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Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 45 No. 12 December 1983

SEASONS GREETINGS

Best wishes
for the New Year
to our members
and all our
friends

Seafarers International Union

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Joe DiGiorgio, Secretary-Treasurer
E. J. Berner, Executive Vice President
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F.E. 514

President's Report

by Frank Drozak

THIS HAS BEEN one of the most hectic years this Union has faced in a long time. We have come up against an administration that is trying to destroy the U.S.-flag fleet. Their attacks on the American maritime industry have left us in the worst shape I have seen since I started sailing.

The year has been a constant battle, and to be honest with you 1984 doesn't look much better. But one thing we have succeeded in doing is holding our own. Despite all the attacks on the cornerstones of our industry, we haven't lost many battles. The problem has been we haven't won too many either.

The reason we have been able to hold our own is that we have been alert and we have been tough. We have fought like hell in every round. The SIU has been able to lead the fight against the people who want to destroy us because we have the support and the cooperation and the unity of the membership, and our enemies know this.

• • •

I want to briefly outline some of the issues we have had to face this year, some of the wins and some of the losses.

Thanks to the Reagan administration, we have seen the last of the Construction Differential Subsidy, and of course Reagan has offered nothing to replace it. Now there are attempts to end the Operating Differential Subsidy. This shortsighted scheme would mean the end of liner cargo trade as far as I am concerned. We are fighting against this and may be able to win it next year if we keep the pressure up.

Ever since this administration took office we have battled for our rightful and legal share of



government impelled cargo. That cargo keeps many of our companies in business. Yet it seems like every time you turn around the administration is trying to take it away. We have had to file lawsuits, lobby hard with Congress and make incredible attempts to simply make the administration obey the law. Because of our efforts, and the support of the AFL-CIO, we are persuading the administration to live up to its legal responsibilities. (See page 7 of this issue of the LOG.)

Another issue we have done well on is the Alaskan oil. The SIU has spent many hours trying to stop the attempts to swap this oil so it can be exported to Japan. Again it was another bright idea by this administration. Our supporters in the House and Senate have helped us and by early next year we will know if we have won and saved some 1,500 SIU jobs.

The TAKX and T-5 program looks pretty good now and I think it will go through. This means 23 private ships and the jobs that go with them will be operating with the Navy. We have fought hard for a long time for this important program.

We will have to continue our fight for the Boggs bill and cargo preference. It will take all of the SIU's effort, from top to bottom, to help pass the legislation we need to save this sick industry.

One of the biggest losses we had this year was the Cunard bill. Our opponents put a big effort into beating the bill because, to be honest, they didn't think they would get any of the 1,000 jobs. They won with so-called promises that a half-dozen passenger ships would be built for the domestic trade. I sure hope those ships are built, but we'll have to wait and see, and I think we'll do more waiting than seeing.

• • •

On the Great Lakes only 50 percent of our people are working. That's because the automobile and steel industry are suffering and foreign steel is being dumped in this country. I'm afraid I don't see things getting much better anytime soon.

The inland industry faces a tough fight against the Texas-Florida pipeline. If the pipeline is allowed to carry that gas instead of our tugs and barges, some 1,500 jobs could go down the drain.

We also have a tough fight with the Coast Guard on safe manning. Ships are getting bigger and crews are getting smaller. With fast turnaround and no time off, safety and morale can suffer. We won our point on safe minimum manning levels at the ITF convention in Spain, and the levels should be adopted around the world because we can't have ships sailing without safe manning levels.

• • •

Just this month two big issues came up. Once again the administration tried to steal away cargo, and if the SIU had not

been alert and applied pressure we might have lost some \$3 billion in foreign aid cargo to Israel. Half of that cargo is supposed to sail on American bottoms, and the administration was ready to sign a deal that would let all of it go on foreign-flag ships. But with meetings I had with top administration officials and others and a lawsuit filed by our friends, we were able to force the government into obeying the law.

You've heard about the problems Waterman Steamship Co. is having. They were forced to file for reorganization because they just couldn't make money, even when sailing fully-loaded. The cargo rates are so low it's impossible to make a profit.

Every steamship company flying the American flag is in trouble. The answer is cargo, cargo this administration keeps trying to barter off in its foreign policy schemes. In three years Ronald Reagan and his friends have tried to destroy the maritime industry in the name of "free trade." But we have been able to hold our own. We haven't won much, but haven't lost much ground. If we can hang on for another year there may be some hope.

• • •

Next year we have the chance to elect senators and representatives, and a U.S. president, who will be our friends. Next year it will be time to reward our friends and punish our enemies.

We have seen some very tough times. But the SIU is pretty tough too. We can't get alarmed. The key is understanding the issues and fighting together for our future. We have to keep fighting from bell to bell in every round.

With your help, your support and your cooperation I think we'll make it. Merry Christmas and Happy New Year.



LOG

December 1983

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Vol. 45, No. 12

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The American Eagle: War on Two Fronts

by Max Hall

The AMERICAN EAGLE, an SIU-manned vessel chartered by the Navy as part of its Military Sealift Command, spent several days in Grenada shortly after the American invasion of the island. The vessel carried troops and military equipment to American forces there.

The *American Eagle* is the largest vessel ever to dock at St. George's, the capital of Grenada and its only port. It did so unaided, without the help of any tugs, despite difficult docking demands.

After spending five days in Grenada, the vessel returned to the Military Sealift Terminal in Bayonne, N.J., where representatives from the Navy and the Military Sealift Command presented the owners of the *American Eagle* with a letter of commendation at a quiet luncheon prepared and served by SIU members onboard the vessel.

The letter, which was written by Vice Admiral William H. Rowden and delivered by Captain Howard E. Minter, head of the Military Sealift Command, praised the captain and the crew for their "responsiveness, flexibility and professionalism." Rowden said that the *American Eagle* had performed a "critical" function and that the "accomplishment of the vessel's vital mission was in keeping with the highest tradition of the Military Sealift Command."

The luncheon, prepared by Chief Steward Frank DiCarlo and Chief Cook Debbie Byers, went off without a hitch. The high ranking government and military officers present—people who will decide the fate of the American-flag merchant marine in the years to come—were stuffed. Their first, and most lasting, impression of the members of the SIU was decidedly favorable, thanks to the hard work and professionalism of the steward department.

Training for Today And for Tomorrow

The crew of the *American Eagle* received its training at the Seafarers Harry Lundeberg School of Seamanship in Piney



In St. George's, Grenada, the *American Eagle* takes on captured equipment.

Point, Md. Even Chief Steward Frank DiCarlo, who started shipping in World War II, has gone through the Steward Recertification Program, which recognizes the unique role that the chief steward plays in mediating between the crew, the company and the Union.

The SIU has always tried to work with government and private industry to make the American-flag merchant marine as efficient and productive as possible.

The members of SIU are required to be responsible for the care and upkeep of vessels and machinery costing in excess of \$100 million. That is a pretty large responsibility. An owner or operator must be certain that they are employing people who understand that responsibility.

"The most important function of Piney Point is to give the members of our Union a sense of where they fit in," said SIU President Frank Drozak. "If someone understands that he is making a contribution to something greater than himself—the maritime industry, the collective defense of our country—then that person is more likely to take those extra steps that make the difference between the

success or failure of any mission."

Drozak's assessment of his membership is mirrored by the people who are in the best position to judge them: the owners

and operators who employ SIU members, and the officers who work with them.

"I would have to say that this is the best crew that I've ever
(Continued on Page 4.)



Bosun Red Wilson (l.) and QMED Frank Byers.

Granada

(Continued from Page 3.)

worked with," said Pete Flanagan, captain of the *American Eagle*. "Maybe it was just the nature of the operation, but I suspect it was more. You just can't fake that kind of spirit."

In a separate conversation, Chief Mate Harry Bolton agreed and added, "The high quality of work that this crew has performed is remarkable."

We Are In Difficult Times

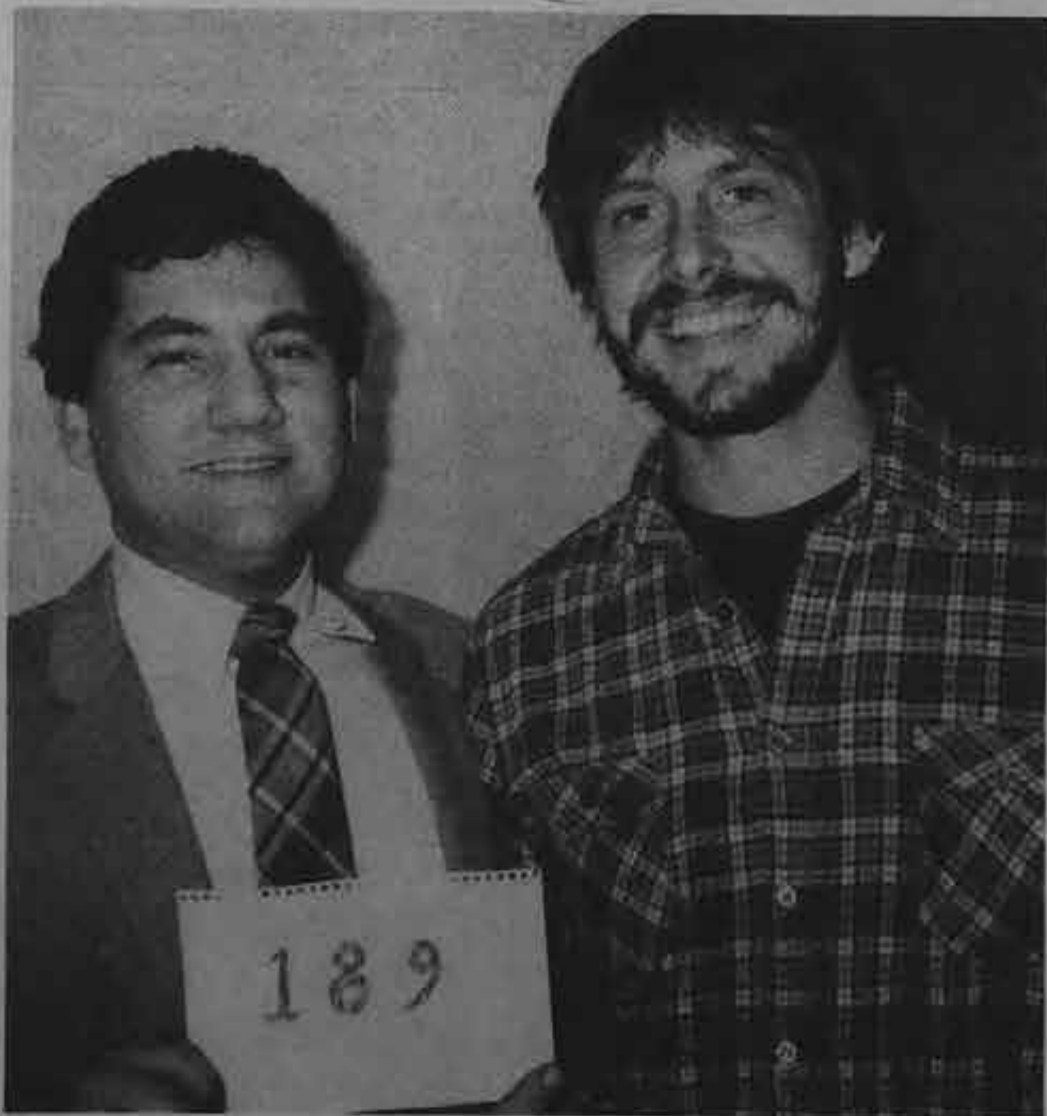
"Things are very difficult in the maritime industry right now," Red Campbell, SIU vice president in charge of contracts, tells people. "We have an administration in the White House that doesn't have a feel for the American-flag merchant marine. During the past three years, Reagan has cut funding for the maritime industry to the bone. The results speak for themselves. For the first time in what is it—50 years?—there are fewer than 550 ships in the deep sea fleet. And unfortunately, many of those vessels are either laid up or obsolete."

"Still, we at the SIU have been able to weather these developments. We may not be eating filet mignon, but at least we are eating. And there's a reason for our ability to survive," Campbell said. "We have always faced the realities of our changing industry; we have adapted to those changes, and



Military vehicle rolls on to the *American Eagle*.

we have planned for the future through our training and upgrading programs."



Same class, different jobs for SIU Port Agent Auggie Tellez (l.) and QMED Tim Staggs who both graduated with class 189 at Piney Point.

New Ship for a New Era

One of the most advanced ships added to the U.S.-flag merchant marine in a long time is the *American Eagle*. It is owned by a relatively new company, American Automar, and is headed by one of the best known and most accomplished men in the maritime industry—Andrew Gibson.

Gibson, who served as maritime administrator during the Nixon administration, when the American-flag merchant marine experienced a brief renaissance of sorts, has had a long and varied career. He served as deck officer and master with U.S. Lines during World War II, and he served in the Navy during the Korean War.

Gibson has been president of Grace Lines, Interstate Oil Transportation Corporation, and Delta Steamship. At present, he is an advisor to the U.S. Trade Representative through the Industry Policy Advisory Committee and a member of the Panama Canal Commission.

With his training, connections and expertise, Andrew Gibson could have had his pick of any number of government positions and business ventures. That he started Automar during a period of great turmoil for the American maritime industry indicates that he believes that there is a market for his product—American-flag vessels—and considerable opportunity for growth.

Automar is the owner of the vessel, not the operator of it. Operating the *American Eagle* is Pacific Gulf Marine, an SIU-contracted company. Pacific Gulf Marine is wholly owned by Pete Johnson, whom Andrew Gibson calls "one of the best men in the business."

Pacific Gulf Marine has employed SIU seamen onboard its vessels since 1968. The *American Eagle* represents a new stage in the company's development: This is the first time that it has operated a vessel that has been chartered by the Military Sealift Command.

(Continued on Page 5.)

The SIU Is Prepared

(Continued from Page 4.)

The Importance of Sealift

For the past decade or so, American military planners have been warning Congress and the American people about the decline in this nation's sealift capability. For the most part these reports have gone unheeded. Like friends, family and good health, sealift is something that most people take for granted until there is an emergency.

Recent technological advances and international events have made sealift more, not less, important. The British were able to defeat the Argentines in the Falkland Islands dispute because they had an overwhelming edge in sealift capability. The Argentines, who had a larger army, were at a disadvantage transporting troops and goods to islands right off their coastline.

While the political implications of the Grenada invasion were unclear and will probably be hotly debated for years to come, the military implications were immediately apparent. Unfortunately, they received little coverage from most newspapers and virtually none from the networks.

The United States was able to successfully complete the mission in Grenada because it had a sealift capability.

Commenting on the invasion of Grenada, Frank Drozak said, "It is important to remember that Grenada is not Lebanon and that Cuba is not the Soviet Union. Next time, the United

States may not be so successful, unless we are prepared."

Government Chartering

At present, 10 percent of all business done by American-flag companies is generated by long-term charters from the government. The *American Eagle* would probably be laid up right now were it not for the fact that the company signed a five-year charter with the Military Sealift Command.

Bill Charrier, president of Charrier, believes that the percentage of business generated by military charters will increase. "For one thing, there has been a decline in the commercial market, which is not expected to pick up anytime soon. In addition, the government is looking to charter out more work, as long as it can save money."

The SIU has been working hard to convince the Navy and the Military Sealift Command that they should charter out more of their work. "It helps everybody," says Frank Drozak. "It saves money for the government, breathes new life into the maritime industry, and strengthens this nation's sealift capability. And most important, it creates jobs."

The SIU Is Prepared

Since military chartering is one of the few areas for growth in the maritime industry, the performance of the crew onboard the *American Eagle* is something that has added to the



AB Leon Jakot

security of every single member of this Union.

Good work does not go unnoticed. Walking onboard the ship for the awards luncheon, Andrew Gibson made a point of emphasizing that he had never seen such a clean ship. He dragged one of the luncheon guests down two decks below to show him a row of neatly stacked shoes used by the licensed and unlicensed members of the crew. He said, "Do you know what this means? It means that this crew is proud of the work that it does. Pride! Pride! If there were more people like this working in the maritime industry—on all levels—then we'd all be in good shape."

• • •

In a sense, these SIU crewmembers were fighting a war on two fronts. History will record that they transported troops and supplies to Grenada. It will also record that the interests of the American people, the maritime industry, the members of the SIU, the government of the United States and indeed the government of pro-Western nations in the Caribbean all coincided the moment that the first

American soldier landed on Grenada. And just as emphatically, history will state that the crewmembers onboard the *American Eagle* had done something to make the American-flag merchant marine healthier, stronger, more productive.



Chief Cook Debbie Byers.



Janet Price, messroom utility, holds up a souvenir from Grenada.

It's Been a Busy Year in Washington for SIU

We Fight the Good Fight to Promote Job Security for American Seafarers

Even though some 75 pieces of maritime-related legislation were introduced in Congress this session, it was not a banner year for the industry. Only a handful of bills made it through the legislative maze.

But many SIU-backed bills are still alive despite heavy lobbying by maritime opponents to kill them. With this session only half over, 1984 could still prove significant for the future of the U.S.-flag fleet.

Alaskan Oil

One of the major fights was over the efforts to export Alaskan oil. Heavyweight political consultants and lobbyists canvassed the Hill and the White House in attempts to gut the law which keeps this valuable resource for American use and keeps thousands of American seafarers employed.

A coalition, led by the SIU, is on the verge of winning this important fight. Both the Senate and the House have approved versions of the Export Administration Act which retain the ban for several years. Because of differences in the two versions, final action will not come until Congress reconvenes in January. In the meantime, the Alaskan oil stays here and the jobs of American seamen are secure.

Boggs/Trible Bill

The Competitive Shipping and Shipbuilding Act is still alive in both houses. In the House, Rep. Lindy Boggs' (D-La.) bill awaits full committee hearings after overwhelmingly passing the Merchant Marine Subcommittee. In the Senate, Sen. Paul D. Trible's (R-Va.) version of the legislation awaits hearings.

Both bills face heavy opposition from the White House, but they are the only pieces of legislation that outline a complete national maritime policy, something this nation has lacked for many years.

The SIU and others have been able to beat back several efforts by the Reagan administration which would have weakened the nation's fleet.



SIU President Frank Drozak took the Union's and the maritime industry's case to Capitol Hill many times last year in an effort to spur the government into positive action to build the nation's merchant fleet.

Reagan's five point "build foreign" program received scant support on Capitol Hill and appears to have died in subcommittee. Also the administration's effort to allow subsidized tankers to pay back their Construction Differential Subsidies to enter the Alaskan oil trade has been bottled up.

While that issue began as a proposed Department of Transportation rule, the Union, through the appropriations process (where Congress decides how much money each government department will get and how it can be spent), has been able to delay, and perhaps next session defeat, the change.

The Cunard Bill

The SIU did suffer a setback during the session when the Senate Merchant Marine Committee defeated a bill which would have allowed an American-owned company to re-flag two Danish-built ships to operate in the domestic passenger trade. It was one of the most heated maritime battles of the year. The Merchant Marine and Fisheries Committee in the House passed it overwhelmingly, but it lost by one vote in the Senate.

fare laws, were improved and updated. The laws, which cover everything from licensing to shipboard discipline, were modernized and improved.

The Third Proviso

An end run around the Jones Act was stopped when the House closed the third proviso of the Act, a loophole which allowed foreign-flag carriage of cargo in certain conditions. The Senate has not acted on the bill yet. A bill which simply would have eliminated the Jones Act was crushed quickly.

Still to Come

An attempt to eliminate cargo preference for blended credit and payment-in-kind agricultural exports was held up in the Senate after some SIU-backed changes were made in the Agricultural Export Act which dropped that part of the Act. That bill has yet to pass either house.

Several favorable cargo preference bills were introduced, but few have made it past the subcommittee or committee level. But action on the legislation should advance next year.

A bill to establish a merchant marine memorial passed both houses. Here are other bills which may be acted upon next year.

- TAKX—T5 program;
- Maritime authorizations;
- Several port development bills;
- Maritime Redevelopment Bank;
- Commission on merchant marine and defense needs;
- Convention tax breaks for foreign-flag ships.

Maritime Safety

On the plus side, both Houses passed bills which will increase the individual seafarer's safety and rights. Survival suits are close to being mandatory equipment on ships which sail in 60 degree waters or less. The Maritime Safety Act passed the House and was attached as an amendment to another Senate bill. Both pieces of legislation call for the suits.

The bill also calls for increased owner liability in accidents and deaths, plus strengthens reporting procedures for ship owners and the Coast Guard.

Some minor differences must be worked out but the legislation could be on the president's desk early next year.

The rights of seafarers were strengthened when Title 46, Marine Safety and Seamen's Wel-

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SIU Wins Fight On Cargo for U.S.-Flag Ships

An end run around cargo preference laws was stopped dead in its tracks and more than \$1.5 billion in cargo was saved for American-flag ships this month because the SIU's leadership in Washington was alert and ready.

As soon as the word was out that administration free traders planned to eliminate cargo preference requirements on \$1 billion in cash transfer aid and \$2 billion in military aid to Israel, a two-front counterattack, led by the SIU began.

