

Maritime Wins Support at AFL-CIO Convention

Delegates to the 15th Annual Constitutional Convention of the AFL-CIO adopted a strongly worded maritime resolution earlier this month. The AFL-CIO recognizes the importance of a strong American merchant fleet and plans to throw its weight behind the revitalization of the American-flag fleet.

The following resolution was unanimously adopted by the AFL-CIO Convention:

The maritime industry is crucially important to national se-

curity, a healthy balance of payments and a balanced economy. Throughout the postwar period, however, the industry has been allowed to erode. Unwise budget and tax measures, directly subsidized foreign competition, and failure to enforce the law have all contributed to the decline of the nation's shipbuilding and maritime transport industry. In 1946, more than 50 percent of American exports and imports were carried in American vessels. After more than three and one-half decades of relentless

decline, American ships now transport less than 5 percent of the nation's trade.

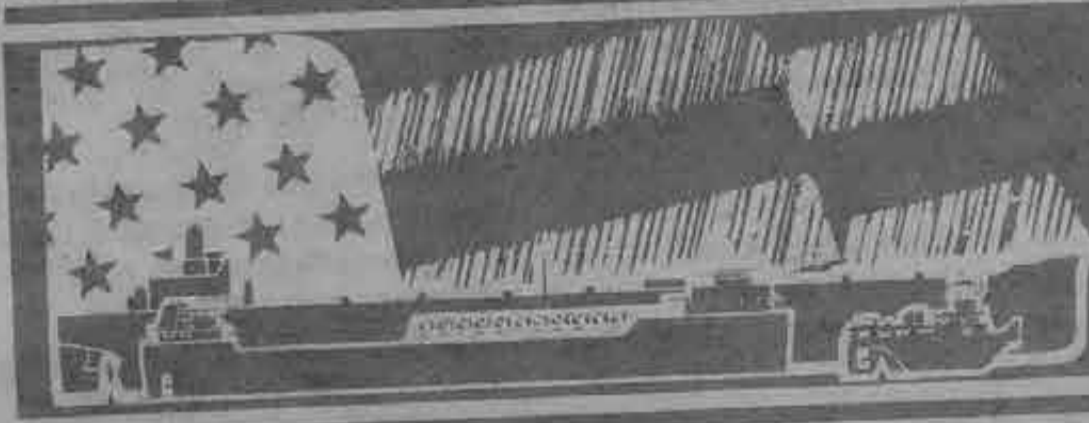
To ensure the survival of the nation's maritime sector, the ill-conceived maritime policies of the Reagan administration must be reversed.

For fiscal year 1984, the administration has requested no funds for the Construction Differential Subsidy program, and a cap on loan guarantees is proposed. The Construction Differential Subsidy program must

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SIU President Frank Drozak told delegates at the AFL-CIO convention that "jobs for American workers has to be the first priority of our nation's leaders, and the leaders of the American Labor Movement."



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Countess and Princess Sail On

House and Senate Move on Cruise America Bill

If the seas were as stormy and rough as the rhetoric and political infighting that have confronted the supporters (including the SIU) of a bill to allow two deep-sea passenger ships to sail under the American flag, no one would want to spend their vacation sailing in that kind of weather.

But H.R. 2883 and S. 1197 steadily plowed their way through the legislative process last month. The bills would allow an American company,

Cruise America Inc., to purchase the two 900-passenger luxury Cunard vessels *Countess* and *Princess* and operate them in the domestic passenger trade. Because the ships were built in Denmark, the Jones Act requires a congressional waiver before the ships would be allowed to sail from American port to American port.

In an overwhelming 30-10 vote, the full House Merchant Marine and Fisheries Committee approved the bill, with one

amendment, and cleared the way for a House vote later. In the Senate, the Merchant Marine subcommittee held its first set of hearings on its version of the legislation.

"It's real simple. It's something. It's a start. And it is over 1,000 jobs," said Rep. Dennis M. Hertel (D-Mich.) during the House hearings.

But opponents of the legislation have used anything but simple tactics to try to kill the legislation.

"Many people have come before us and misled us . . . time and time again. . . . Frankly I resent the inter-union fighting. Why are they fighting? Because some of them weren't getting the jobs," Rep. Mario Biaggi (D-N.Y.) House subcommittee chairman told the Senate subcommittee.

Biaggi also noted that many of the same people and groups opposing the re-flagging of the *Countess* and *Princess* were the same opponents of the legisla-

tion which allowed the *SS Constitution* and *Independence* to enter the domestic cruise trade.

"If we had listened to them, those ships wouldn't be operating today," he said.

Many of the arguments against the legislation center around claims, several shown to be shaky financial pipedreams according to testimony, that similar ships could be built as cheaply and quickly in U.S. yards. In addition there are claims that several groups had plans under way to build such ships.

One federal maritime expert, who asked not be identified, said, "You see people who say the same thing every time. They never would have built those ships and they're not going to do it now. They just want to make sure nobody else does."

Rep. Clay Shaw (R-Fla.) called the arguments against the re-flagging legislation "a lot of smokescreen."

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At the AFL-CIO Convention



Seafarers were well represented at the recent AFL-CIO convention, and each of them talked persuasively of the needs of the U.S. merchant marine. Clockwise from left are MTD Executive Secretary-Treasurer Jean Ingrao; SIUNA Vice President George McCartney; SIU of Canada President Roman Gralawicz; SIUNA Vice Presidents Joe Sacco, Roy "Buck" Mercer, Steve Edney and Ed Turner; SIU of Canada Secretary-Treasurer Roger Desjardins; SIUNA Vice President Mike Sacco, and SIUNA President Frank Drozak.

A Special Editorial

Let's All Pull Together

Congresswoman Mikulski Charges

Baltimore Lawmaker Seeks United Front

Criticism of the Reagan administration for its failure to establish a federal port development program has become a common occurrence in Merchant Marine subcommittee chambers.

But last month Rep. Barbara Mikulski (D-Md.) turned the tables and decried as "a national disgrace" motives of some congressional members introducing pro-maritime port legislation and the inaction on the part of some national maritime organizations in lobbying Congress on key maritime issues.

Friends of maritime, she predicted, could have another blackout year in the 98th Congress, a poor omen for Mikulski's Baltimore 3rd District where shipping is reaching a standstill, with few jobs in the wind for Seafarers and few on-shore opportunities to turn to.

Speaking before a September meeting of the Baltimore chapter of the Propeller Club, Mikulski said the two legislative issues that could bring trade back to Baltimore's docks—dredging legislation and disallowing diversion of American cargoes through Canada—will not pass Congress.

"We're stymied, we're deadlocked, we're even beyond dormant. . . . Your associations have been dormant in advocating legislation in your associations' interests," she said, explaining that these maritime interest groups have been absent from the halls of Congress on the issues affecting Baltimore.



Rep. Barbara Mikulski

The support for dredging the city's harbor and adjacent tributaries at an estimated cost of

SIU Crews New RO/RO

Another ship has come into the SIU-contracted fleet. She's the 635-foot long *American Eagle* (Pacific Gulf).

The RO/RO ship, which was built in 1981, is under charter to the Military Sealift Command. She recently unloaded her cargo in a speedy seven hours, 10 minutes during the military exercise Reforger '83 in Antwerp, Belgium.

At press time, she was in Bremerhaven, Germany, and she will be heading to Beaumont, Texas.

Capable of carrying trailers, containers and cars, the *American Eagle* has a beam of 91 feet, 10 inches and a service speed of 19½ knots. She has seven levels for carrying vehicles and can hold up to 1,127 20-foot containers.

Each of her two main engines

\$320 million is strong, Mikulski said, but it is a divided support with two similar bills vying for the congressional limelight. Four major pieces of dredging legislation with national scope and similar consequence are before the House, she said.

"You have a terrible situation of ego conflict in the Congress of the United States," said Mikulski. Bills are competing on trivial differences rather than seeking concessions and becoming a unified front, she said, and called for both houses to institute a federal program.

The American Association of Port Authorities, the National Association of Stevedores and the Propeller Club of the United States, the three centerpiece na-

tional maritime associations, responded quickly to the congresswoman's remarks.

Peter Gatti, an official of the Association of Port Authorities said a conflict in interests between small and large ports prevented his association from lobbying strenuously for any particular dredging bill.

The stevedore association has not taken a stand on the issue, following the lead of AAPA, according to one official. And both associations agreed they have not addressed the rerouting of domestic trade.

A spokesman for the national Propeller Club responded that the club is not set up to be a lobbying agent.

New American Eagle Helps Fill Defense Needs



The new SIU-contracted *American Eagle* (Pacific Gulf) readies to leave Jacksonville, Fla. for military exercises which took her to Antwerp, Belgium.

has a horsepower of 10,800.

The SIU crew aboard her includes Bosun John "Red" Wilsson, a former Union official from

the port of Jacksonville. The steward is Frank DiCarlo and the QMED-chief electrician is Timothy Stagg.



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Commission to Study Maritime's Defense Role

Amid great expectations, maritime industry representatives heartily endorsed H.R. 3289, legislation proposing a commission to study the national defense role of the U.S. merchant marine.

Upon the completion of the hearings before the Armed Services Committee's Seapower and Strategic and Critical Materials subcommittee, H.R. 3289 was approved and reported to the House of Representatives without amendments.

The measure establishes a commission composed of five members—the secretary of the Navy, the Maritime Administration and three members appointed by the president, one each to represent maritime labor unions, shipbuilders and ship operators. The commission's responsibility is to recommend proposals to Congress for maintaining a merchant marine capable of satisfying national security requirements during war or national emergency. In addition to studying sealift requirements, the commission would also focus on shipyard industrial base needs.

Subcommittee chairman, Rep. Charles Bennett (D-Fla.), who is also the bill's author, said, "I believe that the establishment of this commission will provide a pool of the nation's best philosophy and resources to ensure that the United States maintains its strong position at sea, never allowing itself to become secondary to the naval strength of the Soviet Union."

Despite the fact that the bill was reported out of the subcommittee without any amendments, several maritime experts made suggestions they said would enhance the bill.

SIU President Frank Drozak testified on behalf of the AFL-CIO's Maritime Trades Department (MTD) in support of the legislation; however, Drozak voiced some concerns. He urged that "there must a firm commitment behind the bill and the commission must be comprised of authoritative, national figures whose recommendations will be respected." Drozak also suggested that the "commission's membership be expanded to 12 or 15 members traversing a wide range of representation." He pledged the "wholehearted support of the MTD which stands

ready to assist this subcommittee in any way."

MEBA-I President Jesse Calhoun echoed Drozak's recom-

president of the Council of American-flag Ship Operators, supported H.R. 3289 and called it "landmark legislation." Hol-

loway's major concern rested with the secretary of the Navy as chairman of the commission. "I can think of no individual better qualified by position, intellect, experience or motivation to serve in the position of chairman of this group than the current secretary of the Navy. However, my concern is that the press of his other responsibilities could make it impossible for him to devote to this commission the kind of high level personal attention that it needs. "I propose that the language of the bill be modified to provide for a deputy chairman, selected

by the secretary of the Navy with the concurrence of the Congress. This should be an individual with a distinguished career in the maritime field, active or retired, who would be available at all sessions of the commission to assist the chairman and act as chairman in the physical absence of the secretary of the Navy," Holloway said.

M. Lee Rice, president of the Shipbuilders Council of America, proposed several "goals the commission should try to achieve: to discuss various approaches to providing sealift, shipbuilding and ship repair assets; to reach conclusions as to the efficiency and effectiveness of various solutions; to recommend a set of actions designed to initiate a long term solution and to create a framework for study and debate of the basic issues and potential solutions."

Peter Luciano, executive director of the Transportation Institute, said the "commission provides an important vehicle for recommending the ways of stopping the hemorrhaging that has beset the maritime industry in recent decades. What is needed is an honest, no-holds-barred appraisal of real defense needs and the U.S. merchant marine's ability to meet those needs. The law is clear about the merchant marine role in defense; the commission could reaffirm it."



Members of the House Armed Services Committee listen to SIU President Frank Drozak testify on the need for a commission to study the defense-related aspects of the nation's merchant marine. They are (l. to r.) Rep. Charles E. Bennett (D-Fla.), two committee staffers, Rep. Floyd Spence (R-S.C.) and Rep. Elwood Hillis (R-Ind.).

mendation on the size of the commission. "The legislation now calls for five members. Originally, however, when this proposal was part of the FY 1984 Defense Department authorizations, the commission was to have had nine members, including two from each house of Congress. These congressional members have been deleted from H.R. 3289 which I believe is most unfortunate, for it removes one of the key strengths of the proposal, and the one that can make the difference between success or failure."

Admiral James Holloway,

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"I can think of no individual better qualified by position, intellect, experience or motivation to serve in the position of chairman of this group than the current secretary of the Navy. However, my concern is that the press of his other responsibilities could make it impossible for him to devote to this commission the kind of high level personal attention that it needs.

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SIU Upgraders Visit Nation's Capital



SIU upgraders enrolled at the Seafarers Harry Lundeberg School of Seamanship are invited to the Camp Springs headquarters building to learn how their Union serves Seafarers from management of welfare and pension programs to lobbying campaigns on Capitol Hill. Pictured on the steps of the Capitol with SIU lobbyist Liz D'Amato are John Briggs, Charles Duncan, David Ferguson, Laurie Gavin, Henry Harjadi, Steven Hayslip, Peter Hove, Robert Hurk, John Janssen, John Linton, Exquial Liwag, Michael Mallini, Louis Mullet, Brenda Murray, Sebastian Pardon, John Slay and James Varela.

Maritime Trades Department Holds Convention

Affirms New Commitment To Strong U.S.-Flag Fleet

Two years ago when the Maritime Trades Department met for its last biennial convention there was great hope that newly-elected President Ronald Reagan would live up to his pledge to revitalize America's declining maritime and shipbuilding industries.

Two weeks ago, the MTD was forced to strongly go on record opposing any more cutbacks in the nation's current maritime programs and to forcefully urge the Reagan administration to adopt long-term maritime policies to build a strong and effective fleet and shipyard base.

In the last two years, "we have seen an increasingly incoherent and piecemeal approach to maritime policy due in part to the movement of the Maritime Administration from the Department of Commerce to the Department of Transportation," one of the MTD resolutions stated.

Never before has America's merchant fleet been so important, the resolution noted. Yet at a time when the U.S.-flag fleet is shrinking and America's shipyards are closing for lack of work, the fleet and shipbuilding industries of the non-democratic world are expanding at an alarming rate.

The Soviet Union has made remarkable advances into international shipping the report said. The Soviet fleet has increased in size some 500 percent since the early 1960s and is much larger than the American fleet, the report stated.

"This set of circumstances creates an urgent need for a new comprehensive and positive U.S. maritime policy shaped to the needs of this country's economic and political position in the world, the resolution declared.

The key points of such a program include:

- ✓ An adequate, efficient and modern fleet;
- ✓ A pool of well-trained men and women to crew the vessels;
- ✓ Government subsidies of merchant fleet operations and ship building industries;
- ✓ A well balanced cargo policy;
- ✓ Renewed efforts to expand U.S. fishing and canning industries.

In other business, the 182 delegates to the two-day convention acted on more than 100 resolutions, re-elected officers, heard speakers outline political and legislative programs and problems facing labor and received special reports on the Reagan administra-

tion's string of broken promises on the maritime industry and the massive job dislocation threatened by the new technology.

SIU and MTD President Frank Drozak told the delegates that despite the recent small decline in unemployment more than 10.6 million American men and women have no jobs, another 1.7 million have stopped looking for work and 5.6 million are working part-time when they seek full-time work.

In the maritime industry, the unemployment rate far exceeds the nation's average of 9.3 percent.

"Our work begins today for the 1984 elections. Our victories in 1984 will come from mobilizing the millions of Americans who have simply had enough," Drozak said.

AFL-CIO President Lane Kirkland, in his address to the convention said, "Political action again holds the key to progress in all other areas that concern labor—at the bargaining table, in the legislatures and in national social and economic policy.

"Our premise is that America's greatest need is for national leaders who understand that the business of government is to advance the interests of all the American people, and not merely the rich and powerful."

To Promote Industry; Protect Jobs

Resolutions

The following is a brief breakdown of some of the more important maritime resolutions acted upon by the AFL-CIO's 1983 Maritime Trades Department (MTD) Biennial Convention held late last month in Hollywood, Fla.

Maritime Policy

Over the past decade the U.S. merchant marine fleet has greatly deteriorated. At the last MTD Convention in 1981 there was hope that the even-then declining position of the U.S.-flag fleet would be reversed by the newly-elected President Reagan's campaign pledge to revitalize America's maritime and shipbuilding industries.

But instead there has been a piecemeal approach to maritime policy due partly by the transfer of Marad to the U.S. Department of Transportation from the Department of Commerce. Now Marad no longer is the strong protector of the maritime industry since other transportation

issues take up its time and concern.

With the Soviet Union increasing its worldwide merchant marine fleet five times more since the early 1960s, the USSR is well ahead of the United States' fleet.

These two facts create an urgent need for a new, comprehensive and positive U.S. maritime policy shaped to the needs of this country's economic and political position in the world.

A comprehensive U.S. maritime policy should consist of:

- A maritime program which would give:

(a) The maintenance and retention of an adequate, efficient and modern fleet equal to the nation's security needs.

(b) A pool of well-trained men and women that can be called upon to sail commercial ships or assist the U.S. Armed Forces in time of war or national emergency.

(c) A viable commercial shipbuilding industry.

(Continued on Page 5.)



MTD officers being sworn in by General Counsel Howard Schulman (second left) are, from left, Stephen J. Leslie, vice-president; Jean Ingrao, executive secretary-treasurer, and Frank Drozak, president.

Resolutions

(Continued from Page 4.)

- Recognition that this country can't maintain a fleet without a minimum of subsidy in a world where many nations heavily subsidize their merchant fleet operations and shipbuilding industries.

Though we know that current subsidy programs may not be the final answer to the preservation of a U.S. fleet, until new mechanisms are put into place, today's subsidy programs shouldn't be eliminated.

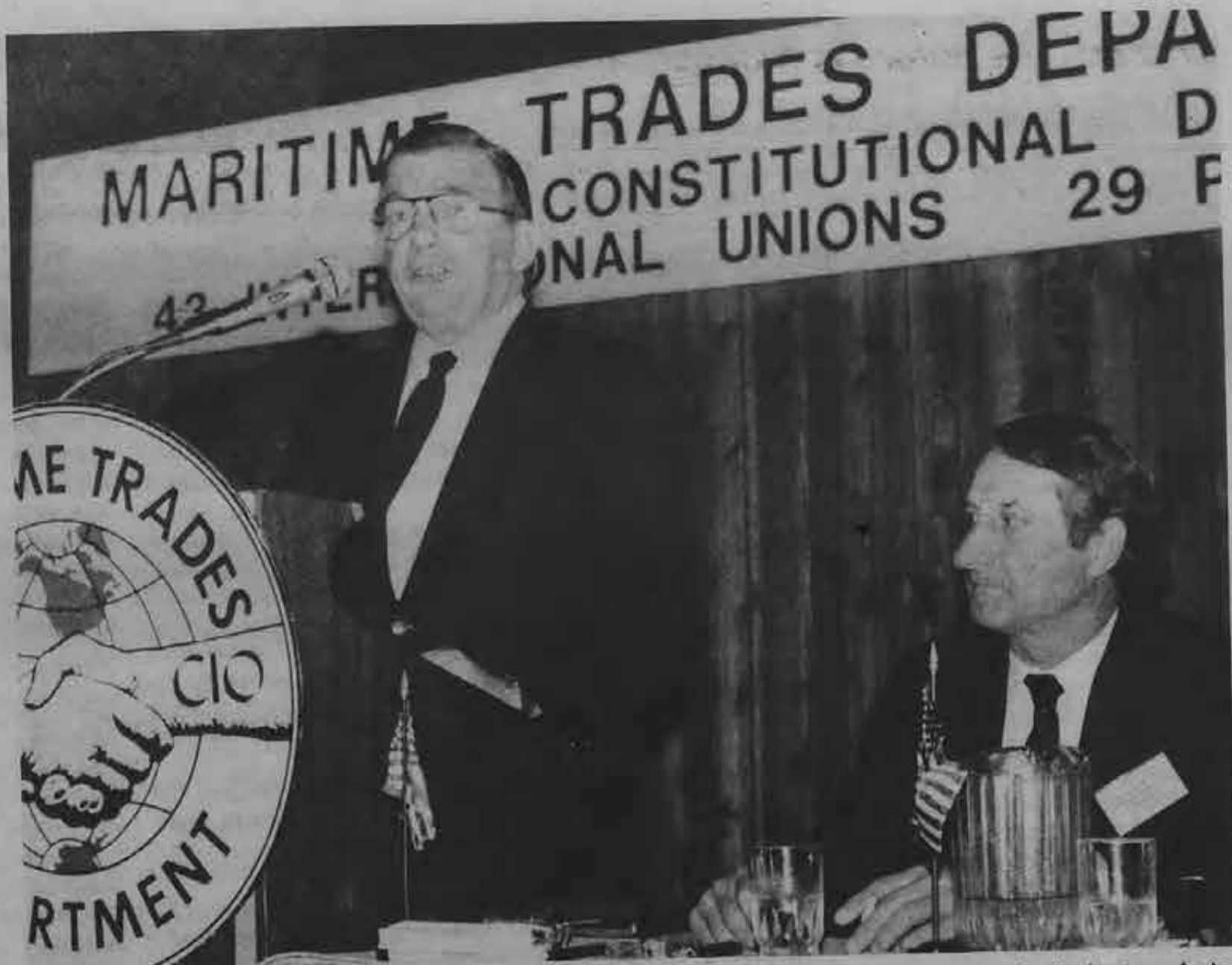
Nearly 50 percent of the U.S. fleet built here since 1957 was done with subsidy. The premature liquidation of subsidies since 1981 has meant that not one commercial order has been placed in U.S. shipyards this year, threatening the continued existence of several U.S. shipyards, the loss of U.S. shipyard jobs and the continued health of many allied industries.

- Recognition by the administration that the Jones Act is a fundamental defense statute which has served as the backbone for the U.S. domestic fleet. The administration must recognize the importance of the Jones Act. A maritime policy should also undertake to expand the Jones Act's jurisdictional limits to reflect changing international attitudes.

- A well balanced cargo policy. No merchant fleet can exist without assured cargoes to carry. Thus the centerpiece of a truly effective maritime program must reserve a portion of U.S. bulk cargoes to U.S.-flag vessels. A comprehensive cargo policy must insure that the administration continues to monitor and enforce federal agency compliance with existing cargo preference laws.

- Cargo preference laws should also be expanded in all areas. This would include entering into bilateral shipping agreements with America's trading partners so that the U.S. fleet can obtain an equitable share of cargo and ratification of the United Nations Conference on Trade and Development Code of Conduct for Liner Conferences (UNCTAD) since failure to ratify will reduce U.S.-flag access to many trade routes.

