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President's Report

by Frank Drozak



THE American labor movement is facing its most important political challenge in many years as the 1982 election rapidly approaches.

In the 1980 elections, labor-backed candidates were outspent 5 to 1 by their anti-labor opponents. And in certain key House and Senate races, the opposition outspent labor endorsed candidates by 10 to 1.

As a direct result of this inequity, many of labor's staunchest allies in Congress went down to defeat.

American workers have been taking it on the chin ever since. The nation is in the grip of the worst

unemployment crisis since the Great Depression. Nearly 11 million people are pounding the pavement looking for work in this country and can't find it. Several million more don't even show up on the statistics because they have lost all hope of finding a job and have stopped looking.

A lot of people think that this is an off election year because there is no Presidential race. But this is not true. The entire House of Representatives and one third of the Senate is up for grabs.

As in 1980, though, labor's candidates are being grossly outspent by the opposition. The "New Right" and Big Business have a seemingly bottomless sack of campaign funds, which they are freely using to blitz the airways with phony promises of a rejuvenated economy and reduced unemployment. If you recall, we heard the same hogwash in 1980.

American workers can simply not afford a repeat performance of the 1980 election year disaster.

We must send a message, loud and clear to the White House, that we are sick of high unemployment. We are sick of budget cutting and tax breaks for the rich. And we are sick of economic policies which drive American jobs overseas.

There's only one way to send that message. We must return our friends to Congress, while at the same time un-electing as many of those legislators who are in the hip pockets of the "New Right" and Big Business as possible.

It will not be an easy job. Labor backed candidates simply cannot match their opponents dollar for dollar. The money simply isn't there. But we have something that money won't buy. We have thousands of volunteers—trade unionists—willing to donate their time to help our candidates get elected.

This willingness to work on a campaign is more important to our friends than ever before.

While the candidates of the rich gain easy access to millions of homes each night through television, many of our friends must depend on the volunteer help of union members to get their message across by handing out literature on a street corner or manning the phone banks.

Labor's candidates also need all the volunteers they can get to conduct voter registration and get-out-the-vote campaigns. Historically, a big turnout favors friends of labor, while voter apathy plays right into the hands of our enemies.

SIU members have always been very generous with their time to help our friends. As a result, we have gained a great deal of respect as an organization of solid trade union members.

What we need this year is more of the same. There is still plenty of time before the November 2 deadline to help our friends through some very difficult marginal races.

Hundreds of SIU members nationwide have already given of their time for the upcoming elections. But we need every hand we can get. There is simply too much at stake to sit idly by and hope for the best. That attitude doesn't cut it in the politics of modern America.

Of course, many people don't have the time to volunteer their efforts. But we must all make the time to fulfill our duty as citizens of a free nation. We must vote on November 2—and we must encourage our families and friends to vote—for our candidates, the candidates of American labor.

C-9 President Monroe 'Inaugurated' in N.O.

A beautiful, new 860-foot long diesel propelled vessel will soon become part of the SIU-contracted Pacific Maritime Association fleet of deep sea ships.

She's the recently launched C-9 containership *President Monroe* and she and her two sisterships are the largest container vessels ever built in the United States.

The *President Monroe*, along with the previously launched *President Washington* and *President Lincoln* are owned by San Francisco-based American President Lines (APL). The SIU-A&G District represents steward department seamen on APL ships.

Like her sisterships, the *President Monroe* was built at the Avondale Shipyard in New Orleans, La. She has the capacity to carry 1,250 40-foot containers and will be working in the trans Pacific trade serving Asia and the Middle East from U.S. and Canadian West Coast ports.

The diesel-powered engines of APL's three new ships are said to be 30 percent more fuel efficient than traditional steam turbine pow-

ered vessels. Also, the C-9s can carry 35 percent more cargo than any other vessel in the APL fleet.

One third of the *President Monroe*'s total cargo capacity can be devoted to refrigerated agricultural products.

During the first half of 1982, APL recorded the best six-month earnings in the company's 134-year history. A net income of \$26.6 million was earned.

The company's fleet includes 16 container vessels, five multi-purpose

ships and now the three new C-9 carriers that are expected to enter service in the coming year.

More than \$600 million is being invested by the company to expand and upgrade its fleet and shoreside facilities.

Turn It Around Nov. 2—Vote!



Vote like your job depends on it. It does!

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 44, No. 9, September 1982. (ISSN #0160-2047)

Support Growing for Boggs Bulk Bill

Washington, D.C.—Support for the SIU-backed "Competitive Shipping and Shipbuilding Revitalization Act" introduced by Rep. Lindy Boggs (D-LA) last month, has been building in Congress.

The bill, H.R. 6979, bowed in the House with a bi-partisan list of 18 co-sponsors. On Sept. 8, following Congress' return to Washington after the Labor Day holiday, Rep. Boggs announced an additional 17 co-sponsors of the bill.

The support of the new co-sponsors, 16 Democrats and one Republican, "as well as the strong support of industry and labor," said Rep. Boggs, "indicate recognition that H.R. 6979 could provide a means for effective regeneration of the shipbuilding industrial base and the creation of a new, U.S.-flag bulk cargo fleet, both of which would be unquestioned as national security assets."

The dual purpose of H.R. 6979 is to revitalize both the U.S. shipbuilding base and the American-flag merchant marine by promoting "increased ocean transportation of bulk commodities in the foreign commerce of the United States in United States flag ships."

Towards this end, the bill calls for carriage of five percent of U.S. bulk cargoes in U.S.-built, U.S.-flag ships by 1983. That percentage would increase one point per year until a minimum 20 percent of U.S. bulk cargoes is carried by U.S. flag vessels.

SIU Legislative Director Frank Pecqueux noted that H.R. 6979 addressed the most crucial concern of the U.S. maritime industry—

cargo. "From the beginning of this session of Congress to the end," he said, the SIU has "raised the issue of cargo."

158 New Ships

A key aim of the legislation is the "construction of 158 bulk ships of 120,000 dwt capacity by 1998," which would provide an estimated 146,150 man-years of employment in U.S. shipyards as well as thousands of jobs in marine supply industries.

Shipbuilding Council of America President Edwin Hood hailed H.R. 6979 as "a clear expression of... Congressional concern with respect to the vitality and continued existence of critical U.S. shipyards and their continued ability to provide industrial support to the U.S. Navy and the American merchant marine in times of national emergency."

"A loss of even 10 percent of current shipyard capability," Hood warned in a letter to the 18 co-sponsors of H.R. 6979, "would reduce the base to below the minimum required level for mobilization."

Strong support for the measure was also voiced by Rep. Leo C. Zeferetti (D-NY) who said "H.R. 6979 will give this country the capacity of fulfilling national requirements during peace and war and a U.S.-flag merchant marine capable of giving the United States independence from foreign shipping."

"H.R. 6979 does not represent any additional cost to the U.S. Treasury," Zeferetti pointed out, "and only a very low percentage increase in costs to bulk commodity

exporters and importers. This is a very small pricetag," he added, "for stimulating vital industrial segments of the economy, increasing employment, aiding our balance of payments, adding tax dollars to the U.S. Treasury and fostering the growth of the U.S. merchant marine."

Benefits of H.R. 6979 would include decreasing U.S. dependence on foreign shipping for strategic materials, rebuilding the U.S. flag bulk fleet and providing badly-needed shipyard and support industry employment.

The bill, which has been referred to the House Merchant Marine & Fisheries Committee, requires all segments of the U.S. maritime industry, including shipyard and seagoing labor and management as

well as marine suppliers to cooperate to achieve 15 percent cost reductions.

"In order for the percentages of bulk cargo imports and exports required to be carried in United States flag ships... to be enforced," H.R. 6979 states, "the actual cost of United States flag bulk ship operation and United States bulk shipbuilding under this program shall be at least 15 percent below the estimates of projected costs."

In spite of the broad-based support for the measure, H.R. 6979 is not likely to be debated by the full House prior to the adjournment of this session of Congress later this year. However, the bill will almost certainly be re-introduced when the 98th Congress convenes in January, 1983.

Boggs Bill Picks Up 17 New Sponsors

Seventeen additional co-sponsors of the "Competitive Shipping and Shipbuilding Revitalization Act," H.R. 6979, were announced by the bill's author Rep. Lindy Boggs (D-LA) on Sept. 8. They are:

- Rep. Joseph P. Addabbo
Democrat, New York
- Rep. Douglas Applegate
Democrat, Ohio
- Rep. Tom Bevill
Democrat, Alabama
- Rep. William Clay
Democrat, Missouri
- Rep. Tom Coelho
Democrat, California
- Rep. M.M. Dymally
Democrat, California
- Rep. Roy Dyson
Democrat, Maryland

Rep. Dennis E. Eckart
Democrat, Ohio

Rep. Robert W. Edgar
Democrat, Pennsylvania

Rep. Barney Frank
Democrat, Massachusetts

Rep. Tom Lantos
Democrat, California

Rep. Parren J. Mitchell
Democrat, Maryland

Rep. G.V. Montgomery
Democrat, Mississippi

Rep. Ronald M. Mottl
Democrat, Ohio

Rep. James L. Nelligan
Republican, Pennsylvania

Rep. Claude Pepper
Democrat, Florida

Rep. Al Swift
Democrat, Washington

Delta Sold to Crowley for \$96M: SIU Jobs Secure

SIU-contracted Delta Steamship Lines has been sold for \$96 million to Crowley Maritime International, Inc.