First, SIU President Frank Drozak enlisted the aid of AFL-CIO President Lane Kirkland and HISTADRUT, the Israeli labor group, fired off letters and telegrams to top administration officials urging them to uphold the cargo preference laws. In several phone calls and meetings, Drozak and other maritime leaders loudly and forcefully presented their case to the administration.

At the same time the Transportation Institute, along with two other national maritime organizations, filed a federal lawsuit against the State Department and the Agency for International Development seeking an injunction against the unlawful practice.

"We have to stay on top of these things," Drozak said. "We're getting wise to these kind of shenanigans. It seems every time Congress leaves town and things start to wind down a bit, the so-called free traders in the administration try to pull the rug out from under cargo preference. It happened last year with the Egyptian wheat and it's happened other times."

While the SIU was applying pressure politically, the other action was taking place in court.

The cash transfer program began in 1979 as a replacement for more traditional foreign aid programs. Instead of supplying low-cost or free commodities or grants for specific purchases, AID basically gives Israel money to be used as it sees fit. This fiscal year, some \$900 million will be given to Israel.

When cash transfer started, the government of Israel agreed to continue to buy American products, mainly bulk grain imports at about the same level. Israel also agreed to abide by the 50-50 cargo preference laws. While some shipments have been shipped on American vessels, the U.S. government has refused to apply the cargo pref-

erence laws. The General Accounting Office issued an opinion that the program did not fall under preference requirements.

That opinion is "erroneous," according to the TI suit which asks for a permanent injunction to stop the State Department and AID from "failing and refusing to apply the Cargo Preference Act to cash grant and cash transfer programs for Israel."

American shippers have already suffered a "substantial loss of cargo (and) will lose significant business and suffer economic loss" if the cargo preference is not applied.

"Current U.S. preference cargoes are an economic mainstay for the U.S.-flag fleet. Any

change in existing policy will contribute to further decline of the U.S. fleet," SIU President Frank Drozak said in telegrams to several top administration officials.

About a week after the Union's political action began, Drozak received word from the administration that both the cash transfer and military aid to Israel would fall under cargo laws, meaning a 50 percent U.S.-flag share.

"This means a lot of jobs for our membership. We couldn't have done it without Lane's help and the support of HISTADRUT. It showed the administration that working people on both sides of the question mean business," Drozak said.

Was Strong Supporter of U.S. Fleet

Clement Zablocki Is Dead

The SIU was deeply saddened by the death of Congressman Clement Zablocki, 71, a Wisconsin Democrat, who died of cardiac arrest Dec. 3, 1983 at a Capitol Hill hospital. The congressman was stricken on Nov. 30 and never regained consciousness.



Clement Zablocki

Congressman Zablocki served in the House of Representatives for 34 years. He was chairman of the House Foreign Affairs Committee since 1977. House Speaker Thomas P. (Tip) O'Neill (D-Mass.) called Zablocki "an architect of the War Powers Act who tried to strengthen the role of the House in foreign affairs."

Congressman Zablocki was always a solid supporter of the U.S. flag fleet. He recognized the vital importance a strong American merchant marine played in America's national security. A staunch supporter of cargo preference, the congressman voted for both the 1974 and 1977 oil cargo preferences measures in spite of their controversial nature.

The SIU and the American maritime industry will greatly miss this giant of the United States Congress. We extend our deepest sympathies to his family.

Waterman to Keep Sailing During Crunch

Waterman Steamship Co. intends to keep steaming despite fiscal problems, the company's senior vice president said. The SIU-contracted company has eight ships sailing and three others undergoing conversion work for eventual assignment to the Military Sealift Command.

Earlier this month Waterman

filed for what is called Chapter 11 bankruptcy. What that means is the company will reorganize and continue to operate, not simply go out of business. This type of action protects Waterman from its creditors.

"Waterman is still in business. Our subsidy contracts (with the Maritime Administration) are

still in effect and we're continuing booking cargo," Senior Vice President George Hearn told the Journal of Commerce earlier this month.

The company listed its assets at about \$228 million and its liabilities at \$242 million. Hearn said one of the major reasons for the action was a combination of low freight rates and a lack of American export cargo.

SIU President Frank Drozak agreed about the freight rates. He also pointed to the high interest rates Waterman and other companies must pay on their loans, the delay Waterman faced in receiving government approval for the three MSC conversions and incredible delays in the government paying their freight bills on preference cargo.

"This would never have happened if this country had a sane and rational maritime policy. It is time for the government and the industry to act or we'll be in deep trouble," Drozak said.



Waterman's *George Wythe*, on charter to the Military Sealift Command in Diego Garcia, is still sailing.

Fleet Shrinks—Soviets Hold Giant Lead

The American merchant fleet has slipped in rank to 11th place in the world and the commander of the Military Sealift Command conceded the fleet was too depleted to sustain U.S. troops or supply movements in any global conflict.

A study by the Transportation Institute showed the U.S. fleet consists of only 574 privately-owned ships which average about 23 years old. The Soviet Union, in comparison, has almost 2,500 commercial merchant ships which are about 13 years old on average.

"Things are so bad that more U.S.-flag merchant ships were sunk in the Second World War than we have active in our entire merchant marine today," said MSC Commander Adm. Warren Hamm.

Both TI and U.S. military planners agree that U.S. sealift capacity was stretched about as far as possible during the Grenada and Lebanon hostilities.

Correction

Three delegates will be elected at each Deep-Sea port for next year's SIU Crews Conference at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., not from each constitutional port as was reported in the November LOG.

A full story on the conference, including the date of the meeting and the topics which will be included, will appear in the January issue of the LOG.

"The recent crises in Lebanon and Grenada have underscored how relatively small outbreaks can tie up large numbers of forces and require extended supply capabilities," the TI study said.

"How could we survive shipping losses—which could be quite staggering—if we go to war?" Hamm asked. He also pointed out that with the increasing size of merchant ships, one sinking could destroy 20 times more cargo than 40 years ago.

In addition, the Soviet Union holds a wide margin in break-bulk ships, which while commercially inefficient, are very valuable to military operations. The Soviets operate some 1,700 break-bulkers while the U.S. can count on only 300, including many old World War Two ships.

"Everybody agrees we are in sad shape when it comes to sealift, but nobody seems to want to do anything about it. These past couple of months have shown how close to the edge we are, yet the administration can't come up with any kind of comprehensive maritime policy," SIU President Frank Drozak said.

Drozak pointed to the Boggs bill, cargo preference enforcement, construction and operating subsidies and several other issues the SIU and others have backed as some answers to the problems of the merchant marine, all of which have been opposed by Reagan.

Boston Maritime Trades Council Honors Puerto Rico Official



Earlier this year an affiliate of the Maritime Trades Council of Greater Boston and New England—the Hispanic-American Council of Local 254 of the Service Employees International Union—held a luncheon honoring Raphael Hernandez Colon, former Governor of Puerto Rico, for the work he has done on behalf of American workers, the American maritime industry, and in civil rights. Representing the Seafarers at the luncheon was SIU Field Rep. Joseph Corrigan, far left. Pictured next to him are, from left: Raphael Hernandez Colon; Louis Surrell, chairman of Local 254 Hispanic-American Committee; and Alberto Vasillo, editor of El Mundo, the widely read Spanish daily.

Safety Board Rules on Golden Dolphin Blast

A combination of factors has been pinpointed as the probable cause of the explosion which took nine lives aboard the *Golden Dolphin* (Titan Navigation) in March 1982.

The National Transportation Safety Board released a synopsis of its report. The entire report, along with recommendations to prevent similar accidents, will be released later.

"The probable cause of this accident," the NTSB report said, "was the ignition by a welding

arc or oxygen acetylene torch of combustible gases in the *Golden Dolphin's* forward main deck steam piping and the propagation of the resulting flame through the steam piping into a cargo tank containing an explosive atmosphere.

"Contributing to the accident was the failure of the master and chief mate to ensure that the atmosphere within the cargo tanks, main deck steam piping and the cargo tank steam heating coils was gas free or inert."

Seven of the nine men killed were SIU members. The blast occurred March 6, 1982 while several crewmembers were replacing a section of the main deck steam piping and other crewmembers were mucking out a cargo tank. There were several explosions and fire engulfed the forward half of the ship. The ship sank the following day.



"I swore I would never come home again till I was a pilot and could come home in glory!"

Mark Twain, "Life on the Mississippi"

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Inland News

**Our Members
At Work**

SIU Presses \$21M Suit Against Dixie Carriers

On the Tug Valour



In the port of Tampa recently on the tug *Valour* (Sonat Marine) are (l. to r.) Tankerman Jack Parsley, barge Capt. Mario Biagini and Utility John Reuis.



AB Bob Harnish of the *Valour* thinks it over in the crew's mess.

Union Boatmen Stand Tough; Dixie Uses Scabs on Boats

In the latest development on the Dixie Carriers beef, which began on April 1, the SIU this month started taking depositions in Texas from the company's captains, chief engineers and other crewmembers as the Union filed a \$21-million suit in the Lone Star state's 165th District Court against the Dixie parent firm, Kirby Exploration Co.

Previously, Dixie had been indicted by the NLRB for massive unfair labor practices against the SIU and its members in the Dixie fleet.

At present Dixie is using many scabs to run its boats.

The SIU is maintaining strong demonstration picket lines in all Gulf ports and those on the Mississippi River.

The Union also is conducting an information campaign to the consuming general public distributing leaflets on the picket lines.

This strike has been compared to the Greyhound Bus Lines and Continental Airlines beefs where those companies have been trying to bust their respective unions, the Amalgamated Transportation Union and the Airline Pilots' Assn.

On the Tug Victory



On deck of the tug *Victory* (Bulk Fleet Marine) recently in the port of Tampa are (l. to r.) AB Tankerman Ernest Walsh and Chief Mate Roland Benz.



Cook Jean Savoie of the *Victory* takes time out for a photo.



1st Engineer Hugh MacLeod chowing up in the messroom of the *Victory*.



Reading the LOG is Capt. John Hudgins of the tug *Victory*.

INLAND LINES

Lynnhaven Services Boatmen OK Pact

In the port of Norfolk, Boatmen of Lynnhaven Services Co. ratified their new contract via a mail vote.

Mail vote ballots on a new contract were also sent out last month to Boatmen of the Allied Towing Ocean Division here.

They are due to be returned by Dec. 19.

Contract negotiations on a new contract at Marine Towing and Transportation here were due to start this month.

The old contract will expire on Dec. 31.

Negotiations on a new contract for barge tankermen here of Sheridan Transportation Co. were due to begin this month also.

A new boat for the Chesapeake & Ohio Railroad here went into service last month.

Bay Houston, Western Towing Contracts OKd

New contracts at both the Bay Houston Co. and Western Towing in the port of Houston were ratified by Boatmen last month.

Substantial wage increases were gained across the board for the members.

Radcliff Materials Contract Talks Ongoing

Contract talks on a new pact for Boatmen/Dredgemen at Radcliff Materials in the port of New Orleans will start early next month.

On the Big Ocean Tug Capt. W. D. Haden



Here are some of the SIU crew of the unique oceangoing tugboat *Capt. W.D. Haden* (Bay Houston Towing) in the port of New Orleans. They are (l. to r.) Chief Mate William Morris, Asst. Engineer Jimmy R. Cady, Chief Engineer Donald W. McQuaid, 2nd Mate Herman Jeraegan, AB Philip Nolan and OS Joseph T. Fall.



Bay Houston Towing Co. VP Norman L. Conner proudly poses in front of the 106-foot, 13-knot *Capt. W.D. Haden*. She can comfortably berth 10 crewmembers in five staterooms.

Inland Pensioners

Vincent Michael Kelly, 58, joined the Union in the port of Philadelphia in 1961 sailing as a chief mate, pilot and captain for Independent Towing from 1950 to 1952, on the tugs *Anna* and *Brilliant* (Sheridan Transportation) from 1955 to 1956, and for Curtis Bay Towing of Philadelphia from 1956 to 1982. Brother Kelly was a former member of the Masters, Mates and Pilots Union. He was born in Brooklyn, N.Y. and is a resident of Media, Pa.

Robert Joseph Aldridge, 58, joined the Union in the port of Houston in 1957 sailing as a mate and captain on the towboat *Philip K.* (G & H Towing). Brother Aldridge sailed for G & H Towing from 1962 to 1982. He began sailing in 1948. Boatman Aldridge is a veteran of the U.S. Navy in World War II. Born in Jamestown, Kan., he is a resident of Ingleside, Texas.

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

Milton Carl Harris, 56, joined the Union in the port of Port Arthur, Texas in 1963 sailing as a pilot for Sabine Towing in 1972. Brother Harris attended the 1977 Inland Texas Crew Conference at the SHLSS in Piney Point, Md. He was born in Texas and is a resident of Port Arthur.

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

Donald L. Swain, 51, joined the Union in the port of New York in 1970. Brother Swain is a resident of Beaufort, N.C.

IN MEMORIAM

Jesse Ignacuse Kolodziejski, 60, died on Nov. 25. Brother Kolodziejski joined the SIU in 1946 in the port of Philadelphia sailing as a FOWT. He sailed inland in the same port in 1956 with Curtis Bay Towing and the Independent Towing Co. in 1977. Boatman Kolodziejski also worked as a machinist for the N.Y. Shipyard in 1959. Born in Philadelphia, he was a resident there. Surviving are two daughters, Anna and Teresa and a sister, Martha Kirkaldy.

Pensioner **Charlie F. Haywood Sr., 67**, died on Nov. 3. Brother Haywood joined the Union in the port of Norfolk in 1955. He sailed as a chief engineer for McAllister Brothers from 1952 to 1972. Haywood was a resident of Virginia Beach, Va. Surviving are his widow, Ozelle and two sons, Charlie Jr. and John.



In the central control room of the *Capt. W.D. Haden* are (l. to r.) Asst. Engineer Jimmy R. Cady and Chief Engineer Donald W. McQuaid.

DON'T CLOWN AROUND WITH YOUR JOB!



**BUY
AMERICAN
MADE
PRODUCTS...**

and look for the Union Label!

Union Label and Service Trades Department, AFL-CIO

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

Congressman Bob Carr

Although Michigan is "Carr" country, Congressman Bob Carr (D-Mich.) is equally committed to America's merchant marine. His efforts for the entire transportation industry have been instrumental in stemming the tide of America's unemployed.

Representing the 6th Congressional District of Michigan beginning in 1974, he served in the 94th, 95th and 96th Congresses. Despite an unsuccessful bid for re-election in 1980, Rep. Carr was re-elected in 1982 to serve in the current 98th Congress.

The congressman is a member of the powerful House Appropriations Committee which approves spending authority and allots revenue for the support of the U.S. government. On this committee, Carr is a member of its Commerce, Justice and State Subcommittee; the Judiciary and Related Agencies Subcommittee, and the Transportation and Related Agencies Subcommittee. In addition, the congressman serves on several House Task Forces, among them, the Congressional Automotive Task Force, Northeast-Midwest Coalition, Environmental and Energy Study Conference and the Arms Control and Foreign Policy Caucus.

Representing the industrial heartland of the country, Rep. Carr recognizes the vital role the American maritime industry plays in stimulating the U.S. economy across the board. During the 96th and 97th Congresses, the congressman was an ardent supporter of the export ban on Alaskan oil, and is a co-sponsor on similar legislation during this Congress. In April 1983, Rep. Carr urged Congress to pass this bill to prevent Alaskan oil from being exported to foreign countries.

"If we are going to meet our energy needs at home, maintain a strong national defense and be prepared for any emergency, it would be foolish to export domestically produced crude oil today. Our defense program requires nearly 500,000 barrels of oil each day. The export of Alaskan oil would seriously compromise the capacity of our industrial base. We import more oil than we did 10 years ago. If we're not careful, we could become vulnerable to the same problems that created the Arab oil embargo in 1973," Carr said.

The congressman is also an original co-sponsor of the Boggs Bulk



Rep. Bob Carr

Bill, H.R. 1242. Recently, through his position on both the Commerce, Justice & State, and Transportation & Related Agencies Subcommittees of the House Appropriations Committee, he led the fight against the Department of Transportation rule on the CDS

Not of the sunlight,
Not of the moonlight,
Not of the starlight!
O young Mariner,
Down to the haven,
Call your companions,
Launch your vessel

And crowd your canvas,
And, ere it vanishes
Over the margin,
After it, follow it,
Follow the Gleam.

Merlin and the Gleam (1889), Stanza 10

payback proposals.

Recently, Rep. Carr visited SIU's Washington headquarters and met with a group of SIU upgraders. He explained the congressional legislative process to the upgraders and his own efforts to revitalize America's auto industry. He noted that an upturn in the domestic auto economy bears a direct correlation in resumption of Great Lakes shipping.

rence Seaway debt.

In the present 98th Congress, Sam Gejdenson is a co-sponsor of H.R. 1197, to extend the export ban on Alaskan oil and a co-sponsor of the Boggs Bulk Bill, H.R. 1242.

The congressman is a member of the House Foreign Affairs Committee where he sits on its Subcommittees of International Economic Policy & Trade; and Western



Congressman Sam Gejdenson

Congressman Sam Gejdenson (D-Conn.) has represented the 2nd District of Connecticut since 1980 and during his congressional term has been a strong supporter of American-flag revitalization.

During the 97th Congress, Gejdenson's first term of national office, he voted to secure the convention tax deduction status for American-flag passenger ships. Representing a district comprised of fishing and shipbuilding towns and the home of the Groton Submarine Base, Rep. Gejdenson supported and voted for Rep. Claudine Schneider's (R-R.I.) bill, H.R. 3464. This bill, signed into law by the president, prohibits the construction of any naval vessel or any major hull or superstructure component in foreign shipyards. In addition, the congressman is committed to Great Lakes rebuilding as he voted to retire the St. Law-



Rep. Sam Gejdenson

Hemisphere Affairs. On the Interior and Insular Affairs Committee, he is a member of the Energy & the Environment Subcommittee; Oversight & Investigation Subcommittee; and Public Lands & National Parks Subcommittee. Outside committee memberships include Congressional Wood Energy Caucus, Northeast-Midwest Congressional Coalition, New England Congressional Caucus, Congressional Arts Caucus, and Arms Control & Foreign Policy Caucus.

The son of Lithuanian Jews, Gejdenson was born in Germany in an American displaced persons camp. He is the first child of survivors of the Holocaust to serve in the United States Congress.

Rep. Gejdenson cosponsored a House resolution (H.Con. Res. 118) disapproving the sale of AWACS and enhancement equipment to Saudi Arabia and voted against the sale. He cosponsored H.J. Res. 349 authorizing U.S. participation in implementing the Egypt-Israel Peace Treaty which passed on Nov. 19, 1981. He authored a Sense of Congress Resolution urging the Secretary of State to raise the issue of basic rights of all Soviet citizens with Foreign Minister Andrei Gromyko. The congressman is deeply committed to stopping human rights violations in the Soviet Union, particularly the repression of Soviet Jews. His commitment prompted the congressman to travel to the Soviet Union in 1982 where he met with hundreds of Jewish dissidents.

SIU is proud to work with Congressman Sam Gejdenson to stop the human rights violations of people throughout the world and thwart the decline of America's merchant fleet.

On the Alaska-Panama Run

At Sea Aboard the Overseas Juneau

(Photos by QMED David Kopp)



David Kopp, QMED, takes readings in the engine room of the *Overseas Juneau* (Maritime Overseas Corp.).



O/S Fadel of the deck department gets some help with his work.



Tad Chilinski is the bosun aboard the *Overseas Juneau*.



Representing the steward department are, from the left: Ray Owens, BR; Eduardo Malabad, messman, and Chief Steward J. Russell.



Posing for their photo are QMED Sebastian Perdon Jr. (l.) and 2nd A/E Paul Yaworski.



Members of the *Overseas Juneau's* engine department include Chief Pumpman Don Gilbo (l.) and Wiper Dan Ticer.



Putting on a happy face for the camera is 3rd A/E John Nelson of the engine department.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Third Mate Study Course at SHLSS:

Prepare Qualified Seafarers For Third Mate Licenses

Because of a continuing shortage of competent and qualified licensed mates in the offshore towing industry, SHLSS offers a course for Original Third Mate, Motor Vessels.

The course of instruction covers ten weeks of intensive study, and prepares qualified candidates for the Coast Guard examination.

To be successful in obtaining a license, students will have to develop a strong desire to study and work toward their goal. The staff at SHLSS will make every effort to help students succeed.

All students are encouraged to acquire ample knowledge of the study materials before coming to

SHLSS to begin classes. Students who have already begun to study on their own for the Third Mate examination will find it much easier to keep up with the fast moving pace of the course.

Students will also be required to have applied to the Coast Guard and be scheduled to sit for the examination.

To be eligible for the examination, students must have discharges showing three years' seetime in the deck department with two and one-half years as ordinary seaman and six months as able seaman, quartermaster or bosun; or all three years as able seaman, quartermaster or bosun.



David Kiernan from New York determines the latitude and longitude of a vessel.

The SHLSS STAFF
Wishes you a Happy and
Prosperous New Year



Jon Dye studies for his Third Mate license.