- Undertake a program to strengthen U.S.-flag shipping on the Great Lakes and other inland waterways. America's ports and navigable waterways play a



AFL-CIO President Lane Kirkland pledged support of the Labor Federation to Seafarers in their struggle to keep the U.S. maritime industry afloat. (See page 6.)

crucial role in the economic well being of the country, but a comprehensive approach to their operation and maintenance has yet to be formulated. Federal policies now in existence continue to disadvantage the private dredge fleet. Specific policies must be set forth to take the dredge and tugboat fleets out of the federal realm and place them in the hands of the private sector.

- Renewed efforts to encourage the expansion and growth of the U.S. fishing and canning industries. Despite enactment of legislation extending the U.S. fishing zone and prohibiting foreign fishing fleets from operation in U.S. waters, the U.S. still imports nearly 69 percent of all fish consumed in this country.

- Development of a viable oceans policy. Legislation has been enacted requiring the use of U.S.-flag, U.S.-built and U.S.-crewed vessels in new ocean ventures such as ocean mining and ocean thermal energy conversion. These ventures, operating at full capacity, will provide thousands of new job opportunities in maritime and related industries. The United States must continue to support programs that guarantee full participation by American industry and labor in the devel-

opment of new marine technology.

Flags of Convenience

Flags of convenience or runaway flagships for the last 50 years have cost the U.S. losses in sea jobs, taxes, international balance of payments, in transfer-pricing abuses, overseas flight of investment capital, oil spills polluting our seas and shores, economic blackmail and national security risks.

For the last 30 years, the U.S. seagoing jobs picture has fallen

from 90,000 jobs to a mere 20,000 jobs. The U.S.-flag merchant marine fleet in the last three decades has dropped from 25 percent of the world fleet to less than 4 percent. During the same period, the Liberian fleet rose from .5 percent of the world total to more than 23 percent!

The safety record of the runaway fleet between 1975 to 1979 was three times worse than the record of the traditional maritime fleets.

The U.S., the home of the world's largest flag of convenience.

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SIU of Canada plays a key role in the affairs of the MTD. President Roman Galewicz, right, confers with Secretary Treasurer Roger Desjardins while Dick Thomasson listens to a committee report.

AFL-CIO President Lane Kirkland Pledges Support of Organized Labor in Our Struggle

LANE KIRKLAND, President, AFL-CIO

This convention is as convincing a testament to the durability, tenacity and fighting qualities of the American trade union movement as anyone could ask.

If the critics and crepe hangers who have been saying for 100 years that the Labor Movement can't last had been right, you would not be here.

You have absorbed a lot of punishment. For 30 years you have been resisting the slow disintegration of America's maritime industry at the hands of those who hold that national safety, industrial power and economic growth depend on the abstract numbers in next year's corporate earnings reports, and not on the tangible assets of seagoing ships and the skills of the workers it takes to build and sail them.

The process of driving the American flag from the seas has been all but completed by cut-throat foreign competitors, aided and abetted by our own policymakers, and a long list of bills aimed at finishing the job are in the works.

Yet, here you stand, answering the bell for yet another round, determined as ever to hold fast for as long as it takes for Congress to

recognize the mortal danger and begin to retake the ground that has been lost.

And in that struggle, as always, the Maritime Trades Department and its affiliates will continue to have the full support of the AFL-CIO.

For working people in every trade and industry, the last three years have been the toughest in generations.

For all that, as a few of our opponents have begun to notice, the Labor Movement is in better shape and better fighting trim than anyone would guess from the state of the economy.

I think it is ironic that some of those who were saying just yesterday that the Labor Movement is all washed up are now publicly fretting that we are becoming too powerful in the political arena.

We have never stopped trying to advance the interests of working people through every available avenue.

Political Action Holds the Key

At this point in history, as often in the past, it is political action that holds the key to progress

in all the other areas that concern us—at the bargaining table, in the legislatures and in national social and economic policy.

Our premise is that America's greatest need is for national leaders who understand that the proper business of government is to advance the interests of all the American people, and not just the rich and powerful.

Therefore we have worked hard over the last three years to strengthen, from the grassroots up, the unity and solidarity that have been, from the beginning, our only source of strength.

The Spirit of Trade Unionism Is Alive

No one who attended any of the rallies that took place on Solidarity Day III, in 151 communities in all 50 states, can doubt that the spirit of trade unionism is as alive today as ever in our history.

On the basic issues we face, and on the fundamental goals that ought to be pursued by any new administration, I think union members are more closely united than ever before in history.

Resolutions: To Promote Industry, Protect American Jobs

(Continued from Page 6.)

ience fleet, in 1982 boycotted the U.N.'s Conference on Trade and Development Liner Code of Conduct session on phasing out flag of convenience fleets.

Re-flagging the U.S.-owned runaway flagships would mean the U.S. merchant fleet would double from 459 ships to 1,294.

The MTD calls upon the U.S. government to back the U.N.'s

efforts to phase out the runaway registered fleets and supports the International Transport Workers Federation (ITWF) campaign to deregister the flag of convenience fleets.

The Competitive Shipping and Shipbuilding Act of 1983

Today, the U.S.-flag, privately-owned merchant fleet and

supportive shipyard-mobilization base continues on a steady and persistent course toward doom and extinction.

In June our active U.S. ocean fleet had 459 ships crewed by 15,552 seafarers. Twenty years ago we had 1,023 ships with 47,017 seafarers aboard.

According to U.S. Secretary of the Navy John Lehman "... the state of the merchant marine in our country casts doubt on our capability to supply our own needs in peace or war, if ever forced to go it alone."

The situation in our nation's shipyards is just as bad if not worse. It's estimated that 12 out of the existing 27 commercial shipyards are in danger of closing their gates.

Enactment of the Competitive Shipping and Shipbuilding Act of 1983 (H.R. 1242 and S. 1000) by Rep. Lindy Boggs (D-La.) and Sen. Paul Trible (R-Va.) would set the American maritime industry back on a true and steady course.

It, by increments, reserves U.S. bulk cargo to U.S. ships built in U.S. shipyards starting at 5 percent in the year after the bill passes into law and increasing 1 percent annually until a

minimum of 20 percent is reached.

By guaranteeing cargo to U.S. ships, the bill should stimulate investment to build and operate new American ships.

It's also estimated that the Boggs and Trible bills would preserve 200,000 existing jobs in maritime and related industries, adding 25,000 jobs in revitalized shipyards, 78,000 jobs in support and allied industries and 9,000 seafaring jobs for the 158 to 268 new U.S. ships.

The Runaway Fishing Fleet

The U.S. tuna fishing and canning industries are facing their worst crisis ever as about 80 percent of the domestic fishing fleet, which usually sails out of the ports of Los Angeles and San Diego, Calif., has been diverted to the Western Pacific.

The fishing boat owners out there use cheap foreign labor and don't adhere to strict U.S. safety and environment standards. Also American cannery are relocating worldwide so as to capitalize on cheaper, low-wage labor and to take advantage of tax incentives and low-cost loans. And many countries are dumping large amounts of tuna into the U.S. market at

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Bill Lucy, secretary-treasurer of the State County & Municipal Employees (right), listens to the sage comments of Dominic Carnevale, Plumbers Union, during a convention lull.

MTD President Drozak Calls for Unity of Purpose In Maritime's Struggle for Survival and Growth

FRANK DROZAK, President Maritime Trades Department

The future for those of us in maritime and related trades, as well as the entire trade union movement and for American workers as a whole will be stormy.

We are undergoing the worst unemployment crisis since the years of the Great Depression. While there may be signs of economic recovery in some quarters, thus far these signs are more visible on Wall Street than on Main Street. Indeed, one top-level official of the Reagan administration, the Secretary of Commerce, has told substantial numbers of unemployed workers in our basic industries—the so-called "smoke-stack" industries—that they should forget their jobs. These jobs have been exported permanently, he claims, because American industries are uncompetitive.

To this and other negative voices of this anti-labor administration, the Maritime Trades Department and its executive officers will be loud and clear in their response: American workers can be competitive; American workers have rights. We, representing 43 affiliated national and international unions totalling more than 8 million working men and women, will do everything in our power to see that those rights are respected. And the right to a job—to employment security—is the most basic of all workers' rights.

'The health of our industry is a measure of the health of our national economy'

We welcome the recent drop in unemployment. But there are still almost 18 million workers unemployed or underemployed when you total the more than 10.6 million jobless workers, another 1.7 million "discouraged workers" who have stopped looking for non-existent jobs, and an additional 5.6 million part-time workers who want full-time work. And, based on an average family with three members, the number of people paying the price as it relates to unemployment is 54 million Americans.

In the maritime industry, since 1981, commercial shipyard employment dropped from 23,067 to 15,507, a 33 percent decline. Private sector deep-sea seafaring jobs fell from 17,992 to 16,254, a 10 percent drop. On the Great Lakes, employment nosedived from 2,848 to 1,632, a massive 43 percent decline.

The health of our industry can be gauged by the health of the economy as a whole. Granted, some sort of economic recovery is under way. But the real picture is a lot less rosy than Reagan would have us believe. Even those workers who have relatively secure jobs are faced with the fact that real family earnings have declined by 2.8 percent under the current administration.

For the rest, the story is summed up by Roger Brinner, director of U.S. Forecasting for Data Resources, Inc., when he says, "In the eyes of the people who are out of work, we're still in a recession." And even administration economists agree that the rate will remain high through the rest of this decade.

One of the most somber facts running through all of this is that two groups—black and Hispanic workers—are not sharing at all in the recovery. Black unemployment was 20.6 percent in June

1983. And fewer than half of black teenagers seeking work could find it. Hispanic unemployment is 14 percent. In the richest nation in the world, this is an absolute disgrace.

As important as these statistics are, of equally great long-range concern to all of us are the major changes in policies and programs that will affect American workers for decades to come.

Nowhere is this more dramatically demonstrated than in the maritime industry.

The Construction Differential Subsidy has been virtually eliminated. A wholesale exporting of American commercial shipyard jobs is being pursued by the Reagan administration. It has been proposed that no new operating subsidy contracts be made.

'There are those who want to destroy this industry . . . and take away our jobs'

An unnecessary cap has been placed on the Title XI ship finance loan guarantee program. The United States Public Health Service hospitals have been closed, ending centuries of medical care for merchant seamen and placing a crushing burden on the budgets of seafaring unions.

As a result of these and other governmental actions, thousands of American jobs are being exported and those American maritime and related workers who retain their jobs are, directly and indirectly, shouldering a much greater burden.

In addition, there have been constant attacks on the maritime industry from those who seek to destroy this industry. There have been assaults on the Jones Act, on cargo preference programs and on the Alaska oil export ban—to name just a few. These attacks come largely from people who oppose decent wages and working conditions for U.S. workers.

Only constant policing on our part stands between us and much more serious unemployment.

The MTD and its member unions will consistently address these problems throughout the next three years. Your executive officers and the staff will fight these attacks in the Congress and in the executive agencies.

This has been the worst of any administration toward the American Labor Movement. Unemployment is the highest it has been in over 50 years, social programs are being cut to the bone, education is being attacked, hospitalization costs are skyrocketing, and sick people are being deprived of medical attention because they can't afford it; our kids are graduating from college and can't find work; the industrial know-how of this country is being exported foreign; steel mills are closing; auto workers are out of work, and housing is at its lowest point since the Great Depression.

Mr. Reagan can say things are getting better, that the economy is on the upturn and employment is improving. Yes, I guess it is for some, but not for us. Not for the working men and women, not for the elderly, the underprivileged, the poor and the hungry. The rich are getting richer and the poor and working class of America are getting poorer.

And yes he has destroyed our maritime industry. Reagan had done in three years what our enemies have been trying for years to do—and that is to divide the maritime community, playing the shipping industry against the shipbuilding industry, one union against the other, and one government agency against other government agencies.

I ask myself why have we let this happen to us. Don't we understand an injury to one is an injury to all? Don't we understand that if one of us doesn't live it's a matter of time before the rest will die? I ask all of you, just think about what has happened since this administration has taken office almost three years ago.

Why are we letting this administration divide us and destroy our industry? I don't understand how this administration can justify to themselves and the American people the steps they have taken to create this disaster. I don't understand, while we may have disagreements with each other at one time or another, why we let ourselves be divided and separated on such important issues of concern to all of us.

But it has happened, President Reagan has done in three short years what our enemies have been trying to do for years: divide us and destroy the maritime industry; destroy our industrial base, and with it, our jobs.

I know some of us will say we can do it alone. Why should we cooperate with others? There's just one problem. There is no two-pot system on this ship. Either we all do well or we all do poorly. If the ship goes down we all sink together. It may take some of us a little longer, but it will happen. Maybe some don't care, but most do. So, I ask all of us to think about what is happening. Don't let us be divided, separated and be picked apart because we may have disagreements or disputes with each other.

Let me close my remarks by saying to all of us what our great leader Paul Hall said to me many times, "You don't have to love each other or like each other, but if we don't respect each other and cooperate with each other on those issues of mutual concern, then our enemies will destroy us—if we don't destroy ourselves first."

I will say again let us work together for the welfare of our people and this great country of ours and let's turn the tide and make our country a place where people are willing to share their concerns with each other and make America strong.



Sheet Metal Workers President Edward J. Carrough confers with secretary-treasurer Cecil Clay during a convention time-out.

Snapshots of the Maritime Trades Department Convention



President Frank Drozak and VP Steve Leslie enjoy a laugh when Leslie, a member of "the Polish connection," was presented a *Solidarnosc* T-shirt.

Resolutions

(Continued from Page 6.)

very low prices thus forcing the remaining American fishing and canning operators out of business.

The MTD calls upon the U.S. Congress to pass laws increasing tariffs on tuna entering the country so as to stop the dumping of cheaper tuna in the U.S. markets.

Merchant Seamen Health Care

For almost two centuries the United States accepted responsibility for the medical care of the nation's merchant seamen manning the Fourth Arm of Defense. But in October 1981, the federal government turned its back on America's sailors and closed the Public Health Service hospitals and clinics.

Today, maritime unions and the industry have been forced to shoulder the hundreds of millions of dollars in medical care costs. America's merchant seamen who have sacrificed life and limb in every conflict have been unfairly denied their traditional benefits.

The MTD calls on the government to expedite its report on merchant marine health care, as called for by Congress. It also supports any equitable measure in which the federal government will acknowledge and re-establish responsibility for the health and welfare of American seamen.

Ocean Mining

The 1980 Deep Seabed Mineral Resources Act guarantees

the use of American-flag vessels and American crews in ocean mining operations. It would mean thousands of new jobs.

The United States refuses to sign the Law of the Sea Treaty because of many drawbacks in the treaty. But in order to reap the benefits of ocean mining, the United States must become part of some sort of international agreement.

The MTD urged the U.S. government to pursue international agreements which will promote deep seabed mining and protect the rights and safety of skilled American workers. It also urged that whatever agreement is reached, it adhere to the principles calling for U.S.-built vessels with American crews.

U.S.-Flag Dredging Industry

The federal government must become a partner in the effort to establish a viable and strong U.S.-flag dredge fleet. It must reduce the size and role of the U.S. Army Corps of Engineers which is taking away work from the private dredging industry. It should also make sure that American overseas dredging operations be reserved for American contractors.

The MTD reaffirmed its support for the increased use of private sector dredges, a reduction in the size of the federal dredge fleet, a meaningful Small Business Administration set-aside size standard for dredging projects and the use of private American dredge fleets in overseas military construction projects.



Taking an active part in the convention proceedings were Richard Kilroy, president of the Brotherhood of Railway & Airline Clerks, Vice President Jack Otero.



"Whitey" Disley, president of the Marine Firemen, addresses the MTD Convention.



MTD's National Field Coordinator Frank Pecquex talked of maritime's legislative concerns.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Every Experience Is Used As Training At SHLSS

The Seafarers Harry Lundeberg School of Seamanship prides itself on the many different and varied educational opportunities offered to our students. On August 1, 1983, the "Earl Bull Shepard" set sail for the Colonna Shipyard in Norfolk, Virginia for its annual dry docking period. This year work was done on the hull, sea chest and propellers. All other repairs are done by the students during their practical on-the-job training while at the School.

There is nothing unusual about a ship going to dry dock for repairs. What makes it different is that every job fulfilled is done to enhance the training of both entry rated SHLSS trainees and regular upgrading students. The crew was made up of SHLSS Vocational Deck and Engine Instructors, along with Upgraders from all three (3) departments. The



The crew of the Shepard pose for a photo with SHLSS Vice President Frank Mongelli before setting sail.

Able Seamen were taken from the Quartermaster and Third Mate courses; the QMED's were taken from the Third Engineer course; and the Steward Department from the Chief Cook, and Cook and Baker courses.

The Master of the ship was Captain Tom Doyle. Other key positions were held by Bill Hellwege, First Mate; Dale Rausch, Second Mate;

Ben Cusic, Third Mate; Eric Malzkuhn, Chief Engineer; and Joe Marshall, Assistant Engineer.

Safety first is the rule at the Seafarers Harry Lundeberg School of Seamanship. After leaving the School, the ship had a "fire and boat drill,"

along with regular Underway Watchkeeping Training. The ship covered the ninety-five (95) mile trip at slow speed. "We hit alot of weather on the way up" said Captain Doyle, "...but all kinds of weather adds to the realism of the training for the trainees aboard."

The ship, named after the SIU's own past Vice President, Earl "Bull" Shepard, is one hundred seventy-six (176) feet long, and draws nine (9) feet of water. It is perfectly suited for Underway Replenishment Training, which is incorporated into all of the deck classes at the School. Underway Replenishment Training is stressed because of an increasing need of Merchant Vessel and Navy Fleet cooperation.



The Earl "Bull" Shepard sets sail for the Colonna's Shipyard in Norfolk, Virginia.



SHLSS Trainees prepare to get underway for their trip to Virginia.

Alcoholism is a Disease... It Can Be Treated...

Seafarers Alcoholic Rehabilitation Center



Alcoholism, which affects over 12 million Americans, has been called the "hidden disease" because most victims are not skid row alcoholics, but members of society who, to outward appearances, seem to be able to carry on normally with their jobs and families. These people all have the same problem — they can't control their drinking, even when it causes medical, family, social, and job related problems.

The SIU has long recognized the problems of alcoholism in the maritime industry. In 1975 the SIU held a seminar entitled "The Problem Drinker in Industry" at the Seafarers Harry Lundeberg School of Seamanship. This seminar led to the establishment of the Seafarers Alcoholic Rehabilitation Center in Valley Lee, Maryland. The ARC opened its doors in March of 1976, making it the first of its kind in the labor movement. It is located five miles from the Seafarers Harry Lundeberg School and is able to use several of the school's services.

By setting up its own Alcoholic Rehabilitation Center the SIU is able to keep seafarers together. They share similar problems, backgrounds and experiences. They don't feel as alone with their problems and can help each other through the difficult times at the ARC as well as later onboard ship.

The staff at the ARC consists of the Director, Rick Reisman, Kerrie Thompson, Dave Tippet and four professionally trained counselors in alcoholism treatment, Mary Lynn Rogers, Jesse Logan, Patti Winters, and Dave Prindle. The facilities can handle sixteen residents at a time with each resident being assigned to a specific counselor. There is a counselor on call 24 hours a day, seven days a week. The ARC Staff spends most of its time in individual or group counseling. By working with a small group the Staff members are able to tailor the treatment program to fit each individual's needs.

The Program

The rehabilitation program consists of six weeks of intensive counseling. An average of eight hours a day are spent in planned sessions whether it be in individual counseling, group therapy, alcohol education, art therapy or Alcoholics Anonymous meetings. Most Seafarers are admitted to the program within 24 hours of the request. There is no charge to the member and all funding comes from the Seafarers Welfare Plan.

The Program Goals

The goal of the ARC is to help the individual take that important first step of giving up alcohol and to help the seafarer in returning to his role as a member of a family, a community and as a crew member aboard ship. This rehabilitation effort is guided by the philosophy that is the foundation of all of the SIU's efforts on behalf of their membership—the development of the worker as a whole person, not just the person as a worker.

The ARC and AA

To treat alcoholism the ARC uses many different methods. One of the most successful is Alcoholics Anonymous. AA has had more success than any other form of treatment with over one million sober in over ninety countries. AA definitely works and is the ARC's after-care program. This gives the Seafarer a way to continue his sobriety after treatment at the ARC. While at the Center the resident studies the AA Twelve-Step Program and attends AA meetings. Seafarers who successfully complete treatment at the ARC and continue with Alcoholics Anonymous usually stay sober. The ARC and AA—a combination that works. Sober Seafarers throughout the SIU are living proof.

The ARC receives letters, phone calls and occasionally a past resident will drop by for a visit. Nobody tells the story better than the people who have gone through the ARC's program.



Jack Williams, from the Sugar Workers Union, Local One in Crockett California (an affiliate of the SIU), has been a union member for over 26 years and has had a problem with alcohol for too many years. He claims this program is "marvelous!!" We need more programs like this throughout the union. Look at how many people went down the drain losing everything - life, family, friends and job. You just kind of let yourself go. The ARC has given me a better outlook. I can cope. I have more spirit and a better understanding of myself. I've got my pride back and if you don't have that, you don't have anything."



Kenny Bluit, from New York, says "I didn't plan on being interviewed at first. I was afraid people would get the wrong idea, and I was embarrassed at being here. Then I decided if I could help someone just take a look at themselves and realize they have a drinking problem. Well, then it would be worth it. I think this is the best program the Union has to offer. Don't get me wrong, they don't offer you a magic wand here. You have to want to quit drinking and they will show you how. It's a tough battle, but I don't want to die because of Alcohol. In six weeks these people can turn your life around and give you one worth living."



Herbert R. Minick, a member of the SIU for twenty years, ships out of Jacksonville Florida. "This program is a real good thing. I feel better now than I've felt for a long time. I sure wish I came here earlier. I just want everybody to know that the staff are wonderful people up here, from the Director all the way down. So, take an inventory of yourself and see your Port Agent or Field Representative if you need help, you won't regret it."



Shipping out of Jacksonville Florida, Whitie Walker, has been an SIU Union man for thirty three years. "The ARC wasn't started any too soon. I think it's a real big help being with other seamen. I've sailed with alot of these guys and we have mutual friends. I was here in '75 when they had that meeting on Alcoholism. It's taken me eight years to come back, but here I am."



Star Route Box 153-A
Valley Lee, Maryland 20692
301-994-0010

Marine Electrical Maintenance

An Electrifying Course

The Marine Electrical Maintenance course—like all of the upgrading courses at SHLSS—helps Seafarers upgrade their skills and enhance their job security.

