Jean Wittner, Mrs. Betty Turner, all of Grand Bay, and Mrs. Mary L. Basher and Mrs. Myther Hicks Collins of Mobile.



Pensioner **Benjamin Jerod Davis Sr.**, 66, died of a heart attack in Willacoochee, Ga. on Feb. 21. Brother Davis joined the SIU in the port of New Orleans in

1952 sailing as a QMED and an engine delegate. He began sailing in 1946 and was a wounded veteran of the U.S. Army infantry in World War II in the Luzon (P.I.) Invasion Campaign. Seafarer Davis' hobby was carpentry. Born in Blackshear, Ga., he was a resident of Willacoochee. Burial was in the Willacoochee City Cemetery. Surviving are his widow, Elzie; two sons, Benjamin Jr. and Larry and a sister, Mrs. Sallie Mae Strickland of Pierce, Ga.



Pensioner **Jose Dominguez Fernandez**, 80, passed away on Jan. 17. Brother Fernandez joined the SIU in 1946 in the port of Baltimore sailing as a FOWT.

He sailed during the Vietnam War. Born in Pajon-Arnoya, Spain, he was a resident of Orense, Spain. Surviving is his widow, Camila.



Pensioner **Charles P. Moore** died on March 5. Brother Moore joined the SIU in the port of New Orleans. He was a resident of Pearl River, La.



Pensioner **Miguel Ayson Eala**, 68, died on Jan. 23. Brother Eala joined the SIU in 1947 in the port of New York sailing as a cook. He received the Union's

Personal Safety Award in 1961 for sailing aboard an accident-free ship, the *SS Steel Surveyor*. Seafarer Eala was a veteran of the U.S. Navy in World War II. A native of the Philippine Islands, he was a resident of Honolulu, Hawaii. Surviving are a brother, Quintin of Manila, P.I. and a niece, Mrs. Azucena Bigornia of Los Angeles, Calif.



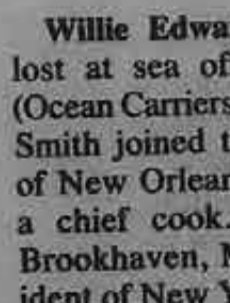
Pensioner **Lester Kenneth Lapham**, 78, succumbed to heart failure in the Long Beach (Calif.) Community Hospital on Feb. 2. Brother Lapham

sailed with the SIU for 25 years. He was born in New London, Conn. and was a resident of Long Beach. Cremation took place in the Pasadena (Calif.) Crematorium. Surviving are his widow, Anne and a brother, Joseph of Hyde Park, Mass.

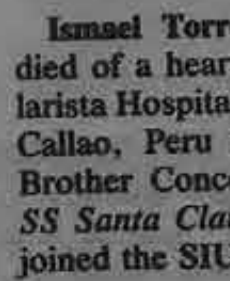


Pensioner **William Ferdinand Luhrs Jr.**, 69, died on Feb. 14. Brother Luhrs joined the SIU in the port of New York in 1960. He

sailed as a chief electrician. Seafarer Luhrs was born in Arkansas and was a resident of Waveland, Miss. Surviving is his widow, Sue.



**Willie Edward Smith**, 42, was lost at sea off the *M/V Ranger* (Ocean Carriers) on Jan. 24. Brother Smith joined the SIU in the port of New Orleans in 1960 sailing as a chief cook. He was born in Brookhaven, Miss. and was a resident of New York City. Surviving are his widow, Roxie of Brookhaven and six daughters, Jennifer, Kathy and Felicia of Brookhaven and Samatha, Sheila and Virginia.



**Ismael Torres Concepcion**, 64, died of a heart attack in the Belarista Hospital, San Juan de Dios, Callao, Peru on Oct. 18, 1982. Brother Concepcion was off the *SS Santa Clara* (Delta Line). He joined the SIU in the port of Philadelphia in 1967 sailing as a cook.

Seafarer Concepcion attended the 1970 Piney Point Crews Conference. Born in Barceloneta, P.R., he was a resident of Astoria, Queens, N.Y. Surviving are his widow, Celeste of Guayaquil, Ecuador; a daughter, Mrs. Mercedes Huiles of the Bronx, N.Y. and a brother, Andes Santiago of Astoria.