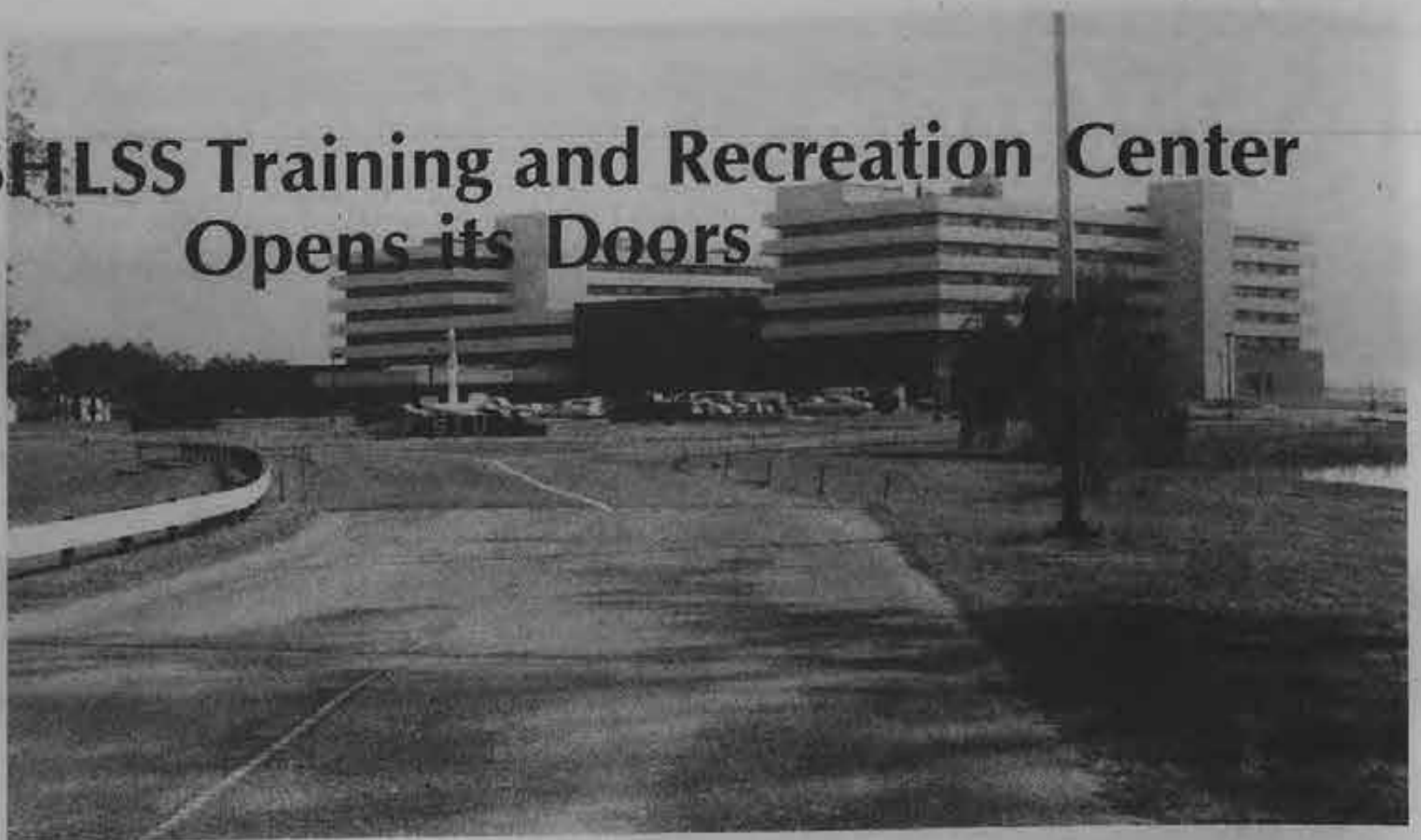


SHLSS Instructor Mike Meredith explains the set and drift of a vessel caused by currents. Class members are James Bernachi, Jonathan Dye, David Kiernan, Charles Nealis and William Stone.

The New SHLSS Training and Recreation Center Opens its Doors

President Frank Drozak, the Executive Board of the Seafarers International Union of North America and the Trustees of the Seafarers Harry Lundeberg School of Seamanship proudly announce to the membership the opening of the Seafarers Harry Lundeberg School "Training and Recreation Facility."

On January 3, 1984, "Your Home away from Home" will be available for occupancy at Piney Point, Maryland.



Rules and Regulations for the SHLSS Training and Recreation Center

WELCOME ABOARD

We hope you enjoy your stay at the Seafarers Harry Lundeberg School of Seamanship and to help eliminate any misunderstandings, we are providing you with a copy of the Rules and Regulations for the SHLSS Training and Recreation Center. This is your "Home Away From Home" and we expect you to treat it that way.

- A. When you check in at the Lobby Registration Desk, you will be assigned to a room and required to deposit \$3.00 for your room key. Keep your receipt and the \$3.00 will be returned to you when you check out.
- B. Upgraders will be assigned (2) to a room at all times.
- C. Male Upgraders are **not** permitted to have female visitors in their rooms at any time, nor will female Upgraders be allowed to have male visitors in their rooms. Wives or Husbands will be permitted to stay with an Upgrader in the Hotel during the time they are completing an upgrading program. Proof of marriage is required and the upgrader is responsible for the conduct of his or her dependent(s).
- D. Our telephone switchboard is in service 24 hours a day. You may make collect or credit card calls from your room by dialing the operator at the Hotel switchboard. Local and 3rd party calls are to be made from the phones in the Hotel Lobby. In the Lobby there are also credit card phones for your long distance calls.
- E. The switchboard starts wake-up calls at 0630 hours Monday through Friday. To use this service please notify the operator and give her your name, room number and the time you wish to be called.
- F. Name tags must be worn at all times.
- G. The serving hours for the Upgraders Dining Room is as follows:

	Monday through Friday	Saturday	Sundays and Holidays
Breakfast:	0630 - 0730	0630 - 0800	Brunch: 0700 - 1330
Lunch:	1130 - 1300	Lunch: 1130 - 1300	Dinner: 1700 - 1900
Dinner:	1730 - 1900	Dinner 1730 - 1900	
*Early Dinner	1700		
- H. The only authorized area for the consumption of any alcoholic beverages is in the Anchor Bar. This rule will be strictly enforced by the management.
The Anchor Bar is open from 1700 — 2300 hours Sunday through Thursday and from 1700 — 2400 hours on Friday and Saturday. Neither food nor drinks are permitted in the Upgraders rooms at anytime. No alcoholic beverages will be brought on base for your personal use at anytime while you are Upgrading.
- I. For your enjoyment in your free time we have a card table game area, a game room, and a health spa with ping pong and pool tables. The hours of operation in these areas will be posted for your convenience at the Health Spa Registration Desk.
- J. If for any reason you require another key from the Front Desk you will have to sign for it. This second key must be returned immediately. If it is not then you will be charged \$3.00 for the loss of that key.
- K. As soon as your course is completed you must report to the Hotel Front Desk for check out. You are held responsible for any damages or loss of items caused by you or your guests during your stay here at the school.
- L. Keep all TV, Radios and Stereo equipment at a normal volume level until 2300 hours. After 2300 hours you are required to turn the sound down on this equipment so that others may be allowed to sleep.
- M. The hours of the Laundry are:
Monday thru Friday 0800 - 1800
Closed Saturday, Sunday, and Holidays
- N. All other school facility hours can be found on the back of the SHLSS weekly log.
- O. The proper dress code has been posted in the Dining Room, Night Lunch and Bar areas. This dress code will be strictly enforced. The following is a list of items that will not be accepted as proper for the above areas:
No hats, caps, or bandannas
No shower shoes, sandals, or clogs
No sleeveless shirts, or shorts

AUTHORIZATION AND INFORMATION CONCERNING DEPENDENTS

Upgrading members may bring their families with them while participating in an upgrading program. Room reservations must be made prior to your arrival at the school.

The member must submit proof of marriage and is responsible for their dependents transportation expenses to and from the school.

Rooms will be provided at no cost to the members' dependents, but the member must pay for all meals consumed by their dependents. It is anticipated that three meals a day will cost approximately \$7.00 per adult. Cost per child is approximately \$3.50.

Further, the member is responsible for the actions of their dependents while using these facilities.

FACILITIES FOR MEMBERS' DEPENDENTS

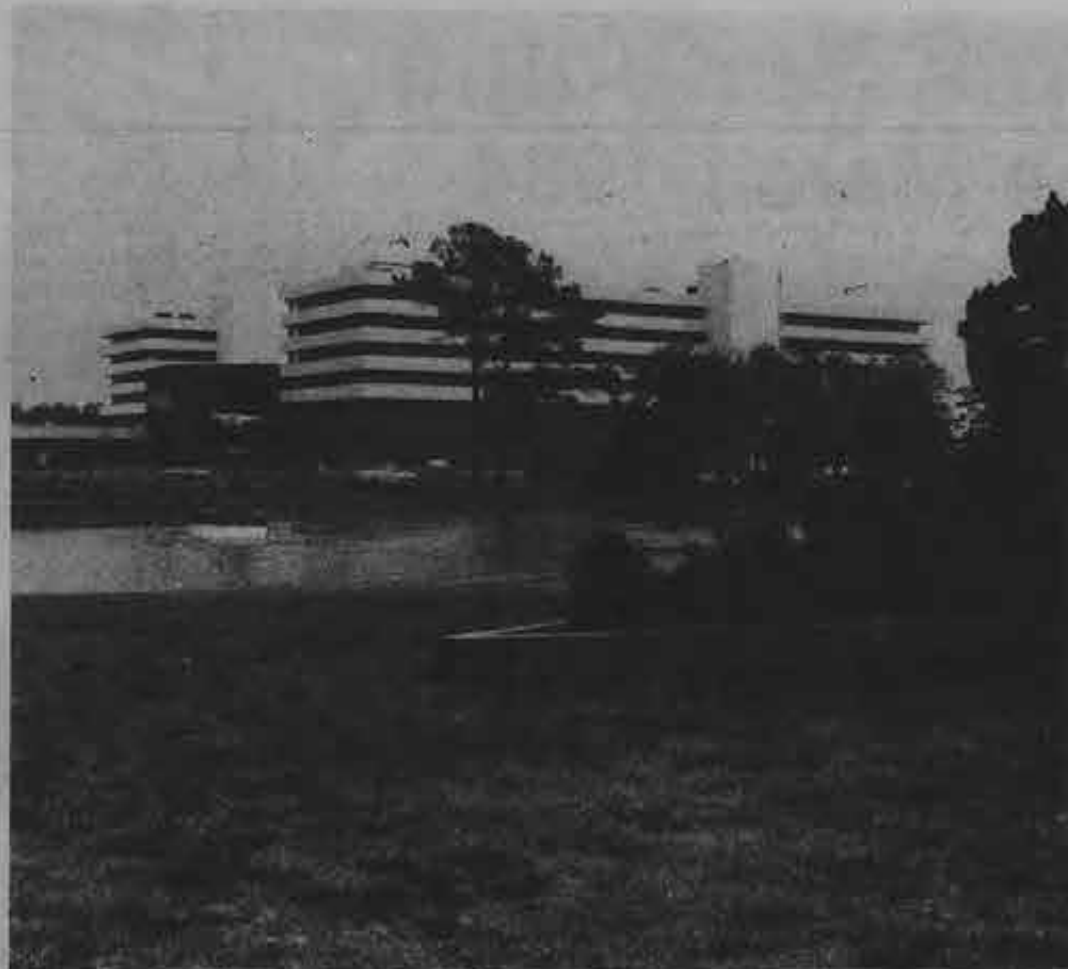
Transportation for dependents will be provided to Lexington Park, Maryland twice daily as follows:

The first vehicle will depart the Recreation and Training facility entrance at 1000 hours daily (seven days a week) and return at 1300 hours.

The second vehicle will depart the Recreation and Training Facility entrance at 1500 hours daily (seven days a week) and return at 1800 hours.

Coin operated washers and dryers will be located in your new "Home away from Home." The person behind the registration desk can direct you to their location.

The Health Spa facilities are available from 1600 hours to 2100 hours.



INFORMATION ON YOUR ARRIVAL AT "YOUR HOME AWAY FROM HOME."

We hope you will find your stay here pleasant, informative and rewarding. We provide students with various facilities and activities to enrich themselves during their educational experience. We also try to provide students with opportunities for personal growth and expression.

You will be given a training schedule which outlines your courses and the time each course starts and ends. You are required to be on time for all assigned classes. A map will be provided to identify all buildings and major ships on the grounds.

To help eliminate any misunderstandings, we are providing a copy of the Rules and

Regulations for the Training and Recreation Facility. This is your "Home away from Home" and we expect you to treat it as such.

Enjoy your stay and make this opportunity a learning experience for your future. Please remember not to abuse "Your Home away from Home."



SHLSS Third Assistant Engineer Graduates



From right to left are Ray Crane from Philadelphia, Frederick Reyes from New York, Spero Moche from Norfolk, Charles Johnson from New York, Bill Gizzo from Wilmington and Gene Cipullo from Gloucester.



The SHLSS staff who are members of the U.S. Reserves presents SHLSS Vice President, Frank Mongelli with a certificate of appreciation. From (l.) to (r.) are Tom Doyle — Army, Reserve Chief Warrant Officer 4, Dale Rausch — U.S. Coast Guard Reserve, Lieutenant Junior Grade, SHLSS Vice President Frank Mongelli, Calvin Williams — U.S. Naval Reserves, Machinest Mate First Class, Eric Malzkuhn — U.S. Army Reserve, Sergeant, John Mason — SHLSS Dean of Vocational Education.

Award Received by SHLSS

Vice President Frank Mongelli

SHLSS Vice President Frank Mongelli was recently presented, by the State of Maryland, with an award for Employer Support of the U.S. National Guard and U.S. Reserve Units. This award is presented to a select few who have shown outstanding cooperation and support to U.S. Reserve Units. Said Mr. Mongelli, "I am proud of the reserve members on our staff. These men are the backbone of our school."

Simulator Bid Awarded to Ship Analytics



SHLSS Dean of Vocational Education, John Mason presents a check to Ship Analytics President Jerry Lamb. From (l.) to (r.) are SHLSS Controller Jerry DiPreta, SHLSS Vice President Frank Mongelli, SHLSS Dean of Vocational Education John Mason, Ship Analytics President Jerry Lamb and Vice President Roger Cook and SHLSS Culinary Director Don Nolan.

The SHLSS has been in the market for a shiphandling training simulator for sometime. The bid was awarded to Ship Analytics.

The new simulator will aid in training Pilots, Towboat Operators, Third Mates and Quarter Masters.



Upgrading Course Schedule January Through March 1984

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



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

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

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

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

Class schedules may be changed to reflect membership demands.

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

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

Engine Upgrading Courses

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

Deck Upgrading Courses

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

Steward Upgrading Courses

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

Recertification Programs

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

Special Notice

QMED Listing Changes

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

If you are a QMED please check the August list to verify our records of the courses you have taken. If you find any information to be incorrect fill out the coupon below and send it, with the appropriate paperwork, to the Seafarers Harry 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.	PUMPROOM	REFRIG.	DIESEL	AUTO. MATION
Bernadas, Restituto	11/73	10/83							
Burns, Michael	10/83	10/83	11/73						
Butch Richard	04/75	06/81						02/81	
Callahan, Charles	08/74	11/82						08/74	03/78
Carr, John	04/79	05/82							
Chappel, Earl	09/74	10/83	08/74	02/80	05/78				
Dial, James	09/75	07/79							
Fay, Michael	10/83	10/83		02/80					
Gordius, David	05/89	09/82						09/79	
McGarrity, David	03/76	10/81							
Phillips, Pierce	04/81	10/83							
Russell, Paul	08/79	02/83	05/79					04/81	01/81

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 Lundberg 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 Lundberg Upgrading Center, Piney Point, MD. 20674



Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



AS THE STRIKE against Dixie Carriers enters its ninth month, we are applying pressure across the board on this company.

Picketing continues all over the Gulf and on the Mississippi River. Through leaflets we are keeping the public informed about this Union busting company.

We even took our case to the streets of New York's financial district. In front of the New York stock exchange we handed out informational leaflets about the financial status of Dixie which is a subsidiary of a conglomerate called Kirby. According to the company, the strike is having little effect. But this is not what their third quarter financial report shows. It shows that Dixie's earnings are way down. The Union gave notice to the Securities and Exchange Commission that we want an investigation of their financial situation.

We are also pursuing our case against Dixie in the courts. The Union has given notice to the company's lawyers to appear in a Texas court to take depositions in a suit we have over Dixie's conspiracy to oust the Union.

• • •

In other news from the Gulf, we're in the preliminary stages of contract negotiations with two inland companies—Crescent Towing and Radcliff Materials. Also, our SIU-contracted paddlewheeler, the passenger ship *Mississippi Queen*, will have a brand new deck of suites put on her in anticipation of the World's Fair to be held in New Orleans next year. This will mean more employment for our members.

Out of Houston we have word that a new tug has been added to the SIU-contracted fleet. Owned by Higman, she's called the *Karl G. Andrem*.

East Coast, by V.P. Leon Hall



WE HAVE A NEW tug here on the East Coast. She's the 5,500 horsepower *Chessie*, owned by SIU-contracted C&O Railroad.

Put into service early this month, the tug will be docking coal ships in Newport News, Va. The company is planning to come out with another new tug sometime in January or February.

Also along the East Coast, the SIU-contracted cable ship *Long Lines* (Transoceanic) returned to Wilmington, N.C. on Dec. 2 after

a 16-day trip on an emergency cable repair job in the Bahamas.

From the port of Norfolk I'm happy to report that the contract at one of our inland companies, Lynnhaven, has been ratified. The new three-year agreement has an equal time provision. The contract also provides for increases in welfare benefits.

Also out of Norfolk, negotiations will soon be coming up on the contract for the SIU bargemen at Sheridan.

In other inland news from Norfolk, ballots for the Allied Towing contract must be back by Dec. 19. And on Dec. 31 the agreement expires at SIU-contracted Marine Towing and Transportation.

In Baltimore on Nov. 16 our members crewed up the *Santa Paula*. Owned by Delta, she's the second of two ships bought by the company from American President Lines. The first was the *Santa Rosa* which has already made a round trip to South America. The *Santa Paula* will travel a similar route. She left for South America on Nov. 18.

In Philadelphia, the SIU-contracted *Cove Leader* (Cove Shipping) was only laid up eight days before we crewed her up again. The company has a charter to run coastwise and to Panama.

Finally, this spring there will be a crews conference at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. to work out proposals for a new deep sea contract. Delegates will represent the deck, engine and steward departments and will be elected from all deep sea ports.

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



IN MISSOURI there's an important primary election coming up in the spring. Two candidates who the Union strongly supports, Kenneth Rothman and Harriett Woods, will be running for governor and lieutenant governor respectively.

Right now Rothman is lieutenant governor and Woods is a state senator. Both are Democrats.

In the 1982 national elections we supported Woods for U.S. senator. In a race that she was given little chance of winning, Woods lost by

a very small margin.

In another election, held this past November, William Clay Jr. was elected to be a Missouri state representative. He is the son of Missouri Congressman William Clay who is a very good friend of labor.

In St. Louis, Union reps and members gave out leaflets at the Monsanto Company's world headquarters here. The leaflets informed the company's employees that Dixie boats are using the Monsanto docks. The SIU has been on strike against union-busting Dixie Carriers for over eight months.

There's good news for Boatmen aboard SIU-contracted National Marine equipment. It looks like the company's boats will be running all winter. Last year they were tied up for a number of months.

Also, up on the Great Lakes there's a good chance that 11 SIU-contracted American Steamship vessels will continue running after Dec. 20, the traditional date when Lakes shipping stops for the winter.

Inland news on the Lakes concerns SIU-contracted Dunbar and Sullivan. The company is involved in dredging an area of the Old Rouge River in Detroit where part of the shore caved in.

Finally, according to projections by the Army Corps of Engineers, dredging work for 1984 looks like it will be better than it has been for many years.

West Coast, by V.P. George McCartney



OUR BEAUTIFUL SIU-contracted passenger ship, the *SS Constitution* (American-Hawaii Cruises), docked in Los Angeles early this month with a full load of passengers.

This is the first time the ship has been in Los Angeles since she began her Hawaii cruises. She'll head up to San Francisco for some repairs and leave that city on Dec. 19 with another full complement of passengers.

In other news from the West Coast, we crewed the *Manhattan* (Hudson Waterways) in San Francisco last month. She'll be working on the Alaska oil run.

Up in Seattle, we crewed the supertanker *Williamsburgh* (Apex) and the containership *Newark* (Sea-Land). The latter had been in layup one week.

The *Newark* will be sailing to Alaska as will the *Williamsburgh* which will be travelling between Panama and Alaska on the oil run.

In the state of Washington and in Oregon we have some ships laid up. One is the *Santa Adela* (Delta) which has been laid up in Seattle since the end of June due to lack of cargo. Another is the *New York* (Bay Tankers) which is in Longview, Wash.; and a third, the supertanker *Brooklyn* (Apex), is on Swan Island in Portland, Ore.

There was an airport payoff in Seattle on Nov. 26 for the crew of the *Puma* (Lion Shipping) which was scrapped in Taiwan.