Like other vocational upgrading courses offered through the school, the eight week Marine Electrical Maintenance course consists of both classroom and practical shop training. This insures a more thorough

knowledge of both the theory and the practical "how to" of marine electrical systems.

Included in the course is instruction in the theory of electricity; practical knowledge of electrical power circuits, electric motors and controllers; use of electrical test equipment and reading electrical schematics.

Shop training includes maintenance and troubleshooting of working DC and AC motors and controllers, shipboard lighting circuits and fixtures, galley equipment and other marine electrical distribution systems.

Applicants for this course must hold either a QMED Any Rating endorsement, an Electrician's endorsement, or have equivalent inland experience.



Sebastian Perdon checks the wiring as part of Shop Training during the Marine Electrical Maintenance Course.



(L to R) Peter Hove, from Houston and Exequiel Liwag from Norfolk, work together wiring an electrical box.



Sebastian Perdon (L) and James Varela (R) learn to use a voltage meter while taking the Marine Electrical Maintenance Course.

Military Visitors At SHLSS

On August 29, 1983 Rear Admiral W.C. Hamm Jr., Deputy Commander Military Sealift Command and two of his staff members, Captain Ralph Ortengren and Ensign Elmer A. Scott, took a tour of the Seafarers Harry Lundeberg School of Seamanship Training Facilities.

They were shown all the areas of our school from the housing facilities, to the training vessels, to the farm where the school raises most of its own food. The tour group had the opportunity to talk with staff members, instructors, and students at SHLSS.

Being very impressed with the school Rear Admiral Hamm sent the following letter to SHLSS Vice President Frank Mongelli:

Dear Mr. Mongelli,

Just a note to thank you for hosting me last week, during my visit to Piney Point.

The training facility was everything I've heard it to be--and much more. I was thoroughly impressed at every turn, with the modern facilities, comprehensive curriculum, and professionalism of the staff. It was obvious to me you take great pride in this unique organization, and rightfully so.

Also enjoyed the farm--very well kept and operated.

Thanks again for making it such a meaningful visit. Please relay my sincere thanks to those who assisted you during the tour.

Sincerely,

W.C. HAMM, JR.
Rear Admiral, U. S. Navy



Onboard the SHLSS vessel the Earl "Bull" Shepard, John Mason — Dean of Vocational Education (second from right), explains to Rear Admiral Hamm the training methods used at the school.



The Paul Hall Library and Maritime Museum is one of the highlights of the SHLSS tour. Admiring the model ship are from left to right: Don Nolan, Frank Mongelli — SHLSS Vice President, Rear Admiral W.C. Hamm, and Roy (Buck) Mercer — Vice President of Government Services Division.



Upgrading Course Schedule November Through December 1983



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

Following are the updated course schedules for November 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.

The following classes will be held through December 1983 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Automation	November 21	December 16
Welding	November 21	December 16

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	November 7	December 2
	November 21	December 16

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
Towboat Cook	Open-ended	6 weeks

Special Notice

QMED Listing Changes

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

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

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

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMPMAN	REFRIG.	DIESEL	AUTO. MATION
Allelyne, David	01/83	1/83							
Biasquez, Gregory	02/79	02/83							
Christensen, Jeffrey	06/79								
Dillon, William	12/76			12/81			05/82	06/80	11/79
Fuentes, Erdwin	12/81	07/83							
Gard, Charles	07/76		07/83			07/83	07/83	07/83	07/83
Grivas, Bernard	12/82								
Hove, Peter	01/74	01/80	02/74						
Humphries, Mark	07/83	07/83							
Ilison, James	10/76	03/80	10/82						
Joslin, William	12/75	12/79	04/76						
Koflowitch, William	05/74		07/81			03/82		07/81	04/82
Lambeth, Marvin	09/75	03/82	09/75						
Long, James	02/74	08/83							
Mallini, Michael	07/82	07/82							
May, Michael	06/81	05/82							
Nurmi, Rudolph	12/74	07/83							
Phillips, Michael	04/79	07/83	06/77		12/79				11/81
Principe, Henry	08/76	05/80							09/76
Ross, John	01/75		06/83	06/83	06/83	06/83	06/83	06/83	06/83
Shoun, Warren	08/75		05/82				05/82	04/82	05/82
Smith, Craig	09/77	12/82							
Tierney, Frederick	07/80	07/80							
Walker, Larry	06/83	06/83							
Weeden, Roger	05/74	08/82							

Mail To:

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



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

I have completed the following specialty course(s):

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

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

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

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

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

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

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

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

Trainee Program: From _____ to _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

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

DECK

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

ENGINE

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

ALL DEPARTMENTS

- Welding
- Lifeboatman

ADULT EDUCATION DEPARTMENT

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

STEWARD

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

COLLEGE PROGRAM

- Nautical Science Certificate Program
- Scholarship/Work Program

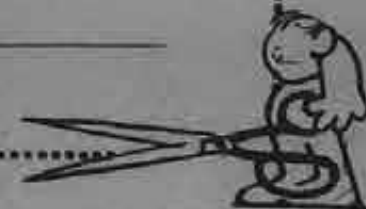
No transportation will be paid unless you present original receipts after course completion.

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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



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

Congressman Mario Biaggi

Congressman Mario Biaggi (D-N.Y.) has taken up Poseidon's trident in spearheading the Cunard passenger ship legislation through the congressional maze.

As the chairman of the Merchant Marine subcommittee and vice chairman of the Merchant Marine and Fisheries Committee, Rep. Biaggi oversees the legislative process for all merchant marine matters initiated at the subcommittee level.

He recently chaired the hearings on legislation to permit the Cunard *Princess* and the Cunard *Countess* to be considered U.S.-flag passenger ships. The legislation is controversial and Biaggi commented at the subcommittee mark-up that he was "disturbed by behind-the-scenes internecine fighting among rival groups in the maritime world that continues to cloud the issues and the facts. This infighting is destructive and unconscionable," he added.

The legislation was reported out of the subcommittee and now awaits full committee action. Congressman Biaggi testified before the Senate Merchant Marine subcommittee on the Senate's version of the Cunard bill, S. 1197. At the Senate hearing, Biaggi testified, "I supported it and I feel so strongly about it that I decided to appear here today to urge your support for this important measure. I am so adamant in my support of the legislation because the situation in the Jones Act passenger trade is at rock bottom. Those who fear this bill because of the harm it would do to the Jones Act are kidding themselves. This legislation would be a step in the right direction in pursuit of a healthy, active Jones Act cruise trade."

The congressman's voiced commitment to revitalizing the American merchant marine is seen through his supportive actions. He was an original co-sponsor with Rep. Lindy Boggs (D-La.) in introducing H.R. 1242, the Competitive Shipping and Shipbuilding Act of 1983; original co-sponsor of H.R. 1197, to extend the export ban of Alaska oil; and has joined in co-sponsoring H.R. 3289, legislation to establish a national merchant marine commission.

During the 97th Congress, Rep. Biaggi was instrumental in re-flagging the *Constitution* and *Independence* as American-flag passenger ships and assisted in procuring



Rep. Mario Biaggi

the tax convention deduction status for American-flag passenger vessels.

Biaggi has represented the 19th Congressional District of New York since 1969. As a result of his leadership in the maritime industry, Mr. Biaggi is the 1983 recipient of the Admiral of the Oceans Seas award.

"To endure is greater than to dare; to tire out hostile fortune; to be daunted by no difficulty; to keep heart when all have lost it; to go through intrigue spotless; to forego even ambition when the end is gained—who can say this is not greatness?"

The Virginians, Chapter 92 by William Makepeace Thackeray

Recently the vice chairman has authored and introduced a bill to establish a specialized Maritime Redevelopment Bank. Patterned on industrial banks, his institution would bring together investors, builders and operators and cover the broad reach of shipping needs in investment, guarantee and insurance, now authorized largely through the Transportation Department and Marad.

Commenting on this bill, Biaggi said, "The merchant marine is an important and needed national asset which if it is to survive and prosper on a commercial footing in an internationally competitive marketplace . . . transitional assistance addressing the critical problem of capital formation represents a sound investment by the federal government. The time is ripe for such an innovation, but can only be taken advantage of with all segments of the maritime industry united to meet the common challenge."

Are you Registered To Vote? Do it Now.

Congressman George Wortley

Congressman George Wortley (R-N.Y.) has a maritime background that began after he graduated from high school and then attended the Kings Point Merchant Marine Academy. During World War II, Wortley served as a midshipman in the North Atlantic and Pacific.

Rep. Wortley was elected to the House of Representatives in 1980 and re-elected in 1982. He serves on the Banking, Finance and Urban Affairs committee, as well as the Select Committee on Aging.

The congressman recently signed a letter with 14 of his colleagues urging the Department of Housing and Urban Development to delay the sale of mortgages it holds on housing for the elderly and the handicapped. HUD responded positively and cancelled these mortgage sales. "It is satisfying that the agency responded so quickly to questions about the intent of the sale. I want to make certain that the government's commitment to the elderly is not being

weakened. Here's an example of a bureaucracy reacting positively to legitimate concerns," Wortley said.



Rep. George Wortley

During the 97th Congress, Rep. Wortley voted for the Shipboard Convention bill, giving a tax deduction status for conventions held on American-flag cruise ships.

In the present 98th Congress, Mr. Wortley voted for the Third Proviso which closed the loophole in the Jones Act. He is a co-sponsor of the Competitive Shipping and Shipbuilding Act of 1983, H.R. 1242, and he supports the export ban restrictions on Alaskan oil.

SIU is proud to work with such dedicated and illustrious members of Congress as congressmen Biaggi and Wortley. We will continue to cooperate with them in developing a viable national maritime policy.

The Future Is Now Are You Ready for It? Take the SHLSS GED Program



With the everchanging needs of the maritime industry, Education is your key to the future. Take your first step by enrolling in the GED program. Contact SHLSS Adult Education Department or fill out the *Upgrading application* in this issue of the *Log*.



Inland News

**Our Members
At Work**

Barge Owners Urge Fairness in User Fees

★ ★ ★

★ ★ ★

Escort Joins Express Marine Fleet

New Offshore Tug to Move Coal Between Norfolk and Trenton

A brand new tug has been added to the SIU-contracted fleet of boats. She's the 2400 hp vessel *Escort* (Express Marine).

The boat, which is 105 feet long and has a beam of 32 feet, will be running between Norfolk, Va. and Trenton, N.J. moving coal barges. She has a draft of 13 feet 6 inches.

Built at Jacobson Shipyard in Oyster Bay, N.Y., the *Escort* sports a grey house and black hull.

The boat also carries some modern equipment that gives her fuel efficiency and wide maneuverability. She has a fixed Kort nozzle around her propeller that gives her more thrust and cuts down on fuel consumption. She also has flanking

rudders so she can be steered going astern as well as ahead.

SIU-contracted Express Ma-

rine, which is located in Camden, N.J., has six tugs and 33 barges.



SIU-contracted tug *Escort* (Express Marine).

Dixie Carriers Beef Is 180 Days Old

As of Sept. 28, the SIU strike against Dixie Carriers/Dixie Fuels went into its 180th day.

The company's licensed and unlicensed crews remain on the picketlines in Florida, Louisiana, Alabama, Mississippi and Texas.

A NLRB trial on unfair labor practices against Dixie Carriers set for Sept. 19 in the port of New Orleans was postponed until Oct. 17. It seems the law firm which represents the company and the board asked for the postponement.

The SIU met with Dixie Carriers on contract negotiations in early September. It was a very short session as the company refused to improve its last wage offer of a 3½ percent raise.



Hitting the bricks in the Dixie beef are (l. to r.) Boatmen S. Johnson, F. McDuffie and Slim Whightsil.

Industry OK's Cost Sharing —with Changes

In the year since barge operators were assessed a 6 cents per gallon fuel surcharge tax by Congress as a way to maintain and improve the nation's inland waterway systems, the waterway industry has toned down its opposition and decided to accept the concept of cost sharing, with some changes.

But as debate unfurls in Congress on Reagan administration proposals to increase user fees charged tow and barge industries, waterway interests are asking Congress to refrain from further increases until a formula for fair, equitable cost sharing can be devised. They also want a bigger voice in determining how the revenues will be spent.

Richard A. Wilson, chairman of the board of the National Waterways Conference and chief spokesman for the industry, believes a cost/benefit analysis is wrong when confined to only the waterway industry. In testimony before a recent Senate subcommittee, he outlined a program that contains a more equal cost sharing plan including the general public.

The public should contribute directly to the management of water resources, he said. Defense and national security, export promotion and the livelihood of cities and towns along the banks of inland channels all benefit from improved waterway conditions, he said.

Further taxation of the barge industry, Wilson cautioned, could permanently affect the solvency of the industry now in a depression felt throughout the shipping industry.

Barge companies, already slated for tax increases to 8 cents on Oct. 1 and 10 cents in October of 1985, have historically had to survive a highly competitive market, he noted.

Since 1824, \$9 billion in fed-

(Continued on Page 16.)

**SIU
It's Your Union
Be Proud**

Voting the Crowley Contract



Crewmembers of the Crowley tug *Centurion* broadened the margin of approval for a newly negotiated management-labor contract when they participated in the balloting procedure. Shown from left to right are Winstom Dodson, AB; Robert Mason, second mate; John Baucom, chief mate; Robert Petrlak, cook; Clyde Ellison, AB and John Payne, captain.

INLAND LINES

National Marine Contract Up for a Vote

Negotiations for a new contract at National Marine Service in the port of St. Louis were finalized last month as mail ballots were sent out to the rank-and-file membership for a vote. The contract expired on Sept. 14.

Vote Ballots Sent Out on N.E. Towing Pact

Mail vote ballots were sent out last month to Boatmen at Northeast Towing on their new contract in the port of Norfolk.

Also the old contract was extended for members of the Lynnhaven Services Co. there.

And new contract negotiations were continuing at the Ocean Towing Co.

Contract Talks Start at Higman Towing

In the port of Houston last month new contract negotiations began for Boatmen of Higman Towing.

Crowley Barge Completes Arctic Sealift

The first barge of the 26 barges of the 1983 Crowley Marine sealift of oil and gas drilling equipment to the Arctic Circle returned late last month to her base in Puget Sound in the port of Seattle.

The barges left West Coast ports in mid-July bound for Prudhoe Bay, Alaska, towed by 14,900-hp tugboats with the icebreaker barge *Arctic Challenger* and salvage vessel *Arctic Salvor* tagging along in the convoy.

The barges hauled 96,611 tons of cargo including 186 heavy haul and heavy lift modules, one 121-foot high—the tallest ever carried to the Arctic.

The flotilla was halted briefly by ice remaining late in the season off Wainwright below Pt. Barrow, but the icebreaker got the convoy through to Prudhoe Bay on Aug. 17 with all of the cargo offloaded by the first week in September.

This let the Crowley fleet return past the northern-most tip of Alaska—Pt. Barrow—before the Arctic icepack closed the channel for the winter. This was Crowley Marine's 16th consecutive Arctic sealift since oil drilling began at the North Slope field in 1968.

Crowley Marine has carried almost 1 million tons of cargo to the Arctic to develop the oil and gas fields.

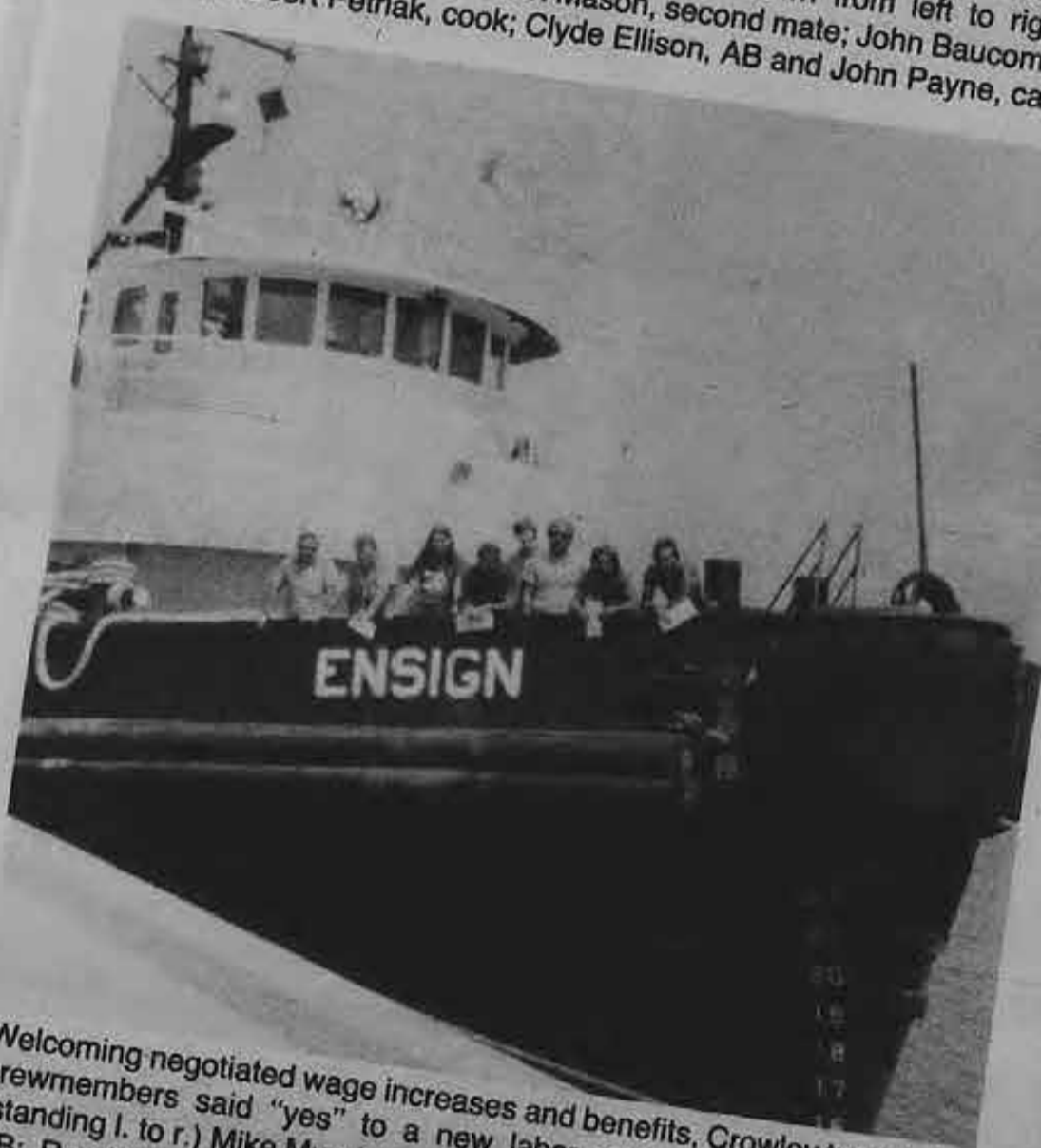
Dismal Swamp Canal Closed

The U.S. Army Corps of Engineers last month closed the Dismal Swamp Canal because a drought lowered its depth from 5 feet to 3½ feet.

The waterway, said to be the country's oldest artificial canal, runs 22 miles from South Mills, N.C. to Deep Creek in Chesapeake, Va. with about 1,300 pleasure and commercial boats using the canal every year.

When opened, the locks at each end of the canal need a million-and-a-quarter gallons of water to be operational. The water came from Lake Drummond in the swamp before the drought.

Boats are being diverted to the nearby Chesapeake and Albemarle Canal which has a more constant water supply since it's at sea level.



Welcoming negotiated wage increases and benefits, Crowley tug *Ensign* crewmembers said "yes" to a new labor contract. *Ensign* crew are (standing l. to r.) Mike Murphy and Jeff Bauer, tankerman; Fred P. Gum, AB; Roudolph Houdek, chief engineer; Larry Roberts, second mate; Paula Dolis, cook; Charles Roberts, O.S. and Tom Duffe, first mate.

Barge Owners Urge Fairness in User Fees

(Continued from page 15.)

eral assistance has been generated to cover construction, operating and maintainance costs for shallow draft navigation facilities. By comparison, Wilson said, \$10 billion will be spent by the year 2000 for the Railroad Retirement Fund; billions each year are earmarked for railroad subsidy programs, and the cost of consolidating bankrupt lines into Conrail has been substantial.

"Congress must consider fed-

eral assistance to competing transportation modes when it establishes cost recovery policy," Wilson said. In establishing adequate networks for the distribution of the nation's goods and services, government financial obligations "should be consistent," he said.

Companies in low demand waterway areas have expressed fears that the fee could lead them into bankruptcy. To avert such a possibility, Wilson suggested Congress classify user

fees into three categories on the basis of demand: main-stem waterways, developing waterways and other waterways.

Another concern among the tow and barge owners and operators is growing dissatisfaction that no new waterway construction projects have been drafted even though the companies have paid the surcharge tax for three years. Wilson requested industry participation in the allocation of all waterway funds.



Captain John Payne takes a moment to mail his vote on the Crowley contract.

On The Rivers

Inland Pensioners



William Harris Davis, 70, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Bull Line from 1940 to 1948, Curtis Bay Towing in 1946 and for McAllister Brothers from 1950 to 1983. Brother Davis is a 2nd assistant engineer veteran of the U.S. Coast Guard. He was born in Swansboro, N.C. and is a resident of Elkridge, Md.



Hugh Essel Hastings, 64, joined the Union in the port of Norfolk in 1977 sailing for Allied Towing from 1977 to 1982. Brother Hastings began sailing in 1965. He was born in Maryland and is a resident of Mathews, Va.



Thomas H. Ranken, 67, joined the Union in the port of Norfolk in 1977 sailing as a chief engineer for Northeast Towing and for Allied Towing from 1959 to 1962. Brother Ranken was born in Troy, N.Y. and is a resident there.

Gerald Lee Rhoades, 63, joined the Union in the port of New Orleans in 1972 sailing as a relief captain and senior pilot for the SIU-struck Dixie Carriers. Brother Rhoades began sailing with the company in 1968. He was born in Mississippi and is a resident of Memphis, Tenn.

James Ervin Boyce, 61, joined the Union in the port of Norfolk in 1966 sailing for Allied Towing from 1965 to 1968, C.G. Willis Co. from 1968 to 1981 and for Sonat Marine (IOT) from 1970 to 1982. Brother Boyce was born in Farmville Twsp., N.C. and is a resident of Pamplin, Va.

William "Billy" Edward Miller, 69; joined the Union in the port of Norfolk in 1973 sailing as a chief cook and chief steward for Allied Towing from 1970 to 1983. Brother Miller was born in Georgia and is a resident of Rocky Point, N.C.

Charles Willard Koch, 64, joined the Union in the port of New Orleans in 1957 sailing as a chief engineer on the tug *Clyde Butcher* (Inland Tugs) and on the dredge *Sugar Islander* (North American Trailing) from 1980 to 1982. Brother Koch was a former member of MEBA from 1946 to 1951. He is a veteran of the U.S. Navy during World War II. Boatman Koch was born in Logtown, Miss. and is a resident of New Orleans.