Gregory David Bland, 20, died of injuries in Mission Community Hospital, Mission Viejo, Calif. sustained in an auto accident on Jan. 29. Brother Bland joined the SIU in the port of Honolulu, Hawaii in 1982 sailing as a waiter on the *SS Constitution* (American-Hawaii Crusies). He was born in Arcadia, Calif. and was a resident of San Juan Capistrano, Calif. Cremation took place in the McCormick Crematory, Laguna, Beach, Calif. Surviving are his parents, Mr. and Mrs. Anthony and Madeline Bland of San Juan Capistrano.

William Charles Roach, 55, died of heart-lung failure in the New Orleans U.S. Veterans Administration Hospital on Jan. 15. Brother Roach joined the SIU in the port of New Orleans in 1960 sailing as a QMED. He also sailed in World War II. Seafarer Roach was a veteran of the U.S. Marine Corps in World War II. A native of Cleveland, Ohio, he was a resident of New Orleans. Cremation took place in the Metairie Crematory, New Orleans. Surviving are his widow, Blainet and a sister, Mrs. Lois Odette of Miami Springs, Fla.

**Marine Cooks**

**Miguel A. Leon, Sr.**, 62, died of heart-lung failure in St. Agnes Hospital, Philadelphia on Aug. 29, 1982. Brother Leon joined the SIU-merged Marine Cooks and Stewards Union (MC&S) on the West Coast. He was born in Puerto Rico and was a resident of Philadelphia. Surviving are his widow, Juanita and his son, Miguel Jr. of Philadelphia. Burial was in the Municipal Cemetery, Trujillo Alto, P.R.

**Atlantic Fishermen**

Pensioner **Peter T. Favazza**, 72, succumbed to cancer in Gloucester, Mass. on Dec. 9, 1982. Brother Favazza joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester. Born in Massachusetts, he was a resident of Gloucester. Surviving is his widow, Rita. Burial was in Calvary Cemetery, Gloucester.

**Great Lakes**

**Francis G. Lederman**, 70, drowned in the Niagara River at Buffalo, N.Y. on Nov. 5, 1982. Brother Lederman joined the Union in the port of Detroit, Mich. in 1958 sailing as a cook for Kinsman Marine. He also sailed during World War II. Laker Lederman was born in West Seneca, N.Y. and was a resident of Lackawana, N.Y. Surviving is his widow, Mary. Interment was in Holy Cross Cemetery, Lackawana.

**Monthly Membership Meetings**

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, May 2	2:30 p.m.
Philadelphia	Tuesday, May 3	2:30 p.m.
Baltimore	Wednesday, May 4	2:30 p.m.
Norfolk	Thursday, May 5	9:30 a.m.
Jacksonville	Thursday, May 5	2:00 p.m.
Algonac	Friday, May 6	2:30 p.m.
Detroit	Friday, May 6	2:30 p.m.
Houston	Monday, May 9	2:30 p.m.
New Orleans	Tuesday, May 10	2:30 p.m.
Mobile	Wednesday, May 11	2:30 p.m.
San Francisco	Thursday, May 12	2:30 p.m.
Wilmington	Monday, May 16	2:30 p.m.
Seattle	Friday, May 20	2:30 p.m.
Piney Point	Friday, May 6	3:00 p.m.
San Juan	Thursday, May 5	2:30 p.m.
St. Louis	Friday, May 13	2:30 p.m.
Honolulu	Thursday, May 12	2:30 p.m.
Duluth	Wednesday, May 11	2:30 p.m.
Jeffersonville	Thursday, May 19	2:30 p.m.
Gloucester	Tuesday, May 17	2:30 p.m.
Jersey City	Wednesday, May 18	2:30 p.m.



## Personals

### Ronald Bradley

Please contact your mother, Beverley Brady, General Delivery, Long Beach Post Office, 3rd St. & Long Beach Blvd., Long Beach, Calif.

### Matthew Gichenko

Your sister, Jennie Gish, would like you to contact her. Please call the editor of the LOG for her telephone number.