Spokesmen for Crowley, which is also an SIU-contracted company, said that no immediate changes are planned in Delta's operations. "We think highly of their management and very highly of the market they're in" said Crowley's director of personnel, Richard Brenner.

The most important thing is that the jobs of Seafarers on the ships remain secure.

Delta operates 24 vessels, including 16 general cargo carriers, four LASH carriers, and four combination passenger and cargo ships. Since 1969, the company has been owned by Holiday Inns, Inc.

Crowley Maritime International is a subsidiary of San Francisco-

based Crowley Maritime Corp. and claims to operate the world's largest fleet of tugs, barges, offshore oil rig support vessels, and other marine equipment. The company has a fleet of some 450 tugs and barges and offshore supply boats.

Delta, which is the second-largest U.S.-flag subsidized liner company, has regular sailings to Central and South America from the East and West Coasts. Also, from the Gulf and East Coasts, the company serves West Africa and Caribbean ports.

The sale must be approved by the U.S. Maritime Administration (MARAD) but there is not expected to be any problem.

Within five years, Crowley hopes to terminate Delta's existing long-term subsidy contracts that run through 1995 and 1997 and that cover five services.

In return for giving up the subsidy, Crowley is asking MARAD to pay it \$152.4 million annually for five years. Delta now gets about \$58 million a year in subsidy funds.

According to Brenner, Delta will continue to be based in New Orleans

and Andrew E. Gibson will stay on as the line's president.

Talking about the pending acquisition of Delta by Crowley, Brenner said, "We think the marriage between two maritime firms makes a lot of sense."



SIU jobs on all Delta Steamship vessels remain secure as a result of the sale of Delta to SIU-contracted Crowley Marine.

THE old adage "too many cooks spoil a broth" isn't always true, especially when it comes to upgrading.

Twelve more stewards took advantage of the SIU's Steward Recertification Program to find out what's cooking in their union.

Thanks to the SIU's ambitious two month recertification program which took place in Piney Point, New York, and Washington D.C., the stewards will be able to play a more active role on their respective vessels. They learned a great deal about the union's structure; studied the contract, and the pension and welfare plans in detail.

The stewards received top flight instruction. They met with the heads of all the departments, and saw firsthand the union's Washington operation.

Maritime is a rapidly changing industry. Technological advances affect us all.

The Chief Steward, along with the Bosun, are the unofficial heads of

the unlicensed crew. It is important that the steward be aware of what's going on, since other members of

the crew often ask him for advice. There's more to being a good steward than knowing the latest

recipes. A good steward is one who is up on the latest developments in the maritime industry.



C. W. Johnson Morgan Carroll J. B. Hamis James Gilliam Lewis Lamphere David Smith

Steward Recertification



William Powell Paul Lopez Alva McCullum Henry Galicki Cessar Guerra Joseph Bennett Jr.

Bill Mandates Increased Fill Rate for SPR

Washington, D.C.—The Emergency Preparedness Act of 1982 was signed into law earlier this month. The bill, which is numbered S 2332, gives the President discretionary powers to fill the Strategic Petroleum Reserve at a rate of 300,000 barrels a day. It also sets a mandatory fill rate of 220,000 barrels a day.

Passage of the legislation marks the end of a nine year battle to protect this nation's security by beefing up its oil reserves. The need for a reserve became apparent during the Energy Crisis of 1973, when many oil producing countries embargoed oil to the United States and other Western nations.

In the ensuing time, the United States, unlike its European partners, did little to build up an adequate reserve of oil. Legislation was passed during the Carter Administration to establish a Strategic Petroleum Reserve. But the legislation did not set mandatory goals.

Many energy experts urged the Administration to set a mandatory fill rate of 300,000 barrels a day. The Administration balked, but finally compromised. The old law set a discretionary fill rate of 220,000 barrels a day, which was rarely met. The new legislation makes that 220,000 fill rate mandatory. It also gives the President the discretionary powers to buy up to 300,000 barrels a day, if budget considerations make that feasible.

The new law requires the President to send a letter to Congress if he believes that budgetary considerations make it impossible to fill the Reserve at a 300,000 barrel rate. It also deals with another important question: the issue of storage facilities.

At present, this country does not have the land-based facilities to store all the oil that will be bought for the

Special Petroleum Reserve. S 2332 "directs the Department of Energy to consider floating as well as on-shore interim storage options," which is a nice way of saying that the oil can be stored on vessels.

While 50% of the oil must be carried to the United States on American flag vessels, thanks to existing cargo preference laws, there is no existing provision that requires the interim storage vessels be American flag. A joint explanatory statement of the conferees directs the Department of Energy to consider the importance of American crewed storage facilities, but it does not mandate such a thing. A number of Congressmen have expressed uneasiness over the prospect of storing oil for the Strategic Petroleum Reserve on foreign flag vessels.

The present legislation will remain in effect until the reserve contains at

least 500,000,000 barrels of oil. When that figure is reached, the President may seek to fill the reserve at a rate of 300,000 barrels.



When the SIU-manned SS *Independence* visited the west coast last month, Rep. Glenn Anderson (2nd left) went aboard to greet her in L.A. Also in pics are SIU port agent Mike Worley (left); Capt. Mead, and company president David Stollmeyer (right).



Dispatchers Report for Great Lakes

AUGUST 1-31, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	DECK DEPARTMENT								
Algonac	35	3	2	39	25	0	50	7	4
	ENGINE DEPARTMENT								
Algonac	23	8	0	36	7	0	32	7	2
	STEWARD DEPARTMENT								
Algonac	9	0	0	14	5	0	12	0	0
	ENTRY DEPARTMENT								
Algonac	29	19	1				37	31	10
Totals All Departments	96	30	3	89	37	0	131	45	16

***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.

Reaganomics the Cause of Record Unemployment

Atlantic City, N.J.—In a strong indictment of the “anti-social, anti-union, anti-worker” policies of the Reagan Administration, SIU President Frank Drozak called on a united labor movement “to put those who have supported the Reagan programs on the unemployment line where they have put 11 million of their fellow Americans.”

Speaking before several hundred delegates to the New Jersey State Committee on Political Education (COPE) Convention, held here Sept. 8 and 9, Drozak lashed out at the Administration for the “systematic decimation of 50 years of social progress.” COPE is the political action arm of the AFL-CIO.

“The record of the Reagan Administration is painfully clear,” said Drozak. “Virtually everything Reagan has done since he entered office is aimed at the destruction of the American trade union movement as a viable institution for the protection of the rights of working people.”

“By far the most destructive thing Reagan’s programs and policies have done,” Drozak continued, “is the steady erosion of jobs in America.”

Has Hurt Maritime

Drozak noted that during his election campaign Presidential candidate Reagan had paid a visit to Sun Shipyard in Chester, Pa., where he spoke of the “dire” U.S. need for “a rational, reasonable and effective maritime policy... Ship-



SIU President Frank Drozak (2nd right) is with U.S. Senate hopeful Frank Lautenberg (2nd left) of New Jersey; Charles Marciante (left), head of the N.J. AFL-CIO and Ed Pulver (right), secretary-treasurer of the N.J. State Federation at the Committee on Political Education (COPE) Conference in Atlantic City early this month.

building, a strong maritime industry and our national security go hand-in-hand,” Reagan told the shipyard workers in Aug., 1980.

The tragic irony of Reagan’s Sun Ship visit is that the yard no longer builds ships. “Hundreds of those shipyard workers who stood there that day are now on the unemployment lines,” Drozak said.

If all of Reagan’s maritime initiatives are enacted, countless thousands more jobs will be lost in U.S. shipbuilding, supply and support industries, Drozak charged. And in spite of the lip service Reagan paid to the U.S. maritime industry, the President “has openly opposed every effort and every initiative we in the maritime labor movement have attempted in Congress to turn our industry around

and save American maritime jobs,” he added angrily.

But, if the “fast-shuffle” Reagan has given the maritime industry is bad, Drozak continued, citing elimination of Construction Differential subsidies, sharp curtailment of Operating Differential Subsidies, closing the U.S. Public Health Service Hospitals and allowing U.S. ship operators to build abroad, “his record for workers in general is even worse.”

Millions of dollars in federal aid have been cut from crucial social programs, said Drozak, listing “the Food Stamp program, the School Lunch and other important nutrition programs for the needy... education... and job training programs.”

“The Reagan budget ax has not missed one ‘aid-to-the-needy’ pro-

gram under supervision of the Federal government,” he said.

‘Must Send a Message’

Drozak issued a call to arms for organized labor to “send a message loud and clear to President Reagan,” on Election Day, Nov. 2, “that the days of his anti-social, anti-union, anti-worker policies are numbered.”

Electing a Congress committed to the well-being of American working people will halt Reagan’s course of continued budget cuts and spiraling unemployment, added Drozak.

While he acknowledged that “we have a tough job ahead of us... long hours of voter registration, phone banks, passing out leaflets and all the other different chores of helping a candidate get elected,” Drozak assured the COPE delegates that the results—neutralizing Reaganomics—would be worth every effort.

“With the proper people in office, people who are willing to work with us to counter the destructive programs of the Reagan Administration,” Drozak concluded, “we can start putting people back to work in 1983.”