Aboard the *National Leader* are (l. to r.) Capt. Percy P. Doucet, Pilot Ray McKnight and Tankerman Kevin McHone and John Le Bleu. They were in the port of St. Louis last month to talk over the wage reopener in their contract at National Marine.



In the port of New Orleans we see members of the *Theresa F.* (Red Circle) after voting for their new contract. They are (l. to r.) Cook Lee Scopolites, Mates C. Chapman and E. Gaines, Capt. John Curci, AB W. Byrne, OS B.J. Almond and ABs L. Nelmas and M.F. Gabino.

On the Pilot Boat Egmont



Waving hello is Capt. Paul Mapes (left) aboard the Pilot Boat *Egmont* with Capts. "Bucko" Russ Bradford (center) and Tom Callahan, shop steward.



Aboard the *Allison C.* (Red Circle) are AB Julian J. Pichou (seated center) and (l. to r.) ABs E. Phelps and D. Lestinsky, Capt. Billy Moore, Mate T. Rabren and Cook Hank Ruion, formerly of the struck Dixie Carriers.

In Memoriam



Jose Antonio Cotto Charriez Sr., 31, died of a cerebral hemorrhage in Presbyterian Hospital, San Juan, P.R. on July 8. Brother Charriez joined the Union in Santurce, P.R. sailing as a harbor captain on the tug *Fajardo* (Crowley Marine-Caribe Tug) from 1976 to 1980. He also sailed during the Vietnam War. Boatman Charriez was born in Santurce and was a resident of Toa Baja, P.R. Burial was in the National Cemetery in Bayamon, P.R. Surviving are his widow, Carmen; a son, Jose Jr.; two daughters, Yaritza and Beatriz and a brother, Pedro of Toa Baja.

Pensioner **Jerry Allen**, 73, passed away on Aug. 23. Brother Allen joined the Union in the port of Norfolk in 1961 sailing as a deckhand for Wood Towing and Curtis Bay Towing from 1943 to 1965. Brother Allen was a former member of District 50. He was born in North Carolina and was a resident of Norfolk. Surviving is a brother, Garfield of Washington, D.C.

Pensioner **Eugene Francis Dennen Sr.**, 70, passed away on Sept. 2. Brother Dennen joined the Union in the port of New York in 1960 sailing as a mate on the tug *Amboy* (Pennsylvania Railroad) from 1957 to 1970. He was a former member of the Masters, Mates and Pilots Union. Boatman Dennen was born in South Amboy, N.J. and was a resident there. Surviving are his widow, Martha and two sons, Eugene Jr. and John.

Alfred Eugene Romero, 60, died of a heart attack in the Villa View Hospital in San Diego, Calif. on May 27. Brother Romero joined the Union in the port of Wilmington, Calif. in 1979 sailing as a diesel engineer utility for Crowley Marine from 1978 to 1983. He was born in California and was a resident of La Mesa, Calif. Cremation took place in the Leneta Corp. Crematory, El Cajon, Calif. Surviving is his widow, Valerie.

Johnnie Eugene Gegenheimer Sr., 29, died from lung failure at home in New Orleans on Aug. 27. Brother Gegenheimer joined the Union in the port of New Orleans in 1972 sailing as a deckhand on the towboat *Kevin Smith* (Crescent Towing) from 1972 to 1983. He was born in New Orleans. Interment was in the McDonogh Cemetery, Gretna, La. Surviving are a son, Johnnie Jr.; his parents, Roland and Laura Gegenheimer of New Orleans and a brother, Tim.

Pensioner **Charles Willard Koch, Jr.**, 64, died on Sept. 14. Brother Koch joined the Union in the port of New Orleans in 1957 sailing as a chief engineer for National Marine Service, M/V *Clyde Butcher* (Inland Tugs), Coyle Line and Mississippi Co. and in the port of Jacksonville for MEBA, District 2 from 1946 to 1952. He began sailing in 1939. Boatman Koch was a veteran of the U.S. Navy in World War II. A native of Logton, Miss., he was a resident of New Orleans. Surviving is a sister, Nettie M. Griffin of New Orleans.

Leonard Arthur Quindley, Sr., 50, was dead on arrival of lung failure at the Candler Hospital, Savannah, Ga. on June 28. Brother Quindley joined the Union in the port of Norfolk in 1976 sailing as an AB for Ocean Towing. He also sailed deep sea for the Waterman Steamship Co. in 1979. Boatman Quindley was born in Massachusetts and was a resident of Norfolk. Burial was in the National Cemetery, Otis Air Force Base, Mass. Surviving are his widow, Carol; three sons, Leonard Jr., Donald and Shawn and his parents, Mr. and Mrs. Donald Quindley.

Pensioner **Ernest Wyatt Scarborough**, 85, passed away on Sept. 24. Brother Scarborough joined the Union in the port of Philadelphia in 1960 sailing as mate and captain for Taylor and Anderson Towing Co. from 1948 to 1964 and for the U.S. Army Corps of Engineers from 1945 to 1948. He was born in Ocracoke, N.C. and was a resident of Audaborn, N.J. Surviving are his widow, Genevieve and a daughter, Phyllis Smith of Waterford, N.J.

On The Rivers



SIU Rep Nick Celona (right) wishes Boatman Robert Manisco smooth sailing on the tug *Helen Moran* (Moran Towing) last month out of the port of New Orleans.



Aboard the *Allison C.* (Crescent Towing) are (l. to r.) AB Gabino Maximo, Danny Taylor and Don Lestinski.

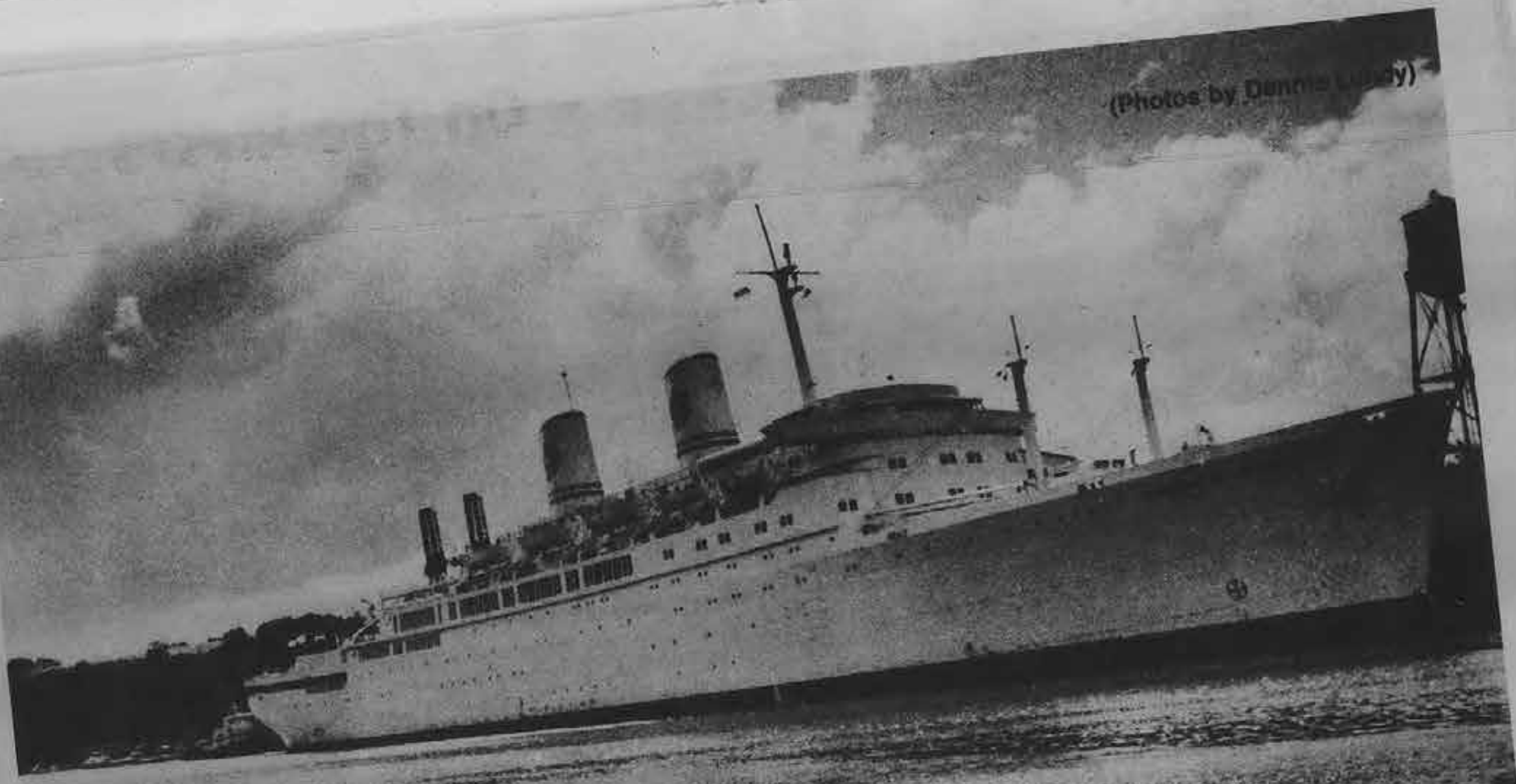


Taking time out on the tug *Jason Smith* (Crescent Towing) are SIU Rep Jim McGee (l.) and Deckhand Craig Andrews.



Putting on the feedbag aboard the M/V *Theresa F* are (l. to r.) AB Roland Noble and OS Barry Freeman.

(Photos by Dennis [unclear])



In 1980, the SS Independence (formerly the Oceanic Independence) became the first passenger ship to fly the U.S. flag in nearly a decade.

L.A. Welcomes SS Independence

On June 21, 1980, the SS Independence (American Hawaii Cruises) became the first deep-sea passenger ship to fly the U.S. flag since the 1970s.

The 750-passenger Independence recently entered the port of Los Angeles. She is now back in Honolulu and has resumed her seven-day cruises around the Hawaiian Islands.

The SIU-contracted luxury liner and her sister ship, the

Constitution, are the only American-flag passenger vessels in operation today although Congress is now debating a proposal that would allow two British ships (the Cunard Princess and the Cunard Countess) to be bought by a Florida-based operator and re-registered as U.S. flag-ships.

Both the Independence and the Constitution were built at the Bethlehem Steel Shipyard in Quincy, Mass. in 1951. They

are each 682 feet long, 89 feet wide and travel at an average speed of 17 knots. They were the pride of the U.S.-flag passenger fleet after World War II, making trans-Atlantic crossings until the mid-1970s when the cost of an ocean voyage—in both time and money—became prohibitive compared to the fares and speeds of the newer trans-oceanic passenger airlines.

The return of the Independence to U.S.-flag passenger service in 1980 and the re-flagging of the Constitution in 1982

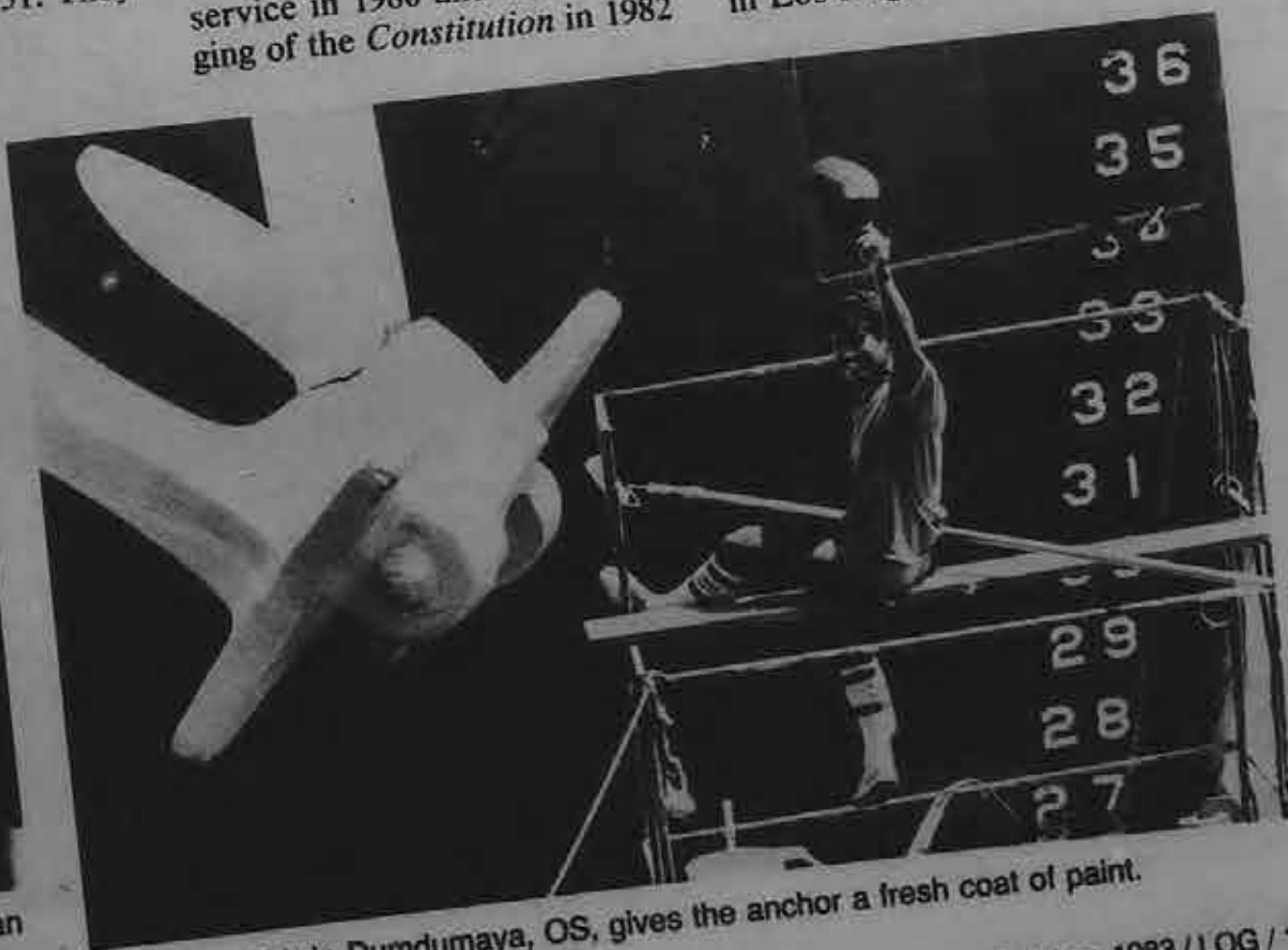
have meant close to 650 unlicensed jobs for the SIU.

Both ships have specially designed conference centers that can hold up to 200 people. With the recent passage of a bill that now permits U.S. flag-ships to provide tax benefits for meetings and conventions at sea, American businesses and organizations are beneficiaries of such facilities.

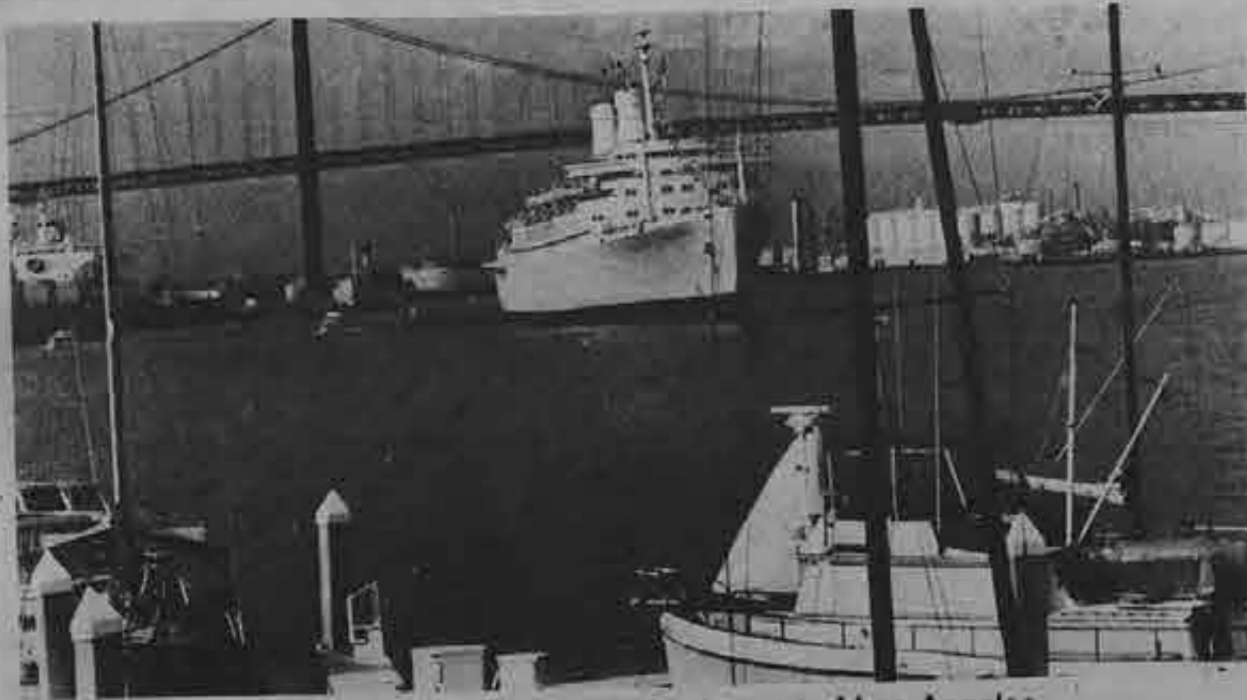
These photographs of the Independence and her SIU crew were taken while she was docked in Los Angeles.



Capt. Lawrence Kelley (center) poses with Gus Guzelian (l.) MEBA-2 West Coast VP, and George McCartney, SIU West Coast VP.



Edwin Dum Dumaya, OS, gives the anchor a fresh coat of paint.



The SS Independence enters the port of Los Angeles.



A view from the ship: From the left are Ken McGregor, new bosun on the Independence; Mike Worley, SIU Wilmington post agent; Bosun Duke Duet; and SIU West Coast VP George McCartery.



Christopher Eason, waiter, serves some happy diners.



Chris Frazer (l.), 3rd mate, shakes hands with Bosun Duke Duet.

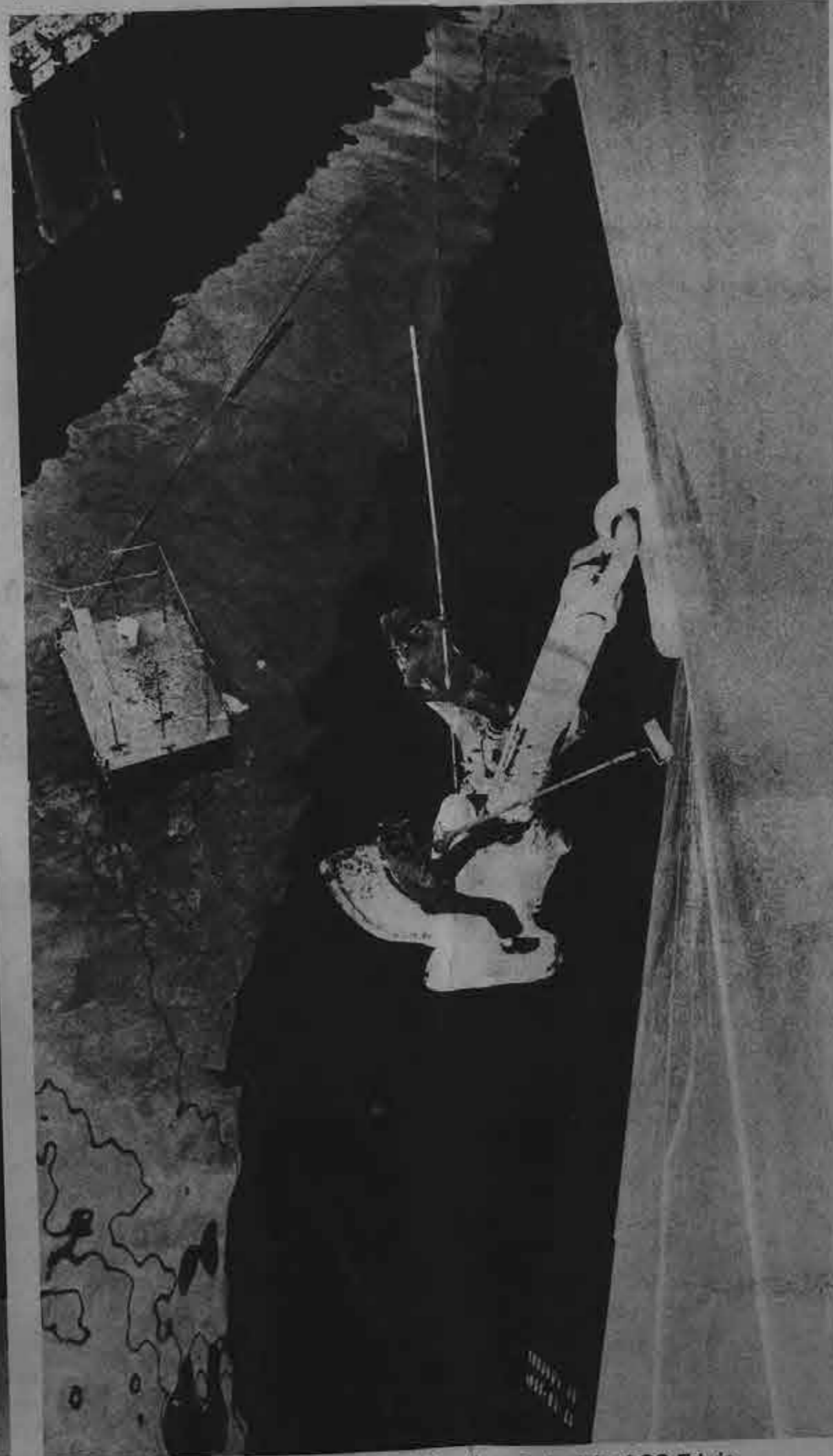
SIU Crewed SS Independence



Gerhard Schwarz, baker/confectioner, adds up the calories on each tray of delicacies . . . but who's counting!