### Willie Frank Miller

Please contact Constance Anita Miller, your daughter, born April 21, 1954 in N.Y.C. (mother's name is Rosemarie Jones). You may call her at (813) 248-1741.

## Brooks Range Calls at Wilmington

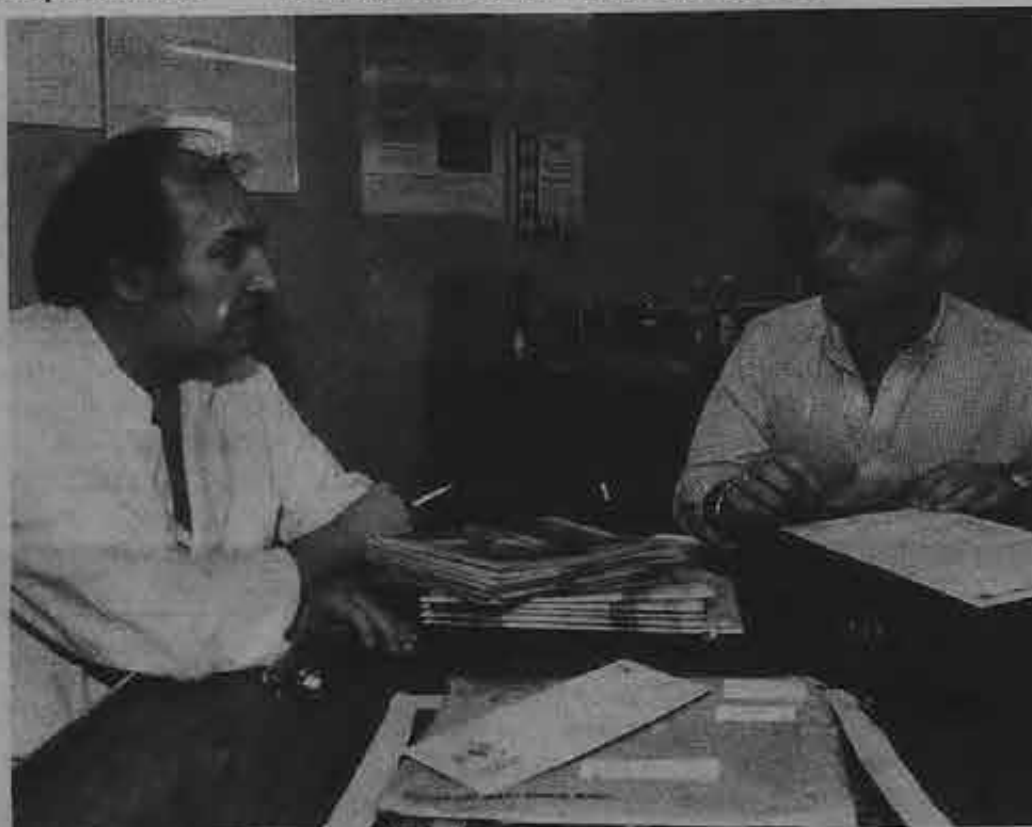


The big bulker *Brooks Range* (Interocean Management) lies alongside the dock in Wilmington, Calif. The *Brooks Range* is one of more than 60 U.S.-flag ships carrying Alaskan oil from Valdez to ports in the

"Lower 48." Export of Alaskan oil to Japan would almost certainly cause the lay-up of most of these tankers and eliminate the jobs of hundreds of American seamen. (See story on page 3.)



Jerry Bishop, tankerman on Crowley Marine's Barge #203, checks the tanks during bunker fueling operations on the *Brooks Range*.



SIU Representative Marshall Novack (r.) is the Union's port safety director in Wilmington. Marshall, like other SIU safety directors in ports around the United States, checks with crewmembers when their ships come in to make certain the vessels and the ships' safety equipment are in top shape. Here, Marshall talks with Joe "Potatoes" Petetta, chief steward and ship's secretary on the *Brooks Range*.

## Liberty Ship Museum Bill Afloat in House

One of the last surviving battle-worn Liberty-series maritime ships, the *John W. Brown*, may become a national museum memorial to the 6,000 merchant seamen, including 1,200 SIU sailors lost at sea in the Second World War.