Our pensions club is doing very well in Seattle. In fact, there will be a Christmas party for members of the club and their families on Dec. 16 at the Catholic Seamen's Club in Seattle.

Out of Wilmington, we have word that there was a meeting recently between the General Presidents' Offshore Committee and contractors who will be placing bids with Shell Oil for some offshore work. There could be a year's employment involved here.

The General Presidents' Offshore Committee is composed of nine unions involved with offshore drilling and exploration. The SIU is one of those unions.

The Transportation Institute

Working for A Strong American Maritime Capability

Washington, D.C. is key to the survival of the U.S. maritime industry, and the degree to which the industry is active on this level will determine whether it can prosper.

One of the organizations at the forefront of this activity is the Transportation Institute, which monitors U.S.-flag shipping developments within the executive, legislative and judicial branches of government and promotes better communication among shipping companies, labor, government and the media.

What the Transportation Institute does is important to members of the Seafarers International Union and their job security.

Material on this and the following pages is provided to give Seafarers an understanding of what the Transportation Institute is and what it means to them.



Transportation Institute Board of Trustees Chairman Herbert Brand (l.) and Executive Director Peter Luciano testify before a House committee in support of legislation to secure cargo for U.S.-flag ships (Boggs bill).

As the end of 1983 draws closer, the U.S. maritime industry finds itself at one of its most critical stages, suffering from the increasing difficulties of low-cost foreign competition as well as the worldwide recession in shipping.

From the standpoint of SIU crewmembers, they are strengthened by the ability of the Union to fight to protect their interests at the Washington level. In this constant day-to-day struggle, particularly in the Congress and the executive agencies, the SIU works with an organization which has proven to be effective in its efforts to promote the maritime industry. That organization is the Transportation Institute. Represent-

ing U.S.-flag companies and maintained by contributions from the ship-owning community, the Transportation Institute works closely with the SIU.

Promoting Our Industry Since 1968

Devoted to research and education on a broad range of issues as they affect the nation's merchant marine, the Transportation Institute has been actively engaged in promoting the course of U.S. marine transportation since its establishment in 1968. The organization is based in Washington, D.C. and maintains offices in the SIU headquarters building in Camp Springs, Md. and on the Pacific Coast in Seattle.

Major Areas of Activity

● **LEGISLATIVE**—Many bills considered by Congress have an enormous potential impact on the future of U.S.-flag shipping. The Transportation Institute works closely with members of the U.S. Senate and the House of Representatives as well as their staffs to help ensure that only the most beneficial maritime legislation is enacted into law. The Institute also seeks opportunities to expand current laws for the benefit of the U.S. merchant marine. To obtain maximum success, the Transportation Institute coordinates its legislative activities with those of other maritime groups.

● **EXECUTIVE**—Federal agencies propose laws and regulations that are crucial to the formation of maritime policy. The Transportation Institute monitors and maintains close liaison with government agencies and offices involved in maritime issues to assure full agency adherence to existing laws and to see that the best interests of the maritime industry are represented in considerations of proposed rules and regulations.

● **INDUSTRY AFFAIRS**—Members of the Transportation Institute include 174 companies engaged in America's foreign and domestic shipping trades, and barge and tugboat operations on the Great Lakes and the inland waterways. The Institute maintains close contact with and presents the concerns of these member companies to Congress and the executive agencies.

The Transportation Institute points out that the stronger and healthier the U.S. maritime industry becomes, the greater the chance for expanded job opportunities for seafarers.

Institute Goals

The Transportation Institute's activities are directed toward the development of a strong maritime capability under the United States flag. To achieve this, the Institute pursues a number of goals vital to the health of the industry. Some of these include:

- Establishment of a *national cargo policy* designed to reserve a fair share of America's foreign cargo for America's ships.
- Development of programs to *make U.S.-flag shipping competitive* with foreign shipping in all respects.
- Protection of American shipping from the unfair and discriminatory practices of *state-controlled and other foreign-flag shipping* in the U.S. foreign trades.
- Preservation of *U.S. domestic trade* for U.S.-flag vessels.
- Full development of U.S. waterborne commerce on the *Great Lakes and the nation's inland waterways*.

How the Transportation Institute Works

The Institute works to reach its goals through a broad range of activities.

Legislative Activities

- Establishing relationships and maintaining contacts with the House and Senate member offices as well as the staffs of more than 20 congressional committees.

- Monitoring all congressional publications to assure that all pertinent legislation is identified immediately so that appropriate action can be taken.

- Analyzing proposed legislation to determine its potential impact on the maritime industry and tracking the course of that legislation by attending hearings and bill mark-ups.

- Preparing testimony, letters, fact sheets and memos on each legislative issue as it develops.

- Formulating strategy with the industry and other maritime groups and lobbying congressional members and staff on issues of concern.

Federal Activities

- Developing and maintaining working relationships with officials of more than 50 federal agencies, executive departments and professional associations with an interest in maritime issues.

- Educating agency personnel in the various government agencies about the maritime industry.

- Monitoring federal notices of proposed rulemakings and policy changes; analyzing the impacts of these proposals; drafting letters to and testifying before agencies.

- Monitoring and evaluating federal agency compliance with cargo preference requirements.

- Monitoring and commenting on applications from foreign-flag operators seeking waivers of U.S. coastwise laws.

- Analyzing government agency studies and reports and recommending further courses of action.

- Keeping up-to-date with the complex of international maritime policies, laws and treaties.

Legal Activities

- Monitoring and evaluating court cases which have an impact on the maritime industry.

- Advising and recommending courses of legal action.

- Drafting regulatory proposals and comments in response to proposed agency rulemakings.

- Providing legal perspective to legislative activities, particularly concerning technical legislation.

Industry Activities

- Maintaining close contact with all Institute member companies including inland, Great Lakes, dredging and deep-sea operators. Assisting individual member companies in their relations with government agencies and the Congress.

- Monitoring general industry trends and the effects of government policy on the industry's condition.

- Coordinating industry activities through such groupings as a Towing and Dredging Council, a Liner Council, a Jones Act Coordinating Committee and a Bulk Shipping Council.

- Conducting research and preparing correspondence, position papers and official comments on congressional and administrative proposals.

- Representing interests of member companies to the Congress and its various committees affecting maritime activity as well as the many agencies and departments of the executive branch which influence U.S. shipping.

Education, Public Affairs Activities

- Maintaining a resource library on maritime issues.

- Participating in debates and seminars involving maritime and non-maritime groups.

- Providing speakers to groups interested in American-flag shipping matters as a means of informing the public of the importance of an adequate merchant marine.

- Maintaining a program of information through which SIU crew members enrolled in programs at the Lundeberg School are kept abreast of the state of the maritime industry.

- Keeping members of the press informed through news releases and direct contact so that they can make the general public aware of important issues concerning the U.S. merchant marine. Efforts to generate positive press coverage of the U.S. maritime industry and to correct biased and false editorials are continuous.

- Publishing a monthly newsletter, *Currents*, and other publications which focus on major maritime issues. These are circulated to Members of Congress, government officials and industry representatives as well as national and local media.



The Transportation Institute maintains an efficient communication system. Here, an Institute staff member uses a word processor to prepare a document to be distributed to Members of Congress.

Why Washington Is Vital to Our Industry

Washington, D.C. is the single most important forum for international as well as domestic American-flag marine transportation. Here, the laws, regulations and policies are put into motion that govern the manner in which U.S. shipping is conducted. The government's negative attitude toward the merchant shipping industry is the subject of the Institute's close attention. The Department of Agriculture, which has always been anti-cargo preference and is constantly seeking to evade its implementation, is a case in point.

Government is not the only important focus of attention. Washington is also the site where every economic interest, organized as an association or represented by attorneys, works around the clock to assure that their own concerns are reflected in legislation and policy-making. Often many of their activities work against the interests of shipping and seafarers. Foreign-flag shipping interests and their governments, for instance, are bent on advancing their interests at the expense of U.S.-flag shipping.

The Institute must be constantly alert to these activities as they affect the maritime industry and fight against other groups determined to counter the objectives of U.S. shipping.

Listed below are some of the areas in which the Transportation Institute is active. Next to each are listed the interests who are in opposition.



The Department of Transportation (DOT) is a key agency affecting the course of U.S. marine transportation. Pictured here is the Department's headquarters building in Washington, D.C. The Institute closely tracks the maritime-related activities of the DOT as well as dozens of federal agencies and offices.

Issues In Action—1983

Boggs Bill—This legislation would increase the use of U.S.-flag, U.S.-built vessels in the shipment of bulk commodities. The Transportation Institute urges enactment of the proposal and has testified before Congress in support of the bill and its objectives.

Alaska Oil—Current law restricts the export of Alaska oil for energy and national defense reasons. Export of this oil would also have a damaging effect on the domestic tanker industry. Yet, some forces have repeatedly pressed for lifting of these restrictions. The Institute has been working with a coalition of interests to prevent Alaska oil exports.

Cargo Preference—Cargo is the mainstay of U.S. shipping. The law requires that 50 percent of all cargoes generated or subsidized by the federal government be carried on U.S.-flag vessels. The Transportation Institute has mounted extensive efforts to monitor compliance with the law and to take action when the law has been evaded.

User Fees—Proposals to tax American vessels operating on the inland waterways and in U.S. ports, and for services required by the Coast Guard, severely discriminate against marine operators and would upset the competitive balance among transportation modes. The Institute has actively opposed the user fee proposals before Congress.

Interests Working Against U.S. Maritime Objectives

Boggs Bill—Hearings held this year on the Boggs bill illustrate some opponents to U.S.-flag shipping. The following are some of the interests that testified in opposition to the bill:

- Federation of American-Controlled Shipping (representing flags of convenience)
- American Farm Bureau Federation
- National Coal Association
- American Petroleum Institute
- individual corporations

Alaska Oil—The principal supporter of Alaska oil exports has been Japanese industry, represented by executives of companies such as the Japan Iron and Steel Federation, Toshiba Corporation and the Industrial Bank of Japan. Others who have strongly favored exports of oil include Alaska business and industry and U.S. farm groups, who think the sale of U.S. oil to Japan will open up new agricultural export markets to them.

Cargo Preference—Federal agencies have been frequent offenders in trying to avoid cargo preference requirements. Some industries have also attempted to press for abandonment of the legal provisions:

- Department of Agriculture
- Department of Energy
- Department of Transportation
- Department of State
- agriculture industry
- energy industry (coal and oil)
- so-called free-trade theorists
- foreign-flag shipping interests
- foreign governments

User Fees—Proposals to levy user taxes on the inland waterways industry have been before the Congress for many years. However, the Reagan administration has broadened the user fee concept also to include port financing and services provided by the Coast Guard. Principal support for user fees has come from the railroads, environmental groups and the administration.

Shipping Problems Demand Effort and Cooperation

Hardly a day goes by that the maritime industry does not have a major crisis—attacks by foreign shipping interests seeking to penetrate the U.S. domestic trades, attacks by agricultural interests aided by the U.S. Department of Agriculture attempting to evade U.S. cargo provisions, attacks by American railroads mounting campaigns to gain competitive advantage over U.S. shipping. These are typical of the kinds of problems that require full attention and which the Transportation Institute concerns itself with on a daily basis.

Staff members devote considerable effort to these controversies. This year, Alaska oil has been a major issue. Those who would export Alaska crude at great expense to U.S. shipping have escalated their efforts. Another focus of Institute activity has been the failure of the Reagan administration to fulfill its promise to support adequate minimum fill rates for the Strategic Petroleum Reserve.

The Institute also makes a priority of pressing for favorable action on all legislation that would benefit the industry. An example of such activity is the Institute's support for the Competitive Shipping and Shipbuilding Act of 1983. The bill, if enacted, would guarantee an increasing percentage of all bulk commodities in the U.S. foreign trades to be carried on U.S.-flag ships.

TI Member Participation

A number of councils and committees, consisting of the various member companies, function on a regular basis to consider the problems facing specific segments of the maritime industry and to formulate and direct programs and policies to deal effectively with them. These councils and committees are:

Liner Council

Liner Council members review a wide range of matters of particular concern to the deep-draft liner segment of U.S. marine transportation. Issues studied have included antitrust matters, taxation, customs regulations and procedures, government-impelled cargoes and the United Nations Conference

on Trade and Development's Code of Liner Conduct.

Chairman:
Robert Leyh
Vice President
Waterman Steamship Corporation

Secretary:
Jack Park
Vice President
Crowley Maritime Corporation

Jones Act Coordinating Committee

As foreign shipping interests step up their activities to penetrate U.S. domestic shipping trades and as indications mount of anti-Jones Act attitudes within the Reagan administration, the protection of the American coastwise law requiring all cargoes between two points in the United States to be carried on U.S.-flag, U.S.-built vessels becomes a major cause for concern. The Jones Act committee meets regularly to deal with problems and issues that could jeopardize this important law.

Chairman:
D. Ward Fuller
President & Chief Executive Officer
American Steamship Company

Vice Chairmen:
Robert McMillen
President
Totem Ocean Trailer Express

Stephen A. Van Dyck
President
Sonat Marine Inc.

Towing and Dredging Council

Many of the Institute's shallow-draft member companies meet to discuss issues that affect commercial navigation in the domestic trades. These domestic operators represent shallow-draft tugboats, towboats, barges and dredging operations on the seacoast ports, rivers, Great Lakes, and between the U.S. mainland and Alaska, Hawaii and the American territories.

Chairman:
Stephen A. Van Dyck
President
Sonat Marine Inc.

Board of Trustees

A Board of Trustees, which meets quarterly, provides direction for the Institute.

Board of Trustees

Chairman
Herbert Brand
Transportation Institute

Captain Leo V. Berger
President
Apex Marine Corporation

Carmine J. Bracco
Vice President
Hudson Waterways Corporation

Thomas B. Crowley
Chairman of the Board & President
Crowley Maritime Corporation

D. Ward Fuller
President & Chief Executive Officer
American Steamship Company

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Victory Carrier, Inc.

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Sea-Land Industries Investments, Inc.

Michael Klebanoff
President
Ogden Marine, Inc.

Robert McMillen
President
Totem Ocean Trailer Express

Ronald C. Rasmus
President
Great Lakes Towing Company

Bruce Robeson
President
Foss Launch and Tug Co.

Edward P. Walsh
President
Waterman Steamship Corporation

Common Goals

The activities of the Transportation Institute are enhanced through its working relationships with other groups within the U.S. marine transportation industry as well as those outside the industry who work on maritime and other related issues.

Currently, for instance, the

Vice Chairman:
Bruce Robeson
President
Foss Launch and Tug Co.

Bulk Shipping Council

This council works to identify and examine problems of specific interest to the bulk segment of U.S. shipping. Issues of specific concern cover such areas as: retention of Alaska oil, shipments to the Strategic Petroleum Reserve and Navy support work.

Chairman:
Jack Goldstein
Vice President:
Overseas Shipholding Group, Inc.

Transportation Institute is participating in a coalition of labor and industry organizations for the purpose of preventing passage of legislation to permit the export of Alaska North Slope oil.

In another area of extreme concern to the entire U.S. maritime industry, the Transportation Institute and the Seafarers International Union have jointly filed a complaint against the Secretaries of the Department of Transportation and the Department of Agriculture as well as the Maritime Administrator for refusing to enforce cargo preference laws for the shipment of certain agricultural export cargoes financed under a special Department of Agriculture financing program.

On a continuing basis, the Institute maintains close contact with many industry, labor, environmental and military groups that share its goals of maintaining a strong U.S.-flag fleet in America's economic and national security interests.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

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

TAMPA, FLA.

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

Retired Seafarer Is 'Democrat of the Year'

More than 300 state and local politicians and members of the Hampshire County (Mass.) Democratic Party gathered recently to pay tribute to Louis Leopold, chairman of the Easthampton Democratic Town Committee, and an early and active member of the Seafarers International Union.

Leopold, 60, was named "Democrat of the Year" for his 20 years of continued work for the Democratic Party, for his devotion to the aims of workers, and for helping change Hampshire County from a primarily Republican-voting county to a strong Democratic one.

Leopold also received citations from the Massachusetts state Senate, the state House of Representatives, Gov. Michael S. Dukakis, the county commissioner, the state Democratic committee and the Massachusetts Governor's Council.

In being named "Democrat of the Year," Leopold said, "I accept this award only because the Democratic Party's ideals and my ideas are the same." He also noted that the Democratic Party has "put into effect the kind of legislature I've always been in favor of."

An outspoken critic of the Reagan administration, Leopold feels it is now up to the Democratic Party to fight for the rights of the majority of American citizens. The causes that he and the Democratic Party have worked for have included full employment, a fair tax sys-

tem, improvements in social security and decent labor policies.

Louis Leopold first became



Louis Leopold

involved with politics back in a 1935 Springfield (Mass.) mayoral race when he was 12 years old and campaigned for one of the candidates.

Leopold joined the SIU in 1944 when the Union's headquarters was at 2 Stone St. in New York. He participated in all the SIU beefs and said he has many fond memories of Paul Hall and Paul Drozak.

Now a retired member of the SIU, Leopold has for the past 18 years taught sixth grade at the Bridge School in Northampton, bringing to teaching the same enthusiasm and dedication that he brings to his other activities.

He has strong feelings about getting involved and keeping

involved in the community. "Every person owes the community something," he said. "I don't think it is right to sit back and take without putting something back into the community."

These are not idle words, for Leopold is chairman of the Pioneer Valley Social Democrats, USA; a national committee member of Social Democrats, USA, and a member of the American Federation of Teachers, AFL-CIO, and of the National Education Association.

His other memberships and affiliations include the League for Industrial Democracy, the A. Philip Randolph Institute, Friends of the Jewish Daily Forward, Institute for Peace in the Middle East, Workmen's Circle, and the Committee for a Democratic Majority.

One of Leopold's most recent actions was to communicate the Northampton Labor Council's position to Congress with regard to the need for more jobs for American seafarers and shipyard workers—and he also managed to take the time to stop by and visit the SIU hall in Gloucester, Mass.

When he is not giving unselfishly of his time and energy or visiting with his daughter, Debbie, Leopold resides in Easthampton with his wife, Ruth.

"I am proud to have been an active Seafarer," wrote Leopold in a letter to the LOG. And the SIU, in turn, is proud of you, Louis Leopold.

PMA Shipping Scene

November 1983

REGISTERED SHIPPED

SAN FRANCISCO

Class "A".....	26	0
Class "B".....	0	0
Class "C".....	0	0
Grand Total (All Groups).....	26	0

WILMINGTON

Class "A".....	13	5
Class "B".....	3	0
Class "C".....	0	0
Grand Total (All Groups).....	16	5

SEATTLE

Class "A".....	30	20
Class "B".....	3	3
Class "C".....	0	1
Grand Total (All Groups).....	33	24

HONOLULU

Class "A".....	5	4
Class "B".....	2	4
Class "C".....	1	0
Relief.....	0	2
Grand Total (All Groups).....	8	10

Liberty Ship Memorial

President Reagan recently signed into law a bill authorizing the *John W. Brown*, one of two remaining Liberty ships, to be resurrected from final lay-up and to stand as a memorial to merchant seamen who sailed and died transporting troops and supplies to the forward lines during World War II.

Both the U.S. Merchant Marine Veterans of World War II and the John W. Brown Preservation Project plan to submit separate applications for the ship.

H.R. 1556 submitted by Rep. Mario Biaggi (D-N.Y.), requires only that the vessel be transferred to a non-profit organization, maintained in as good a condition as received and returned to the government if requested.

There's a Health Crisis in the Maritime Industry

There is a health crisis in the maritime industry. For 200 years seamen had access to free medical care. Then suddenly, without providing any alternatives, the federal government shut down the Public Health Service Hospitals.

Even the healthiest welfare plans have had difficulty in absorbing the extra costs. While coverage for SIU members has not been curtailed, it is unlikely that it can be expanded in the near future.

Unfortunately, these developments come at a bad time. The present administration has reduced health and safety standards for all industries, thereby increasing the likelihood that American workers will come down with life threatening diseases.

The latest budget proposal contains more of the same bad medicine. If President Reagan has his way, medical benefits paid out by insurance companies will be taxed as income. A seaman who wants to save money can start by making sure that he doesn't get sick.

There is no magic pill that will guarantee long life. Many factors contribute to good health. There are certain things that are beyond a person's control: pollution levels, genetic predisposition to certain diseases, uncontrollable accidents. Yet to a larger extent, good health depends on things that are within a person's control: what and how much you eat, your drinking and smoking habits, whether or not you exercise, how well you relax.

One of the biggest stumbling blocks to good health is the

perception that doctors and science can take care of any sickness. That is not true. Even though we live in an age of rapid technological progress, there are severe limits to what modern medicine can accomplish. More than half of all coronary patients die before they can get to the hospital.

An equally big stumbling block to good health is the perception that doctors and medicine can do nothing about any sickness you may have. Even cancer can be cured if it is found early enough.

The greatest advance in medicine has come in the field of *prevention*. While there is only so much that modern medicines can do in saving people once illness strikes, it can educate people about the risks they are taking in their everyday lives.