In addition to SIU President Frank Drozak, speakers at the two-day N.J. Cope Convention included N.J. Senate Candidate Frank Lautenberg, who was earlier endorsed by the N.J. State Federation, and other local politicians. Chairing the COPE Conference was N.J. State AFL-CIO President Charles Marciante.

Union Buster on Labor Department Payroll

Washington, D.C.—Six months ago, the U.S. Department of Labor hired an economics consultant who views his job as “union bustin’” and who derisively described U.S. maritime unions view of themselves as “the most neglected and wretched poor creatures (who) ever walked God’s earth.”

Carl Dahlman, a Swedish citizen, made the remark on “union bustin’” in a letter to John Cogan, the Labor Dept.’s senior economic policy adviser who hired Dahlman as a consultant.

The letter, dated Dec. 1, 1981 and recently obtained by a newspaper reporter, was written on University of Wisconsin letterhead where Dahlman is an economics professor. It says, in part:

“... I’m coming [to Washington] as a consultant, not on the IPA [intergovernmental personnel assignment] program. The reason is that

if I go on IPA, then my salary is paid by Wisconsin and I’m formally in their employ, which means that the time I spend bustin’ unions will count towards tenure and my dept. chairman won’t have that...”

Cogan fluffed off Dahlman’s comments about union busting, saying they were made in jest. It was more difficult, however, to shrug off Dahlman’s remarks about U.S. maritime which were contained in a written critique of a paper on maritime policies which was prepared for Labor Secretary Raymond J. Donovan.

Dahlman dismissed the paper, prepared by Robert W. Searby, deputy undersecretary for international affairs as “just so much hogwash. It’s a very poor paper... written by a guy who’s been a pipeline for the unions for years.”

“The paper starts,” writes Dahlman, “by saying that the maritime

unions have never received anything from any administration, they are [the] most neglected and wretched poor creatures [who] ever walked God’s earth.”

In the overview, Searby talks about phasing out American-owned, flag-of-convenience fleets which, he points out, “is more than ten times as large as the U.S.-flag fleet engaged in international commerce.”

“Naturally,” Dahlman sneers in his report, “unions would love a rule that requires all U.S.-owned ships of whatever flag to use U.S. crews or to have these ships registered as U.S. ships and then manned by Americans. But it is a dead policy.”

When asked to comment on Dahlman’s clearly anti-union statements, Cogan, Dahlman’s boss, said he had “fullest confidence in Dahlman,” though he called the flap over Dahlman’s maritime labor positions

“unfortunate.”

SIU President Frank Drozak used stronger language remarking that Dahlman’s “criticism... seemed to be based on a dislike of unions and a distaste for doing anything that would help them.”

“By his own admission Mr. Dahlman sees his function as union busting,” said Drozak, “and it seems clear that his determination on matters of labor policy would be made on the basis of his antagonism toward organized labor.”

Drozak called Dahlman’s appointment a “subversion of the role of the Dept. of Labor.”

All other issues aside, the fact that the U.S. Dept. of Labor has two foreign nationals on its payroll (in addition to Dahlman, Cogan hired a Canadian as another economic policy advisor) at a time of near-record U.S. unemployment seems insensitive at the very least.

Area Vice Presidents' Report

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



In the midst of this disappointing shipping season on the Rivers and Lakes, I'm happy to report that SIU-contracted Orgulf will soon be christening a brand new 8400 horsepower towboat, the *James Ludwig*.

Also, the Orgulf contract will soon be coming up and ballots for the election of a contract committee and suggestion forms for contract proposals are being sent out.

At SIU-contracted National Marine, contract negotiations are in progress. The membership elected four rank-and-

file members to the contract negotiating committee. They are Lars Rood, James Benoit, Robert Chalet, and Scott Burnap.

In Missouri, the SIU gave strong support to Democratic Representative Bill Clay who has been a good friend of labor. Our backing for this senior member of Congress helped him to win a tough primary race.

Earlier this month I was at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. to chair the annual Towboat Advisory Board meeting. Of all the Towboat Advisory meetings held, this one was the most positive and productive. The meeting attracted more participants than ever before from SIU-contracted companies. The future of inland shipping and the best way to prepare for that future were discussed by the participants. It was a very worthwhile meeting and felt that a lot was accomplished.

As we continue to struggle through the worst shipping season on the Great Lakes since the Great Depression, the Union is making every effort to lessen the impact on our members. Servicing is continuing on a regular basis and claims are being pressed as quickly as possible. The drop in shipping is a result of the drop in cargoes due to a decimated auto industry. Hopefully, there will be a break in this situation next season. Meanwhile, your Union representatives are available to help in any way they can.

West Coast, by V.P. George McCartney



HERE on the West Coast shipping has been fair to good. We are awaiting the re-entry of three SIU-contracted ships to the Alaska oil trade. They are the supertankers *Massachusetts*, *Brooklyn*, and *Williamsburgh*.

However, the SIU-contracted *Santa Magdalena* (Delta) continues to be laid up for lack of cargo. She'll possibly be sailing in November. Her plight brings home a very important point—the need for a bulk cargo bill. There's just such a bill pending now in the House. It's H.R. 6979, the "Com-

petitive Merchant Shipping and Shipbuilding Revitalization Act of 1982." This bill is getting the full support of the SIU. We need bills like this as well as bilateral shipping agreements if we want to see the U.S. merchant marine survive.

Some important events will be taking place in the Wilmington area in the coming weeks. The 25th anniversary meeting of the AFL-CIO's Los Angeles-Orange County Organizing Committee will be addressed by the Federation's president, Lane Kirkland. Steve Edney, the National Director of the SIU-affiliated United Industrial Workers (UIW) is chairman of the Committee.

On Oct. 6, National Maritime Council Unity Day, which will be held on the permanently docked UIW-contracted *Queen Mary*, will be moderated by SIU President Frank Drozak. Over 400 people are expected to attend. Herb Brand, chairman of the board of the Washington, D.C.-based Transportation Institute (TI), will also participate.

From the port of Honolulu, we can report that both of the SIU-contracted American Global Lines cruise ships are back on their regular runs. During the summer, the *SS Independence* had experimented with a voyage along the West Coast. It is very vital for the continued health of these ships—the pioneers in the revitalization of the U.S.-flag passenger ship business—that the tax equity bill for exemptions for conventions aboard ships be passed by the Congress.

In the political arena, we have been very active in trying to get Tom Bradley elected governor and Jerry Brown elected U.S. Senator for California. In key Congressional races, we're fighting against some big Republican war chest money to get Democrats Glenn Anderson and Tom Lantos elected.

Under the Union's trip relief program, we shipped the following relief jobs on the West Coast in August: San Francisco—two in the deck department, one in the engine department; Wilmington—none; Seattle—one in the deck department, one in the steward department.

Gulf Coast, by V.P. Joe Sacco



With winter approaching it is hoped that there will be an increase in shipping because of the seasonal upswing in petroleum carriage. The poor economy of the country is continuing to have an effect on all segments of Gulf shipping.

The SIU participated in the Labor Day celebration in San Antonio, Tex. where a statue of the famous labor leader Samuel Gompers was unveiled. The main speaker was AFL-CIO President Lane Kirkland.

Politically, this month has been a very active one in Texas and other Gulf states. In Texas, the governor's race is an extremely important one, and SIU members are asked to come to the hall if he or she can help out.

In Louisiana the Congressional races are very significant for us. Three of the candidates we are supporting—all of them friends of maritime workers—did very well in the primaries and will be returned to Congress. They are Lindy Boggs and Gillis Long, both Democrats, and Bob Livingston, a Republican.

Just recently Congresswoman Boggs addressed the Maritime Port Council in New Orleans and thanked the Council for its support of her candidacy. In turn, the Council expressed its appreciation to the Congresswoman for her introduction of H.R. 6979, the "Competitive Merchant Shipping and Shipbuilding Revitalization Act of 1982" which is aimed at promoting the carriage of bulk cargoes on American-flag ships.

SIU-contracted Delta Steamship Lines was sold for \$96 million to another SIU-contracted company, San Francisco-based Crowley Maritime. The jobs of SIU members aboard the Delta ships will remain secure.

Under the new trip relief program, the following relief jobs were shipped August: Mobile—none; New Orleans—two in the engine department and two in the steward department; Jacksonville—none; Houston—three in the steward department, four in the deck department, and one in the engine department.

East Coast, by V.P. Leon Hall



This month marked the 100th anniversary of Labor Day and in the port of New York it was a big success drawing approximately 400,000 people to the annual parade.

The SIU was out in full force with several hundred members marching along with District 2 of the Marine Engineers Beneficial Association. Making a particularly impressive showing was a contingent of trainees from the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. With their banners held high, they

marched in tight military formation. The group was a standout in the crowd.

Not as joyful as the Labor Day parade is the shipping situation on the East Coast which was slow last month. In the Deck Department 59 members shipped; in the engine department, 47; in the steward department, 23, and in the entry ratings, 45 from the port of New York.

However, there has still been a lot of work to do. In the port of New York for the month of August, we paid off 29 ships, visited 19 vessels in transit, and signed on 13 ships.

Under the new trip relief program, the following relief jobs were shipped: New York—three in the deck department, five in the engine department, and two in the steward department; Gloucester—none; Philadelphia—two in the deck department; Baltimore—one in the deck department, one in the engine department; Norfolk—one in the steward department, one in the engine department; Piney Point—none.