The *John W. Brown* preservation project, HR 1556, was introduced by Rep. Mario Biaggi (D-N.Y.) in March to pay homage to merchant seamen who fought from the initial escalation of German U-boat attacks in the

Caribbean to the war's end and suffered a greater percentage of fatalities than any other branch of the armed services except for the Marines.

The museum "would serve as a recognition of the valiant men and women who constructed and operated the greatest fleet of merchant vessels in the history of the world," Biaggi said.

Battlegrounds in Europe, Africa and the Far East smoldered and flared as seamen transported arms, troops and supplies

in and out of these war-charred nations. The Liberty series, with one ship constructed every 30 days as part of the U.S. emergency military buildup, proved crucial for American success in the war.

In presenting his bill, Biaggi reminded colleagues of President Eisenhower's tribute to the merchant marine. He called this civilian service the vital fourth arm of defense.

The museum memorial would

be funded by private contributors, Biaggi said. It would be a sanctuary for a nation to reflect on the service and heroism of America's merchant seamen. For survivors, families and friends it would be a place for sharing and for remembering.

The bill, in praise of the contribution of the merchant marine to the war effort, paradoxically comes at a time of administration amnesia over the achievements of World War II seamen.

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



## Pensioner's Corner



**Lacy Wilbur Austin, 71**, joined the SIU in the port of Norfolk in 1956 sailing as a deckhand for the Coal Terminal Towing Co., Norfolk. Brother Austin was born in North Carolina and is a resident of Virginia Beach, Va.



**Sam H. Black, 60**, joined the SIU in the port of Seattle. Brother Black sailed as a QMED. He was born in Oregon and is a resident of Oakville, Wash.



**Thomas George Buterakos, 56**, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Buterakos was born in Charlestown, W.Va. and is a resident of Winchester, Va.



**Edward Charles Caudill, 67**, joined the SIU in the port of New York in 1952 sailing as a chief steward for Sea-Land. Brother Caudill sailed during World War II. He was born in Kentucky and is a resident of Medford, Ore.



**Grover Franklin Cobbler, 59**, joined the SIU in 1943 in the port of Norfolk sailing as an AB. Brother Cobbler was born in North Carolina and is a resident of Mt. Airy, N.C.



**Robert S. "Flattop" Cossiboin, 63**, joined the SIU in the port of New York in 1953 sailing as a QMED for Sea-Land. Brother Cossiboin was born in Chicago, Ill. and is a resident of Oakland, Calif.



**Walter Marion Cousins, 65**, joined the SIU in 1945 sailing as a recertified bosun. Brother Cousins was born in Newberry, S.C. and is a resident there.



**Ed Delany, 57**, joined the SIU in 1947 in the port of New York sailing as an AB for Sea-Land. Brother Delaney was born in Port Arthur, Texas and is a resident of Bush, La.



**Joseph James Duffy, 66**, joined the SIU in the port of Yokohama, Japan. Brother Duffy sailed as a FOWT for Sea-Land. He was born in Savannah, Ga. and is a resident of Yokosuka, Japan.



**Clarence Fontenot, 65**, joined the SIU in the port of Lake Charles, La. in 1958 sailing as a chief cook. Brother Fontenot first sailed in 1951. He was born in Louisiana and is a resident of Lake Charles.



**Peter John Garay, 54**, joined the SIU in the port of New York in 1956 sailing as a QMED for the Delta Line. Brother Garay is a resident of Flushing, Queens, N.Y.



**Samuel L. Gibson, 57**, joined the SIU in the port of Mobile in 1951 sailing as a deck engineer. Brother Gibson was born in Alabama and is a resident of Gilbertown, Ala.



**Orlando Gonsalves, 64**, joined the SIU in 1944 in the port of New York sailing as an AB for Sea-Land. Brother Gonsalves sailed during World War II. He was born in British Guyana and is a resident of Miami, Fla.



**Donald L. Gore, 62**, joined the SIU in the port of Baltimore in 1963 sailing as a chief pumpman. Brother Gore was born in Baltimore and is a resident of Picayune, Miss.