There are certain actions we can take to prolong our lives. We can begin by taking personal responsibility for our health. That means we should do the following things:

- *Do things in moderation.* Most things done in moderation are good: eating, drinking, exercising. Even good things can be harmful if done to excess.
- *Be well-informed.* Before we can correct a bad habit or a life-threatening situation, we have to know that it exists.
- *Don't smoke.* Smoking is one of the leading causes of strokes, heart attacks and cancer.
- *Eat a well-balanced meal.* There is a lot of truth to the old saying "you are what you eat." Many dis-

Welfare Plan Increases Benefits

The Seafarers Welfare Plan is happy to announce an increase in benefits.

Effective Jan. 1, 1984, Medicare will be increasing its monthly premium from \$12.20 to \$14.60. Your welfare plan is being amended to provide for this increase.

The trustees have decided that all eligible employees who use Medicare as their primary insurer will be able to receive the increased monthly premium.

eases are caused by poor eating habits.

- *Exercise regularly.* Exercise burns calories, relieves stress, and improves muscle tone.
- *Refrain from abusing alcohol, food, and drugs.*
- *Avoid unsafe driving and recreational practices.* One of the leading causes of death for seamen is motorcycle and automobile accidents.
- *Get a regular medical check-up.*

The time to protect your health is before illness strikes. Fortunately, Seafarers have certain

assets that other people do not have.

For one thing, we are required to take physicals in order to get work. That gives us a chance to discuss with our doctors sensible food plans. It also gives us a chance to pinpoint any health problems before they become serious.

Seafarers and Boatmen are represented by a Union that cares about the health of its members. The Union maintains clinics in several of the larger ports and river cities. It runs an Alcoholic Rehabilitation Center so that members who have drinking problems can begin to lead normal lives.

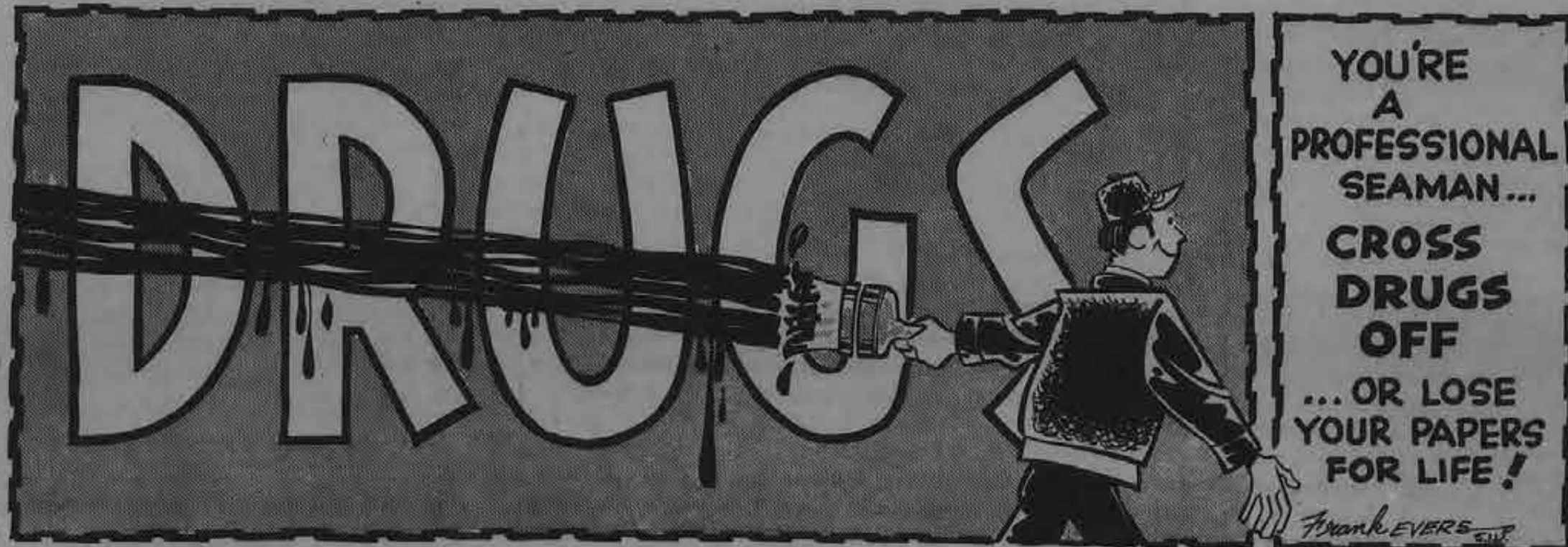
Need Medical Records from USPHS? Here's Where to Get Them . . .

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.



The SIU in Washington

Seafarers International Union of North America, AFL-CIO

December 1983

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

1983 is about to draw to an end. It has been a hectic year for the maritime industry.

The number of ships under the American-flag registry reached a 40-year low. Waterman, for many years a profitable operator, this month filed for bankruptcy.

We were involved in many fights on Capitol Hill. We won some, lost others, but more important—we laid the foundation for the future.

During the 1980 campaign, President Reagan promised to bring about a renewal of the American-flag merchant marine. Even his most ardent supporters will agree that this has not happened.

Government, at least *this* government, will not save the American maritime industry. Renewal must begin with seamen themselves; it begins with the continued dedication and efforts of our own organization—the SIU.

THE RACE IS ON

1984 is an election year. Eleven months from now Americans will go to the polls.

The race has already begun. President Reagan is running hard and so are seven Democratic hopefuls.

This Union intends to play an active role in the campaign. We have no other choice: The security of our members depends upon the federal government recognizing that there is a crisis in the maritime industry.

PRESIDENT REAGAN'S TRIP

Ronald Reagan intends to visit China later this year in order to convince American voters that he is a real statesman who is on top of the issues.

We think it is nice that the president will finally get a chance to do some sight-seeing. But if he would take our advice, he could save himself the cost of a visit. He would do more for himself and his country by remembering this old Chinese proverb: Words are important, but not as important as actions.

THE WORDS

President Reagan issued a 7-point program to save the maritime industry when he ran for office in 1980. We'd like to reprint it to remind our members what President Reagan promised to accomplish during his four years in office:

1. Provide a unified direction for all government programs affecting maritime interests in the United States.
2. Insure that our vital shipbuilding mobilization base is preserved.
3. Improve utilization of our military resources by increasing commercial participation in support functions.
4. Recognize the challenges created by the cargo policies of other nations.
5. Restore the cost competitiveness of U.S.-flag operators in the international

marketplace.

6. Revitalize our domestic water transportation system.

7. Reduce the severe regulatory environment that inhibits American competitiveness.

THE RECORD

Here is a partial list of some of the major issues, events and bills that affected the SIU and the maritime industry during 1983. Almost without exception, the Reagan administration has tried to block passage of legislation that would increase the number of American-flag vessels and jobs onboard those vessels. What is worse, it has failed to provide the American economy and the American maritime industry with the leadership it needs during these difficult times.

COMPETITIVE SHIPPING AND SHIPBUILDING ACT OF 1983: (Better known as the Boggs Bulk Bill in the House and the Tribble Bill in the Senate.)

Legislation introduced earlier this year aimed at reviving the bulk liner trade. More than 100 congressmen are cosponsoring this bill. Passage of the bill would result in the construction of more than 150 American-flag vessels over a 15 year period, all of which would be manned by American seamen.

ALASKAN OIL: An important issue that affects at least 40 SIU-contracted tankers and more than 1,000 SIU jobs.

The Export Administration Act, which bans the export of Alaskan oil, was set to expire last September. Congress agreed to extend its provisions until February 1984.

The bill was passed by the House and is still pending in the Senate, where it has considerable support. The administration has been pushing to have the ban lifted.

CUNARD BILL: Would have doubled the size of the American-flag passenger ship fleet, and created 1,000 new seagoing jobs for American seamen by documenting two British-flag vessels, the *Cunard Princess* and the *Cunard Countess*, under the American registry. The bill passed easily in the House, but it was defeated in the Senate Commerce Committee by a one vote margin!

U.S.-ISRAELI GRAIN DEAL: One of the major maritime victories of the year. It could generate as many as 20 vessels for the SIU alone. (See story on page 7 in this month's LOG.)

MARITIME SAFETY BILL: The Maritime Safety Bill, which will strengthen existing safety laws, was passed by the House of Representatives and is still pending Senate action. The SIU considers the bill a badly needed first step. Recent maritime disasters such as the much publicized disappearance of the *SS Poet* and the loss of NMU's *Marine Electric* have highlighted the need for this type of legislation.

JONES ACT: During the past year, the Reagan administration and various special interest groups have tried to repeal the Jones Act or else to enact legislation that would diminish its effectiveness. The Jones Act is, of course, the single most important piece of maritime legislation.

One of the more publicized issues involving the Jones Act was the Third Proviso, which was passed by the House and is still pending action by the Senate. The Union supports the legislation because it would close up existing loopholes in the Jones Act.

ACBL/DIXIE: The SIU made progress in its two-year battle to bring ACBL to justice. We have won three court cases against the company involving unfair labor practices.

ITF: SIU President Frank Drozak was able to get the International Transport Workers to approve two important minimum safety manning level standards earlier this year at a meeting in Madrid, Spain. The ITF also discussed the problem of flag-of-convenience shipping, which it views as a threat to a safe international maritime industry.

CDS PAYBACK: The Reagan administration has come up with a plan to allow subsidized operators to pay back their Construction Differential Subsidies (CDS) and buy out their Operating Differential Subsidies (ODS). The SIU is strongly against both plans, and has been able to delay implementation of a DOT ruling on the CDS issue at least until June 15, 1984.

TAKX: Language adopted by the Senate Finance Committee and the House Ways and Means Committee suggest strongly that the TAKX program and the SIU's stake in it—at least five ships—are right on course.

The TAKX program was devised as a means of achieving two laudable goals: stimulating activity in the private sector of the maritime industry and saving money for the government in its sealift program.

AFL-CIO VOWS SUPPORT: The SIU has gained the full support of the AFL-CIO in its fight to revive the American-flag merchant marine. In a speech before the AFL-CIO's Maritime Trades Department earlier this year, AFL-CIO President Lane Kirkland fully backed the MTD's legislative program, which includes the following points:

- Continuation of the Construction Differential Subsidy Program;
- Ratification of the United Nations Code for liner conferences (UNCTAD);
- Passage of the Competitive Shipping and Shipbuilding Act of 1983;
- Increased operating subsidies;
- Enforcement of existing maritime laws and regulations;
- Strengthening of the Jones Act;
- Utilization of bilateral trade agreements, and
- Continued ban of the export of Alaskan oil.

Seafarers Visit Washington



A group of Seafarers attending various upgrading programs at the Seafarers Harry Lundeberg School of Seamanship in Piney Point came to Washington for a week-long educational conference at SIU headquarters. While they were in Washington, they visited the nation's Capitol where this photo was taken. With them was Liz DeMato, SIU legislative representative, seen in the second row. Posing for their pictures are Delilah Forslund, Dasril Panko, Thomas Maga, Jamie Quinones, Raymond Anderson, Jimmy Skubna, Donald Phillips, Roy McCauley, Michael Temper, Richard Edge, Raymond Clock and John Raba.

CG Admiral Cites ITB Moku Pahu for Rescue

For coming to the rescue on Oct. 12 of the 48-foot disabled fishing smack *Wings*, adrift for two weeks with three fishermen aboard about 265 miles northeast of Hilo, Hawaii, the *ITB Moku Pahu* (Pacific-Gulf Marine) was commended by U.S. Coast Guard Rear Adm. Clyde E. Robbins of Honolulu.

The admiral highly praised Capt. J.W. Sullivan and Seafarers of the *Moku Pahu* for "their unselfish willingness to render assistance to fellow mariners in distress." He added, "their willingness to get involved and remain overnight in the vicinity of *Wings* enabled Coast Guard resources to expeditiously locate and tow the disabled *Wings* to safety before Hurricane Raymond's arrival in the area."

Adm. Robbins continued, "Please pass along my personal gratitude to all involved for a job 'Well Done.'"

According to Capt. Sullivan it all began like this:

At about 6 p.m., the Hawaii sugar-carrying *ITB Moku Pahu* enroute to Crockett, Calif., came upon the *Wings* boat, sans radio, reported overdue on Oct. 2. The *Moku Pahu* stayed on the scene 14 hrs, acting as a communications relay and sighting buoy until a CG HC-130B plane could spot them and parachute a radio, fuel and food down to the stricken fishing craft.

The *Wings* had left Ureka, Calif. on Sept. 16 bound for Hilo. When found, she had three cans of beans and a gallon of gasoline left.

The nearest CG cutter *Cape Small* was almost two days away from the fishing smack. Darkness, high seas and winds made it unsafe to try to maneuver the *Moku Pahu* alongside or use the ship's lifeboats.

Later, however, before the CG plane arrived, one of the *Moku Pahu's* lifeboats sailed over in calmer seas to the *Wings* with some food.

At Sea/Ashore

Walter Rice May Sail to Israel

By the end of December or early in January from a Gulf port, the *Walter Rice* (Reynolds Metals) may sail to Haifa or Ashdod, Israel with a cargo of 22,000 long tons of grain.

CCT Plans N.O.-Ecuador, Peru Run

Coordinated Caribbean Transport plans a new, direct run every two weeks for its R/O R/O *Ambassador* and R/O R/O *Senator* from the port of New Orleans to Ecuador and Peru.

Sugar Islander Off to Mozambique

On Dec. 21 from the ports of Houston and Pascagoula, Miss., the SS *Sugar Islander* (Pacific-Gulf Marine) will carry a cargo of 100-pound bags of wheat and corn to Maputo and Beira, Mozambique, East Africa, picking up 15,000 metric tons of corn at Houston and 5,000 metric tons of wheat at Pascagoula with delivery of 7,500 tons of corn and 2,500 tons of wheat to each port in Mozambique.

MARAD Says U.S. Foreign-Flag "Controlled" Fleet Drops

MARAD says the number of American-owned foreign-flag ships which the firms might be able to "control" in a national emergency dwindled to 411 on July 1.

That was 35 less than on Jan. 1, mostly in the big tanker class.

Liberia has 202 of them registered under their flag and Panama has 44 under theirs.

Seventy-four (a gain of one) are freighters, mainly cargo and refrigerator vessels, mostly sailing under Liberian and Panamanian colors.

Bulkers make up 91 of the 411 total, 74 registered in Liberia and the rest in Panama.

In 1970, the foreign-flag fleet had 394 ships, 268 in Liberia and 117 in Panama.

Williamsburgh Gets MARAD OK for Alaska Trade

The *TT Williamsburgh* (Anndep Steamship) got the green light from MARAD to haul North Slope crude from Valdez, Alaska to Panama for six months.

Next month, the *ST Overseas Boston* and *ST Overseas Juneau* (both Maritime Overseas) may get the okay from MARAD also to carry the Alaskan black gold (oil).

U.S. Merchant Marine 11th in World Shipping

The American merchant marine fleet has declined to 11th place in global maritime, less than a quarter as many ships as the Soviet Union, according to TI.

Our nation had 574 privately-owned vessels last year. In 1960, we had 1,008 ships compared to Russia's 875.

By 1963, the Reds took the lead with 1,345 vessels, the U.S. 948. The Soviets lead in breakbulk freighters important to the military forces, dry bulk ships and tankers.

The average age of American vessels is 23 years. Most ships "live" 25 years. Communists ships average 13 years.

NMC Elects Sea-Land Head Johns as Chairman

Sea-Land President R. Kenneth Johns was named chairman of the National Maritime Council (NMC) headquartered in Washington, D.C.

Johns succeeds former Sea-Land chieftan Charles I. Hiltzheimer, who is going into retirement.

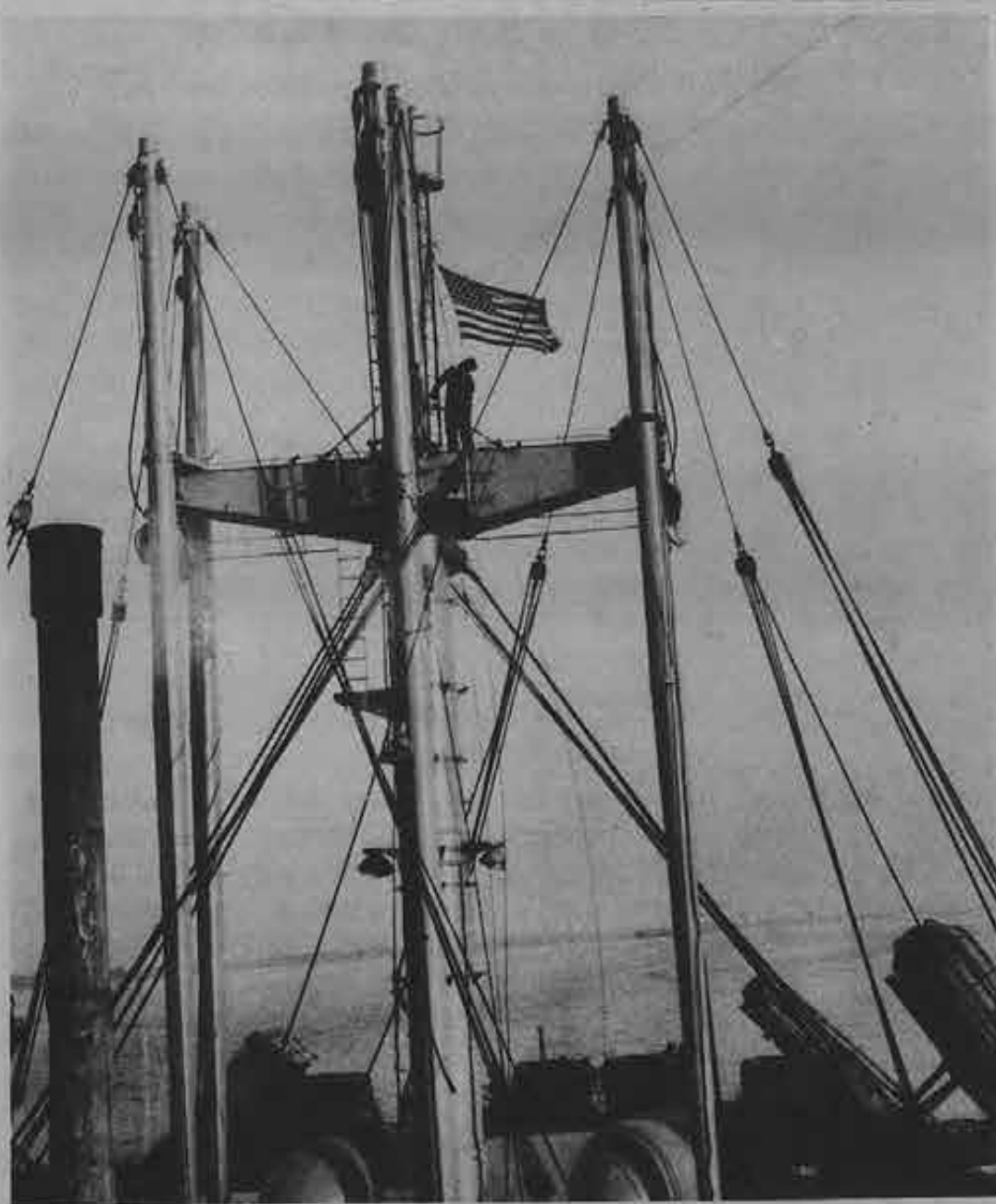
Crowley Marine executive V. P. Leo L. Collar was elected NMC vice chairman for the 1984-1986 term.

Shipbuilders 'Ed' Hood Gets Adm. Land Medal

The Shipbuilders Council of America's (SCA) president for 24 years, Edwin M. Hood, received the annual Vice Adm. "Jerry" Land Medal "for outstanding accomplishment in the marine field" on Nov. 11 in New York City at the Society of Naval Architects and Marine Engineers 91st yearly meeting and 2nd International Maritime Exposition.

Hood, who retired this year, was national spokesman to the U.S. public and Congress for America's shipbuilding industry. He is still SCA president emeritus and is also a council consultant.

LOG Photo Contest—Enter Now



SeaLog X-Word
By Debbie Greene

Across

1. Great Lakes port
7. Texas port
13. Glide
14. Street address (abbr.)
15. N-Q connector
16. Quote
17. Ship's shelter
19. West and Piney
21. Part of IOOF
22. _____ earth
24. Obtained
25. Manages to make a living (with "out")
27. Main or jib
29. Drink in one gulp
30. Sea duck
32. Health resort
33. Fore and _____
35. Legal matter
37. We
39. Rear part of ship
40. To a great extent
41. Union chapter
44. Grain
45. Move up
47. One (It.)
48. Ripen
49. _____ culpa
50. Aloha garland
51. Changes course
52. Sellout sign
54. Oil on water
55. British royalty (abbr.)
56. Sailor
57. Tavern offering
58. Part of 63 across
62. Ego source
63. Lou Grant actor
66. Seasonal greeting

Down

1. Israel port
2. Cargo
3. Cultivated plots
4. Sphere
5. Stop
6. B-E connector
7. Part of Sarita's laugh

8. Conflict with
9. _____ fi
10. Prickling sensation
11. Holy Roman Emperor
12. Birds' shelters
18. Aida or Carmen
20. Feel elated (with "walk")
23. Special asst. to Drozak
26. Pacific Gulf Marine vessel
28. Model of perfection
31. Great Lakes port
33. Asleep (2 words)
34. Vibrating movement
36. Alabama port
38. Underwater detection apparatus
40. Odor
42. Hiding place
43. Punishment or type of ship
45. Spanish home
46. Greek epic poem
53. Full of precipitation
59. Waterway barrier
60. Row
61. End of ship's yard
62. Greek island
64. Grad. year of high school
65. Prefix with ceed or change

Answers Next Month!