The last few months and the upcoming weeks are vital ones in the political sphere. There's a number of important races and we could use all the help we can get in electing labor-backed candidates. Just drop into any of the Union Halls and volunteer a little of your time. There's a lot to do if we want to have the people in office who will be good for maritime labor.

In connection with political activities, I'm happy to say that our voter registration drive in New York is moving along very well. There's a booth set up in the Hall for anyone who wants to register. It's an extremely simple procedure, so if you're not registered, please do so quickly as possible.



Marching Seafarers join MEBA District 2 members in the parade on Sept. 6.



N.Y. governor hopeful Mario Cuomo (front center) waves to the Labor Day Parade crowd.

Labor's Ranks File Up Fifth Ave.

Biggest N.Y. Labor Day Parade Ever

New York, N.Y.—The sun shone down on the biggest Labor Day Parade in history as crowds estimated at close to half a million marched up Fifth Avenue or cheered from the packed sidewalks, marking organized labor's centennial year.

Tens of thousands of rank-and-file union members representing 250 labor unions and locals including a large contingent of Seafarers, streamed over the 26-block parade route which ended at St. Patrick's Cathedral on New York City's West 52nd Street. The SIU contingent included members from the New York area as well as a group of young Seafarers from Piney Point.

Sprinkled among the marchers were a clutch of campaigning politicians, hustling votes for either the New York primary Sept. 23 or the Nov. 2 general election.

Some, like Lt. Governor Mario Cuomo, who's been endorsed by the N.Y. State AFL-CIO in his bid for the Democratic gubernatorial nod, were greeted enthusiastically by legions of supporters, including the SIU contingent waving "Cuomo for Governor" signs. Others were all but ignored by the marchers.

Members of Local 802 of the Musician's union kicked off the parade at 9:57 A.M. They were followed by N.Y. Central Labor Council President Harry Van Arsdale and AFL-CIO Regional Director Michael Mann, the parade's Grand Marshal, who called the march "the greatest and the best we've ever had."

The first Labor Day parade was



At W. 41st St., Radio City Musical Hall Rockettes, union members, kick up their heels.

held in 1882 in New York City's Union Square with 10,000 participants. The 1981 parade, the first to be held in New York after a 13-year suspension, drew anywhere from 100,000 to 250,000. This year's total of 400,000 to 500,000 capped all earlier Labor Day turnouts.

The picture-perfect weather, marching bands and colorful banners made this Labor Day parade a celebration of the American worker. But the parade also provided the labor movement with an opportunity to underscore deep opposition to the Reagan Administration's policies.

Scores of placards displayed throughout the march, pronounced organized labor's animosity towards Administration policies that have increased unemployment to the highest level since the Depression while slashing Federal programs that aid the unemployed, the poor and the elderly.

"Free Cheese Is Fine But a Job is Better," "Are Reagonomics Killing Your Parents," "Government That Works Keeps People Working," and "Stop the Flood of Imports," were some of the signs waved by union members.

Not forgotten was the now-disbanded Professional Air Traffic Controllers Organization which was decertified by the Federal government following a bitter strike last year. "New York Labor Mourns Patco—1968-1981," read a sign draped over a hearse that moved slowly at the head of the parade.

SIU members marched side-by-side with members of MEBA-AMO District 2.



Goin' up N.Y.C.'s 5th Ave. in the parade is a contingent of the SIU's Piney Pointers.

Unveil Gompers Statue on Labor Day

San Antonio, TX.—Parades, picnics, public forums and concerts highlighted the Labor Day weekend in this city. But San Antonio's big event in this, organized labor's centennial year, was the unveiling of a statue of Samuel Gompers, founding President of the American Federation of Labor which became the AFL-CIO in 1955 when it merged with the Congress of Industrial Organizations.

AFL-CIO President Lane Kirkland keynoted the unveiling ceremony of the 16-foot statue of Gompers who died in San Antonio in 1924. Surrounding Gompers are figures of American working men and women.

Kirkland also served as Grand Marshal of the San Antonio Labor



Samuel Gompers, the founding President of the American Federation of Labor.

Day parade in which 25,000 union members, accompanied by floats and bands, marched between Ave. E and Third St., and the parade's endpoint on Camaron Street.

In his speech, Kirkland noted that many of the words Samuel Gompers spoke more than a half century ago were prophetically true about America today.

"It is a false and unwise economy," Kirkland said, quoting Gompers, "and a lack of statesmanship to retrench public expenditures and improvements when such a course means suffering, misery and hunger." Marking the huge cuts

in public assistance programs made by the Reagan Administration, Kirkland said the Administration would be wise to heed Gompers' words.

Dozens of top union officials, as well as local and national politicians, joined AFL-CIO President Kirkland on the parade reviewing stand. On hand was American Federation of Government Employees President Kenneth T. Blaylock who served as honorary national co-chair of the San Antonio Labor Day Celebration along with Kirkland.

SIU Vice President Joe Sacco, who is also a vice president of the

Texas state AFL-CIO, represented the Union in San Antonio. Other participants included United Farm Workers President Cesar Chavez, San Antonio Mayor Henry Cisneros and Rep. Henry Gonzalez.

Joan Suarez, president of the San Antonio AFL-CIO, opened the 9:45 A.M. dedication ceremonies with Texas AFL-CIO President Harry Hubbard and Glen Peterson, national vice president of AFGE.

The Gompers memorial, commissioned by the San Antonio AFL-CIO, is the work of sculptor Betty Jean Alden. The statue's Market Street site was donated by the city of San Antonio.

Personals

Robert Benjamin

Please contact, Vincent Schettina, 50 Tompkins Place, Brooklyn, NY 11231.

Charlotte Delmont

Please contact, your son, Shane McCluskey at P.O. Box 316, Ft. Madison, Ia. 52627. Urgent!

William Brack

Please contact, Marie Brack at 1860 Sunset Strip, Sunrise, Fla. 33313. Tel. (305) 735-2072.

Beg Pardon...

So Sorry About That



In July's LOG, we inadvertently ran an obituary of Laker Eino Arvid Salo, 70, of Wentworth, Wis., who later notified us that he is very much alive and

kickin'.

We sincerely apologize to Brother Salo and to his wife, Helmie and his sons and daughters. Please excuse the error, our faces are red!

The Editor

Waterman Part of U.S. Navy's TAKX Program

Washington, D.C.—The U.S. Navy is moving ahead on an ambitious ship charter program which would provide employment to both American shipyards and seafarers.

Plans are for the Navy to charter at least six and possibly as many as 13 ships from private companies to act as floating armories in the Navy's Rapid Deployment Force.

The auxiliary ships to be chartered for the maritime prepositioning force under what the Navy calls the TAKX Pre-Position Ship Program will "provide the capability to pre-position equipment and supplies to three Marine Amphibious Brigades in areas of potential crisis," a Navy statement said.

Contingent upon approval of Congress, the Navy has entered into agreements for long-term charters of either newly constructed or converted vessels owned by SIU-contracted Waterman Steamship and two other companies.

With a pricetag of over \$800 million, the Navy will charter at least six ships for an initial, five-year period with options to acquire seven more and to extend the initial charter period by four additional

five-year periods. Three of the ships will be available by Sept. 30, 1984 and the remainder will be delivered in 1985 and 1986.

The Navy's agreement with Waterman calls for the definite charter of one ship with options on two others at a cost of \$124,789,000. The vessels, built initially for regular liner service, are the 23,500 dwt Ro/Ro's *John B. Waterman*, *Thomas Heyward* and *Charles Carroll*.

Among the benefits of the TAKX program, said a recent Navy statement, is that "... American shipyards," will be provided "with expanded conversion work, American industry with additional business and American merchant mariners with additional jobs."

Acting Navy Secretary James F. Goodrich expanded on the benefits to U.S. seamen and shipyard workers from the TAKX program in letters sent last month to both the House and Senate armed services and appropriations committees.

"In addition to the military capability provided," Goodrich told the Congressional committees that must approve the program, "TAKX...

also will provide significant economic opportunities in both the ship construction and ship operating industries."

"In particular," Goodrich continued, "this program provides an immediate employment boost to that segment of the shipbuilding industry

normally associated with the merchant marine and for which little commercial work is expected in the near future."

Much of the conversion work is slated to take place at Bethlehem Steel's Shipyards in Sparrows Point, Md. and Beaumont, Tx.

AFL-CIO Has a Beef With Iowa Finks

BOYCOTT IOWA BEEF Processors products! That's the word from the AFL-CIO Executive Council which has endorsed the "Don't Buy" campaign of the United Food & Commercial Workers union against Iowa Beef Processors.

A UFCW strike against IBP's Dakota City, Neb., plant is now entering its third month. The strike was called when IBP refused to bargain on its 'final contract offer' which called for a four-year wage and cost-of-living freeze, wage cuts for about 700 workers and other givebacks.

The Governor of Nebraska ordered state troopers and the National Guard to the strike site to prevent clashes between the 2,000 striking UFCW members and the 1,400 scabs hired by the company.

National Labor Relations Board

charges against IBP for refusal to bargain in good faith and other labor law violations are pending, with a hearing scheduled for next month.

This is the fourth AFL-CIO job action launched against IBP since 1969, when the UFCW began negotiating its first contract there.