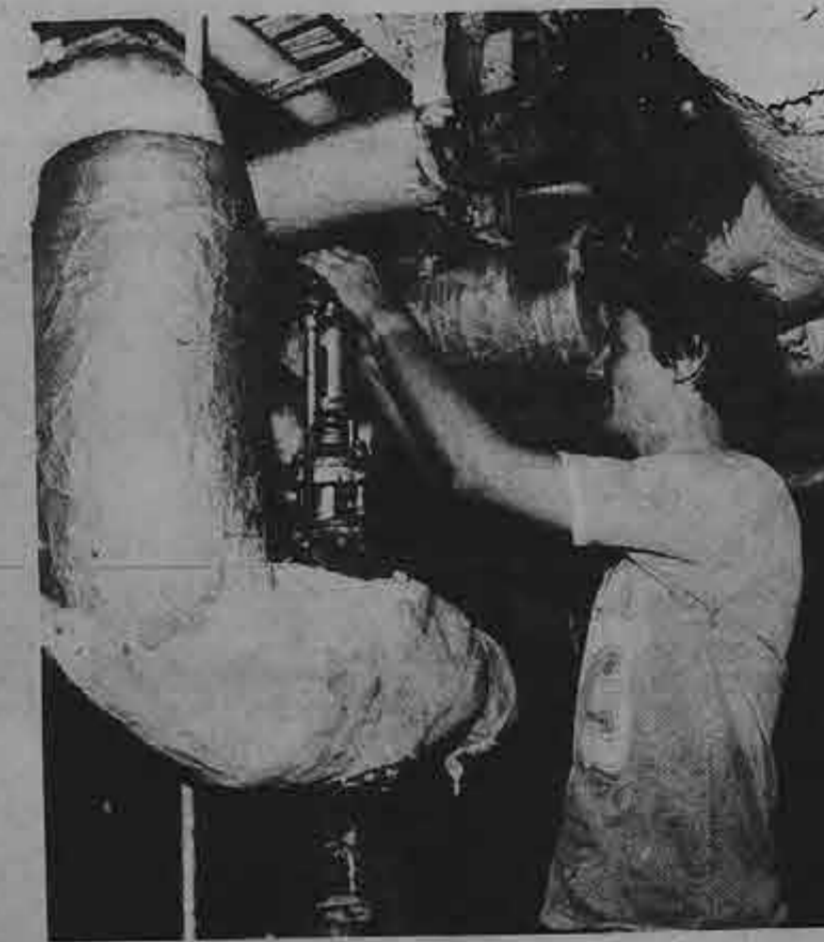


Pete Guerreiro is official toastmaster.



Keeping the anchor sparkling clean is the job of OS Edwin Dum Dumaya (top) and AB Mike Lasorta

Welcomed into Port of L.A.



Bob Laube, oiler, inspects the valves.



Maurice the bellman adds a festive touch.



John Phillips, oiler, goes about his work.



Junior Assistant Pursers Jackie Someck (l.) and Nancy Bolam are ready to assist with a smile.



Waiters Joel Hager (l.) and Willie Rose can be considered something of historians aboard the Independence. They have both been aboard since the first voyage.



Alfred Santos, wiper, concentrates on his work.

Los Angeles Welcomes Independence



Assistant waitress Aloha Waiwaiole (l.) and waitresses Lissa Bastedo and Diane Darval prepare to serve the next meal.



Hotel Manager Abe Block (l.) poses with Scott Anderson, the executive chef, and Scott's great granddaughter Amber Joy Richards.



Attending to the passengers' luncheon pleasures are (l. to r.) John Nolan, headwaiter; Rose Bozzo, deck lounge stewardess; and Denis Burke, waiter.



Capt. Lawrence Kelley (l.) talks with SIU Field Rep Scott Hanlon.



Boyd Kelukoa Jr. is the day porter aboard the *Independence*.



LeRoy Edmonson, fireman/watertender, checks to see that everything is in order.

Alaskan Oil Export Ban Is Temporarily Extended

The fight to keep Alaskan oil in the United States has become tangled in the aftereffects of the Korean Airlines tragedy and Congress' effort to react to the Soviet Union's shooting down of the plane and the deaths of 261 passengers.

The House and Senate voted to continue the Export Administration Act for two weeks, just before it was set to expire Sept. 30, so they would have time to more carefully study its impact on trade with the Soviet Union.

The ban on the exports is contained in the Act. But the Act is a long and complicated piece of legislation, and the section on Alaskan oil is only a tiny part of it. Because the Act covers many areas and different types of exports, including what can and can't be shipped to the Soviet Union, Congress wants to make sure that nothing beneficial to the Soviet military or industrial/high technology sectors is exported. It is being looked at as both a form of punishment and a way to protect U.S. defense interests.

The delay in final action on the Act, may also give Congress time to review a new government report which confirms many of the arguments the SIU, the Coalition to Keep Alaska Oil and other supporters of the export ban have been presenting for more than a year.

The Government Accounting

Office looked at the possible export of the North Slope oil and its effects on the merchant fleet, trade relations with Japan and other countries, the nation's defense, consumers and the economy.

"Proponents and opponents . . . generally agree exports will harm the maritime industry and that the federal government would incur losses if, as expected, shipowners default on Maritime Administration loan guarantees. Tax revenues from the maritime industry and wages of seamen would go down," according to the report.

With about 50 SIU-contracted ships and more than 1,000 SIU members working the Alaskan trade, the Union has been trying to get that point across for more than a year.

The oil would be sent to Japan on Very Large Crude Carriers, and even if some of the oil were shipped on American-flag ships, the size of the ships and the shorter length of the voyage would slash employment drastically and force dozens of smaller tankers into layup.

"It is generally agreed that U.S. domestic consumers would receive no immediate benefit from exports," the GAO reported.

Now, the price of Alaskan oil is pegged lower than the world price, which means American consumers benefit from using

American oil. Even if it were replaced with oil from another country, the price would rise.

"To the extent imported oil would be needed to replace Alaskan oil exports, the United States would become more dependent on foreign oil. Further, the loss of the small tankers now used in the Alaskan oil trade could put the Defense Department in the position of relying on foreign shipping to supply petroleum products to U.S. Armed Forces overseas should a future emergency situation require a military mobilization," according to the GAO report.

That has been one of the SIU's major arguments against export. The Alaskan ships are exactly the types which can be converted quickly to military missions. A 250,000 ton tanker has very little military use. It is simply too big.

In addition, the ghosts of the gas lines are not that far in the background. One of the major reasons the North Slope was developed and the oil limited for American use was to make sure the nation was not too dependent on foreign oil suppliers.

"Exporting Alaskan oil will reduce the U.S. trade deficit with Japan, but the United States, a net oil importer, would have to replace the oil with imports; therefore, the overall balance of payments would remain essentially unchanged.

"Moreover, reducing the U.S. trade deficit with Japan through Alaskan oil exports will not resolve the underlying cause of the trade friction. . . . There would be continued pressure for greater U.S. access to Japanese markets," the report said.

The SIU and the Coalition to Keep Alaska Oil have said all along that the balance of trade argument is simply a juggling act. The dollars will still go out of the country.

"Export proponents have suggested a swap arrangement which would send Alaskan oil to Japan for a similar quantity of Mexican oil now committed to Japan being shipped to the U.S. Gulf Coast. However . . . additional exports of the oil to the U.S. would be contrary to stated Mexican policy of limiting its dependence on any buyer (namely the United States) to 50 percent.

"An official of the Mexican Embassy in Washington has indicated that Mexico regards Japan as a very important trading partner and wants to pressure that relationship," the GAO report said.

One thing the report did not point out is that the oil from Mexico is of a different type and requires some refinery changeovers to make it into the various petroleum products.

Cargo Laws Apply

SIU, TI Sue Feds On Blended Credit

The SIU and the Transportation Institute filed suit Oct. 13 seeking an injunction against a government program which has denied more than \$1 billion in preference cargo to U.S.-flag ships.

The suit, filed at LOG presstime, against the departments of Transportation and Agriculture and the Maritime Administration, asks the court to declare the government's "blended credit" program be regulated under federal cargo preference laws.

The blended credit program, started by the Reagan administration, combines federal government loan guarantees and low-interest loans to foreign countries so they can purchase

American agricultural commodities.

According to the Cargo Preference Act of 1954, at least 50 percent of those commodities must be shipped on American vessels. But the Department of Agriculture claims that the program does not fall under the cargo preference requirements because of claimed limited government involvement.

The Maritime Administration, in a memo, said the program is covered by the preference laws, but declined to enforce them, claiming the added costs of American ships would nullify the cost advantages to the foreign countries.

No preliminary hearing date has been set.

PMA Shipping Scene

September 1983

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	58	33
Class "B"	8	1
Class "C"	0	0
Grand Total (All Groups)	66	34
WILMINGTON		
Class "A"	1	0
Class "B"	0	0
Class "C"	0	0
Grand Total (All Groups)	1	0
SEATTLE		
Class "A"	22	14
Class "B"	0	5
Class "C"	3	0
Relief	3	0
Grand Total (All Groups)	28	19
HONOLULU		
Class "A"	3	4
Class "B"	0	2
Class "C"	0	1
Grand Total (All Groups)	3	7

Mann Overboard with Opportunity Thanks to SIU

by Lynnette Marshall

It is 7 a.m. on a misty morning. Slumber is lifting. At the Seafarer's Harry Lundeberg School of Seamanship in a warm galley lined shiny steel pots, pans and spice racks, steward department trainees prepare breakfast for students and staff.

Eggs are cooked on the grill—medium, light, easy. Sausage patties sizzle. A student serves up a plate of scrambled eggs and buttery hominy grits.

At another cafeteria, 64 miles to the north at the Camp Springs, Md. headquarters of the SIU, sunlight filters through windows and the aroma of coffee fills the air. Lundeberg students have just arrived from the school by bus to put the finishing touches on the menu for the ceremonies dedicating the SIU Frank Drozak headquarters building. Jimmy Mann is among them learning his trade.

In 1978 Mann was the first steward department recipient of the \$5,000 SIU Charlie Logan Scholarship. Complementing his scholastic studies in Hotel Management at Cornell University, he set aside his summer vacation to upgrade to chief steward and supervise the galley crews at the School as part of his training.

The dedication was one more challenge for Mann. While he had worked on gala affairs in college and at sea, they did not compare to the sheer size of this event. Some 2,000 friends of the SIU were expected.

Trucks catered dishes prepared at the Lundeberg facilities. The trucks arrived. It was 11 a.m. and everything was beginning to come together.

From selecting recipes, cooking, carving, decorating and folding sugar into butter for French desserts, stocking refreshment bars and dressing tables in linen, the hour was slowly upon the stewards.

As the sun slanted to its 4:30 approach, the silver and starched white napkins were laid out. SIU Instructor and Pastry Chef Bill Seidenstricker's creations were arranged in a cream puff pyramid and trays flowed with the evening fare. Mann's sea blue eyes were gleaming.

In many respects the dedication was a dedication to the

talents and achievements of Seafarers. If there was a royal red carpet for the galley crew who made the day possible, Jimmy Mann and the galley crew just might stroll down it.

If anyone had told Jimmy Mann when he was bussing tables in his first high school job that he was to become an Ivy League graduate of Hotel Management and a chief steward graduate from the Lundeberg School, he would have stared wide-eyed in disbelief.

In April 1973, Mann completed his 3rd Cook Trainee Program at the Lundeberg school. He had envisioned financing a college education by signing on to jobs during summer and Christmas vacations between semesters.

He first attended Boston's Berklee College of Music to study piano. But he changed his major when surgery became necessary if he was to continue his music career. For a time he wavered, transferring to another college and taking courses in the basic requirements, trying to find what suited his interests and abilities.

When he was awarded the Logan Scholarship he thought of combining hotel management courses with business courses which he liked and had a flair for. He looked at his past tours, 16 in all now, and restaurant experience.

"It just became what I knew. I enjoyed going to sea and working as a steward. That's where my experience was," he said, "and I just decided to bank on it."

Cornell loomed as a possibility. He had maintained honors marks despite the upheaval in his plans for the future.

Cornell is one of the leading schools in the nation in the field of culinary arts. In the same way he had diligently pursued learning the piano, he realized his discipline and the wide ranging program at Cornell, which required courses from hotel design to gourmet cooking, would give him the strongest foundation possible apart from the Lundeberg curriculum.

At Cornell, tuition and expenses were a steep \$12,000 a year. The Logan Scholarship and financial aid in government



Chief Steward Jimmy Mann, the first steward recipient of the Charlie Logan Scholarship, checks to see whether roasts in the SIU headquarters galley oven are cooked through.

student loans would help but could only make a dent. He recalls he counted his blessings. He gained a position aboard the Delta Line's *Santa Barbara* as a 2nd cook and Baker. In every respect the timing was perfect. He could delay beginning Cornell for one year and 18 days, the length of the trip and earn enough in pay to supplement the remaining college costs.

For Mann the ship was the one ship in a hundred. Not only was the timing right, but he

signed onto a ship that catered royally, entertaining in lavish but intimate parties in the passenger lounge, in many course meals to suit the birthdays, anniversaries and other celebrations. It proved excellent training for the type of gourmet cooking that Mann hoped to learn at Cornell.

During his time off from Cornell, he returned several times to the Lundeberg school to upgrade. He learned the special

(Continued on Page 26.)

Nation's Security and Economy Tied to Tribble Bill

The cost of a healthy and efficient merchant marine cannot be measured in the simple dollars and cents entries on an accountant's ledger, but must be totaled up with the nation's security, economy and industrial base too, SIU President Frank Drozak told a Senate subcommittee last month.

"We are sensitive to cost considerations, but we urge that all costs be measured. We must attempt to calculate the long-term costs to the nation surrounding the wholesale abandonment of an essential industry. When those factors are weighed in the balance, we believe the case for active public and private sector support for the nation's vanishing merchant marine is indisputable," Drozak said.

He and dozens of other witnesses testified during the two days of hearings on four separate cargo preference measures before the Senate Subcommittee on the Merchant Marine.

The major piece of legislation in the package is S. 1624, the Merchant Marine Revitalization Act of 1983. Under the bill, similar to H.R. 1242 in the House, 20 percent of the nation's bulk imports and exports would be required to sail on American ships within the next 15 years. It also calls for a 20 percent reduction in the cost of ship construction and operation. It includes several tax breaks to encourage investment in the shipping industry.

The other issues include S. 1616 which would streamline, clarify and strengthen current preference laws; S. 206 which gives the secretary of transportation increased power in enforcing preference laws, and S. 188 which would require all U.S. mail shipped overseas by surface go on American vessels.

With the exception of a few minor disagreements, the SIU threw its support behind all four measures. The Union was joined by most other maritime and maritime-related unions, shippers, shipbuilders and other groups.

Opposition to the preference bills came mainly from agricultural interests, oil producers, coal shippers and foreign-flag operators. Many of the oppo-

sition witnesses not only opposed the pending bills, but also claimed current cargo preference regulations were too costly.

The Reagan administration, represented by Marad's Adm. Harold Shear, testified that while it did not back the new proposals, it also believed current laws should not be weakened.

S. 1616

"The history of abuse and evasion of impelled cargo rules by various federal agencies is well documented," Drozak said.

The bill would require that 100 percent of all government cargo related to national security be shipped on U.S. bottoms. That includes the Strategic Petroleum Reserve. Currently only 50 percent of that oil must be shipped on American vessels. It would also set a 50 percent requirement for all cargo with which the government is directly or indirectly involved. Now several different laws cover cargo preference.

The past abuses by various federal agencies are "proof of the need for the legislation which closes the loopholes through which U.S. government impelled cargoes have been shipped on foreign-flag vessels," Drozak said.

In addition to the countless attempts by several federal agencies to avoid the preference laws, a recent decision by the Department of Transportation

not to enforce the laws on the administration's "blended credit shipments" is another reason the legislation should be approved, Drozak said.

"If the bulk sector was permitted its legitimate share of government impelled cargoes, it would be healthier and more competitive. When short-term business considerations dictate long-term transportation policies and permit violations of the law, national security is damaged and the integrity of the governing process is diminished," Drozak said.

S. 1624

The majority of the testimony, both pro and con, centered around Sen. Paul Tribble's (R-Va.) Merchant Marine Revitalization Act of 1983. While the bill is very similar to H.R. 1242, the Boggs Bulk Bill, it has several differences which Tribble said he made in an attempt to overcome some of the criticism leveled at the Boggs bill by opponents. The two major differences are the increase to 20 percent in cost reductions for construction and operation, and the establishment of tax credits and breaks for shippers and shipbuilders.

Despite these differences, the same opponents used the same arguments, prompting Tribble to ask one witness if he had bothered to read the bill.

A combination of reduced crew costs, some already achieved by the SIU, new technology and more cargo which would reduce operating costs, will help make American ships more competitive, Drozak said.

He pointed to the SIU-contracted *Jade Phoenix*, which recently quoted a \$54 per ton rate to deliver wheat from the West Coast to Egypt. Also, he said, crew costs have dropped from a 61 percent share of operating costs to a 46 percent share, and will go even lower on newer ships.

Coal exporters have claimed the legislation would remove American coal from the market because of the additional transportation cost. But a recent study, Drozak said, showed that when 20 percent of the nation's coal exports are carried on U.S. ships there will be only a 1.2 percent increase in costs.

National Defense

"Sealift assists are marginally inadequate to meet needs. . . . However actions which can be taken by the government and allies make the problem manageable. Significant commercial shipbuilding and ship repair industries must be maintained because construction and repair of naval vessels alone will not sustain capabilities required to mobilize for and fight a global war," according to a U.S. Navy study.

"Maritime policy must be included as a vital element of any analysis of national security planning," M. Lee Rice, president of the Shipbuilders Council of America, said.

"It would add substantially to the size of the U.S. merchant fleet, increase the fleet's military utility and . . . preserve the industrial base for wartime expansion of U.S. shipbuilding," Rep. Lindy Boggs (D-La.) told the Senate subcommittee.

A study cited by several of the supporters of the bill showed that many of the 168 to 300 ships which would be built under the legislation could be used by the military.

"S. 1624 is a vehicle which can be steered in any direction that national security requirements take the nation," Drozak said.



Presidential candidate Walter Mondale received a warm welcome from SIU President Frank Drozak during the recent AFL-CIO convention in Hollywood, Fla. The Seafarers leader urged Mondale to make his priority putting American workers back to work.

Seafarers Plans Begin Cost Saving Efforts

With medical costs skyrocketing, the Seafarers Welfare Plan has begun several new measures in an attempt to save money, streamline the system and prevent any cutback or reduction in services. Even though last summer's membership-approved 7.5 percent wage roll-over into the Plans has been a boost, the new benefits enforcement measures will cut down unnecessary expenses further.

One measure will prevent further medical bills "double payment" abuses by doctors, hospitals, SIU members and their dependents. The Seafarers Welfare Plan will now strictly enforce its Jan. 1 Coordination of

Benefits Program's rules and regulations.

In the past, some members and their dependents collected benefits from another insurance plan—such as Blue Cross and Blue Shield—and also collected benefits from the Seafarers Welfare Plan, a double payment on one medical claim!

Because of the rising costs of hospitalization and medical treatment—a 400 percent rise in 10 years—a shipping slump and the closing of the USPHS hospitals which has placed an enormous burden on the Plans, the SIU Board of Trustees decided to firm up the Coordination of Benefits Program.

The new enforcement program

applies to all benefits of the Seafarers Welfare Plan *except* optical, sickness and health, and death and dismemberment benefits. It applies only when members or dependents have other medical or hospital insurance coverages.

If you have other insurance coverage, when you have another Seafarers Welfare Plan medical or hospital claim, please include a copy of the other insurance company's contract and ID card with the claim.

Then the Welfare Plan will decide who is the "primary carrier" or which insurer is to pay first.

The rules for determining the primary carrier are:

(a) Any plan/insurance covering a person directly (and not as a dependent) will be considered the primary carrier.

(b) Any plan/insurance covering a person as a dependent of an employee will be considered the primary carrier.

(c) If the primary carrier can't be determined, the insurance coverage which has been in effect the longest (the outside carrier or the Seafarers Welfare Plan) will be considered the primary carrier.

Therefore, any benefits paid by the Seafarers Welfare Plan will be reduced by the amount of benefit paid by the other plan or insurance.

Mann Overboard

(Continued from Page 24.)

skills needed to serve both passengers and crew.

This December he will graduate from Cornell. With his education and experience, he will wait for the right opportunity. There is his love of the sea. There is his desire to do things that are "first class, where I can put what I learned in school and on ships to use and more importantly, learn more." There is his preference for working independently.

Master Chef and SIU Instructor Romeo Lupinacci stands as an example, tutoring each chief steward candidate in the skills which have taken him years to acquire and earned him the coveted title of Master Chef bestowed by the American Culinary Federation. The last four generations of Lupinacci's held the title and he is one of the few American-born chefs to receive the recognition.

Upon completion of in-class material and hands-on experience, steward positions aboard freighters and the luxury liners serving haute cuisine are open to SHLSS chief stewards.

First they must follow the regimen. Stewards at the Lun-

deberg school rise early to knead dough, braise meats, bake honey-eyed breads. Trainees prepare breakfast, desserts and breads. Upgraders prepare lunch meals and dinners.

Lupinacci concentrates on teaching chief stewards international cuisine and gourmet cookery.

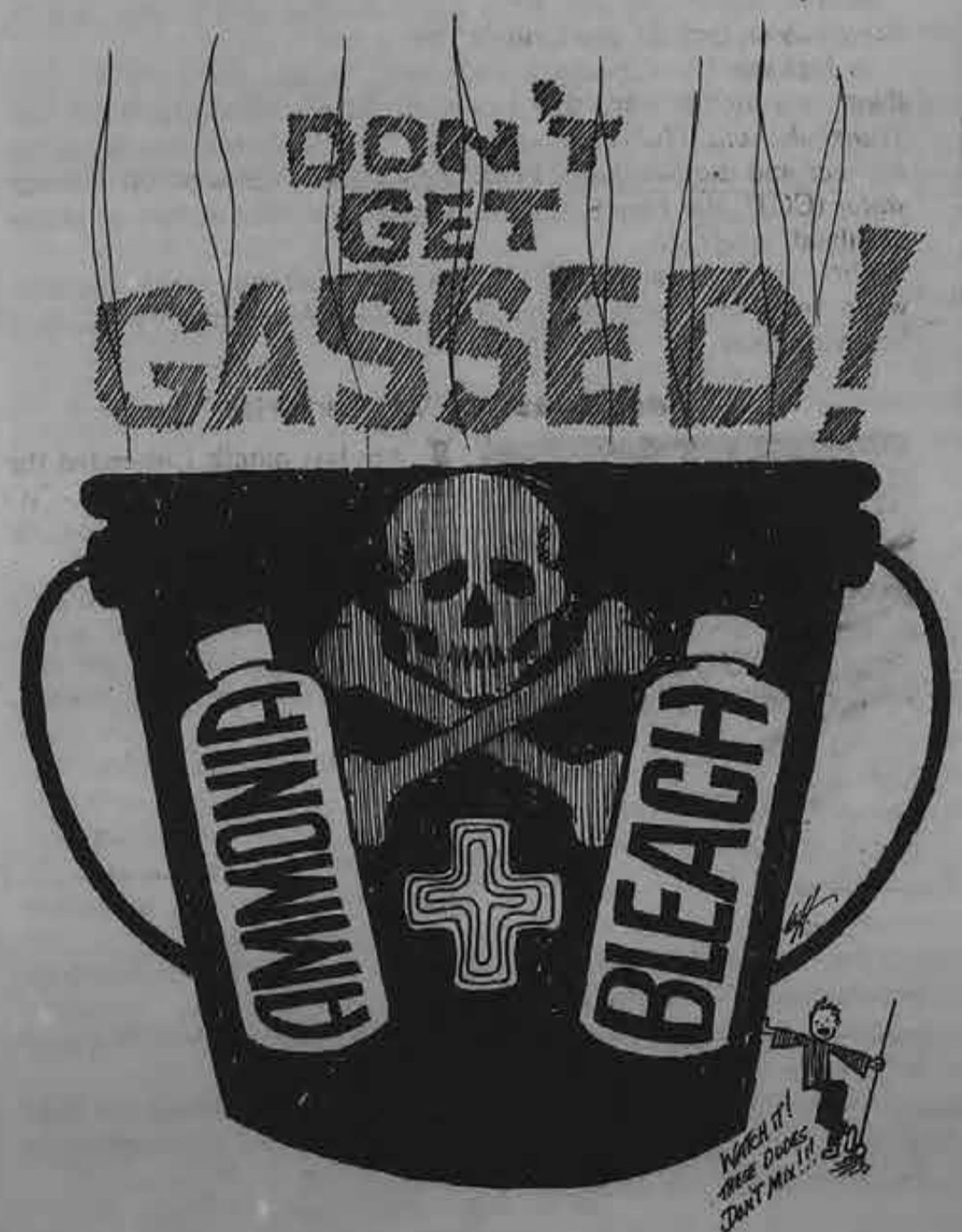
To each chief steward he passes on his creative molding of ice sculptures.