Answers to Previous Puzzle

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

THE SEAFARERS LOG PHOTO CONTEST deadline has been extended. You still have a chance to help us tell the story of life on the deepseas, rivers and lakes. Seafarers lead unique lives which nobody can see or share except through your pictures.

Send us your photographs by April and the LOG will name the winners in the May issue plus publish a special section of the winners and honorable mentions.

Here is how to enter. Send your prints and negatives, preferably 8 × 10 black and white, but other sizes and color photos are welcome, to:

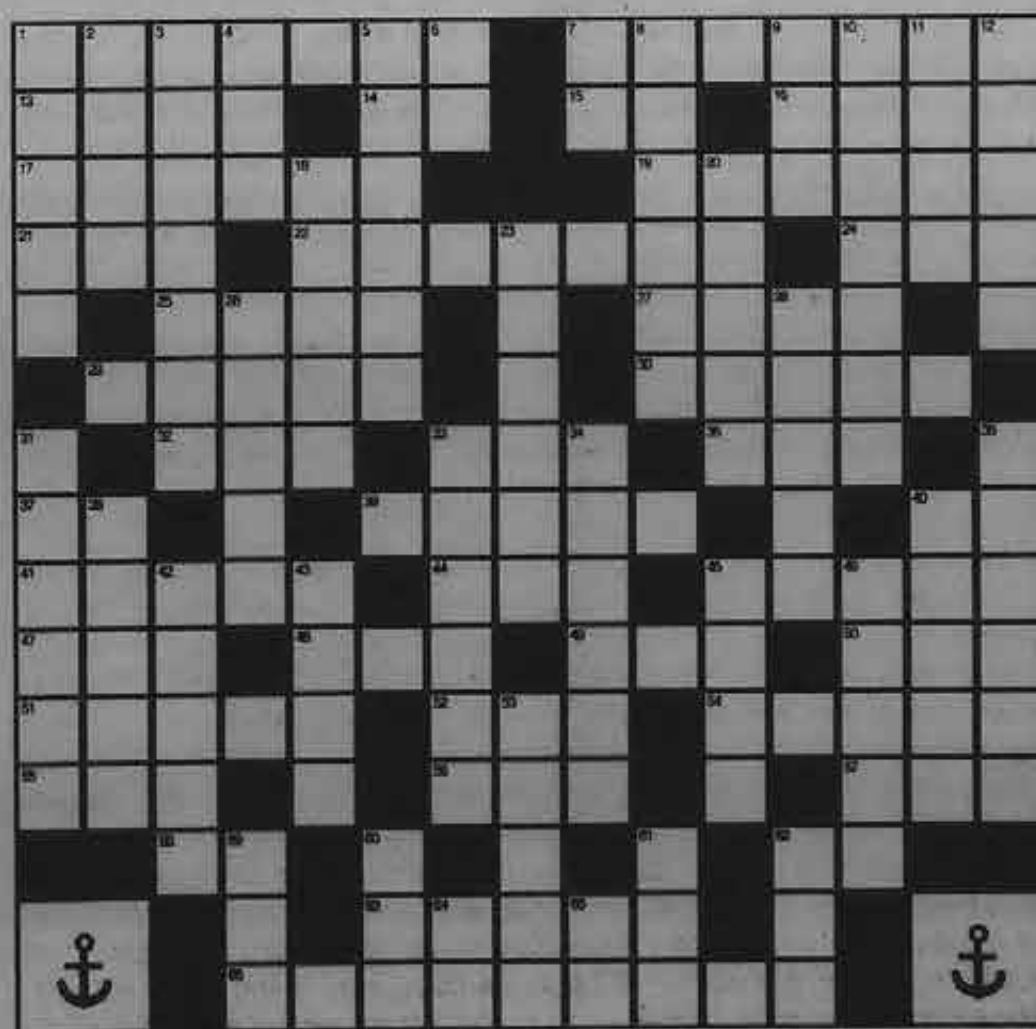
Seafarers LOG Photo Contest
5201 Auth Way
Camp Springs, Md. 20746

Be sure to include your name, address, book number and brief description of the picture. Your negatives will be returned. Photographs will be judged on content, quality and imagination.

Send in your photographs now.

Monthly Membership Meetings

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



Job Call in the Brooklyn Hall



By MAX HALL

The Seafarers International Union hall in Brooklyn, N.Y.

THE UNION hall in Brooklyn—a reddish brown three story building with silver art deco lettering—stands on the corner of Twentieth Street and Fourth Avenue. Seamen mill outside in the morning waiting for the 10 a.m. job call. They talk about ships they have sailed on, or try to solve the problems of the world while trying to drum up a card game.

Hardcore Brooklynites debate what neighborhood the building is in. Officially, it is part of Park Slope, but most people say that it is in Red Hook, Windsor Terrace, Sunset Park, or even Borough Park.

The entrance to the building is on the side, right off the courtyard. As you walk in you can see the model of a small shipping town that Norman Tober made. Norman Tober—a truly wonderful man who gave

new meaning to the term "colorful"—manned the door until he died of lung cancer four years ago.

The building is always full. New York is the biggest port in the country, and people from as far away as North Carolina and Maine ship out from here. It is a veritable Tower of Babel. On any given day you can hear Arabic, Spanish, Chinese and Greek spoken, if you eavesdrop on the conversation.

Shipping has been slow, thanks to President Reagan and his maritime policies. Oldtimers and not-so-oldtimers reminisce about the Vietnam War, when a seaman could have his pick of ships. Now, Diego Garcia is a viable alternative.

New York has its fair share of oldtimers. Their stories give the building a sense of history. "I shipped out with Paul Hall." "I shipped out with Frank Drozak." Some of the stories are

clearly bull, but facts are less important than delivery.

The counter is always full. Literally hundreds of members each day lean on it while waiting for a vacation check or some handy bit of information.

A picture of Paul Hall stands in the front of the large hiring hall. It is a reproduction of a drawing made for a Reader's Digest story written by Victor Reisel, the famous labor reporter.

Disco blares from the Port o'Call bar on the first deck. Davey the Bartender runs a tight ship. There are, however, three things certain in this world: death, taxes, and the certainty that someone is going to play *Gloria* at least twice in one hour.

The building has the taste and feel of an extended family. Barbara, the cleaning lady, often brings baked ziti to the patrolmen on the second deck, or to the doctors or nurses in the

clinic, which is located on the courtyard right behind the main building.

Seamen and officials are on a first name basis. Jack Caffey, special assistant to the president and vice president of the SIUNA, sits in a glass office. Members feel free to walk in and talk about problems: upgrading, going to the ARC, disability benefits, shipping—whatever.

Caffey looks like a bull and acts like a mother hen. A seaman comes in and complains that he'll never be able to pass the Coast Guard test because he doesn't speak English. "Goddamit, you've got to try! Go down to Piney Point for a while, they have teachers who are specifically trained to teach people whose first language isn't English. And besides, they give the tests orally in Spanish or Greek or whatever if you request it."

After work, the Union officials get together and talk about the day's events. "Did you check on that vacation application? Does he have enough time to sit for his license? When is someone around here going to win the lottery?"

It is said that each port has its own personality. San Francisco is known for its sophistication; Baltimore for its bawdiness. New York is different. It is a little bit of everything. More than anywhere else, it embodies a sense of history. On a clear day, you can look out the window and swear that you're on the North Atlantic run.



Vassilios Catranos, chief electrician, ships out of New York.



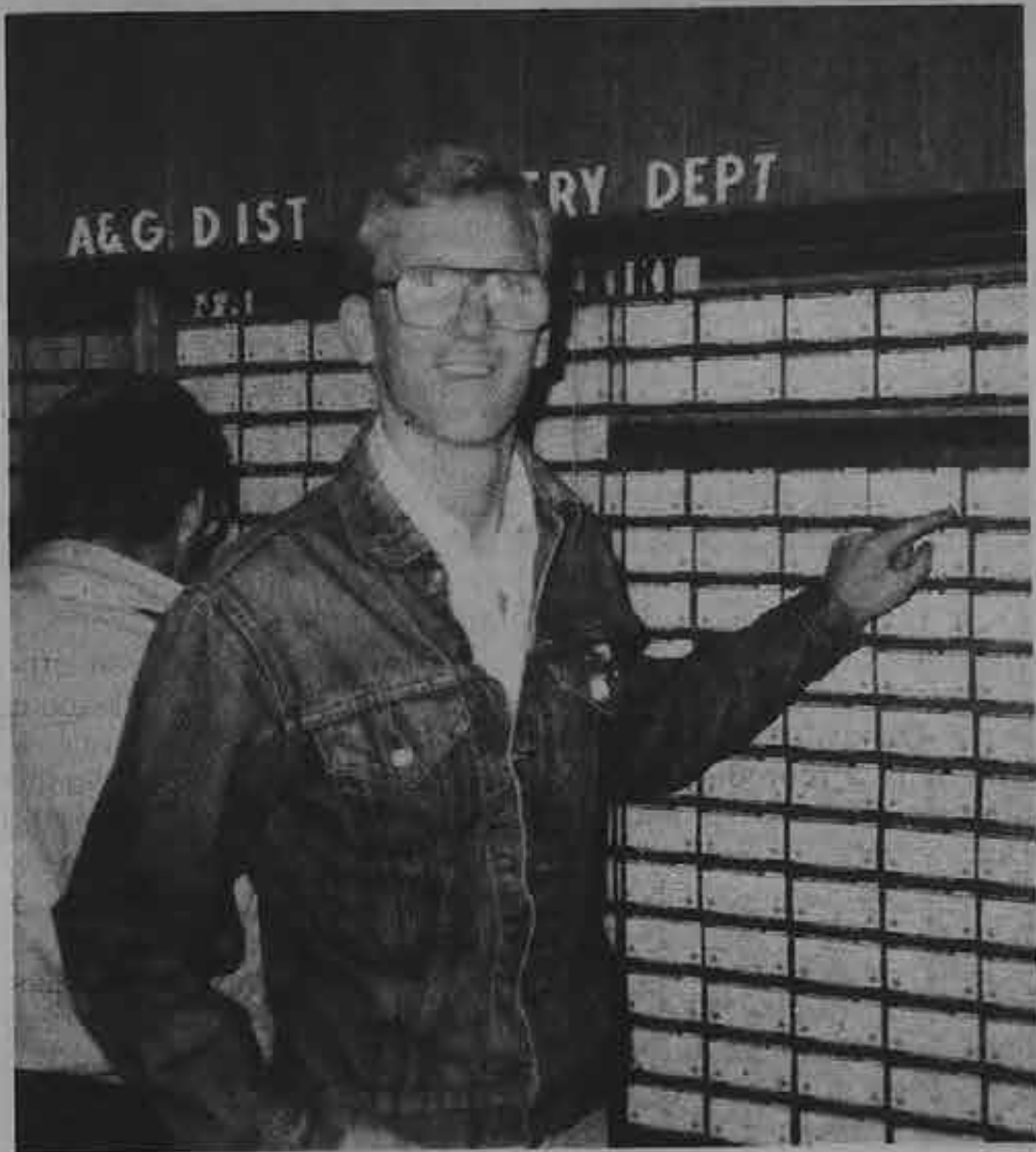
Patrolman Bob Selzer conducts a job call.



Mustari Lalong sails as a wiper and ordinary seaman.



Waiting is the name of the game at the Brooklyn hall. At left, George Raubenstein and Scott Hudson wait to catch a ship. In the center photo, Dimitrios Papaioannos, assistant cook, sips coffee while waiting to ship out. And at right, Zein Achmed patiently waits for a cook/baker job.



OS Tom Wiehl points to his card.



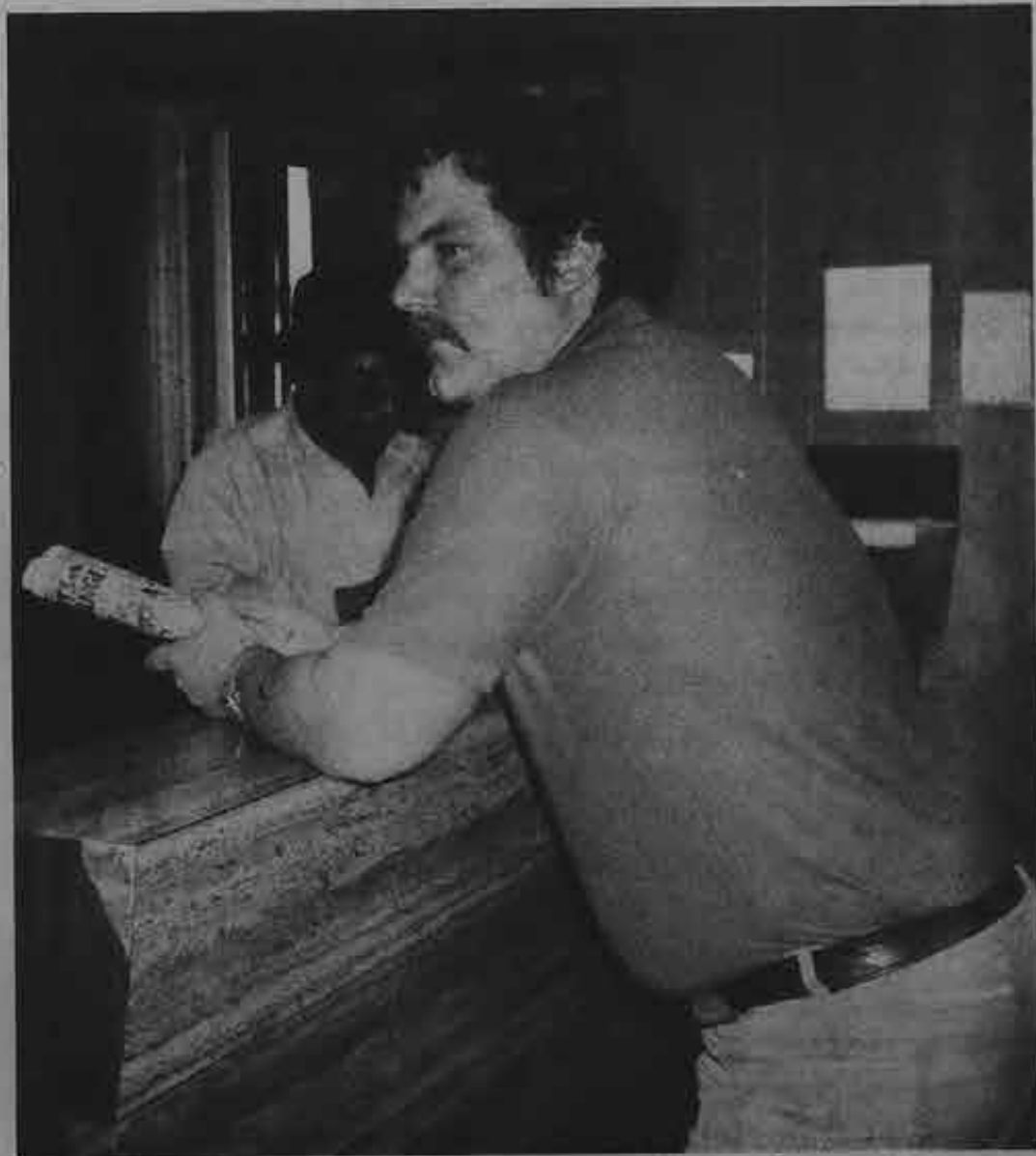
Henry Simmons, chief cook, and Jimmy Smith, steward, wait to ship out.



AB John Cataldo (r.) reminisces about his days at Piney Point while Jose Ramos and Alex Bonfont look on.



Roberta Blum sails in the steward department as a cook and baker.



Frank Andryauskas, OS, does his waiting at the counter.

**Help
A
Friend
Deal
With
Alcoholism**



Alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

Helping a fellow Seafarer who has a drinking problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept **strictly confidential**, and that they will not be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

On The Lakes

Troy Becomes New Pensioner

It is often a big event when a long-time Seafarer gives up the sea and takes to the land for a well-deserved retirement.

So it was last month when Clarence Troy received his first pension check.

Troy began sailing in 1937 and says he has never lost his love of "the good life."

He assured his many well-wishers that he would still be a frequent visitor to the SIU hall in Algonac, Mich. since he now resides only eight miles away in Marine City, Mich.



Clarence Troy (r.) receives his first pension check and a congratulatory handshake from SIU Rep Byron Kelley in Algonac, Mich.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 623-4334

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

NOV. 1-30, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	2	2	1	1	0	0	0	8	12	1
New York	63	25	0	71	22	0	0	155	65	1
Philadelphia	0	2	0	0	0	0	0	2	5	0
Baltimore	13	8	0	19	5	0	0	28	16	0
Norfolk	9	13	0	7	2	0	0	23	30	0
Mobile	6	0	0	8	5	0	0	38	14	1
New Orleans	77	13	0	48	6	0	7	140	35	2
Jacksonville	33	19	0	23	5	0	0	69	53	2
San Francisco	11	5	1	9	2	0	0	77	33	2
Wilmington	19	4	0	14	15	0	0	49	23	1
Seattle	42	24	0	28	21	0	0	66	28	0
Puerto Rico	8	4	0	6	8	0	1	15	9	0
Houston	12	7	0	26	3	0	0	86	59	0
Piney Point	0	0	0	0	2	0	0	0	0	0
Totals	295	126	2	260	96	0	8	756	382	10
ENGINE DEPARTMENT										
Gloucester	0	3	0	0	0	0	0	1	7	2
New York	70	10	0	40	3	0	0	169	30	0
Philadelphia	2	0	0	0	0	0	0	4	0	0
Baltimore	5	2	0	11	0	0	0	18	6	0
Norfolk	8	3	0	4	4	0	0	23	10	0
Mobile	9	2	0	7	0	0	0	34	11	0
New Orleans	50	12	0	26	4	0	6	107	28	1
Jacksonville	22	9	0	12	1	0	0	46	28	1
San Francisco	10	1	1	5	0	0	0	55	27	5
Wilmington	11	6	1	9	6	0	0	34	19	2
Seattle	27	11	0	29	8	0	0	36	24	2
Puerto Rico	4	3	0	9	0	0	6	12	4	0
Houston	14	4	0	13	2	0	0	77	30	0
Piney Point	0	0	0	0	1	0	0	0	0	0
Totals	232	66	2	165	29	0	12	616	224	13
STEWARD DEPARTMENT										
Gloucester	1	0	0	1	0	0	0	0	2	0
New York	32	19	0	32	24	0	0	70	52	1
Philadelphia	1	0	0	0	0	0	0	1	0	0
Baltimore	5	1	0	10	5	0	0	11	2	0
Norfolk	3	0	0	4	3	0	0	15	4	0
Mobile	2	0	0	6	3	0	1	25	0	0
New Orleans	31	3	0	22	3	0	2	65	8	1
Jacksonville	12	4	1	4	1	0	0	26	15	2
San Francisco	8	9	0	5	3	0	0	40	60	4
Wilmington	5	2	0	5	10	0	0	9	10	1
Seattle	16	6	0	15	19	0	0	25	10	3
Puerto Rico	4	0	0	2	3	0	1	12	3	0
Houston	5	1	0	5	2	0	0	42	5	0
Piney Point	0	0	0	0	9	0	0	0	0	0
Totals	125	45	1	111	85	0	4	341	171	12
ENTRY DEPARTMENT										
Gloucester	1	2	0	0	0	0	0	2	14	0
New York	29	91	3	0	0	0	0	44	246	14
Philadelphia	1	1	0	0	0	0	0	2	8	0
Baltimore	7	29	0	0	0	0	0	15	45	1
Norfolk	8	23	0	0	0	0	0	9	62	0
Mobile	4	8	2	0	0	0	0	9	36	4
New Orleans	38	41	1	0	0	0	0	53	102	6
Jacksonville	13	22	0	0	0	0	0	20	71	2
San Francisco	6	22	6	0	0	0	0	40	172	34
Wilmington	4	22	1	0	0	0	0	9	67	6
Seattle	7	28	2	0	0	0	0	14	58	6
Puerto Rico	5	7	0	0	0	0	0	9	32	2
Houston	11	14	0	0	0	0	0	29	103	3
Piney Point	0	12	0	0	0	0	0	0	0	0
Totals	134	322	15	0	0	0	0	255	1,018	78
Totals All Departments	788	559	20	536	210	0	24	1,968	1,793	113

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

Shipping in the month of November was down from the month of October. A total of 770 jobs were shipped in November on SIU-contracted deep sea vessels. Of the 770 jobs shipped, 536 jobs or about 69 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 24 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 444 relief jobs have been shipped.

Support SPAD



Deep Sea



Pensioner **Phillip Cyrus Adkins Sr.**, 61, died on Nov. 26. Brother Adkins joined the SIU in 1947 in the port of Norfolk sailing as a bosun. He was born in Midkiff, W. Va. and was a resident of Portsmouth, Va. Surviving are his widow, Mary; a son, Phillip Jr. and a daughter, Christina.