**Albert Earl John Henke, 61**, joined the SIU in the port of Seattle sailing as a FOWT. Brother Henke first sailed in 1946. He was born in Portsmouth Twsp., Bay County, Mich. He is a resident of New Orleans.



**Albert Earl Holmes Jr., 63**, joined the SIU in 1946 in the port of New York sailing as a FOWT for Sea-Land. Brother Holmes was born in Biltmore, N.C. and is a resident of Seattle.



SIU Rep Theodore "Beau" Durbret James, 65, joined the SIU in 1950 in the port of New Orleans riding the Delta Line. Brother James first sailed in 1947. He also worked for the Union in the ports of Houston, New Orleans and St. Louis. Born in New Orleans, he is a resident of Houston.



**Michael Klepeis Jr., 59**, joined the SIU in 1945 in the port of New York sailing as a chief cook. Brother Klepeis is a veteran of the U.S. Navy in World War II serving as a ship's cook aboard the USS Massachusetts. He was born in Passaic, N.J. and is a resident of Las Vegas, Nev.



**Joseph J. Kundrat, 66**, joined the SIU in the port of New York sailing as a chief steward for Sea-Land. Brother Kundrat sailed during World War II. He was born in Pennsylvania and is a resident of Westminster, Md.



**Carlos A. Martinez, 65**, joined the SIU in the port of New York in 1959 sailing in the steward department. Brother Martinez was born in Cuba and is a resident of New Orleans.



**Wallace "Wally" Earle Mason, 59**, joined the SIU in the port of New York in 1952 sailing as a recertified bosun. Brother Mason sailed for Sea-Land. He was born in Massachusetts and is a resident of Seattle.



**Ernest Stillman Newhall, 67**, joined the SIU in the port of New York in 1954 sailing as a chief cook. Brother Newhall was born in Lynn, Mass. and is a resident of New York City.



**Eugene Walter Nicholson, 57**, joined the SIU in 1944 in the port of Baltimore sailing as a recertified bosun. Brother Nicholson sailed during World War II. He is also a veteran of the U.S. Army. Seafarer Nicholson was born in Baltimore and is a resident of Pasadena, Md.



**August Joseph Panepinto, 65**, joined the SIU in the port of New Orleans in 1955 sailing as a cook. Brother Panepinto is a resident of New Orleans.



## Pensioner's Corner

(Continued from page 36.)



**Emil Paszek, 65**, joined the SIU in the port of New York in 1955 sailing as a deck engineer. Brother Paszek first sailed in 1947. He was born in Czechoslovakia and is a resident of Brooklyn, N.Y.



**Everett R. Perry, 68**, joined the SIU in the port of New York in 1958 sailing as a chief steward. Brother Perry was born in Missouri, the "Show-Me" state, and is a resident of Whittier, Calif.



**Louis Armando Polanco, 62**, joined the SIU in the port of New York in 1952 sailing as a recertified bosun. Brother Polanco sailed for Sea-Land and first sailed in 1948. He was born in Puerto Rico and is a resident of the Bronx, N.Y.



**Billie Brooks Price, 55**, joined the SIU in 1947 in the port of Philadelphia sailing as a recertified bosun. Brother Price first sailed in 1945. He was born in Edgecombe, N.C. and is a resident of Portsmouth, Va.



**George Quinones, 72**, joined the SIU in 1949 in the port of New York sailing as a chief electrician. Brother Quinones was born in Puerto Rico and is a resident of Pomona, Calif.



**William Thomas Roche, 60**, joined the SIU in 1949 in the port of New York sailing as an AB. Brother Roche was born in Renew, Newfoundland, Canada and is a resident of Mobile.



**Bela Szupp, 58**, joined the SIU in the port of Baltimore in 1961 sailing in the steward department. Brother Szupp was born in Hungary and is a resident of Baltimore.



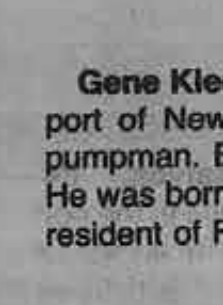
**Nicholas Robert Tatar, 59**, joined the SIU in 1947 in the port of New York sailing as an AB. Brother Tatar was born in Wilkes-Barre, Pa. and is a resident of Pasadena, Calif.