The first UFCW strike (held by what was then the Meat Cutters union) lasted seven-and-a-half months. Iowa Beef next locked out employees for 189 days between July 1973 and January 1974. The longest action against the company came when the union struck for 14 months, from Feb. 1978, to April, 1979.

The SIU calls on all Union members and their families to support our brothers and sisters in the UFCW by boycotting all products of Iowa beef Processors.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

September 1982

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

Washington has found a new glamor issue: the balanced budget amendment.

Experts are split over the effect that such an amendment would have. Some say that it would put the nation back on course financially. Others are not so sure.

The maritime industry is in a unique position to judge the measure. It has often been the subject of Congress legislation, only to be neglected by the bureaucrats who carry out policy.

To give an example: President Reagan recently decided to extend for one year the US-Soviet grain pact. Very few people remember that the original pact called for a 30-30 split between American and Soviet carriers.

Unfortunately, the government has not carried out the original agreement. According to one highly placed official in the maritime industry, "Somebody is carrying American grain to the Soviets, but it sure as hell isn't an American operator."

Fenwick Flub

A story reported by the *NY Daily News* gives a vivid picture of what the maritime industry is up against in Washington. According to the reporter for the paper, Millicent Fenwick (R-NJ) was being briefed by maritime officials in Washington. "Look," said the wealthy congresswoman who is running for the U.S. Senate, "I know everything I need to know about the maritime industry. My father owned a yacht."

Boggs Bulk Bill

Lindy Boggs introduced one of the year's most important pieces of maritime legislation, the Competitive Shipping and Shipbuilding Act of 1982, H.R. 6979. The bill seeks to promote increased United States flag ocean transport of bulk commodities in the foreign commerce of the United States. It would also strengthen this nation's industrial defense base.

The bill has picked up considerable support since it was first introduced last month. Seventeen more representatives have added their names to the bill's list of co-sponsors, raising the number to 36.

MARAD Authorizations

The Maritime Authorizations Bill, which is decided upon yearly, is expected to come up for a vote within the next few weeks. A spirited floor fight is predicted. A number of Congressmen have expressed dissatisfaction with the far-sighted bill that was reported out of the House Merchant Marine Committee.

The opponents of the present House bill want to refashion it in the image of its Senate counterpart, which incorporated many of the Administration's suggestions. As it now stands, the House bill would retain the vitally important Construction Differential Subsidy program, raise the ceiling on the Title XI Loan Guarantee Program from \$12 billion to \$15 billion, and bar subsidized operators from building their vessels in foreign shipyards.

Tower-ing Opinion

If Congress were serious about taming the budget deficit, it would begin by setting priorities. It would place health and social needs over generous tax write-offs to businessmen. And it would recognize that the security of this country depends on more than just unused, expensive military hardware. According to **John Tower**, chairman of the Senate Committee on Armed Services, "we must begin to fully appreciate the importance of the U.S. Merchant Marine to the fulfillment of our national security objectives. We must develop a comprehensive national maritime policy—encompassing both our naval forces and civilian merchant marine."

Caribbean Basin Initiative

Ronald Reagan has labeled the Caribbean Basin Initiative his favorite piece of legislation now pending in the House and Senate. Organized labor is opposed to this legislation because it believes that "Big Business" is waiting to make a killing on the fine print by exporting American jobs at a time when the nations unemployment rate is nearly 10%.

In order to safeguard the interests of its members, the SIU has asked that Section 2 of the bill be amended to exclude canned tuna products from unreasonable foreign competition.

Pending Legislation

There are a number of important maritime bills that are still pending action. Some enjoy widespread support. The only problem is time.

This session of Congress is rapidly drawing to a close. Those bills that aren't passed when Congress convenes in December will be officially dead.

Maritime officials are keeping track of the following bills: the Regulatory Reform Act of 1982, the Guarini Conventions tax deduction bill, and the Competitive Shipping and Shipbuilding Act of 1982.

Puerto Rico Passenger Bill

The House has passed H.R. 1489, a bill that would permit passengers to be transported between Puerto Rico and other U.S. ports on foreign flag vessels. Although the bill does not technically amend the Jones Act, the SIU has gone on record as opposing it because of the vagueness of the language. According to SIU President Frank Drozak, "under the terms of the act, it is unclear whether a foreign-flag ship could pick up passengers in one U.S. mainland port, stop at Puerto Rico, continue to another U.S. mainland port, and disembark all of its passengers. At present, this is a violation of cabotage laws and U.S. Customs Service regulations. However, should H.R. 1489 be enacted, it may no longer be determined to be a violation and would create a loophole for the point-to-point domestic transportation of passengers."

The bill is now before the Senate Commerce Committee.

**Don't just gripe to your shipmates!
Write Your Congressman or Senators!
Tell them we NEED a strong U.S. maritime industry.**

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

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

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

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

**SUPPORT
SPAD**

Don't Wait! Apply Now For

AS the 1982 school season begins, it's not too early for high school seniors to start thinking about September 1983, and college. For dependents of Seafarers and Boatmen, the financial burden of college can be greatly eased if they win an SIU scholarship.

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

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

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

Seafarer Requirements

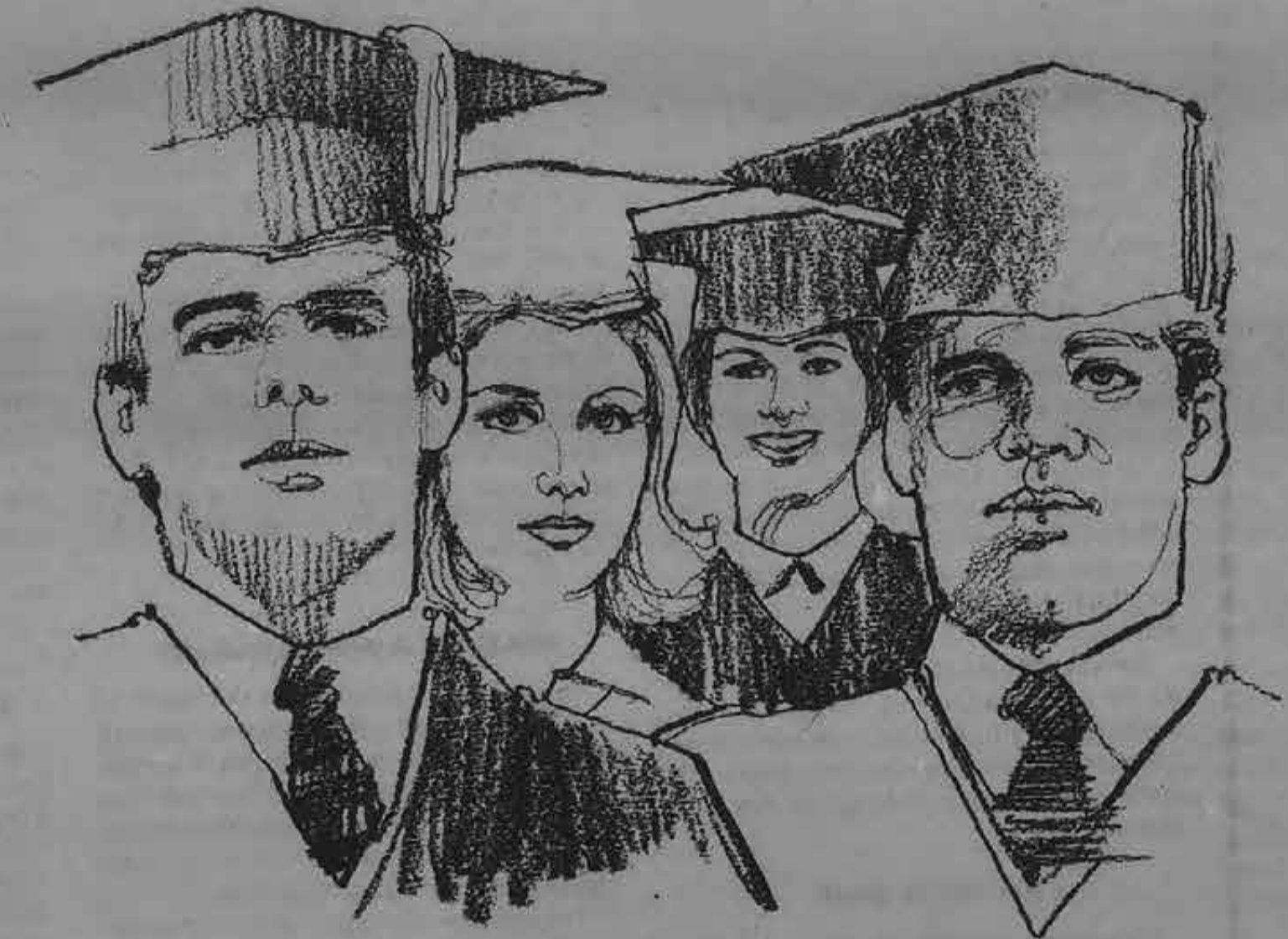
Seafarers and Boatmen who are applying for scholarships must:

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

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

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



1983 SIU College Scholarships

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

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six month period immediately preceding the date of application.
- Have 125 days of employment in the previous calendar year.