An ice sculpture slowly melting and changing shape stood by the head of the serving line from the beginning to the end of the dedication ceremonies. The three-stacked luxury liner was hollowed from a block of ice with picks, chisels, saws and Mann's creative spirit. It was longingly admired amid tables laden with cold roast beef and turkey platters and Maryland crab, watermelon baskets, vegetable displays and delicate hors d'oeuvres meticulously arranged.

December graduation is not so far away for Mann. The dedication was the final day before he became a chief steward, the end and the beginning of his dreams.

"It's been a long haul," he said, and smiled.

SIU Safety Tips



Drawn by Nathaniel Thomas
Chief Steward, SS President Johnson

Education and Training: Your Key to Job Security

Upgrade Your Job Skills at SHLSS

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



We are still on strike against Dixie Carriers and are continuing to man the picket lines and build our case against this union-busting company.

The trial before the National Labor Relations Board that was set for Sept. 19 to hear our charges against Dixie has been postponed. I'll let you know more about this in my next column.

Early this month I served as a delegate to the AFL-CIO Convention in Florida. Many important

labor resolutions, including ones to support a strong U.S. merchant fleet, were passed by the delegates.

News from our Gulf Coast ports includes word from Houston that we crewed a newly acquired SIU-contracted ship in the middle of September. She's the bulk carrier *Cheyenne* (American Bulk) and she's carrying grain to Dakar, Senegal.

In New Orleans we crewed the *Ogden Willamette* (Ogden Marine). Also, in Louisiana we're working hard for the upcoming state elections. We're giving strong support to Democrat Edwin Edwards who's running for governor.

In the port of Jacksonville, SIU Port Agent George Ripoll was recently elected vice president of the Port Maritime Council of the AFL-CIO Maritime Trades Department.

Brother Ripoll and SIU Field Representative Bill Hodges will be delegates on Oct. 21 at Florida's Democratic Convention.

In Jacksonville shipping is very good. Among the ships serviced there this month were the *American Eagle* (American Bulk), the *Transcolumbia* (Hudson Waterways), the *Charleston*, the *Sea-Land Pioneer* and the *Sea-Land Venture* (Sea-Land Service), the *Ambassador* (CCT), the *Ponce*, (Puerto Rico Marine) and numerous pieces of inland equipment.

The sun deck on the SIU Jacksonville hall was badly damaged when an 80-mile an hour wind swept through the city. The deck is being repaired.

East Coast, by V.P. Leon Hall



late last month I attended the convention of the AFL-CIO Maritime Trades Department in Hollywood, Fla.

Subjects discussed included such vital topics for the maritime industry as the Boggs bill and the prevention of the export of Alaskan oil.

Our featured speaker at the two-day convention was AFL-CIO President Lane Kirkland who discussed labor's decision to break with tradition in order to support

a presidential candidate before the primary races began.

From the port of Baltimore, Union Representative Al Raymond reports that SIU-contracted Delta's newly acquired ships, the *Santa Rosa* and the *Santa Paula* are going into the Sparrows Point Shipyard for repairs.

When they come out, the ships will be running along the East Coast to South America. We think the ships will be stopping in Philadelphia, Charleston and Miami.

Both vessels used to be owned by American President Lines on the West Coast. All steward department personnel were under SIU contract there. Now, all 26 unlicensed ratings on the vessels will be handled by Seafarers.

Also in Baltimore, we crewed the *Bayamon* (Puerto Rico Marine) on Sept. 19.

From the Norfolk area I want to point out that the *CS Long Lines* is not in layup. SIU Rep Mike Paladino says that the ship is standing by for emergency work in Wilmington, N.C. while she prepares for her next cable job.

In Philadelphia, new Port Agent Bob Stevens reports that shipping is on a big upswing. Also, in Philadelphia on Sept. 19 we crewed the former *Sea-Land Market*, renamed the *SS Pollux*, for the Maritime Administration under Military Sealift Command charter. She has now been put into layup but is on readiness alert status.

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



In the port of St. Louis shipping had been slow for awhile but it has now started to pick up.

The SIU-contracted *Delta Queen* came into St. Louis on Sept. 30 for the last time this year. She's heading down south to New Orleans and will work in the southern Mississippi area. We're also expecting the *Mississippi Queen* in St. Louis soon. That will probably be her last trip too into this port for the remainder of 1983.

A segment of the "Real People"

TV show that was recently filmed aboard the *Mississippi Queen* is supposed to appear on television the week before Thanksgiving.

On the Great Lakes we're holding our own with our deep draft vessels. In fact Kinsman, which had two ships running, now has four out working. Shipping will probably continue up there until the middle of December.

Concerning our inland equipment on the Lakes, SIU-contracted Luedtke Engineering Co. has begun a hydraulic dredging job in the port of Toledo, Ohio. The company is also mobilizing for two hydraulic dredging projects in Sandusky, Ohio. Those jobs will be in full operation by the middle of this month.

Both jobs will involve working three shifts and they'll continue as long as the weather holds out.

Another SIU-contracted company on the Lakes, Dunbar and Sullivan, has finished its dredging job in Ashtabula, Ohio.

Early this month in Florida I served as a delegate to the AFL-CIO Convention. Labor delegates from all over the country demanded a change in America—a change that will bring more job security to this country's workers.

Finally, I want to express my condolences to SIU Rep Jack Allen on the untimely death of his sister, Pauline.

West Coast, by V.P. George McCartney



I want to congratulate the Marine Firemen's Union, a long time affiliate of the SIUNA, on their 100th birthday this month.

As part of their centennial celebration on Oct. 28, maritime unions have been invited to a full day discussion on maritime unity. The conference, which the SIU will attend, will be held at the MFU headquarters in San Francisco.

Up in Washington state, the candidate we supported for senator, Mike Lowry, won his primary race

on Oct. 11 against Seattle Mayor Royer. A Democratic U.S. congressman, Lowry has a great maritime record. We'll continue to work hard for him in the November election when he's running against Republican Dan Evans, a former governor of Washington.

Also in Seattle, where shipping has picked up, we're crewing up the supertanker *Maryland* (Bay Tankers). She had been in layup for six months in Swan Island, Portland, Ore.

Here in San Francisco, the *Santa Mercedes* (Delta) has been in layup since June. Also in layup is the *Matsonia* (Matson), on which we represent the steward department. The *Connecticut* (Ogden Marine) just went into layup and is having some repairs done in San Francisco's Todd Shipyard.

There had been a strike since June at the shipyards here but just recently the Metal Trades Department reached a satisfactory agreement and the strike ended.

Last month I reported to you about a Chinese stowaway who was found aboard the *Sea-Land Developer* (Sea-Land). The crewmembers had collected money and clothing for him.

When the ship reached Oakland, Calif., U.S. authorities booked the man for entering the country illegally. As of LOG presstime the man was still in this country, reportedly seeking political asylum. The U.S. government has not yet made a final decision about whether or not he can stay here.

Pensioner's Corner

Deep Sea



Charles Morris Barkins, 58, joined the SIU in 1946 in the port of New Orleans sailing as a chief steward and cook and baker. Brother Barkins was born in the United States and is a resident of New Orleans.

Edward James Broaders, 65, joined the SIU in the port of Baltimore in 1957 sailing as a bosun for Cities Service. Brother Broaders sailed during World War II. He rode the *CS Long Lines* (AT&T) from 1979 to 1980. Seafarer Broaders attended a 1975 Crew Conference at the SHLSS in Piney Point, Md. and completed the LNG course there in 1980. Born in Baltimore, he is a resident there.



Frank William Chavers, 58, joined the SIU in 1947 in the port of Galveston sailing as a chief electrician. Brother Chavers was born in Mobile and is a resident there.



Tadeusz Chilinski, 64, joined the SIU in 1942 in the port of New York sailing as a recertified bosun. Brother Chilinski was born in Pruszkow, Poland and is a resident of Ramona, Calif.



William "Bill" Henry Davis Jr., 80, joined the SIU in 1938 in the port of New York sailing in the steward department. Brother Davis was born in New York and is a resident of Houston.

John Baptist Delery, 62, joined the SIU in the port of Seattle in 1966 sailing as a FOWT for the Delta Line. Brother Delery began sailing in 1959. He was born in Louisiana and is a resident of Bay St. Louis, Miss.



Chester Hughart, 59, joined the SIU in 1943 sailing as an AB for Bay Tankers. Brother Hughart was born in West Virginia and is a resident of Salida, Colo.

Bernie R. Hylton, 62, joined the SIU in 1952 sailing as a wiper for Sea-Land. Brother Hylton is a resident of Lincoln, Ark.



Frank J. Kon, 63, joined the SIU in 1947 in the port of Boston sailing as an AB for Cove Shipping. Brother Kon began sailing in 1945. He was born in Boston and is a resident of Reno, Nev.



Theodore Andrew Kulas, 65, joined the SIU in the port of San Francisco in 1967 sailing as a QMED. Brother Kulas sailed on the dredge *Sugar Islander* (Pacific-Gulf Marine-North American Trailing) in 1982. He was born in New Jersey and is a resident of East Brunswick, N.J.



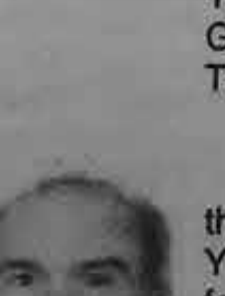
Montgomery Martin, 68, joined the SIU in the port of San Francisco in 1968 sailing as a chief cook. Brother Martin was born in Greenwood, S.C. and is a resident of San Diego, Calif.



Michael "Mike" P. Montemayor, 70, joined the SIU in the port of Houston in 1971 sailing in the steward department. Brother Montemayor began sailing in 1956. He was born in Mexico and is a resident of Galveston.



Verbon T. Nash, 59, joined the SIU in 1943 in the port of Mobile sailing as an AB. Brother Nash was born in Colorado and is a resident of Eight Mile, Ala.



Edward Douglas Odum, 68, joined the SIU in 1943 in the port of New Orleans sailing as a chief cook for the Robin Line in 1967. Brother Odum hit the bricks in both the 1965 District Council 37 beef and the Chicago (Ill.) Taxi strike. He was born in Georgia and is a resident of Tampa.



Feliciano Resto, 66, joined the SIU in the port of New York in 1969 sailing as a cook for Sea-Land. Brother Resto was born in Vega Alta, P.R. and is a resident there.



James Lamar Siniard, 60, joined the SIU in the port of San Francisco in 1955 sailing as an AB for Sea-Land. Brother Siniard began sailing in 1946. He was born in North Carolina and is a resident of Reno, Nev.



John Urzan, 63, joined the SIU in 1941 in the port of New York sailing as an AB. Brother Urzan was born in New York and is a resident of Brooklyn, N.Y.



Otho R. "Dick" Ware Jr., 57, joined the SIU in 1947 in the port of New Orleans sailing as a recertified bosun on the *LNG Leo* (Energy Transport). Brother Ware began sailing in 1947. He is a veteran of the U.S. Marine Corps in World War II. Seafarer Ware was born in Mississippi and is a resident of Shepherd, Texas.



Justin T. Wolff, 62, joined the SIU in 1941 in the port of New Orleans sailing as an AB. Brother Wolff began sailing in 1940. He also worked on the Seattle Sea-Land Shoregang. Seafarer Wolff is a resident of New Orleans.



Roberto Olivieri Zaragoza, 61, joined the SIU in 1941 in the port of New York sailing as an AB. Brother Zaragoza also worked on the Puerto Rico Marine Shoregang. He was born in the Dominican Republic and is a resident of Brentwood, L.I., N.Y.

Great Lakes



Erling Oscar Anderson, 56, joined the Union in the port of Detroit in 1961 sailing as a gateman aboard the *SS Calvin*, *SS Buffalo* and *SS Manske* (American Steamship) from 1960 to 1982 and on the *SS J.A. Kling* from 1955 to 1958. Brother Anderson was born in Manistique, Mich. and is a resident of Toledo, Ohio.

Lorne Eagle, 66, joined the Union in the port of Sault Ste. Marie, Mich. in 1958 sailing as a deckhand. Brother Eagle is a former member of the Teamsters Union, Locals 328 and 527 from 1946 to 1956. He was born in Sault Ste. Marie and is a resident there.



William George McAndrews, 62, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a cook for Merritt, Chapman and Scot and for Great Lakes Towing from 1961 to 1982. Brother McAndrews is a former mem-

SeaLog X-Word

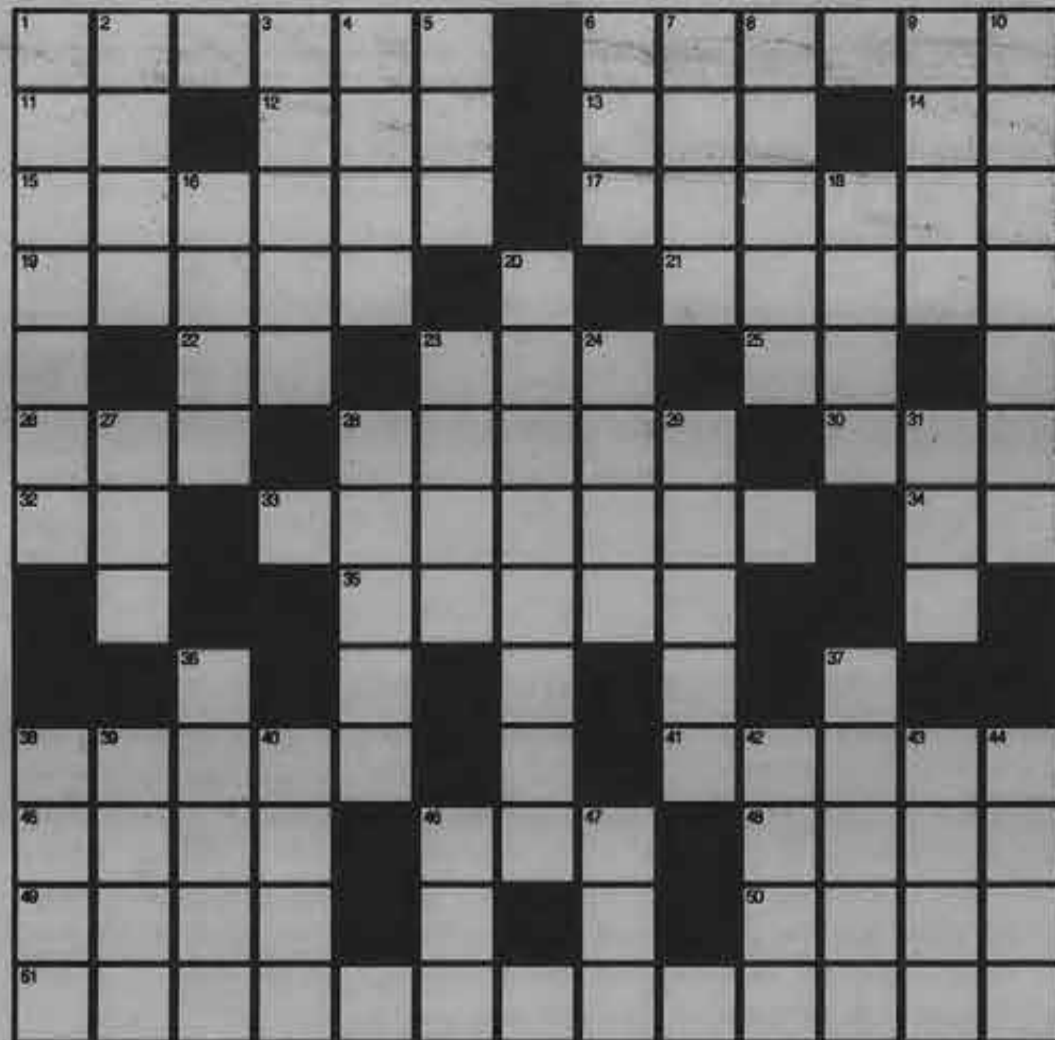
By Debbie Greene

Across

Down

1. Steering lever
6. Part of ship's structure (abbr.)
11. ___ yo heave ho
12. Timetable abbr.
13. French friend
14. Indefinite article
15. Torpedo ship
17. Acting with great violence
19. What ghosts do
21. Pertaining to ships
22. Steamship (abbr.)
23. Gov't agency (abbr.)
25. Egyptian sun god
26. Frequently (abbr.)
28. Transport
30. Cone shaped buoy
32. Negative reply
33. Largest ocean
34. Part of an address (abbr.)
35. Annoy; pester
38. Stern; severe
41. ___ Garcia
45. Toward shelter
46. High card
48. Destroy
49. Wander
50. West Coast college (abbr.)
51. Sea

1. Tropical hurricane
2. Very small amount
3. Namesakes of SIU VP Hall
4. Coup d'___
5. Rodent
6. Not near
7. Arabian gulf
8. Stogie
9. Turner or Cantrell
10. Part of U.K.
16. Boom or ___
18. ___ "the Terrible"
20. Sea between Italy and Balkan peninsula
23. Front of head
24. Dog words
27. Obscuring haze
28. Capture; seize
29. Concede
31. Coffee vessel
36. Staple food
37. Playing card
38. Damage
39. Medicinal plant
40. Half
42. City of N. Spain
43. ___ monster
44. ___ even keel
46. Consumed
47. Make a mistake



Answers Next Month!

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

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

Send all requests for medicals records to:

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

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

Answers to Previous Puzzle

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

PERSONALS

Richard J. Cook
Please contact Jose Perdomo at 726 27th St., Kenner, La. 70062, (504) 464-0545 (call collect) OR Raymond Milly, 117 Focis St., Metairie, La. 70005, (504) 831-2829 (call collect).

Theodore Graham
Please contact Ms. Ann Davis at (206) 624-0950.



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Cook and Baker
Chief Cook**

Fill out the application in this issue of the Log or contact the Admissions Office at SHLSS, Piney Point, Maryland 20674.

Pensioner's Corner

(Continued from Page 28.)

ber of the United Steelworkers of America Union from 1946 to 1961, the Tug Firemen, Linemen, Oilers and Watchmen's Union, Local 6 (ILA) and the Teamsters Union. He is a S/C1 volunteer veteran of the U.S. Navy in World War II serving aboard the *USS LSM 415*. Laker McAndrews was graduated from the Navy's Cook and Bakers School in Norfolk, Va. and was awarded the Asiatic-Pacific Campaign Ribbon with 1 star and the Philippine Liberation Medal.



Leonard John Paszkiewicz, 65, joined the Union in 1971 sailing as a chief steward on the *SS Sam Laud* (American Steamship) in 1981. Brother Paszkiewicz was born in Manatowoc, Wis. and is a resident of Green Bay, Wis.

William Joseph Smith, 65, joined the Union in the port of Cleveland, Ohio in 1961 sailing as a FOWT for Great Lakes Towing from 1940 to 1982. Brother Smith is a former member of the Firemen and Oilers Union, Local 52 and the International Union of Operating Engineers from 1942 to 1945. He is a veteran of the U.S. Navy in World War II. Laker Smith was born in Cleveland.

Richard Duane Whitford, 62, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as a lineman for the Great Lakes Towing Co. from 1956 to 1977. Brother Whitford was a machinist for the New York, Chicago and St. Louis Railroad Co. from 1940 to 1956. He was a former member of the Oil, Chemical and Atomic Workers International Union from 1960 to 1961 and the International Assn. of Machinists. Laker Whitford is a veteran of the U.S. Army Field Artillery in World War II. Born in Conneaut, Ohio, he is a resident there.

**SIU
It's Your Union
Be Proud**

Maritime Wins Support At AFL-CIO Convention

(Continued from Page 1.)

not be phased out, and funding should be restored to a level adequate to prevent reliance on foreign shipyards and lost employment in the domestic shipbuilding industry.

The United States should also ratify the United Nations Code for liner conferences to help the domestic shipping industry attain a more equitable share of cargo shipments generated by U.S. trade. Adequate adjustment assistance must be provided to U.S. maritime workers suffering adversities from foreign maritime activities.

To strengthen the nation's vital maritime assets, private-sector ships—built, operated and crewed by U.S. citizens—should provide support to the U.S. Navy, thereby allowing scarce naval resources to be focused on activities critical to the nation's defense.

Passage of the Competitive Shipbuilding Act of 1983 is centrally important to the maritime industry. The Act would require 5 percent of all bulk cargoes involved in U.S. foreign trade to travel on U.S.-flag vessels. This proportion would increase 1 percent annually until a minimum of 20 percent is attained. Enactment would create approximately 9,000 new seafaring jobs, 25,000 new shipyard jobs as well as 78,000 new jobs in support and allied trades. An additional 200,000 maritime-related jobs would be saved. Passage of the Act would improve the nation's balance-of-payments, reduce vulnerability to disruptions in the supply of strategic raw materials, and enhance national security by providing a fleet capable of serving as an auxiliary to the Navy. The Competitive Shipbuilding Act is a low-cost approach to revital-

izing the maritime industry, creating jobs, and strengthening the nation's economy. Its enactment is of extreme importance.