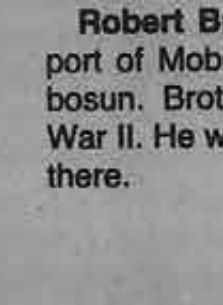
**John Raymond Tilley, 63**, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Tilley was born in Massillon, Ohio and is a resident of San Francisco.



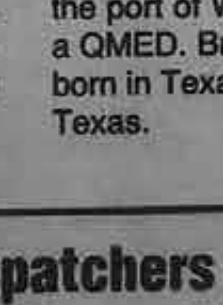
**Leon Jackson Webb, 58**, joined the SIU in 1957 sailing as a chief steward. Brother Webb was born in Irwin County, Ga. and is a resident of Enigma, Ga.



**Gene Kled Berger, 60**, joined the SIU in the port of New York in 1955 sailing as a chief pumpman. Brother Berger first sailed in 1947. He was born in Ostergotland, Sweden and is a resident of Flekkefjord, Norway.



**Robert Broadus, 59**, joined the SIU in the port of Mobile in 1952 sailing as a recertified bosun. Brother Broadus sailed during World War II. He was born in Mobile and is a resident there.



**Jack Bullard Davis, 65**, joined the SIU in the port of Wilmington, Calif. in 1964 sailing as a QMED. Brother Davis sailed for IOT. He was born in Texas and is a resident of Madisonville, Texas.

**Garth G. Durham, 59**, joined the SIU in 1942 in the port of Mobile sailing as a deckhand. Brother Durham was born in Della, Ala. and is a resident of Chickasaw, Ala.

**Lloyd Gunnels, 62**, joined the SIU in 1947 in the port of New York sailing as a FOWT for Sea-Land. Brother Gunnels was born in South Carolina and is a resident of Jersey City, N.J.

**Pedro D. Jullo, 75**, joined the SIU in the port of Seattle in 1960 sailing as a cook for Sea-Land. Brother Jullo was born in the Philippine Islands and is a resident of Seattle.

**Leonard Gray Mattson, 65**, joined the SIU in the port of Jacksonville in 1967 sailing as a chief electrician. Brother Mattson was born in Jacksonville and is a resident of College Pt., Queens, N.Y.



**Louis John Czachor, 65**, joined the Union in the port of Detroit in 1960 sailing as a porter for the American Steamship Co. and aboard the SS *Nicolet* (Gartland Steamship). Brother Czachor sailed first in 1939. He is a U.S. Army veteran of World War II serving as a sergeant section leader in Co. B, 68th Armed Infantry Bn. in England, Normandy, Northern France, the Ardennes, the Rhineland and Central Europe. Laker Czachor is a carbine marksman and machin-gun expert. Czachor was awarded the American Defense Service and African, Mideast Service Medals with five Bronze Stars. Born in Wilkes-Barre, Pa., he is a resident there.



**Hugh Gallagher, 66**, joined the Union in the port of Chicago in 1962 sailing for Great Lakes Towing and for the Great Lakes Tug and Dredge Co. Brother Gallagher began sailing in 1953. He was born in Ireland and is a resident of Chicago.

### Dispatchers Report for Great Lakes

MAR. 1-23, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	20	2	0	1	0	0	57	4	2
ENGINE DEPARTMENT									
Algonac	7	0	0	0	0	0	29	2	0
STEWARD DEPARTMENT									
Algonac	1	0	0	0	0	0	5	9	0
ENTRY DEPARTMENT									
Algonac	13	15	3	0	0	0	65	35	4
Totals All Departments	41	17	3	1	0	0	156	50	6

\*\*\*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.

### Point Julie Crew: Checks Are Waiting

A number of Seafarers who sailed aboard the SS *Point Julie* have checks waiting for them from Point Shipping Corporation. To claim these checks, the following persons should contact the SIU Headquarters representative in the port of Jacksonville:

R. Mora  
 Jerry K. Miller # 267-84-9381  
 Jack A. Hart # 263-51-3007  
 Earl T. Doucet Jr. # 262-65-7748



## LETTERS TO THE EDITOR



Log

### Union and SHLSS Give Direction

Brothers and Sisters,

I am glad to share with you the learning and educational opportunities I have had here at the Lundeberg School.