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

Must Take SAT or ACT

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

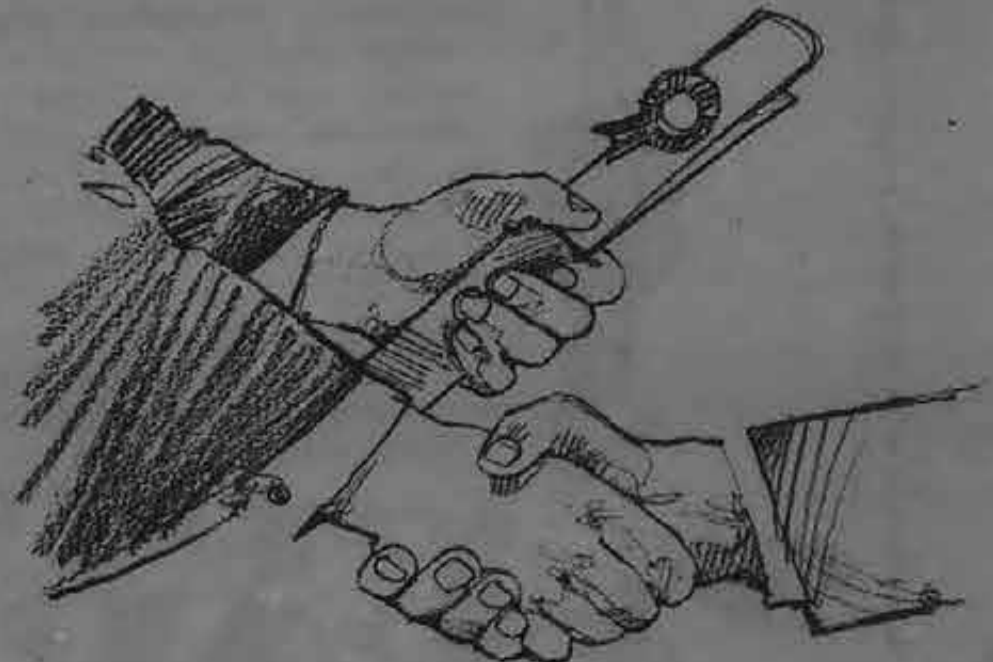
The SAT or ACT exam must be taken no later than February, 1983 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

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

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

Scholarship program applications are available to active members or their dependents at any SIU Hall or through the Seafarers Welfare Plan, 275 20th St., Brooklyn, N.Y. 11215.

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





SIU Crowley Boatmen muster for a pix at the company's docking area. Seated, l. to r., are mates Igor Loch and Michael Domangue. Standing, l. to r., are Cal Callahan, AB; Rudolph Blazeveck, chef; SIU Wilmington representative Marshall Novack; Bill Privette, mate, and David Novack, AB.



The Crowley tug Puerto Nuevo is a 'good feeder' thanks to chef Rudolph Balzevick.

Sunny L.A., an Action Spot for SIU

Boatmen



Jeff Maszk, tankerman, on Barge 25.

SIU-contracted Crowley Marine, who just purchased Delta Lines, has a huge operation of tugs and barges for shipdocking, towing and offshore work worldwide.

One of their action-spots is Los Angeles harbor, where SIU Boatmen man the company's shipdocking and offshore tugs and barges.

Like most of the nation, business is down a bit in L.A. harbor. But SIU boatmen there are working regularly, running 7 boats and 11 barges at the present time.

Part of the company's action in the L.A. area is servicing the big offshore oil rigs off the Southern California coast.

On a recent visit to the Los Angeles area, the *Log* photog hit some of the boats to get a first hand look at the operation.



AB Cal Callahan ties up the Crowley tug George S.



Michael Domangue, mate on the Puerto Nuevo, is a 1981 grad of the SIU's Towboat operator Scholarship Program.



Carpentry is not dead in the maritime industry. So says carpenter Bill Dickinson, 40, who has been a carpenter since he was 15. He's the only carpenter on Crowley's payroll.



The *Silvergate* brings in a group of passengers to the dock as she passes the fishing smack, the *Sea Wolf* (rear).



SIU Rep. Marshall Novack (left) of the port of Wilmington, Calif. answers questions from Tour Guide Robin Springer.

San Diego By Sea, Via SIU Tourboats



Cruise Guide Tony Bowler is ready for the passengers.

THE *Log* recently visited the boats of Star and Crescent Harbor Cruises in San Diego, Calif. where two years ago workers voted to affiliate with the SIU.

The five vessels of the Star and Crescent fleet are tour boats that take their passengers for excursions of beautiful San Diego harbor.

On the 25-mile, two-hour excursion of the harbor, the boats pass such sites as the *Star of India*, the oldest merchant ship still afloat; Lindbergh Field; Harbor and Shelter Islands; Point Loma and its submarine base; Ballast Point, where

the Spanish landed in 1542, and the Cabrillo National Monument.

The boats also pass Zuniga Jetty where gulls, cormorants, and pelicans abound. The tour continues under the San Diego-Coronado Bay Bridge for a look of the Silver Strand. Also viewed on the excursion are the U.S. Naval Station and the old fashion Harbor Fish Mart.

There are 12-mile, one-hour cruises, too.

The five boats in the fleet are: *Silvergate*; *Cabrillo*; *Murrilla*; *Montere*, and *Point Loma*.



Another tour guide aboard is Cindy Delgadillo.



On the *Silvergate* (Star & Crescent) Evelyn Fisher serves coffee at the snack bar.



Capt. Russ Holmes of the *Cabrillo* (Star & Crescent) mans the deckhouse wheel in San Diego Harbor.



Last month Neil Cartwright stands by to feed the tourists.



Making fast a cruise boat is Deckhand and Cruise Guide Kathy Adams.



While a comely passenger (rear) looks on, AB Pedro Enriquez of the *Cabrillo* puts down the gangway.



At the mike extolling the beauty of the Bay is Tour Guide Mike Gardener.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

'The purpose of our school is to guide and encourage our members to improve their professional skills'



By **FRANK DROZAK**, President
Seafarers International Union

THE Seafarers Harry Lundeberg School of Seamanship, named in honor of the first president of the Seafarers International Union, was founded on its present site in Piney Point, Maryland in 1967 by Paul Hall. In the years since the school was founded, it has grown to become the largest educational facility for unlicensed seafarers, and licensed and unlicensed boatmen in the United States.

In the past few years, the School has gone through a very special period of growth and adjustment to meet the ever increasing changes in marine technology and the changing manpower needs of the deep sea and offshore towing industries.

This special 16 page supplement is designed to bring Seafarers and Boatmen completely up-to-date on the SHLSS curriculum.

I suggest you save this supplement for your records and reference.

The purpose of the school is to train, guide, and encourage our people—young and old—to make careers for themselves on the world's oceans or on America's network of inland and coastal waterways,

as well as to upgrade seafarers and boatmen to higher ratings.

To achieve these goals, the school emphasizes both academic and vocational education.

Vocational programs are being continually developed, revised and expanded as changes in industry or Coast Guard regulations occur. The newest teaching aids and techniques have been adapted for use in the maritime field by a teaching staff which includes specialists in virtually every area of the maritime industries.

Complementing the vocational education curriculum are a variety of opportunities for academic advancement. The school offers a remedial reading program, an independent study program, a high school equivalency program, and college credits programs.

Instructors at the Seafarers Harry Lundeberg School of Seamanship emphasize the necessity of competence in both on-the-job skills and in academic areas such as reading and math. Thus, students are motivated to learn because they see the relationship between academic growth and their vocational goals.

The Seafarers Harry Lundeberg School of Seamanship is oriented to the needs of its students and of the maritime industries. Through its combination of academic and vocational education and its policy of responsiveness to technological advances, the school is successfully—and without cost to the government—educating and securing employment for seafarers and boatmen aboard the ships and boats of America's privately-owned, civilian-manned fleets.



LOG

Special 16 Page Supplement



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LOG

Special 16 Page Supplement

'Our aim is to help our brothers and sisters make a better way of life for themselves'

By FRANK MONGELLI, Vice President
Seafarers Harry Lundeberg School of Seamanship

EVERY student at our school is different. They have different backgrounds, different problems, different ambitions and different learning potentials.

Each one of our members who come to the school has his own special understanding of the world he lives in, and how to deal with it. He has his own set of values, his own sense of self-esteem, his own sense of self-confidence, and his own special way of getting along with his shipmates.

Our aim is to help all of our brothers and sisters to make a better way of life for themselves and for their families.

All of our education programs are based on our determination to help our members succeed. Our door, and the doors of all of our staff members, are always open to any of our members at the school who have any problem which is interfering with their effort to improve their life.



'Working together in a new spirit of cooperation'

The hope of the U.S.-flag maritime industry depends in great part on the professional competence of American seafarers, and nowhere is this better understood than at the Seafarers Harry Lundeberg School of Seamanship. To further this hope, the SIU and the U.S. Coast Guard are working together in a new spirit of cooperation. Recently, Admiral John D. Costello, Commander of the Coast Guard's Fifth District at Portsmouth, Va., visited our school to offer his help in fostering a closer relationship to ensure that the educational programs at SHLSS continue to serve the needs of the industry and the nation. Here, Adm. Costello talks with SHLSS Vice President Frank Mongelli, left, and Deck Instructor Tom Doyle.



Vocational Education

'Our goal is to provide America's maritime industry with the most highly skilled workers in the world'

By JOHN MASON
Dean of Vocational Education

VOCATIONAL education is the fundamental approach to becoming a professional seafarer or boatman. The term "professional" has traditionally been associated with groups such as doctors, lawyers, or teachers. Yet, Webster defines *profession* as a calling requiring specialized knowledge. Clearly, today's modern technically advanced vessels, which cost millions of dollars, cannot be entrusted to a nonprofessional person.