Pensioner **Francisco Feliciano Bayron Jr.**, 80, passed away on Nov. 28. Brother Bayron joined the SIU in 1942 in the port of New York sailing as a FOWT for Seatrain Lines. He was born in Puerto Rico and was a resident of Brooklyn, N.Y. Surviving is a cousin, Marcos Acevedo.

Pensioner **Harrison Colquhite Burnsed**, 53, died of cancer in the Baptist Medical Center, Jacksonville on Oct. 13. Brother Burnsed joined the SIU in the port of Jacksonville in 1969 sailing as a cook. He began sailing in 1951. Seafarer Burnsed was an elected delegate to a Piney Point Conference. Born in Pembroke, Ga., he was a resident of Jacksonville. Interment was in the Hillcrest Abbey Cemetery, Savannah, Ga. Surviving are his father, Manning and a sister, Janet Gagnon, both of Pembroke.



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 are his widow, Beulah and a son, Mack of Chalmette, La.



Pensioner **Curtis Madison Dials**, 73, passed away on Nov. 25. Brother Dials joined the SIU in the port of Savannah, Ga. in 1951 sailing as a

cook. He was born in Georgia and was a resident of Jacksonville. Surviving is his widow, Irene.



Pensioner **Jose Doletin**, 67, died on Dec. 6. Brother Doletin joined the SIU in 1949 sailing as a cook and baker. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Doletin was born in Iloilo City, P.I. and was a resident of Brooklyn, N.Y. Surviving is a niece, Paz Colon of New York City.

Howard Brown Francis, 61, died of cancer at home in San Diego, Calif. on Aug. 15. Brother Francis joined the SIU in the port of Wilmington, Calif. in 1969 sailing as an AB. He was one of the 66 elected delegates to the 1975 Piney Point Educational Conference. Seafarer Francis also took the Point's navigation course. Francis was a veteran of the U.S. Navy during World War II, the Korean War and the Vietnam Conflict. Francis was graduated from the Navy's Teletype Repair School. He was born in Petty, Texas. Cremation took place in the Lenada Crematory, El Cajon, Calif. Surviving is his widow, Vivian.

Pensioner **Louis Daniel "Dan" Lae Jr.**, 68, died of heart disease at home in New Orleans on Nov. 6. Brother Lae joined the SIU in 1938 in the port of New Orleans sailing in the steward department. He was a veteran of the U.S. Navy's Seabees in World War II. Seafarer Lae was born in New Orleans. Interment was in the Greenwood Cemetery, New Orleans. Surviving are his widow, Laura and a brother, Joseph.

Harry T. Larson Jr., 53, succumbed to cancer in the Peninsula Hospital, Burlingame, Calif. on Oct. 19. Brother Larson joined the SIU in 1955 in the port of San Francisco sailing as a bosun. He began sailing in 1949. Seafarer Larson also sailed for Delta Lines. A native of Perth Amboy, N.J., he was a resident of Santa Clara, Calif. Burial was in the Cypress Lawn Park Cemetery, Colma, Calif. Surviving is his widow, Linda of San Jose, Calif.



Pensioner **James Terah Lassiter**, 82, passed away on Oct. 30. Brother Lassiter joined the SIU in 1940 in the port of Boston, Mass. sailing in the engine department. He was born in Conway, N.C. and was a resident there. Surviving is his widow, Effie.

Donald "Don" Lee Merson Jr., 32, drowned on Aug. 21 in Jacksonville, Fla. Brother Merson joined the SIU after his graduation from Piney Point in 1972 sailing as an AB on the *CS Long Lines (AT & T)* in 1978. He was born in Baltimore and was a resident there. Burial was in the Emmanuel Cemetery, Scaggsville, Md. Surviving are his parents, Donald Lee Sr. and Millicent Merson of Baltimore and two sisters, Karen and Sandra also of Baltimore.



Pensioner **Wilbur Walter Newson**, 70, died on Nov. 20. Brother Newson joined the SIU in the port of New York in 1951 sailing as a bosun. He sailed for the SUP in 1934. Seafarer Newson was a veteran of the U.S. Army in World War II. Born in Jacksonville, he was a resident of Brooklyn, N.Y.



Pensioner **William F. Randall**, 70, died on Oct. 19. Brother Randall joined the SIU in the port of New Orleans in 1958 sailing as a chief cook. He was a veteran of the U.S. Navy. Seafarer Randall was born in Houston and was a resident of Spur, Texas. Surviving are a brother, J.C. Randall and a sister, Lillian Austin of Spur.



Pensioner **Joseph Holman Roberts**, 66, died on Nov. 26. Brother Roberts joined the SIU in 1946 in the port of Baltimore sailing as a cook on the *TT Manhattan* (Hudson

Waterways) in 1971 and for Sealand. He was born in North Carolina and was a resident of Queens Village, N.Y. Surviving are his widow, Ann; a son, Chester of Hollis, N.Y. and a daughter, Mrs. Tito Haydel of Teaneck, N.J.

Francis Thomas Roussell, 57, died in the UCLA Harbor Medical Center, Torrance, Calif. on Sept. 5 from a head injury sustained in a fall at home in Long Beach, Calif. Brother Roussell joined the SIU in the port of Wilmington, Calif. in 1970 sailing as an assistant cook. He was a veteran of the U.S. Navy in World War II. Seafarer Roussell was born in Lawrence, Mass. Cremation took place in the Angeles Abbey Crematory, Compton, Calif. Surviving are his mother, Eleanor of Long Beach and a brother, Thomas R. Roussell of Wilmington, Maine.

David Bryant Sprague, 29, died of injuries sustained in a motorcycle accident in Seattle on June 24. Brother Sprague joined the SIU following his graduation from the Seafarers Harry Lundberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1973. He sailed as a maintenance engineer. Seafarer Sprague was born in Seattle and was a resident of Brinnon, Wash. Cremation took place in the Forest Lawn Crematory, Seattle. Surviving are his parents, Virgil and Patricia Sprague.



Pensioner **John Anthony Schultz**, 75, passed away on Oct. 27. Brother Schultz joined the SIU in the port of New Orleans in 1955 sailing as a cook and baker. He was a veteran of the U.S. Army during the Korean War and World War II. Seafarer Schultz was born in New Orleans and was a resident of Violet, La. Surviving is his widow, Marjorie.



Pensioner **John Sylvester Sweeney**, 74, succumbed to a heart attack in the Mountainside Hospital in Glen Ridge, N.J. on Sept. 9. Brother

(Continued on Next Page.)



Sweeney joined the SIU in the port of Wilmington, Calif. in 1956 sailing as an AB for Sea-Land. He began sailing in 1941. Seafarer Sweeney was a veteran of the U.S. Navy before World War II. A native of South Dakota, he was a resident of Caldwell, N.J. Burial was in Wallkill Cemetery, Middletown, N.Y. Surviving is his widow, Clara.



Pensioner Stanley Sese Torres Sr., 75, passed away in Manila, P.I. on Oct. 12. Brother Torres joined the SIU in the port of New York in 1953 sailing as a cook. He began sailing in 1947. Seafarer Torres was born in Hilo, Hawaii and was a resident of Las Pinas, Rizal, P.I. Burial was in the Manila Cemetery. Surviving are his widow, Imelda; two sons, Stanley Jr. II and Arnutto; a daughter, Gina; a brother, Manuel; a sister, Maria and two nieces, Rosa and Michaela Os-campo.

Pensioner George Franklin Turner, 53, died of cancer at home in Tampa, Fla. on Oct. 11. Brother Turner also sailed as an assistant engineer for MEBA, District 2. He was born in Bartow, Fla. Burial was in Rose Hill Cemetery, Tampa.

Great Lakes

Daniel Michael Gavrila, 35, died of head injuries in the Ash-tabula (Ohio) General Hospital from a fall onto the Conneaut, Ohio dock while boarding the *SS Richard J. Reiss* (American Steamship Co.) on May 17. Brother Gavrila joined the Union in the port of Chicago, Ill. in 1979 sailing as an AB and gate-man and also sailed on the *SS Consumer Power* (American Steamship Co.) in 1979. In 1965 he was the leading football scorer as a varsity halfback for Visitation H.S., Bay City, Mich. Laker Gavrila had a B.A. in Business Administration from Central Michigan University and a degree in Freshwater Biology from Saginaw Valley State College. He worked two years as

an accounting teacher in Brook-lyn, N.Y. and a year for the N.Y. Metropolitan Opera Co. Gavrila was also a laboratory technician for the Cranbrook Institute in Detroit, Mich. Born in Conneaut he was a resident of Bay City. Burial was in Calvary Cemetery, Kawfawdin, Mich. Surviving are a daughter, Abigail Claire; his parents, Octavian and Christine Gavrila; a brother, Edward; a sister-in-law, Robyn, and three nieces, Dana and Annette of Houston and Kara of Santa Fe, N.M.

A Visitation classmate and John Glenn H.S. teacher, John R. Ploechi said, "Anybody who knew Dan cared a great deal for him because he was a very caring person. He had a real love for life as I'm sure his resumé shows. He wanted to get the most out of life, so he did many things."

Pensioner Elmer C. Hodge, 80, passed away on Nov. 20. Brother Hodge joined the Union in the port of Detroit. He was a resident of Morrisdale, Pa. Surviving is his widow, Anne.



Pensioner Martin Kowalski Sr., 70, died on Nov. 1. Brother Kowalski joined the Union in the port of Detroit in 1959. He sailed as a FOWT for the American Steamship Co. from 1970 to 1971. He was born in Michigan and was a resident of St. Ignace, Mich. Surviving is his daughter, Patti.

James R. Scott Sr., 54, died in the Superior (Wis.) Hospital on Aug. 24. Brother Scott joined the Union in the port of Alpena, Mich. in 1956 sailing as an assistant conveyorman. He sailed until 1979. And he sailed on the *SS J.A.W. Inglehart* (National Gypsum). A native of Flint, Mich., he was a resident of Alpena. Interment was in Holy Cross Cemetery, Alpena. Surviving are his widow, Dorothy; three sons, James Jr., Leonard and Edward and a daughter, Patsy.

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Pensioner's Corner

Deep Sea

Joe Calvin Arnold, 59, joined the SIU in the port of Baltimore sailing as an AB and deck delegate Brother Arnold is a resident of Liberty, Ky.



Vernon Lewis Barfield, 72, joined the SIU in the port of Mobile in 1955 sailing as a chief cook. Brother Barfield began sailing in 1947. He sailed on the *SS Thomas Lynch* (Waterman) in 1974. Seafarer Lynch was born in Hahira, Ga. and is a resident of Mobile.

Rocco "Rocky" Bocchetta, 70, joined the SIU in the port of New York in 1958 sailing as a waiter. Brother Bocchetta was born in Italy and is a naturalized U.S. citizen. He is a resident of New Orleans.



Richard Barstow Comstock, 58, joined the SIU in 1944 in the port of New York sailing as an AB for Seatrain Lines and Puerto Rico Marine in 1976. Brother Comstock hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Providence, R.I. and is a resident of Coventry, R.I.

Lawrence Philip Conticello, 59, joined the SIU in 1947 in the port of Baltimore sailing as an AB. Brother Conticello is a veteran of the U.S. Navy in World War II. He was born in Baltimore and is a resident there.

Edwin Cumbie Cooper, 64, joined the SIU in the port of New York in 1954 sailing as a chief steward. Brother Cooper is a veteran of the U.S. Army in World War II. He was born in Dothan, Ala. and is a resident of Arcadia, Texas.

Joseph Michael Duffy, 65, joined the SIU in the port of New York in 1959 sailing as a recertified bosun. Brother Duffy last sailed on the *ST Beaver State* (Westchester Marine). He is a veteran of the U.S. Navy during World War II. Seafarer Duffy was born in Brooklyn, N.Y. and is a resident of Catskill, N.Y.

David Campbell Fair, 66, joined the SIU in 1939 in the port of Baltimore. Brother Fair was born in Virginia and is a resident of Baltimore.



Frederick "Fred" David Gosse, 63, joined the SIU in 1947 in the port of Mobile sailing as a recertified bosun. Brother Gosse was graduated from the Union's Recertified Bosuns Program in February 1975. He also received a 1960

Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Maiden Creek*. Seafarer Gosse was on the Sea-Land Shoregangs in the port of Seattle and in Oakland, Calif. and on Waterman Steamship Co.'s Shoregang in the port of San Francisco in 1965 and the others from 1975 to 1981. Gosse attended a Piney Point Union Educational Conference in 1971. Born in Newfoundland, Canada, he is a resident of San Francisco.



Cyril Vincent Grab, 66, joined the SIU in the port of New Orleans in 1961 sailing as a QMED. Brother Grab sailed on the *ST Overseas Chicago* (Maritime Overseas). He is a veteran of the U.S. Army in World War II. Seafarer Grab was born in New Orleans and is a resident of Metairie, La.

Valno V. Hakkarainen, 65, joined the SIU in the port of New York in 1967 sailing as an AB on Scandinavian ships in 1945 and from 1953 to 1957 and for the U.S. Army Transportation Corps from 1945 to 1949. Brother Hakkarainen was a former member of the Finnish Seamen's Union and the Norwegian Carpenters Union. He was born in Antrea, Finland and is a resident of Reno, Nev.



Walter Everett Hantusch, 55, joined the SIU in 1945 in the port of Baltimore sailing as a bosun for Sea-Land. Brother Hantusch walked the picket line in the 1961 Greater N.Y. Harbor strike. He was born in Queens, N.Y. and is a resident of Houston.

Baker Bin Hassen, 73, joined the SIU in the port of New York in 1966 sailing as an AB. Brother Hassen was born in British North Borneo, Malaysia and is a resident of New York.



Nicholas Hatgimisios, 58, joined the SIU in 1948 in the port of New York sailing as a recertified chief steward on the *M/V Tamara Guilden* (Transport Commercial). Brother Hatgimisios was graduated from the Union's Recertified Chief Stewards Program in September 1982, and he began sailing in 1944. He sailed 10 years for the Waterman Steamship Co. Seafarer Hatgimisios won a 1961 USPHS Sanitary Award Certificate while riding the *SS Wacosta*. A native of Philadelphia, he is a resident there.

Michael Vincent Kitsko, 64, joined the SIU in 1948 in the port of Baltimore sailing as an AB. Brother Kitsko is a veteran of the U.S. Army Air Corps during World War II. He was born in Whitney, Pa. and is a resident of Hoboken, N.J.



James Henry Loe, 62, joined the SIU in the port of Houston in 1966 sailing as a bosun for Sea-Land. Brother Loe began sailing in 1958. He is a veteran of the U.S. Navy during World War II and of the Vietnam War. Seafarer Loe was born in Paducah, Ky. and is a resident of Wilmington, Calif.



James Alvin Long, 62, joined the SIU in the port of New York in 1953 sailing as a bosun. Brother Long began sailing in 1942. He also sailed on the *Sea-Land Pioneer*. Seafarer Long was born in Frostburg, Md. and is a resident of Joppa, Md.

Joseph M. McCabe, 68, joined the SIU in the port of Mobile in 1959 sailing as an AB. Brother McCabe is a veteran of the U.S. Army in World War II. He was born in New York and is a resident of Wilmer, Ala.



Norris Marion Tripp, 60, joined the SIU in 1944 in the port of Norfolk sailing as an AB. Brother Tripp is a corporal veteran of the U.S. Army's 523rd Engineer Petroleum Distribution Co. as an auto mechanic in the Korean War. He was born in Mabel, Minn. and is a resident of Seattle.

Great Lakes

William Blanchard, 62, joined the Union in the port of Chicago, Ill. in 1964. He sailed as an AB for the Great Lakes Towing Co. from 1963 to 1982. Brother Blanchard was born in Belvidere, Ill. and is a resident of Calumet City, Ill.

Jacob Hajostek, 62, joined the Union in the port of Cleveland, Ohio in 1961. He sailed as an AB for the Great Lakes Towing Co. from 1952 to 1983. Brother Hajostek was born in Cleveland and is a resident of Strongsville, Ohio.

Charles R. Miller, 58, joined the Union in the port of Detroit in 1961. Brother Miller sailed as an AB for the Reiss Steamship Co. He is a resident of Wayside, W.Va.

Edward Joseph Murphy, 65, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as an AB for the Great Lakes Dredge and Dock Co. from 1959 to 1968 and for the Great Lakes Towing Co. from 1969 to 1981. Brother Murphy was born in Belfast, Northern Ireland and is a naturalized U.S. citizen. He is a resident of Buffalo.

Short Stay for Long Lines



Bosun Roy Theiss finishes up his lunch aboard the *Long Lines* during its brief stay in Baltimore.

IT'S A LONG way to go for a telephone repair, from Wilmington, N.C. to the coast of Nova Scotia, but the SIU-contracted *C.S. Long Lines* (Transoceanic Cable Ship Co.) made like a floating telephone repair truck to fix phone lines some 200 fathoms below the surface of the Atlantic Ocean.

The 20-year-old cable ship has laid thousands of miles of cable all around the world, lines that



Deck delegate and AB Art Lawson and AB Bill Sanford demonstrate a hoist on the *Long Lines*.

carry everything from phone calls from grandma to top secret military communications. Based in Wilmington, the *Long Lines* can be under way with its full crew of 125, including 68 Seafarers, in 24 hours to any spot where repair work is needed.

The biggest problem for the

underwater communication cables is fishing trawlers, which can accidentally hook the phone lines.

The *Long Lines* was on its way back to Wilmington when she stopped in Baltimore to pay off most of the crew before heading home.



Baltimore Port Agent Al Raymond boards the *Long Lines* to work out any problems the cable ship crew may have.



With their work finished, steward assistants Sherman Hudson (l.) and Morris Cuffee get a chance to chow down.

Digest of Ships Meetings

BROOKLYN (Apex Marine), October 17—Chairman R.F. Garcia; Secretary Victor Romolo; Deck Delegate Frank Corven; Engine Delegate Fred V. Vogler; Steward Delegate M. Abdulla. No disputed OT. There is \$19.35 in the ship's fund. All is going well, according to the bosun. The educational director reminded crewmembers to check the LOGs for the latest SHLSS course schedules and to upgrade as soon as they have enough sailing time. Brother Charles Carlson, chief cook, was taken off ship by a Coast Guard helicopter to a hospital in Costa Rica. Word on Carlson's condition is still being awaited. Thanks were given to Duayne Hockenberry for the great care he gave Brother Carlson. There are few, if any, problems aboard the *Brooklyn*. The ship is in pretty poor condition, but the job is getting done. The steward department keeps the crew happy and full with their good food. The next port is Long Beach, Calif.; then on to San Francisco, Calif. or Portland, Ore. for payoff.

DELTA CARIBE (Delta Steamship Line), October 3—Chairman Richard Darville; Secretary Russell A. Cobb; Educational Director B. Ball; Steward Delegate Prince Baker. No disputed OT. The chairman reported that this has been a fairly smooth trip with only a few minor beefs. He also gave a brief lecture on safety habits aboard ship and urged all hands to be extremely careful in their work so as to avoid accidents. The patrolman will be asked for a copy of the duties of crane operators. This request stems from a motion made at the previous meeting. The importance of donating to SPAD and of upgrading at Piney Point was also stressed. One minute of silence was observed in memory of our departed brothers and sisters. All hands were thanked for helping to keep the messhall and recreation room clean at all times, and a vote of thanks went to the steward department for a job well done. Next port: Galveston, Texas.

asked the crew to please not throw away the tableware and glasses as supplies are running short. He wants everyone to make themselves feel at home, but at the same time to take care of what they have. A suggestion was made to raise the pension plan for men with 20 years to \$800 per month, especially with the cost of living still going up. A vote of thanks was given to the steward department for the well prepared food, the good service and the great cookouts. The next port is Egypt, then on to Crockett, Calif. for payoff in December.

LNG LEO (Energy Transportation Co.), October 23—Chairman Sam T. Brooks; Secretary Henry Jones Jr.; Educational Director J. Ferreira; Deck Delegate James D. Fletcher; Engine Delegate Dan Brass; Steward Delegate James Johnson. Some disputed OT was reported in the engine department. There is \$529 in the ship's fund. The Pac-Man machine is doing well as a money-maker, as are the arrival pools. The chairman talked about the committee he was part of at Piney Point. This committee, he said, met with one purpose in mind—to try and work out the issue of a permanent jobs program. Having just left the shipyard, everyone aboard the *LNG Leo* has been very busy getting the ship cleaned up. All the steward assistants are doing a fine job, which is a reflection on the good training they received at Piney Point. The educational director welcomed all new members onboard. He noted that an order is pending for some sports equipment—balls, bats, gloves, etc., in the hopes that they can win a softball game or two. A discussion was held about safety and cleanliness in the food areas, and crewmembers were warned of potential problems while in the port of Arun—problems involving drugs which could put members and their shipmates in trouble. All hands were also asked to help their fellow crewmembers who were making their first trip to sea. Slamming of doors, playing of loud tapes and radios should be avoided. Respect your shipmates! Next port: Nagoya, Japan.