Before I came to Piney Point I had no real direction or control in my life. I had dropped out of high school. When I heard from a friend about a school you could go to and then get a job on tugboats, I came not knowing the opportunities or really what I was getting into.

I completed the G.E.D. program while here as a trainee in the Inland Program. I shipped out of Piney Point as a deckhand with Willis Barge Line and stayed in the inland field for four years.

During those four years I gained experience, a sense of direction and maturity, and realized a need for having goals in my life.

My educational background was pretty limited, so for the next couple years I decided to take advantage of the upgrading programs at the Lundeberg School. I completed the AB course, celestial navigation, 1st Class Pilot, and was selected for the Towboat Scholarship Program. After completing these courses I returned to the inland industry as a mate on tugboats. Even with a limited educational background I had accomplished a goal—going from working as a deckhand to a job in the wheelhouse.

Working on tugs gave me a lot of time to think and wonder about other future steps in my life. I decided to start shipping deep sea as an able-seaman. First I shipped as a "C" card and eventually obtained my "B" seniority.

By this time I could see the possibilities of obtaining a 3rd Mate's license and realized that in order to obtain this I had to learn advanced math as well as other subjects. This required additional education.

I had a lot of time to think while at sea. I realized I had already received some college credits through the Charles County Community College as a result of completing upgrading courses.

When I returned for the "A" seniority program (deep sea) I talked with the representative from Charles County Community College about getting a two-year Associate of Arts Degree and found I only needed eight subjects to complete this degree.

The foresight of the leadership of the Seafarers Union has provided these opportunities not just for me but for all of us.

I want to emphasize the importance of the educational opportunities available to us as members of this organization. But... we have to make the effort. It takes patience and determination to plan and obtain those goals which we set for ourselves.

I would like to express my thanks to the membership and the administration of the Lundeberg School for making these opportunities available.

Fraternally,  
Allan Hitt K-6659

### 'The Happiest Day . . .'

Having received my 2nd Mate's license on Feb. 28, 1983, the happiest day in my maritime career arrived. Without the Harry Lundeberg School of Seamanship, I would not have this license today.

I could study, eat excellent meals and sleep without the worry of commuting to school or cooking meals for myself. Concentrating on studies and not spending the day at the laundry at Lexington Park or cashing checks at a bank were ideal at HLSS. This is an optimum environment for learning.

Thank you, Paul Hall, and all those people involved in making dreams come true for all seamen. My thanks also to the staff at HLSS and Frank Mongelli for their dedication to Seafarers.

Fraternally,  
Philip L. Tambon T-822  
Elmhurst, N.Y.

### 'God Bless Them All . . .'

My wife and I wish to thank the Seafarers Welfare Plan for all the help given us after my wife was hospitalized. Severe illness is one thing that cannot be avoided and not everyone has a group of brothers who help them with the sky-rocketing hospital bills. And we both say "God bless them all."

Yours in brotherhood,  
G. B. Fleming F-158  
Spring Hill, Fla.

### 'Firefighting Is Important . . .'

We, the crew of the M/V Sea-Land Leader, would like to express our thanks to the engineering department for their prompt action in extinguishing a fire in the meat locker onboard ship. They were able to save precious stores with only a minimum of food damaged by smoke and chemicals from the extinguisher.

Before our coffee break recently, the baker, Mohammed Hussein, opened the freezer finding intense smoke and flames. Alerting the chief engineer, he quickly grabbed an extinguisher and went about putting the fire out.

Fires can happen anywhere onboard a ship. The freezer is no exception. Proper firefighting training is an important part of all seamen's training.

Fraternally,  
Mike Calhoun C-1684  
Chief Cook  
M/V Sea-Land Leader

### 'A First-Class Job . . .'

I would like to take this opportunity to say "thank you" for the prompt action in the case involving an operation and hospital confinement for my wife recently. Many thanks to the SIU and the Welfare Plan for the wonderful way it handled the huge hospital and doctor bills. Without such help we would not have been able to handle the situation and would have suffered a financial "wipeout."