At the Seafarers Harry Lundeberg School of Seamanship, professional growth begins with the basic vocational education program—a twelve

week course which provides a continuing source of skilled manpower to SIU-contracted ships, tugs and towboats. These basic training courses are designed to teach the duties performed by entry (or beginning) personnel on U.S.-flag ships or by the deckhands and tankermen on the waterways. Each graduate of this basic vocational program is equipped with the fundamental skills to go aboard his first vessel and perform his duties competently as he acquires the experience necessary to prepare for the next step towards his career goals.

Because the Lundeberg School is approved by the United States Coast Guard, the courses taken by trainees are creditable toward the necessary seetime for upgrading.



John Mason

The upgrading programs permit the experienced seafarer or boatman with sufficient work experience to

advance his professional skills, increase his earnings potential, and provide for his job security as he keeps pace with the advances in his industry.

The course offerings in the upgrading programs include all unlicensed ratings as well as the licensed ratings in the towing industry. Once the general ratings have been achieved, specialized professional courses such as automation and advanced electrical procedures are offered.

Education is a never-ending process at the Lundeberg School—a process which combines shoreside instruction and on-the-job training to build the professional competence of the most highly skilled seafarers and boatmen in the world.

QMED— Any Rating

The curriculum for certification and endorsement as QMED—Any Rating consists of courses leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer, deck engine mechanic, and first aid, fire fighting and oil pollution.

The course of instruction leading to endorsement as QMED—Any Rating consists of classroom work and practical training.

The following is a brief description of the courses required to complete the QMED Any Rating endorsement.

PUMPMAN: (one week)

Training in the safe handling of combustible materials, transferring of fuel, loading and pumping out, topping off, pollution control, operation and use of pumps, fire fighting and emergency procedures.

REFRIGERATION ENGINEER: (two weeks)

Training in the principles of refrigeration, compressors, receivers, dehydrators, valves, evaporators, testing for and repairing leaks, trouble shooting and refrigeration problems, fire fighting and emergency procedures.

ELECTRICIAN: (three weeks)

Training in the fundamental concepts of electricity, batteries, electrical circuits, magnetism and electro-magnetic circuits, transformers, A.C. motors and

generators, use and care of electrical instruments, trouble shooting of electrical equipment, starting, securing and paralleling turbo generators, fire fighting and emergency procedures.

MACHINIST: (two weeks)

Training in the use of hand tools, metal-working tools, measuring instruments, use of metals, metal lathe operations, and basic welding procedures.

DECK ENGINEER: (one week)

Training in the use of hand tools, use of metals, piping and valves, operation and repair of pumps, basic electrical theory, and operation of hydraulic, steam and electrical deck machinery.

JUNIOR ENGINEER: (two weeks)

Training which includes the use of hand tools and measuring instruments, use of metals, piping and valves, principles of refrigeration, combustion of fuels, boiler operations, lubricating oil system, electrical theory, operation and repair of motors and generators, starting and securing auxiliary equipment and main engines, fire fighting and emergency procedures.

DECK ENGINE MECHANIC: (completion)

Consists of instruction in all the above courses plus operation of automated engine room consoles and equipment. Students must attend the entire twelve weeks approved course and successfully pass the examination.

The length of the entire QMED course is twelve weeks.



Fireman/ Watertender and Oiler

The six-week course is available to any deep sea or Great Lakes seafarer who has six months seetime as a wiper or deck-engine utility. If the member is a SHLSS graduate, three months seetime as a wiper or deck-engine utility is required. Along with the time, the graduate must have a completed "sea project" which contains information

on the ship's engine room systems. The course of instruction will consist of the steam and water cycle, fuel oil and lube oil systems. Additional subjects included are, the instruction of diesel engines, turbines, boilers, pumps, valves, evaporators, purifiers, refrigeration and reduction gear units.

Prior to taking the fireman/watertender and oiler exams, the member would take a Coast Guard General Safety Exam (*first aid, firefighting, oil pollution and tank safety*). The preparation for this exam is included in the course of instruction.



Welding

The four-week course is open to any deck or engine rated Seafarer working deep sea, Great Lakes or inland. The knowledge is a valuable skill aboard any vessel.

The Shoptime is spent on electric arc welding in all positions on plate and pipe. Oxy-acetylene cutting and welding is also practiced. Classroom

time covers safety, welding techniques, rod selection, amp setting and polarities.

The objective of the Welding course is to provide the student with the skills required to perform basic welding and cutting jobs aboard ship. The student will be required to demonstrate an ability to weld flat portions, horizontal, vertical and pipe, and be able to braze flat position, and do oxy-acetylene cutting.

Marine Electrical Maintenance

The Marine Electrical Maintenance Course is an eight week program of both classroom and hands-on experience. Following is a brief description to help you understand the contents of the course.

FIRST WEEK

A review of basic electrical theory. This allows those who have completed the QMED course to refresh their basic knowledge. It includes voltage current and resistance calculations using Ohms law, power calculations batteries and magnetism.

SECOND WEEK

Consists of electrical measuring instruments, use of voltmeter, ammeter and ohmmeter. The Simpson multimeter model 260 and the megger are taught in considerable detail. The student will become proficient in their use since these instruments will be used daily for the remainder of the course.

During this week, shipboard electrical hardware will be covered, cable, cable installation and replacement, testing for electrical shorts, grounds and open circuits. The class, together with the supervision of the instructor, will prepare a wiring diagram to install fluorescent lights, switches, convenience outlets and marine receptacles.

THIRD WEEK

Consists of using the wiring diagram, prepared in the second week, to install and connect lights, switches, receptacle

Vocational Education

and make them operational. During this week, alternating current theory will be covered as well as A.C. generators, Switchboard, transformers, and parallel operations of A.C. generators.

FOURTH WEEK

Consists of A.C. motors, (three phase) Induction Synchronous and wound rotor motors, starters and A.C. motor controls. A wiring diagram will be prepared. The three phase motor will be overhauled in the shop. It will then be connected to a motor starter which will be wired according to the diagram in the classroom.

Three phase motor starters will be covered. A single phase motor will be disassembled, reassembled and after a

wiring diagram is prepared, the motor will be connected to a starter and operated. Universal, shaded pole, and split phase motors will be covered.

FIFTH WEEK

This week consists of direct current generator and motor theory. D.C. generator theory and operation is covered. D.C. switchboards and D.C. generator parallel operation. D.C. motors, series, shunt and compound motor operation maintenance and repair is covered as well as conventional D.C. motor controls of several types, both manual and automatic control. The D.C. motor is overhauled, reassembled and after preparing a wiring diagram, it is connected to a control and operated. As



in all motors and controls, the multimeter and megger are used to ensure the equipment is in good condition and not connected improperly.

SIXTH WEEK

This week consists of cargo handling and deck machinery. We now take the motors and controls we have learned and put them into a system and learn to read elementary and schematic wiring diagrams and prepare sequential operating charts of exactly how the equipment functions. We will cover in great detail a Westinghouse adjustable voltage winch, a Westinghouse constant voltage winch and a three-speed, pole changing squirrel cage anchor windlass controller.

SEVENTH WEEK

Consists of an electric battery powered fork lift and an electromechanical elevator. This equipment together with a Ward-Leonard D.C. motor control system has just been added to the course to further strengthen D.C. motor control theory since all LASH equipment uses this control system. Since some of you sail Delta ships, the fork lifts and elevators should be of some help.

EIGHTH WEEK

This week consists of galley equipment, (ranges, deep fat friers, and steam cookers). Sound powered telephone and electrical telegraph systems, engine order telegraph and rudder angle indicators are covered). The primary concern is the replacement of a synchro motor and the proper alignment both mechanical and electrical are of utmost importance if the system is to operate properly. Salinity system operation and maintenance is also presented.