OGDEN CHARGER (Ogden Marine), November 6—Chairman Franz Schwarz; Secretary Simon Gutierrez; Educational Director J.H. Balison; Deck Delegate Julio Verdejo; Engine Delegate Lewis A. Seymour; Steward Delegate J.C. Mahaffey. A few hours of disputed OT was reported in the deck department. Some good news was announced by the bosun, namely that the company agreed to pay the overtime in the port of New York due to the Columbus Day holiday. The educational director reminded everyone to read the LOG. It has many informative articles pertaining to Union activities and the struggles of the maritime industry. A request was made that the captain carry enough money for draws in each port. This would alleviate the problem of having crewmembers wait until the port agent brings the money. The TV needs further repairs (by a professional), and a new antenna should also be purchased. A vote of thanks was given to the steward department. Next port: Baton Rouge, La.



OGDEN WILLAMETTE (Ogden Marine), November 13—Chairman Marvin McDuffie; Secretary Bennie Guarino; Educational Director R.H. Breeden; Deck Delegate R. S. Darius; Engine Delegate Alejandro Martinez; Steward Delegate H. Bryan. No disputed OT was reported. The chairman advised all hands to read the LOG in order to keep current on the activities of the SIU. The educational director said that the company puts five movies aboard the vessel each month. He will see if that number can be raised to 10. Crewmembers were asked to help keep the crew rec room as clean as possible. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Panama.

OVERSEAS NEW YORK (Maritime Overseas), October 16—Chairman D. Ellette; Secretary Dario P. Martinez; Educational Director Edward H. Self. No disputed OT. There was \$130 in the ship's fund, but after the purchase of a new antenna and a few other items, the fund is now \$9.13 in the red. The bosun talked to the members about the necessity of writing their congressional representatives to fight the Alaska oil bill. The advantages of upgrading at Piney Point were stressed by the educational director, who said that he has the necessary applications for any member who is interested. The video machine is broken and will be sent ashore in Texas City for repair. Contributions are being openly solicited from the membership to purchase a new one. A vote of thanks was extended to the bosun for his time and effort in installing a new antenna. A vote of thanks was also given to the steward department by the officers and unlicensed personnel for the fine meals. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Texas City, Texas.

PATRIOT (Ocean Carriers), November 6—Chairman O. Hernandez; Secretary T. Macris; Engine Delegate Joseph A. Michael. No beefs or disputed OT reported this voyage. There is \$4.10 in the ship's fund. The chairman reported that except for the weather, everything is running pretty smoothly. The secretary said that the ship has a good crew with many Piney Pointers aboard, and that they are doing a good job. The importance of upgrading at Piney Point was stressed by the educational director. The ship is sailing two men short from Italy, one QMED and one AB, but no problems have arisen. A vote of thanks was given to the steward department for a job well done. Next port: New York.



CAGUAS (Puerto Rico Marine), October 9—Chairman C.L. Gonzales; Secretary J. Ross; Educational Director R. Thompkins; Steward Delegate Leon Butler. There is some disputed OT in the engine department which will be brought to the attention of the port agent. The ship's fund contains \$100. The bosun urged all crewmembers to write the Union with regard to their new contract, making any suggestions they feel are important. He also stressed the importance of reading the LOG. The current issue is especially loaded with articles of vital interest to Seafarers. Crewmembers of the *Caguas* want it known that they are against the creation of permanent jobs, no matter how such proposals are phrased. They favor the rotary shipping system as it stands.

KOPAA (Pacific Gulf Marine), October 8—Chairman Anthony B. Caldeira; Secretary Milton Thrash; Educational Director R. Panos; Deck Delegate Steve Karstel; Engine Delegate Craig Bell; Steward Delegate Earl J. Pence. Some disputed OT was reported in the deck and engine departments. There is \$55 in the ship's fund. The bosun talked to the crew about their arrival in Egypt. He mentioned that the air conditioner would be repaired there and also asked that members keep all doors closed and try to keep people out of the rooms and mess during their stay. The educational director talked about the importance of donating to SPAD and the good that it does. He also mentioned that if there is anything he can do to help crewmembers, be sure to let him know. The secretary

Digest of Ships Meetings

PUERTO RICO (Puerto Rico Maritime Line), October 18—Chairman John S. Sorel; Secretary Jose R. Colls; Educational Director David Able; Deck Delegate Ricardo Quinonez; Engine Delegate Aaron Thaxton; Steward Delegate Cosme Radames. Some disputed OT due to the Columbus Day holiday was reported in the deck and engine departments. The bosun reported that the payoff will take place around 10 a.m. after an SIU meeting with Vice President Leon Hall. The chief steward will see the boarding patrolman about having a telephone installed in the ship's area (a new RO/RO terminal). And the electrician will see the patrolman about his transportation. Apparently, after coming back from vacation, he only received one-way transportation. A vote of thanks was given to the steward department for the good food and for a job well done. Next port: Miami, Fla.

SEA-LAND ENDURANCE (Sea-Land Service), October 29—Chairman E. Christiansen; Secretary John C. Reed; Deck Delegate Jim Bolen; Engine Delegate Joseph Graves Jr.; Steward Delegate David L. Bradley. No disputed OT was reported. The ship's fund is now empty. There was \$100 in it, but it was taken out to purchase a booster for the move machine. The chairman reported that the ship will dock in Seattle around noon and will sail on Wednesday. He also stated that there should be at least three men on a hose at the fire and boat drill due to the high pressure. It is dangerous with fewer than three men. Several suggestions were made. One was that the company supply survival suits for the crew; another was that the company buy some charcoal for the deck cookouts; and a third was that peep-holes be put on all doors. There is also need for a new washing machine for the crew laundry. Next port and port of payoff: Seattle, Wash.

SEA-LAND INDEPENDENCE (Sea-Land Service), November 13—Chairman William Mortier; Secretary Lee de Parlier; Educational Director Mark Humphries; Steward Delegate Peter A. Siems; Treasurer Ronnie E. Laner. No disputed OT. There is \$14.50

in the ship's treasury, and an arrival pool will be run for the next trip to Rotterdam. The bosun reported that everything is OK. He suggested that crewmembers read the LOG for background information on the permanent jobs proposal and that they examine the suggested programs in order to be properly prepared to voice their preference. A vote of thanks was given to the steward department for the fine food and service. And an ovation was also offered to Hazel Johnson, chief cook, who is leaving the ship after 13½ months. Next port: Elizabeth, N.J.

LNG VIRGO (Energy Transportation Co.), November 6—Secretary L. Dockwiler. No disputed OT. There is around \$100 in the ship's fund, which is in the safekeeping of the bosun. This is the bosun's first trip since returning from vacation. He reported that everything seems to be running smoothly. He also announced that the Union is taking a firm stand on the drug problem which is present in the maritime industry. When going in for physicals, doctors are screening seafarers for the presence of drugs in their

systems. The secretary added that in the two months that he has been onboard, the ship has been going to Arun where the possibility of buying drugs is very much present. The captain, along with the bosun and steward, have been checking rooms before arrival in Japan, and all crewmembers have been warned. Several suggestions were made. One was that crewmembers flying to Japan to join the vessel be given a two-night stay in Japan first. The flight to Japan is about 20-26 hours, and this suggestion, which was ETC policy in the past, will ensure that a crewmember gets sufficient rest following the long flight. Another request was that people borrowing magazines from the lounge return them when they are through. Many magazines seem to be remaining in members' rooms. Of special note to the LOG, the *LNG Virgo* reports that on Oct. 9, the ship rescued 28 Vietnamese boat people. Of the 28 refugees who had been at sea for four or five days, at least 19 were under the age of 15, and six were under the age of four. All were well. Next port: Osaka, Japan.

Official ships minutes were also received from the following vessels:

- AMCO VOYAGER
- AMERICAN EAGLE
- BORINQUEN
- DEVELOPER
- LNG GEMINI
- GOLDEN ENDEAVOR
- JACKSONVILLE
- LEADER
- MOBILE
- OGDEN HUDSON
- OGDEN WABASH
- OVERSEAS ARCTIC
- OVERSEAS CHICAGO
- POINT VAIL
- PONCE
- SEA-LAND ADVENTURER
- SEA-LAND PACER
- SEA-LAND VOYAGER
- VENTURE
- WALTER RICE



"A Careless Word . . . A Needless Sinking"

Capt. Arthur R. Moore, who sailed the seas from 1942 until his retirement in 1980, has written a comprehensive book about the tremendous loss in ships and personnel suffered by the U.S. Merchant Marine during World War II.

In "A Careless Word . . . A Needless Sinking," the author has compiled, from Navy and Coast Guard records, a list of more than 757 ships that were sunk or damaged in that conflict. This hard cover book (with 562 pages and 489 photos) tells what happened to each ship, including such facts as: its home port; owner/operator; master's name (where known); dimensions; former name(s); when and where it was built; time, date and position of the action; number of crew and Naval Armed Guard onboard and lost; how the survivors were rescued, and

name or number of the submarine attacking the ship. The book also lists the names of more than 6,000 merchant crew personnel who lost their lives during World War II, including those who died in POW camps. Several appendices contain the names of seamen who were

awarded the Distinguished Merchant Marine Medal, seamen who had Liberty ships named after them, Merchant Marine crewmembers taken prisoner and repatriated, and many other interesting facts and figures relating to the U.S. Merchant Marine during that conflict.

If you are interested in obtaining a copy of "A Careless Word . . . A Needless Sinking," send a check for \$45 (plus \$2.25 U.S. postage/\$3.25 foreign postage) with your name and address to: Granite Hill Corp., RFD #1-Box 210, Hallowell, Maine 04347.

Dispatchers Report for Great Lakes

CL —Company/Lakes L —Lakes NP —Non Priority	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Port	18	2	0	46	18	1	35	4	1
Algonac	10	1	0	17	5	0	24	1	0
Port	2	1	0	6	4	0	3	1	0
Algonac	19	8	1	0	0	0	35	18	5
Port	49	12	1	69	27	1	97	24	6
Algonac									

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

Letters To The Editor

'With Thoughts and Prayers ...'

The picture of your new headquarters near Washington is really nice. Congratulations!

I enjoy each issue of the LOG as it is the only way I keep posted on the sea and our ships.

A few weeks ago, I saw the "Real People" TV program and our own cruise ship, the *SS Constitution*. It gave me a real thrill to see her and some of the fine crew.

I am in there fighting with prayers and thoughts for our AFL-CIO and for our flag ships.

Clarice M. Alread
Kenbridge, Va.

'For Services Rendered...'

I'm writing you this letter to thank you for the wonderful and prompt service that I and my family received from the Welfare Plan.

First I was in an accident when the *Delta Norte* hit another ship. Fortunately, I wasn't hurt too badly.

Then both my wife and daughter became ill. If it wasn't for the Seafarers Welfare Plan, I wouldn't know which way to turn.

Thanking you all again for the wonderful services rendered.

Daniel H. Gemeiner
New Orleans, La.

'We Will Achieve Our Goals ...'

As a member of the House Merchant Marine and Fisheries Committee, it has been my pleasure to work with you and other representatives of the Seafarers International Union on the important issues facing our maritime industry.

With your continued support and encouragement, I feel confident that we will achieve our goals of a strong and vibrant merchant marine.

Rep. Claudine Schneider (R-R.I.)
U.S. House of Representatives

'Pensioner Pelaso Drops Seasonal Line...'

Fishing was good this year. I hooked these two sturgeon from San Pablo Bay.

This year I brought home eight salmon (from six to 12 pounds) and six halibut (from 12 to 24 pounds).

I wish to say hello to all my old shipmates. I hope everyone has a merry Christmas and that the new year will be good to all my friends.

Fraternally,
Reino J. Pelaso P-8
Vallejo, Calif.



SIU Is on the Air

The Seafarers International Union has purchased two 30-second television spots to advertise the goals of the Union during a nationally televised airing of the labor documentary program "America Works." A complete listing by city, time and date that the series will feature the SIU advertisement appears below.

City	Station	Channel	Start Date	Date & Time
Atlanta	WATL-TV	36/I	1/8/84	SUN/11:00 a.m.
Birmingham	WTTO-TV	21/I	1/8/84	SAT/8:00 a.m.
Boston	WQTV	68/I	1/7/84	SAT/9:30 a.m.
Buffalo	WIVB	4/C	1/7/84	SAT/2:00 p.m.
Chicago	WPWR-TV	60/I	1/7/84	SAT/8:30 p.m.
Cincinnati	WLWT	5/N	1/21/84	SAT/12:00 p.m.
Cleveland	WCLQ-TV	61/I	1/7/84	SAT/9:00 a.m.
Dallas	KTWS-TV	27/I	1/7/84	SAT/9:30 a.m.
Denver	KDVR	31/I	1/8/84	SUN/11:30 p.m.
Detroit	WGPR-TV	62/I	1/7/84	SAT/5:30 p.m.
Grand Rapids	WWMA	17/I	1/7/84	SAT/9:30 p.m.
Greensboro	WJTM	45/I	1/7/84	SAT/10:00 p.m.
Los Angeles	KHJ-TV	9/I	1/7/84	SAT/7:30 a.m.
Memphis	WMKW	30/I	1/7/84	SAT/9:00 p.m.
Miami	WDZL	39/I	(TBA)	
Milwaukee	WCGV-TV	24/I	1/8/84	SUN/12:30 p.m.
Minneapolis	KXLI	41/I	1/7/84	SAT/8:30 a.m.
Nashville	WSMV	4/N	1/8/84	SUN/4:30 p.m.
New York	WNEW-TV	5/I	1/7/84	SAT/8:00 a.m.
Norfolk	WTVZ	33/I	1/7/84	SAT/10:30 p.m.
Orlando	WFTV	9/A	1/8/84	SUN/10:00 a.m.
Philadelphia	WTAF	29/I	1/7/84	SAT/7:30 a.m.
Phoenix	KNXV-TV	15/I	1/7/84	SAT/9:30 a.m.
Pittsburgh	WPGH-TV	62/I	1/7/84	SAT/8:00 a.m.
Portland	KECH	22/I	1/8/84	SUN/10:00 a.m.
Richmond	WRLH-TV	35/I	1/7/84	SAT/10:30 p.m.
St. Louis	KDNL-TV	30/I	1/7/84	SAT/7:30 a.m.
San Francisco	KTSF-TV	26/I	1/7/84	SAT/4:00 p.m.
Seattle	KVOS-TV	12/C	1/8/84	SUN/3:00 p.m.
Tampa	WFTS-TV	28/I	1/8/84	SUN/9:00 p.m.
Washington	WDCA	20/I	1/7/84	SAT/10:00 p.m.

Personals

Buffalo

I love you, happy birthday!
Forever yours,
Kathy

Carlos Fertado

Please contact your brother in New York: (212) 686-2841.

Anthony Casino

Please contact your sister, Mrs. Ann Melesurgo, 28 Fisher Ave., Bound Brook, N.J. 08805

Frederick Thompson Stack

Please contact the editor of the LOG.

Mrs. Dolan

(wife of the late "Saki" Jack)

Your friend Edith Lowe would like to get in touch with you. Please write her at 17-27 W. 125 St., Apt. 3-L, New York, N.Y. 10027.

George Manser (Brother of Anton John Manser)

Your niece, Geraldine Manser Finley, asks that you contact her at the following telephone number: (914) 343-1121.

Louis Machiocote

Your wife asks that you contact her.

New Appointments

R. Kenneth Johns

The Board of Governors of the National Maritime Council last month chose R. Kenneth Johns as its new chairman.

Johns, president of Sea-Land Service, Inc., succeeds Charles I. Hiltzheimer, who is retiring from his position as chairman of the NMC.

Johns has served as president of Sea-Land Service, Inc. since 1979, and has held a number of key managerial positions during his 26-year career with that company.

William W. Kinkead

Maritime Administrator Admiral Harold E. Shear last month announced the appointment of William W. Kinkead as director of MARAD's Office of Policy and Plans.

Kinkead has been director of Transportation and Traffic Management, Office of the Assistant Secretary of the Navy.

David Averell

Please contact your mother in New Jersey: (201) 871-3895.

Can We Afford Not To?

Can the U.S. Afford to Pay the Price?

Campaign promises to the contrary, the Reagan administration seems determined to put American shipyards out of business. That's a mighty odd stance for a president who claims to be concerned about America's defense posture and also prides himself on being a champion of American business. The latest attempt to kick the cane out from under the ailing shipbuilding industry comes in the form of a proposed new and sweeping regulation from the Maritime Administration. Marad wants to allow the government to spend billions of dollars to buy back Operating Differential Subsidy contracts from American shippers in the international trade.

The nation's maritime subsidy programs were designed to provide both shippers and shipbuilders with a fair chance to compete in the international trade. Under the ODS program, which was intended to make up some of the higher costs of operating American-built and American-crewed ships, the ships must be built in U.S. yards, repaired in U.S. yards and replaced by ships constructed in U.S. yards.

There are two major reasons why the SIU or anyone concerned with the future of the American maritime industry opposes the move to buy-out the subsidies. First, Marad simply does not have the authority to make such a sweeping change in the nation's maritime laws. Second, the policy itself is completely wrongheaded.

The maritime subsidy program is not some minor agency rule; it is an act of Congress, the law of the land. You cannot have some bureaucrat acting from political pressure or partisan interest change the will and the intent of the Congress.

"The program when enacted (under the 1936 Merchant Marine Act) was intended as a means to redress the imbalances between the operation of U.S.-flag vessels and the lower cost, highly subsidized vessels operated under foreign flags. Congress has not been given a choice between the existing program and an alternative program designed to provide the U.S.-flag fleet with a means to compete in the current international maritime environment," SIU President Frank Drozak said in a letter opposing the buy-outs. "Once again, the Reagan group is taking something away without offering an alternative."

Simply put, government agencies do not make law, they are supposed to administer law.

The fact that Marad does not have the right to make such a policy change should end the debate right there. But even if the agency did have the right to implement the buy-outs, common sense shows the idea has no merit.

The nation's fleet and shipyards have already sustained substantial damage from the acts of the administration. ODS has been frozen to current contracts and the Construction Differential Subsidy has not



been included in the budgeting process. In its place the industry has been offered some half-baked "build foreign" proposals, of which the ODS buy-outs are really part of, and a smattering of Navy work for a handful of shipyards. No one argues that it is cheaper to build and operate foreign ships, but if that short-sighted bottom line is the only concern, let's just scrap the U.S. fleet, close the yards and contract all our commerce and defense needs to Vanatu and South Korea.

"The U.S.-flag fleet competes in an international maritime environment in which 'free trade' exists only in the minds of speech writers and those who wish to avoid the sometimes difficult efforts necessary to support a healthy U.S.-flag fleet," Drozak said.

That's what it comes down to: How willing is the U.S. to pay the price to keep and maintain a fleet and shipbuilding base for commerce and, more importantly, defense needs? If everyone competed by the same rules, elimination of the subsidies and the build-American requirements that go with them, might make some sense.

But the world is not an economic textbook. Every other nation with a fleet and shipbuilding industry supports those industries with direct subsidies, tax breaks, direct grants, cargo preference and a host of other support programs.

Until this administration addresses the problems of the entire industry and gives the U.S. people and the Congress a chance

to decide on the right course, it simply cannot be allowed to buy-out the existing contracts, which in one case amounts to \$1 billion for a single shipping company. If their goal is to close the shipyards and sink the fleet, then they are certainly on the right course.

What If . . . ?

The recent crisis in Grenada was not by any means a major military operation. It involved a few thousand G.I.s and marines and their equipment, much of it airlifted from the States. But still the Military Sealift Command fleet was needed. In fact three chartered ships were used, including the SIU-contracted *American Eagle*.

All the ships performed admirably in the small operation.

What if the target hadn't been Grenada with a small, poorly trained and ill-equipped army?

What if tens of thousands of troops and their equipment had been needed?

What if the landing had not been in our own backyard, but many thousands of miles away?

What if the ships had to face hostile action and possible sinkings?

What if the U.S.-fleet and the nation's shipyards are allowed to wither away and die with no help from the government?

What then?

SIU Training/Recreation Center Opens Jan. 3



Your Home Away from Home

PINEY POINT, Md.

The Seafarers Training and Recreation Center opens Jan. 3, 1984 to complete 16 years of planning and building the finest maritime training facility in the United States.

Because of the foresight and active leadership of Frank Drozak, it is the realization of our dream.

Looking toward the broad expanse of the Chesapeake Bay, this six-story building is nestled on the banks of St. George's River in historic Southern Maryland.

Its 300 rooms and dormitory facilities will house the young trainees and the seasoned upgraders who will be attending the many educational and training programs which have been developed at the Seafarers Harry Lundeberg School of Seamanship.

In a unique departure from tradition, Seafarers attending upgrading classes will be permitted to bring their families with them to enjoy the many recreational facilities available at Piney Point while they are in class.

(For details on the rules and regulations concerning the new Training and Recreation Center, see page 14 of this issue of the LOG.)

In announcing the opening, SIU President Frank Drozak said: "This new facility is a statement of our commitment to provide our membership with the best training opportunities available anywhere in the world. It is also a statement of our commitment to provide the American-flag merchant marine with the best trained seafarers in the world. And it is a visible expression of our belief in the future of our industry."