For the Operating Differential Subsidy Program, the administration supports only enough funding to fulfill existing contract obligations. In a further unwise policy change, the administration has allowed ship owners to receive operating subsidies while building vessels in foreign shipyards. The administration's proposals would further jeopardize the maritime industry's survival. Adequate funding for operating subsidies must be provided, and subsidies should be restricted to owners operating ships built in the United States.

Existing maritime laws and regulations must be enforced. The Jones Act requirements on intra-U.S. shipping should be strengthened, and there should be no further waivers of foreign-flag ships. Restrictions on Alaskan oil exports need to be maintained in order to ensure the nation's economic and defense security.

Bilateral shipping agreements must be negotiated to stimulate U.S. shipping and employment. A maritime agreement between the United States and the Soviet Union is of particular importance to the future health of the maritime industry and should be renegotiated.

Grants Sail Aboard Independence



Among the many guests aboard the SS *Independence* recently were actor Cary Grant and his family. They took the trans-Pacific voyage as well as the Hawaiian Islands cruise and said they really enjoyed the trip. Pictured on the deck of the ship are (l. to r.) Cary Grant's wife, Barbara; Cary Grant; his daughter Jennifer; Sam Nazario, hotel manager; and Todd Vitti, friend of the Grant family.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

Gruenberg, Saunders & Lavina
Suite 905—Chemical Building
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Support
SPAD

Dispatchers Report for Great Lakes

SEPT. 1-30, 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	41	4	0	40	7	0	47	5	2
ENGINE DEPARTMENT									
Algonac	24	2	0	19	7	0	25	1	2
STEWARD DEPARTMENT									
Algonac	4	0	0	13	3	0	2	4	0
ENTRY DEPARTMENT									
Algonac	38	27	1	0	0	0	42	29	8
Totals All Departments	107	33	1	72	17	0	116	39	12

***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.

House and Senate Move on Cruise America Bill

(Continued from Page 1.)

During the House mark-up session, normally a quick operation, opponents spent more than two hours arguing against the bill. They then offered several amendments which in effect would have gutted the legislation. All were defeated, but not before lengthy and time-consuming roll call votes.

One amendment, by Biaggi, was added to the bill. It requires that all work on the ships be done in American yards, which the officers of Cruise America had said they would do anyway.

Also it gave the companies who claimed they could build and operate the ships a chance to put up or shut up. If any American-built ship begins passenger operation before the legislation is enacted, Cruise America would not be allowed to compete with them. Also in the Gulf of Mexico, if any American-built ship comes on line in three years, the *Princess* and *Countess* would have to be withdrawn from those routes.

"It's a legitimate and feasible way to modestly increase the number of passenger ships flying the American flag," said Committee Chairman Walter B. Jones (D-N.C.).

"The Cruise America venture is the only serious proposal ready to go on stream right now," SIU President Frank Drozak

testified before the Senate Merchant Marine subcommittee.

The hearings covered many of the same objections as the House proceedings, but supporters were able to introduce testimony and evidence rebutting the charges.

"They [the bill's opponents] are saying, 'Don't enact this legislation, because you will destroy the domestic cruise ship building industry.' Mr. Chairman, you won't put anyone out of work by enacting S. 1197 because this type of work has not existed for 25 years, the last time a ship of this kind was built in the U.S.," Shaw said.

"Those who fear this bill because of the harm it would do to the Jones Act, are kidding themselves," Biaggi said. He pointed to the fact that there has not been an American cruise ship in the coastwise passenger trade since the 1950s.

"The Seafarers International Union has always been and continues to be a strong supporter of all U.S.-built, U.S.-flagged, U.S.-crewed domestic cabotage laws. The reality of the industry, however, dictates that waivers of this basic principle must be considered occasionally on a case-by-case basis," Drozak testified.

He said three basic questions must be answered about the bill before it is passed:



SIU President Frank Drozak explains to the Senate Merchant Marine Subcommittee that the addition of two deep-sea passenger ships would mean about 1,000 jobs, millions in repair work for American shipyards and add to the nation's defense posture.

Will it harm existing operators?

Will it offer benefits to the U.S. merchant marine and to the economy?

Will it discourage or encourage growth of a U.S.-built, U.S.-flag domestic fleet?

He noted that when those questions are applied to the cargo trade the answers are almost always negative. The domestic passenger trade is "an entirely different situation," he said.

Today only two deep-sea passenger ships operate under the American flag. The *SS Independence* and *Constitution* both sail only in the Hawaiian Islands trade. Cruise America plans to operate on the East, Gulf and West Coasts, plus Alaska and the Great Lakes.

Some small U.S.-flag passenger ships sail along the rivers and bays, but carry only about 100 passengers and offer little or no overnight service. Cruise America plans to work closely with the operators of the smaller ships to offer side trips.

"This will increase service for those vessels. This combined with the non-existence of a large passenger fleet will ensure U.S. operators are not harmed," Drozak said.

In judging what effect the ships would have on the merchant marine and the economy, Drozak outlined several figures. Unemployment runs about 47 percent in the U.S. merchant fleet. The two ships would create some 1,050 jobs.

Also U.S. shipyards are suffering tremendous losses. The *Countess* and *Princess* would require about \$10 million worth of work to bring them up to U.S. Coast Guard standards plus about another \$5 million a year each in routine repairs and maintenance, Drozak said. That means jobs and revenues for American yards, he said.

Service and supply for the ships in the some 19 ports they will call on would create hundreds of other jobs around the country. Tax revenues on local, state and federal levels would increase.

"In short, the jobs, supplies and revenues generated by these vessels to the U.S. fleet can only help the U.S. merchant marine and the U.S. economy," he said.

Finally, Drozak pointed out the two ships would stimulate the growth of the U.S. passenger fleet. No American company has been in that business for decades. No one knows if an American-flag, American-crewed ship can make money.

"They will take the risks and develop the market. Other American operators will learn from this venture and take advantage of the developing market. U.S. documentation of these vessels clearly will encourage future expansion of the U.S. domestic passenger fleet, providing for additional construction of new vessels in U.S. shipyards," Drozak said.

No date has been set for additional hearings or mark-up.



Rep. Mario Biaggi (D-N.Y.) used the opportunity to testify before the Senate Merchant Marine Subcommittee to criticize opponents of the reflagging of two Cunard ships. He called their actions selfish.

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

Transcolorado Cited In Naval Exercise

Both the MSC and U.S. Air Force early last month cited Seafarers and ship's officers riding the *SS Transcolorado* (Hudson Waterways) for their "invaluable assistance" in a Maritime Prepositioning Program (MPP) exercise in the Mediterranean Sea.

A cable to the company from both the Air Force and the MSC said:

"Please pass my compliments to all personnel related to the MSC charter vessel *SS Transcolorado*.

"During the recent exercise of this ship involving cargo discharge, the vessel's crew provided invaluable assistance to

the Air Force observers.

"Additionally, the care and attention to the condition and security of the cargo was exemplary. Their innovative use of Ram-Nek marine tape has resulted in the best condition observed aboard all ships engaged in the prepositioning program.

"A proposal to extend the maintenance cycle of the cargo aboard the *Transcolorado* has been forwarded to Headquarters, Air Force Logistics Command. Any contribution you can make to lengthening the on-station time of this ship will serve to enhance our contingency support posture."

On Board the Queens



Rob Williams, first cook on the *Mississippi Queen*, stands in the dining room in front of a picture of Leonor Sullivan. Sullivan was the past chairman of the Merchant Marine Committee and worked very hard to keep the wooden *Delta Queen* in operation.



Two of the *Mississippi Queen's* deckhands stand in the crew galley. They are Tony Rallicki (l.) and Ander Echters.

At Sea/Ashore

Memorial Service Set for Lost Poet Crew

On Sunday Oct. 23 at 2 p.m., relatives of the 34-man SIU crew lost in 1980 aboard the sunken *SS Poet* will place a memorial plaque in the Gloria Dei Church in the port of Philadelphia.

The plaque will list the names and hometowns of each of the Seafarers and ship's officers.

Contributions to the memorial fund, which are tax deductible, may be sent to the *SS Poet* Memorial Fund, 3233 Edgemont St., Philadelphia, Pa. 19134.

Star of Texas Goin' to Israel

On Oct. 15 from a Gulf, East Coast or St. Lawrence Seaway port, the *SS Star of Texas* (Titan Navigation) will carry 33,500 long tons of wheat and 32,000 long tons of grain to Haifa or Ashdod, Israel.

SS Santa Paula to Run Next Month

The first of the two containerships, the renamed *SS Santa Paula*, bought by Delta Line from APL, will enter service in November.

The other vessel is the renamed *SS Santa Rosa*.

Each holds 1,108 20-foot containers and 166 refrigerated units.

They will be on the biweekly run from the East Coast to Venezuela, Colombia, Panama and the west coast of South America.

SS Del Sol Off to Cape Verde Is.

On Oct. 19 from the port of Wilmington, Calif., the *SS Del Sol* (Delta Line) will haul 6,500 metric tons of bulk corn to Porto Praia and Mindelo, Cape Verde Is.

1st Midbody for MPSP Is Launched

The first 157-foot midbody section for the MSC's Maritime Prepositioning Ship Program (MPSP) was launched Sept. 24 at the Bethlehem Steel Shipyard in Beaumont, Texas.

The SIU's Waterman Steamship Co. will convert three of the ships at the National Steel and Shipbuilding Co. Yard in San Diego, Calif.

The 13 MPSP ships will be built from the keel up or converted from existing ships to join the Navy's MSC fleet. All will be named for the U.S. Marine Corps Medal of Honor winners.

The vessels, manned by civilian crews, will be used for mobile, long-term storage of combat equipment and supplies for three U.S. Marine Corps, U.S. Army and U.S. Air Force brigades. They will be positioned at strategic locations around the globe for rapid deployment capability.

Rendezvous with the stored materiel in a national emergency will be done by air by a Marine brigade of 12,000, an Army brigade of 5,000 and a full Air Force wing. The ships could support three separate brigades in action in three different military theaters for 30 days.

The ships could unload tanks, artillery, personnel carriers, ammunition, rations and medical supplies in primitive ports and on isolated beaches.

MARAD Opens Office in Des Plaines, Ill.

MARAD early this month opened its Great Lakes Regional Office at a new location in Suite 254, 2300 W. Devon Ave., Des Plaines, Ill.

Sailin' With the Penguins

Early last month in a San Francisco Chronicle Postcard Column, the writer reports from aboard the *SS Santa Maria* (Delta Line) sailing southward in the springtime, below the Equator, around South America from Rio to Lima.

In the Strait of Magellan, surrounded by icy glaciers, he is invited to jump into the deck swimming pool and be awarded a golden penguin pin. One woman passenger has 29!

Ashore, he adds, there's some weird stuff for sale: a paperweight with a black tarantula under glass. Deadly piranha fish varnished with jaws pulled back to show the needle teeth. And shrunken Indian heads.

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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1983

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

America's favorite sport—the presidential election—has begun in earnest.

Up until now, the candidates have been content to build up their names, define issues, raise money and put together campaign organizations capable of going the distance.

Now, however, things are beginning to get serious. A non-binding straw poll was held in Maine. Eight Democratic candidates spent hundreds of thousands of dollars to influence the outcome, even though no delegates were at stake.

Other important developments have occurred. The Executive Council of the AFL-CIO endorsed Walter Mondale. The SIU and other unions abstained in the vote, preferring to press the Democratic challengers for a commitment on certain programs. As of yet, none of the announced candidates has come up with a maritime platform.

Many political analysts complain that the process of selecting an American president has become more of a three-ring circus than a serious way of determining the fate of the country. While they are probably right, they miss the point: Americans like the show.

NOBEL PRIZE

This year's Nobel Peace Prize was awarded to Lech Walesa for his courageous stewardship of Solidarity, the Polish Labor organization. The award has special significance for American workers, many of whom have voluntarily dropped their union affiliation.

Political freedom begins with the right of people to band together to protect their economic interests. Polish workers are risking their lives to secure that right. American workers take it for granted.

CUNARD BILL

SIU President Frank Drozak testified before the Merchant Marine subcommittee of the Senate Commerce Committee earlier last month. He spoke on behalf of legislation that would redocument two British-flag passenger vessels under American registry.

The bill, according to Drozak, is an important one, not the least because it would create nearly 1,000 seafaring jobs at a time when the maritime industry is in a near-depression.

The bill was reported out of the House Merchant Marine Committee by a 30-10 vote. It is expected to reach the floor of the House of Representatives within the next month.

MARITIME SAFETY

The Maritime Safety Bill, HR 3486, has been marked up by a joint Coast Guard-Merchant Marine subcommittee. Among other things, the bill would improve the

reporting requirements for U.S.-flag vessels.

The SIU supports this legislation as an important first step in the prevention of maritime disasters like the *SS Poet* (where a vessel went several days without reporting to the company and no one thought it unusual).

ALASKAN OIL

The Export Administration Act, which bans the export of Alaskan oil, was extended for an additional 15 days. It was due to have expired on September 30.

The bill is awaiting floor action in the House and the Senate. Things look extremely good, especially in the House.

The legislation is important for Seafarers. At least 40 contracted SIU tankers carry oil from Alaska to the lower 48 states. We would lose most, if not all, of those jobs if Alaskan oil were sold abroad.

FILL RATE

The Senate sent a message to the Reagan administration in this year's appropriations bill for the Department of the Interior (H.R. 3363). It adopted an amendment by Senator Bill Bradley (D-N.J.) that would fix the fill rate of the Strategic Petroleum Reserve at a rate of 220,000 barrels a day.

Earlier this year, the Reagan administration unilaterally lowered the fill rate to 145,000 barrels. In doing so it may have jeopardized the national security of the United States. There is a war going on between Iran and Iraq. There have been indications that the Iranians are considering mining the Straits of Hormuz, which could interrupt the flow of Middle Eastern oil to the United States.

The House has already passed an appropriations bill containing similar language. There have been reports that congressional leaders are trying to work out a deal with the administration where

it would honor a compromise fill rate of 188,000 barrels a day.

CDS PAYBACK

The House approved H.R. 3222, the Appropriations Bill for State, Commerce and Justice. Among other things, the bill would prevent implementation of a DOT rule allowing subsidized operators to operate in the domestic trade if they paid back their Construction Differential Subsidies.

The rule has been strongly opposed by the SIU and much of the maritime industry. It would deplete what is left of this nation's merchant marine and disrupt the domestic shipping market.

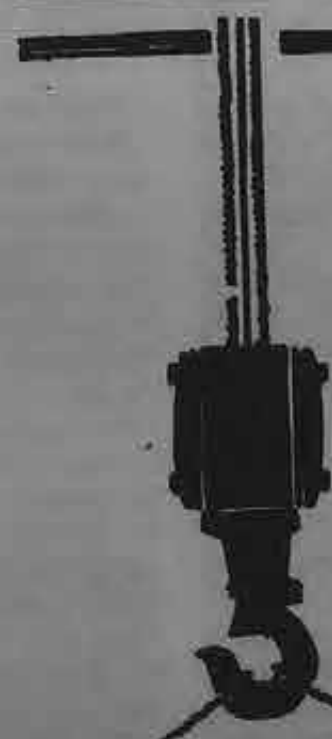
The Senate is considering action on its own version of the appropriations bill. As it now stands, the DOT can implement the rule, but it must give 60 days notice before doing so. DOT Secretary Elizabeth Dole is said to be actively reviewing her department's stand, and has not yet decided to implement the rule.

CARGO PREFERENCE

SIU President Frank Drozak flew back from the Maritime Trades Department Convention in Florida to testify in favor of several cargo preference bills before the Senate. Except for a few minor suggestions, he threw the Union's support behind all four.

The centerpiece of the hearings was Sen. Paul Trible's (R-Va.) Competitive Shipping and Shipbuilding Act of 1983. Drozak also supported the Senate version of a bill consolidating, strengthening and streamlining government-impelled cargo laws.

The other bills would require that 100 percent of the nation's overseas surface mail be shipped on U.S. ships and the last would give the Secretary of Transportation more authority to enforce cargo preference.



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

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

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

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

SUPPORT SPAD

Digest of Ships Meetings

ADONIS (Apex Marine), August 14—Chairman A.C. Harrington; Secretary Earl W. Gay; Educational Director M.W. Roberson; Deck Delegate Antonlos M. Triakoglou. Some disputed OT was reported in both the deck and steward departments, but for the most part everything was running smoothly. Crewmembers were reminded of the educational opportunities available at the school in Piney Point and were urged to upgrade. The importance of donating to SPAD was also stressed. By giving to SPAD, our voice can be heard in Washington. A number of items need clarification. These include: Who is also supposed to clean up an oil spill? Is cleaning the tanks compulsory overtime? A vote of thanks was given to the ship's chairman, the department delegates and the steward for jobs well done.

AMCO TRADER (American Coastal), August 28—Chairman Al Wentworth; Secretary J.F. Mann; Steward Delegate Charles Ratcliff. Several hours of disputed OT were reported in the deck and steward departments. There is \$57 in the ship's fund. Some money was spent on the previous trip to purchase a dart board; many of the crewmembers are enjoying the use of this added recreational facility. A discussion was held on the importance of taking an oath of allegiance to the Union by all full book members, and all crewmembers were asked not to discuss Union proceedings or other business with officers under any circumstances. Also discussed was the fact that American Coastal lost its MSC contract. It will, however, remain operating under civilian charter. Many groups in maritime-related industries have had to make sacrifices during these harsh economic times, and the members talked about why these sacrifices are necessary in order to help shipping companies remain solvent and insure jobs for the rest of us. A suggestion was made that patrolmen bring registration cards to any ship laying up so that members will not have to wait around to register, especially if the ship lays up on a weekend. And finally, the crew is seeking a shoregang in Bayonne, N.J. when the ship returns from Northern Europe, primarily for taking stores.

BEAVER STATE (Apex Marine), August 14—Chairman Barney Swearingen; Secretary Frank Costango; Educational Director J. Bailey; Deck Delegate Ken Hagar; Engine Delegate Robert Bunch; Steward Delegate Isalah Gray. Everything is running smoothly with no disputed OT or beefs reported. There is \$23 in the ship's fund. The chairman noted that the exercise bike and other gym equipment are now up forward and are available for all to use. He also announced that the ship is scheduled to arrive in Nederland, Texas around Sept. 20. The captain told crewmembers that he will try to change the movies at Pembroke, South Wales. A vote of thanks was given to the steward de-

partment for a job well done. The next port is Pembroke, South Wales; then back to Nederland, Texas for payoff.

CAGUAS (Puerto Rico Marine), September 4—Chairman Calixto L. Gonzales; Secretary J. Ross; Educational Director Robert L. Tompkins; Deck Delegate Luis Perez. No beefs or disputed OT were reported. There is \$100 in the ship's fund. The chairman asked that anyone getting off in Puerto Rico on Sept. 5 please notify the captain no later than Friday, Sept. 2. He also asked that crew not jump from the ship to the ramp before it has been secured. A number of motions were brought up and were carried unanimously. One was that the Negotiating Committee be asked to seek one day of retirement money for each day of vacation earned. This money would go to the retirement fund. Also they asked that a day's seetime be credited to Seafarers for each day of vacation earned. This time would apply toward retirement. Another motion concerned the permanent jobs issue. Crewmembers were against this system, feeling that the rotary shipping system works best and is fairer.

COVE LIBERTY (Cove Shipping), August 26—Chairman J.S. Rogers; Secretary Edward Wiggins; Deck Delegate Willie Chestnut; Engine Delegate Federico Rodriguez. No disputed OT was reported, nor were there any beefs. The members were informed by the chairman that payoff would take place in Baton Rouge, La. on Aug. 31. He asked that anyone with disputed OT see him before that date. He also announced that a new clothes dryer has been ordered and should be available by then. The educational director urged everyone to take advantage of the opportunities at Piney Point. He also recommended getting cassette tapes for each department on the subject of safety. Crewmembers were reminded to rinse their dishes before leaving them in the sink, and a vote of thanks was given to the steward department for a job well done. Next port: Baton Rouge, La.

DELTA CARIBE (Delta SS Lines), August 28—Chairman R.E. Darville; Secretary R.A. Cobb; Educational Director Billy Joe Ball; Steward Delegate Prince Baker. No disputed OT was reported in the three departments. Regarding the ship's treasury: The steward checked with the master about the ship's movie money and was informed that the previous captain said that all the movie money had been given back to the ones who donated it. Some crewmembers, however, said that they didn't get their money back. The chairman reported that otherwise, everything is running smoothly. The ship is expected to arrive in Haifa, Israel around Sept. 1. He also talked about safety habits aboard ship and mentioned some ways to help fellow shipmates in case of trouble. Also discussed were the educational opportunities available at the Seafarers Harry Lundeborg School of Seamanship in Piney Point, Md. and

the importance of attending classes there to upgrade for the future. He also stressed the importance of donating to SPAD. The secretary thanked the crew for all they did in helping to keep the messhall and pantry clean. Several motions were made. One was that the Union draw up a LASH ship contract before the company sets their own agreement. Another was to regulate work hours so that a member won't have to work 'round the clock. And the third motion was that the slop chest be stocked with basic items such as gloves and other necessary items of clothing. (On the last trip they even ran out of toothpaste!) A vote of thanks was given to the steward department for a job well done. Next port: Haifa, Israel.

LNG GEMINI (Energy Transportation Corp.), August 21—Chairman R.D. Schwarz; Secretary Ed Haber; Educational Director J. Ponti; Deck Delegate John Batorski; Engine Delegate Jose L. Valle; Steward Delegate David Pappas. There was some disputed OT in the engine department. The treasurer reports that all is going well. Four new tapes have been purchased, and the tape bank keeps growing. Crewmembers were reminded that all movie tapes should be kept in the lounge area, not in individual rooms. A vote of thanks was given to the steward department for the fine food served and for the pool parties. The deck department also received a vote of thanks for keeping the mess-room clean and the dishes washed while on watch at night.



Here are the men responsible for the great pool parties. Standing (l. to r.) are: Thomas Hilburn, GSU; David Pappas, chief cook; Ed Haber, steward; and Michael Taraba, GSU. Kneeling is Ronald Malozi, GSU.

KOPAA (Pacific Gulf Marine), August 7—Chairman Gary Hoover; Secretary Milton Thrash; Deck Delegate F. Johnson; Steward Delegate John Pennell. No disputed OT was reported. There is \$55 in the ship's fund. The bosun talked about the upcoming payoff. He also brought up the subject of job security and the different ways crewmembers can help in building a strong U.S. merchant marine. One is by paying your Union dues; another is by donating to SPAD; a third is by upgrading. The secretary stressed the importance of upgrading and said that those who don't want to go to Piney Point are missing out. A discussion was held about the medical care situation. Opinions were voiced that it is necessary to have a seaman's hospital. It seems that we are going backward. Everyone but the seamen have a hospital plan. Why? Next port: Crockett, Calif.