Our many thanks to all members of the Welfare Plan and to the members of the New Orleans hall who were instrumental in getting our medical bills paid. My thanks also to those two young ladies in the New Orleans hall, Mrs. Geri Ivon and Mrs. Debbie Aucoin who handled the transaction between the New Orleans hall and headquarters. They handled the bills and paperwork in first-class fashion and saw to it that all ended up well.

Many thanks again for a first-class job.

Fraternally yours,  
Edward J. Loflin L-316  
Wiggins, Miss.



## The Truth About Dixie Carriers

# This Is Why We Are On Strike

THE SIU REPRESENTS licensed and unlicensed employees of Dixie Carriers, and has had a contract with the company for over 40 years. During those 40 years, management and labor have maintained a good relationship fulfilling their respective contracts.

Two years ago Dixie Carriers was purchased by Kirby Exploration, a large parent company, engaged in the exploration and development of oil and gas properties. Kirby's subsidiaries include Dixie Carriers, Universal Insurance Company, Electric Fuels Corporation—the wholly-owned subsidiary of Florida Progress Incorporated, which, in turn, is the holding company of the Florida Power Corporation.

This giant firm, Kirby, through its many companies is involved in the transportation of fuel and energy resources and controls the utilities in several Southern states, particularly Texas, Louisiana and Florida.

Presently, the Florida Public Service Commission is investigating the Florida Power Corporation for fixing prices and overcharging electricity rates to the public.

Using typical union busting tactics, the company has failed to negotiate a contract with SIU members, and has insulted SIU employees, their families and the general public who are dependent upon this company for many services.

The company's refusal to negotiate and to recognize the rights of SIU members at the bargaining table is an insult to the entire labor movement.

The company has attacked the working and living conditions, and the health and safety of its employees. SIU's notification to the Coast Guard of the company's many violations of Coast Guard safety rules have been ignored by both the company and the Coast Guard. There are lawsuits and NLRB charges against the company to which the company has again failed to respond.

By its behavior at the bargaining table, it was clear that the company intended to destroy the time-honored contract provisions of its employees during the negotiations prior to the



strike by the SIU at midnight on March 31.

**THIS IS HOW THEY FORCED THE STRIKE.** The company intends to remove all the benefits that the SIU has gained for its membership and its families in the past forty years.

The company's intentions were to effectively reverse contract provisions by: abolishing the hiring hall; gutting seniority; mandating a probation period; eliminating the subcontracting clause; giving no increases in penalty time or overtime rates; rejecting crew change pay; cutting back on sanitary work for health and safety aboard the boats; providing no provisions for sick leave; excluding provisions for vacation; reducing the provisions for comprehensive hospitalization and pension plans; and refusing to recognize the wheelhouse members—captains and mates—as part of the contract negotiations.

Last, but not least, is Dixie's refusal to provide safe working conditions for its employees.

SIU has clear, documented evidence of Dixie's safety violations. The Union has filed complaints with the Coast Guard and other government agencies as a result of these abuses and practices by Dixie Carriers.

The SIU has contacted Congressional Offices to further investigate these violations, and has called for Committee hear-

ings.

Dixie Carriers has lied outright to its employees; has made phony promises; and worst of all, Dixie has no respect for the laws of the United States, and less respect for their employees. As a result of these lies, phony promises and abuses, the Seafarers International Union had no choice but to strike.

**"They will pay the price for it."**

## National Labor Relations Board Charges ACBL Violated U.S. Laws

The National Labor Relations Board this month found American Commercial Barge Lines guilty of massive unfair labor practices in its refusal to bargain in good faith with the Seafarers International Union.

The NLRB ordered the company (ACBL) to:

- bargain in good faith with the SIU;
- restore contributions to the Union's welfare and pension plans back to April 1980;

- offer immediate employment with full compensation including back pay and interest to all unlawfully discharged SIU members;
- use the SIU hiring hall;
- allow SIU representatives to come aboard ACBL vessels;
- rescind the company pension and welfare plan.

SIU President Frank Drozak said: "This decision should be a clear signal to labor law violators that they will eventually pay the price for violating the law."





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A SMALL  
PRICE TO  
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# SPAD

FOR JOB SECURITY

Frank EVERS