OGDEN YUKON (Ogden Marine), August 7—Chairman James C. Baudoin; Secretary Chester R. Moss; Educational Director Venus Guy; Deck Delegate Laurence L. Kunc; Engine Delegate Paul B. Bland; Steward Delegate James E. Harris. No disputed OT. The chairman announced that payoff will be on Aug. 14. He asked that crewmembers wait for their reliefs before leaving the ship. A specific item dealing with overtime was brought up. The chairman settled it by saying that no one shall go from the deck department to the engine department to work overtime when they can work in their own department. The secretary said that everything is going smoothly and he thanked everyone for helping make this a happy trip. A motion was made that those crewmembers who are not SIU members be taken off the ship. The feeling was that any crewmember should be from the SIU hall. A vote of thanks was given to the steward department for a job well done this voyage and to everyone for helping in the rescue of the Spanish fishing boat. The chairman noted that no matter how hard the crew works for the safety of their ship or another ship, there is no overtime. Saving anyone's life is the goodwill of man—for the life one saves may well be their own.

OVERSEAS ALICE (Maritime Overseas Corp.), September 11—Chairman N. Bryant; Secretary C. Loper Jr.; Educational Director P. Koutsoueadis. Some disputed OT was reported in the engine department. It will be taken up by the boarding patrolman. There is \$24.63 in the ship's treasury. The chairman announced that the ship is heading for Spain, France and Holland. He also told the crew that they should read the article in the LOG on survival suits, and the crewmembers would like it to be known that they endorse this bill all the way. The secretary reported that everything is running smoothly and he thanked all members for helping keep the ship clean. The movies have been aboard ship for two trips. It is hoped that new ones can be purchased at the next port in Spain.

PANAMA (Sea-Land Service), August 7—Chairman C. Christensen; Secretary W.J. Miles; Educational Director Freddie Horn. No disputed OT was reported. The chairman reported that everything is running smoothly.

Arrival in New Orleans is scheduled for two days from now, and a fire and boat drill will take place before payoff. Crewmembers were reminded to dress decently for meals—a shirt and pants (no shorts). They were also reminded of the importance of donating to SPAD. A vote of thanks was given to the steward department for the fine food and service this voyage. All members stood for one moment of silence in memory of our departed brothers and sisters. Next port: New Orleans, La.

PONCE (Puerto Rico Marine), September 4—Chairman L. Rodriguez; Secretary H. Ridgeway; Educational Director H. Lomas. No disputed OT. There is \$130 in the ship's fund. The ship's chairman reported that everything is running pretty smoothly at the present time. And in order to help keep it that way, he reminded everyone to help keep the lounge, messhall and pantry clean. He also stressed the importance of donating to SPAD. The educational director talked about the opportunities available by upgrading and of the courses at Piney Point. Upgrading not only helps the individual, it also helps the Union. A suggestion was made to have the TV, video machine and air conditioner repaired. If the air conditioner can't be fixed, it was suggested that fans be obtained for all rooms. Crewmembers were reminded not to jump on the ramps, but to wait until they are secure. A vote of thanks was given to everyone who helped in the fixing of the barbeque on deck.

SANTA MARIANA (Delta SS Lines), August 12—Chairman Thomas W. Lasater. There was no disputed OT reported, but both the deck and engine departments were running one man short. There is \$450 in the ship's fund. The chairman talked about the importance of donating to SPAD. He also stressed the necessity of upgrading. Piney Point provides many opportunities for SIU members and they ought to be made aware of them. Donating to SPAD and upgrading are two ways to help fight for job security. Another way is to vote, and the chairman suggested that anyone who has not registered to vote do so. A discussion was held about safety aboard ship—both on and off the job. Safety cards were issued to each crewmember at the start of the voyage. Several items need to be repaired including the clocks on the main deck and the washing machine in the stewards' laundry room. A vote of thanks went to the steward department for the great July 4th meal, for the cook-out decorations, and for the great job they did throughout the whole trip.

SEA-LAND CONSUMER (Sea-Land Service) August 12—Chairman Manuel A. Silva; Secretary Robert Lie-

gel; Educational Director Thomas Jackson; Deck Delegate E. Scroggins; Engine Delegate Elkin Kent; Steward Delegate Billie Wilkerson. Some disputed OT was reported in the engine department. The bosun thanked the crew for being so good while in the Rotterdam shipyard. He also reported that the captain said that the members will receive 14 days subsistence for this time. The crew felt they should receive 17 days because the shipyard workers were working around the clock, making all kinds of noises down in the engine room. This problem will be brought up with the patrolman at payoff. Several complaints were voiced about the water being rusty and about the engine room water fountain not being in working condition. Otherwise, everything seems to be running smoothly. Next port is Houston, Texas; then on to New Orleans for payoff.

SEA-LAND DEFENDER (Sea-Land Service), Sept. 4—Chairman C.A. Perreira; Secretary C.F. Blanco; Educational Director G. Van Epps; Deck Delegate J. Evans; Engine Delegate J. Kachel; Steward Delegate D. Brown. Bosun Reuel Palmer had to get off in Kobe, Japan on Aug. 20 due to an injury; Recertified Bosun C.A. Perreira is his replacement. It is anticipated that at the payoff in Oakland, Calif., the boarding patrolman will have something to tell the crew about new shipping rules or contracts. So all members were reminded to attend the meeting and hear what's happening in the Union. To those members who will be getting off, the secretary reminded them to clean their rooms for their relief. Also, pictures of nude women on walls must be removed. (You never know whether the person relieving you is a woman—maybe even your cousin or sister.) Video tapes are available next to the chief engineer's office. When members are through watching the films they should rewind and return them so that others may enjoy them. Some people aboard have been complaining about the food. Everyone should remember that cooks have limited time like anyone else. They have their own working hours. So you must take into consideration this fact when they can't always put extra time into preparing fancy or special food. One minute of silence was observed in memory of our departed brothers and sisters. Next port is Long Beach; then on to Oakland for payoff.

SENATOR (Coordinated Caribbean Transport), August 8—Chairman D.L. McCorvey; Secretary J. Gillian; Educational Director R. Jaclin. No disputed OT. Payoff should take place on Wednesday, Aug. 10 if the patrolman arrives, as there are some problems that need to be taken care of by him. The ship is in port for such a short time that it is hoped he can try hard to

Digest of Ships Meetings

service the ship. A new washing machine is badly needed. The one on-board has already been repaired several times, but is pretty well shot now. Crewmembers were asked not to turn on the TV during the meal hour as it disrupts everyone else's routine. Next port: Miami, Fla.

SPIRIT OF TEXAS (Titan Navigation), August 28—Chairman Jerry McLean; Secretary Jim Bartlett; Educational Director George Damey. Some disputed OT was reported in the deck department along with some beefs that will have to be settled by the patrolman at payoff. There is \$10 in the ship's fund. The chairman passed along some information from the patrolman—that anyone needing to see a doctor or to go to the hospital should go through the SIU hall. Several suggestions were made. One was to all crewmembers that when they are finished with a film cassette, they should put it back in the correct case. Another suggestion was to everyone to help keep the crew lounge cleaner. A vote of thanks was extended to the steward department for a job well done this voyage. One minute of silence was observed in memory of our departed brothers and sisters. Heading out to Gramercy, La. and Jamaica.

STAR OF TEXAS (Titan Navigation), August 28—Chairman Gene Paschall; Secretary I. Fletcher; Deck Delegate B.G. Williams. No disputed OT; everything is running smoothly in all departments. There is no ship's fund at this time. All personnel will be asked to contribute to such a fund so that money will be available for emergencies and other ship business. The chairman read a number of articles from the LOG, one of which centered around the health and welfare program. All agreed that putting the 7½ percent raise into the plan is more

important than a bigger paycheck. The chairman also reminded everyone about the importance of donating to SPAD. The work being done on the deck is coming along just fine, and all hands are cooperating in a spirit of true seamanship. From the officers and the crew—a vote of thanks for the fine food, clean messhalls and excellent service. Next port: Alexandria, Egypt.

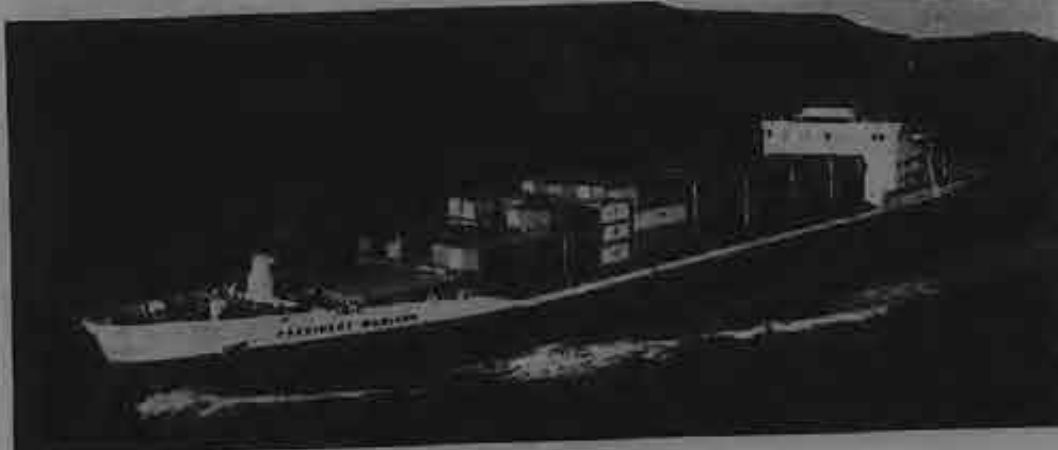
TRAVELER (Ogden Marine), August 14—Chairman Walter Butterson; Secretary A.W. Hutcherson; Educational Director Howard Daniels; Deck Delegate Bobby L. Riddick; Steward Delegate Jerry Wood. Some disputed OT was reported in the deck department. There is \$100 in the ship's treasury. According to the chairman, there is no word yet on the ship's itinerary after Egypt. It is hoped that the *Traveler* can get another load. The secretary reminded everyone to take care of the ship's gear. You never know when replacements will be unavailable. And the educational director reminded crewmembers to take advantage of the educational opportunities available at Piney Point. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Alexandria, Egypt.

Official ships minutes were also received from the following vessels:

BENJAMIN HARRISON	SANTA ELENA
COVE TRADER	SANTA MAGDALENA
DEL SID	SEA-LAND ADVENTURER
GOLDEN ENDEAVOR	SEA-LAND DEVELOPER
GREATLAND	SEA-LAND ENDURANCE
GROTON	SEA-LAND EXPRESS
MARLYN	SEA-LAND EXPLORER
OGDEN CHARGER	SEA-LAND INDEPENDENCE
OVERSEAS JUNEAU	SEA-LAND INNOVATOR
OVERSEAS OHIO	SEA-LAND MARINER
PACER	SEA-LAND PATRIOT
PORTLAND	SEA-LAND VOYAGER
PUERTO RICO	ULTRASEA
SANTA ADELA	WALTER RICE

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, November 7	2:30 p.m.
Philadelphia	Tuesday, November 8	2:30 p.m.
Baltimore	Wednesday, November 9	2:30 p.m.
Norfolk	Thursday, November 10	9:30 a.m.
Jacksonville	Thursday, November 10	2:00 p.m.
Algonac	Friday, November 11	2:30 p.m.
Detroit	Friday, November 11	2:30 p.m.
Houston	Monday, November 14	2:30 p.m.
New Orleans	Tuesday, November 15	2:30 p.m.
Mobile	Wednesday, November 16	2:30 p.m.
San Francisco	Thursday, November 17	2:30 p.m.
Wilmington	Monday, November 21	2:30 p.m.
Seattle	Friday, November 25	2:30 p.m.
Piney Point	Friday, November 11	3:00 p.m.
San Juan	Thursday, November 10	2:30 p.m.
St. Louis	Friday, November 18	2:30 p.m.
Honolulu	Thursday, November 10	2:30 p.m.
Duluth	Wednesday, November 16	2:30 p.m.
Gloucester	Tuesday, November 22	2:30 p.m.
Jersey City	Wednesday, November 23	2:30 p.m.





Deep Sea

Pensioner Willard Addington died on July 27. Brother Addington joined the SIU in the port of Houston and retired in 1982. He was a resident of Houston.

Pensioner Benito R. Cuenca, 81, passed away on Sept. 10. Brother Cuenca joined the SIU in 1948 in the port of New York sailing as a cook. He was born in the Philippines and was a resident of Violet, La. Surviving is his widow, Beulah.

Samir Amin Hassouna died aboard the *SS Independence* (American-Hawaii Cruises) in Vancouver, Canada on Aug. 21. Brother Hassouna joined the SIU in the port of San Francisco sailing as an AB. He was a resident of San Rafael, Calif., and interment was in the Bahia (Calif.) Valley Cemetery. Surviving are his widow, Dalal and a daughter, Arten.



Pensioner Claude Ernest Lomers, Jr., 61, died of pneumonia at home in Theodore, Ala. on Aug. 8. Brother Lomers joined the SIU in the port of Mobile in 1950 sailing as a bosun. He was a charter member of the Union's Assn. of Retired Members. Seafarer Lomers was a wounded veteran of the U.S. Marine Corps in World War II. He was born in

Mobile. Burial was in the Mobile Memorial Gardens Cemetery. Surviving are his widow, Dorothy and three sons, Ronald, Carl and Valentine.



Pensioner Stavros Marconis, 78, succumbed to a cerebral hemorrhage in Haidari, Greece on July 31. Brother Marconis joined the SIU in the port of New York. He was born in Symi, Greece and was a resident of Haidari. Surviving are his widow, Fatimi and two brothers, John and George of New York City.

Francisco "Frank" Villa Nicolas, 81, passed away on Sept. 14. Brother Nicolas joined the SIU in 1943 in the port of Norfolk sailing as a chief cook. He began sailing in 1932. Seafarer Nicolas was born in the Philippine Is. and was a resident of Baltimore. Surviving is his widow, Bessie.



Pensioner Charles Wilbur Shaw, 69, passed away on Sept. 23. Brother Shaw joined the SIU in 1947 in the port of Baltimore sailing as a reefer and deck engineer. He was born in Waverly, N.Y. and was a resident of Honolulu, Hawaii. Surviving are his widow, Doris and a sister, Dorothy Burke of Big Flats, N.Y.

Pensioner Charles Wilbur Shaw, 69, passed away on Sept. 23. Brother Shaw joined the SIU in 1947 in the port of Baltimore sailing as a reefer and deck engineer. He was born in Waverly, N.Y. and was a resident of Honolulu, Hawaii. Surviving are his widow, Doris and a sister, Dorothy Burke of Big Flats, N.Y.



Pensioner Ferdinand "Fred" Szoblik, 74, passed away on Sept. 6. Brother Szoblik joined the SIU in 1944 in the port of New York sailing as a chief cook. He was born in Poland and was a resident of Houston. Surviving is a daughter, Christine Lizeniewicz of Canada.



Pensioner John Bernard Tierney died on Sept. 11. Brother Tierney joined the SIU in the port of San Francisco. He sailed as an AB. Seafarer Tierney was a resident of San Francisco.



Great Lakes

Pensioner James A. Gillis, 79, passed away on Aug. 16. Brother Gillis joined the Union in the port of Detroit in 1961 sailing as a scowman for the Great Lakes Dredge and Dock Co. He was a former member of the Dredge Workers Union in 1982. Laker Gillis was a veteran of the U.S. Army in World War II. A native of Canada, he was a naturalized U.S. citizen and a resident of Detroit. Surviving is a brother, Patrick of S.W. Margaree, Nova Scotia, Canada.

Marine Cooks

Marjorie Elizabeth Sittler, 62, died of heart-lung failure in the Valley Presbyterian Hospital, Los Angeles, Calif. on Oct. 18, 1982. Sister Sittler joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco in 1966 sailing as a waitress for 40 years. She was a graduate of the MC&SU Stewards Training School, Santa Rosa, Calif. Seafarer Sittler sailed on the *SS Santa Magdalena*, *SS Santa Mercedes* and *SS Santa Rosa* (all Delta Line) from 1969 to 1982. And she sailed aboard the Pacific Far East Line from 1976 to 1977. Ms. Sittler was a former member of the San Fernando (Calif.) Valley Culinary Workers Union. A native of Dodge City, Kan., she was a resident of Sepulveda, Calif. Cremation took place in the Angeles Abbey Crematory, Compton, Calif. Surviving are three brothers, Ross of Sepulveda, Vincent of Lakeview Terrace, Calif. and Duane of Van Nuys, Calif. and a sister, Virginia Hughes of Tijuana, Calif.

Education
Is the Key
To Job
Security

DON'T
LET DRUGS
RUIN
YOUR
CAREER!

IF YOU'RE
CAUGHT
YOU LOSE
YOUR PAPERS
FOR LIFE!

Frank EVERS S.I.U.



Letters To The Editor

'A Token of Appreciation . . .'

I write this letter in appreciation for the efforts of all crewmembers aboard the *S/T Overseas Natalie* in their endeavors to hold this vessel alongside the berth during "Hurricane Alicia," which I understand is classified as one of the worst hurricanes of the century.

Although we did eventually break loose and went adrift, I feel certain that had it not been for the valient efforts and dangerous sacrifices of your SIU members, this vessel would have sustained severe damages. As it turned out, we ended up without a scratch and, thank God, no injuries.

I hope you will publish this letter as a token of my appreciation and high esteem for the caliber of seamen the SIU is furnishing our vessels today.

Sincerely yours,
Kirk L. Anderson
Master, *S/T Overseas Natalie*

'With Heartfelt Thanks . . .'

I have been seriously ill since June and am still under the doctor's care. I feel now that I shall make it medically. But financially, I would have been lost completely without our Welfare Plan.

I joined our great Union in June of 1941 and retired under disability in 1977. My only regret is that I had to leave. I feel I should have given more. But a person doesn't realize what he has until he needs it.

To our new members and to the members soon to retire: Say a prayer to our great Union and staff. When you need them they are there.

With heartfelt thanks,
Edward L. Fuselier
Breaux Bridge, La.

Academic Honor Roll

The Seafarers International Union has long encouraged its members to continue their education, not only with respect to their job skills, but also to expand their areas of interest in the world around them. It was with this goal in mind that the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., established the college level academic program in cooperation with Charles County (Md.) Community College.

The following SIU members and SHLSS instructors have achieved Associate of Arts degrees in general studies through the SHLSS/Charles County Community College program at the Lundeberg School.

* David Frazier	January	1979
* Michael Mannion	January	1980
* Laymon Tucker	January	1980
* William Eglinton	May	1980
Davis Hammond	January	1981
James Gaveleck	January	1981
Evan Jones	January	1981
Gary Gateau	May	1981
* Abraham Easter	January	1982
Patrick Tracy	January	1982
* Jim Brown	January	1982
David Englehart	January	1982
Eliot Dalton	May	1982
Alexander Reyer	May	1982
Manuel Rodriguez	May	1982
* Jack Parcel	August	1982
John Lundgren	August	1982
George Nason	January	1983
Mark Clark	May	1983

* Instructors at SHLSS

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 he made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

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

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

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

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

When We Work Together, Everyone Benefits

Our Common Goal: A Healthy Maritime Industry

Barbara Mikulski and Mario Biaggi are right. Sometimes the maritime "industry" can be its own worst enemy.

The maritime "industry" really isn't a single entity. It is a diverse group of labor unions, shipping companies, shipbuilders, port authorities, consultants, associations and congressional committees. But instead of pulling together when the "industry" is facing serious problems, if not extinction, these groups end up brawling like alley cats.

Each one of the dozens of groups which make up the "industry" share the blame because so often their attitude is, "What's in it for me?"

Mikulski, a Maryland Democrat, a member of the House Merchant Marine Subcommittee and a long-time friend, chided several maritime associations for their lack of help and effort in developing comprehensive and far-reaching maritime policies. (See page 2 of this issue of the LOG.)

She also had some barbs for her Capitol Hill colleagues who bottle up needed maritime legislation because of "ego conflict." In other words, bills compete on trivial unimportant differences, perhaps a few hundred thousand dollars here for a representative's district or his or name on the legislation, sort of a "my bill or no bill at all" attitude.

Listen to Biaggi . . .

But before anybody thinks the problem is confined to politicians and associations, listen to Biaggi, the chairman of the House Merchant Marine Subcommittee.

"If segments of the maritime industry don't stop this 'destructive infighting, we might as well pack up the shop and go home. . . . It's the old attitude, 'If I can't have it, I don't want anybody else to have it,'" he said.

During the past several months, we have seen people—leaders of important groups—tossing mud, lies, allegations and charges around like kids in a puddle. It doesn't do anything except make you dirty.

Look around and open your eyes. We are sinking. American-flag ships are not sailing. American seamen are not working. Ports are not being maintained. U.S. shipyards are idle.

While all this is going on, the federal government stands on the shore and occasionally half-heartedly tosses a life preserver in the general direction of the sinking industry.

We've got an overcrowded lifeboat with too many people, pulling too many oars in too many different directions. All that means is we go around in circles until we're swamped. Doesn't seem to make a whole lot of sense, does it?

LET'S PULL TOGETHER



It's Time to Talk Sense

It is past time for the maritime "industry" to start talking sense; to place principles before personalities. We may not always like one another or always agree with one another, but there is no doubt that we need one another, and we must respect one another.

In the Labor Movement we call it "Solidarity." But you can call it unity or working together—or perhaps just common sense. It means setting aside petty differences, personality conflicts and egos.

The goal is a healthy American-flag merchant fleet. That goal means everybody benefits. Unions get jobs. Companies make profits. Shipyards build ships. Ports get traffic. Cities, states and the nation make money and taxes. The nation's security becomes stronger. Everybody wins.

The SIU believes it's time for the industry to begin working together to put the American-flag back on the world's oceans.

But we must be unified. There are too many enemies out there to fight among ourselves. Anyone who doesn't believe that is a fool, and a fool and his fleet are soon parted.

We Are Professional, We are SIU'

At one time or another, every member of the Union has had to deal with the stereotypes most people have of merchant seamen. What most people don't realize is that today's seafarer is a pro—a skilled worker with a courageous heart. It's time to recognize some of these professional sailors.

Two SIU-crewed ships stood out for their skill and professionalism during recent exercises with the Maritime Preposition Force which is part of the Rapid Deployment Force. The crews of the *SS Transcolorado* and *SS Transcolumbia* were lauded by the Military Sealift Command, the Air Force and their own captains. The crews were efficient. The crews were professional. The crews were SIU.

The SIU has the best trained, most efficient and competent crews on the high seas. We prove it everyday.

SPAD

50¢ A DAY

IS A SMALL PRICE
TO PAY FOR
JOB SECURITY



AT LEAST
I HAVE
JOB
SECURITY!



FRANK EVERS
S.I.U.