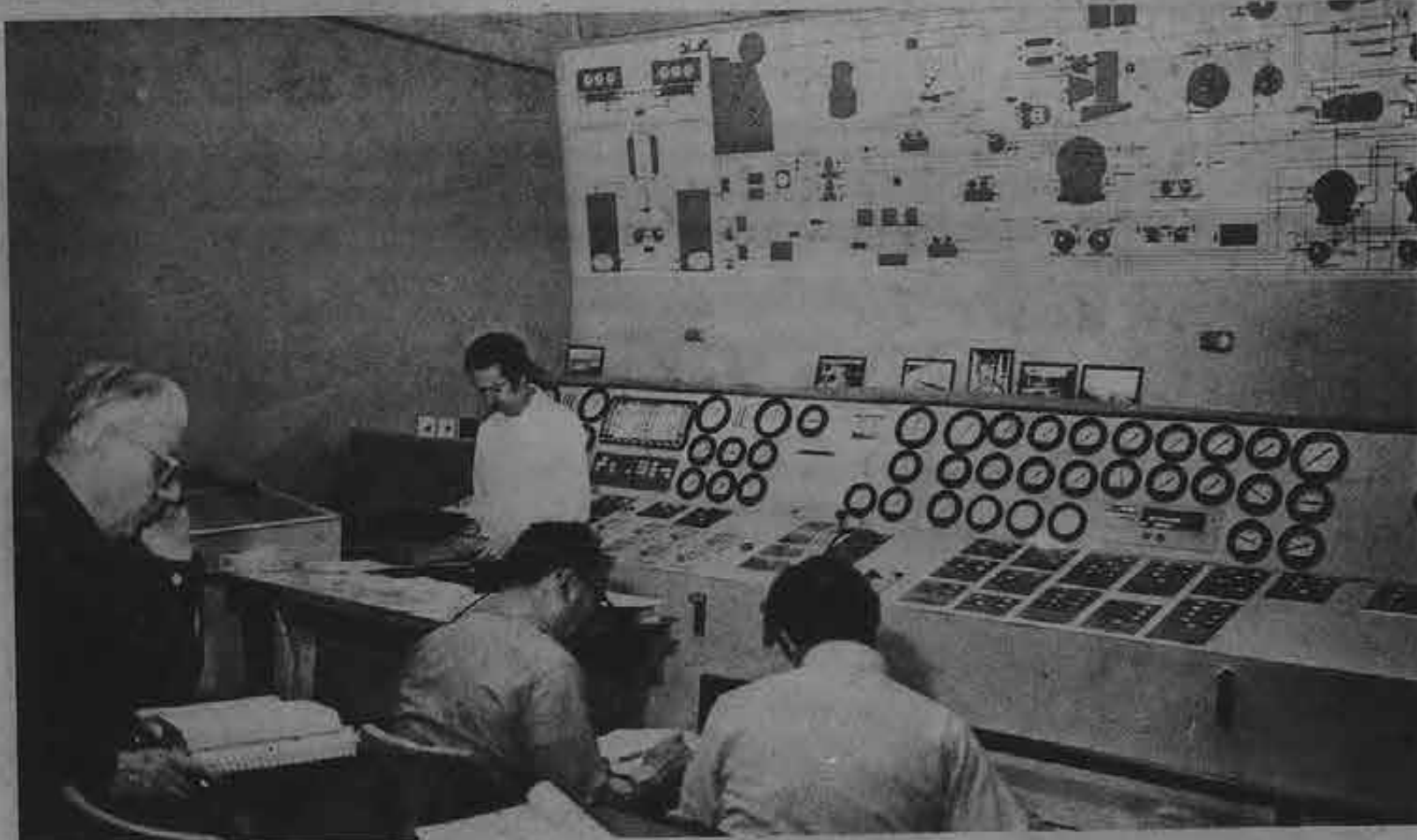
Automation

Today's engine room has become highly automated and has created a need for today's seafarer to expand his knowledge. To meet this need, SHLSS provides a course dealing with automated engine rooms. Seafarers who hold a QMED Any Rating endorsement or equivalent inland experience may apply for enrollment in the course.

Both classroom and practical training on a full scale simulator of an automated engine room console are included in the four-week course.

Included in the course of instruction are an explanation of the basic steam generation system and automatic combustion control; steam turbines and associated equipment; ships service turbo generators and associated equipment. All engine room auxiliary systems such as feedwater, auxiliary exhaust, lube oil, condensate, low and high pressure drains, fuel oil, solo shell and flash type evaporators are also covered in the course of instruction.

Students are divided into groups and given the opportunity to place in operation portions of the engine room, utilizing the simulator until the engine



room is in full operation and ready to get underway.

Individuals then are confronted with engine room casualties such as loss of main engine vacuum, high water in the boiler, hot main condenser, loss of

lube oil pressure, hot main engine bearing, or loss of control air.

Attention is paid to proper shifting from hand to automatic control and back to hand, and the relation between remote controls and engine room

machinery is shown. A complete automatic combustion control system is covered. The students are then given a chance to put together a schematic of any part of the combustion control system.

Refrigeration Systems Maintenance and Operation

Seafarers completing the six week course in refrigeration systems maintenance and operation, through both classroom and hands-on practical training, will acquire the skills necessary to safely and responsibly operate, troubleshoot, and service air conditioning and refrigeration systems aboard SIU contracted vessels.

The course of instruction emphasizes both reciprocating and centrifugal vapor compression system theory and asso-

ciated cycle controls and accessories. This theoretical knowledge serves as a basis for system troubleshooting and fault diagnosis.

Together with practical training in applied electricity and refrigeration service techniques, students learn to operate and maintain ship's stores reefer plants, bulk cargo reefer plants, reciprocating/centrifugal air conditioning plants, sea-going refrigerated container units, as well as the smaller hermetic units such as ice machines, water coolers, pantry refrigerators, beverage coolers and the like.

The revival of the passenger liner trade, particularly, with the associated refrigeration and air conditioning equipment, brings the skills of refrigeration maintenance and operations in ever-increasing demand.



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Pumproom Operations and Maintenance

At the present time, SHLSS offers a six-week course in pumproom operations and maintenance. With engine rooms becoming automated, so are the pumprooms. In some cases, pumprooms are being eliminated completely. Technology seems to be in the same category. With time and tide, it waits for no-one...

In the course of instruction, the students will learn how to use an engine

lathe and precision tools. They will also have the opportunity to work with these tools in the machine shop. Operation and maintenance of pumps, valves, piping, packing, mechanical seals, lubrication, drive components and bearings will also be instructed. Students will then have the opportunity to disassemble, take measurements, and reassemble various pumps and valves.

During the six week period, the student will also obtain the study experience of tanker construction, loading procedures, tank cleaning, inert gas systems, oil pollution, safety and emergency procedures concerning tankers, discharge procedures, fire fighting, and first aid.

Electronic D.C. Drives

Electronic D.C. Drives is a six-week course, currently entitled "Marine

Electronics." The course consists of electronic control of direct current motors, and specifically deals with the LASH gantry crane.

The subject is industrial electronics which is the electronic/electrical control of mechanical devices. Cargo handling

equipment was initially controlled by levers and foot pedals. Today, industrial electronics allows push button control of these systems not unlike automated boilers and engine rooms.

It is not only necessary that the electrician knows how the crane operates

from the operator's standpoint, he must know what occurs when a push button is pressed in order that he can find the trouble when the button is pressed and nothing happens.

The first few days of the course consists of how the LASH gantry crane operator operates the crane. About four weeks of the course consists of learning to read the elementary diagrams and preparing sequential operating charts of how the relays function to control the crane operation.

The crane has numerous built in features. The electrician must know how to line up the crane if a gantry motor fails or a hoist motor fails. The course is not memory material, but a systematic method of how to use the manufacturers instruction book. The electrician must learn how to use the instruction book to light off the crane, to set the crane up for emergency operation and how to troubleshoot the various systems in the crane.

Since the course is basically a print reading course, it is a continuation of the Marine Electrical Maintenance course. The ability to read these diagrams will enable the electrician to read container crane or elevator diagrams. Probably the single most important factor the student will learn is how to use a manufacturers instruction book.



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Conveyorman

The four-week course is open to Great Lakes Seafarers who have at least six months time on a Great Lakes self-unloading bulk carrier. Basic hydraulic and electrical system operation and troubleshooting is discussed. Additional materials covered in the course of instruction include fluid drives, reduction units, pulleys, idlers, belt splicing and repair, and conveyor system operation.

On-the-job-training skills will include, electric arc welding, gas welding and gas cutting.

This course provides the necessary training for a Great Lakes seafarer to sail as a gateman or to help him advance to conveyorman.

The objective of the Conveyorman Course is to provide the students with a sufficient working knowledge of Great Lakes self-unloading bulk carriers, their unloading systems and all related equipment so that the student can successfully perform the job of a Conveyorman. The student is required to be able to troubleshoot electrical and hydraulic systems, and repair and maintain conveyor equipment. He should also be able to cut, weld and braze steel in the flat position.



Diesel Engine Technology

The course of instruction familiarizes students with both high and low speed diesel engine operations. There is classroom and practical shop training in the types, construction and principles of operation of various diesel engines, including fuel, air, lubrication and exhaust systems, the use of various gauges, meters and instruments used

in diesel engines and the operation and maintenance of diesel engine plant auxiliary systems.

Practical shop training includes complete overhaul procedures of operating diesel engines and auxiliary equipment.

The course is designed for two levels of training: pre-engineer license training, and training in diesel propulsion vessels for QMED's. Applicants must hold endorsement as QMED, or have six months service in the engine room onboard a tugboat.

Meeting the Needs of SIU Boatmen and the Towing Industry

Providing SIU-contracted inland waterways companies with the best-trained marine workers in the industry, while also providing SIU members with career upgrading and job security, are the goals of the inland and offshore training programs at SHLSS.

Towboat Operator Course Provides Industry With Fully Trained Vessel Operators

The course of instruction leading to licensing as Towboat Operator includes both classroom study and on-the-job

training aboard vessels of the SHLSS fleet.

Included in the course of instruction

are: earth co-ordinates, charts, aids to navigation, navigation publications, instruments and accessories, dead

reckoning, bearings, current sailing, magnetic and gyro compass (theory and use), time-speed-distance problems, shiphandling, inland and offshore towing, marlinspike seamanship, towboat seamanship, tides and currents, weather, rules of the road, firefighting, CPR, and first aid.

Additionally, instruction is provided to give the operator an understanding of the various regulations and laws which apply to the safe operation of a towing vessel.

The Towboat Operator course is seven weeks.

The objective of the course for Towboat Operator, Inland and Oceans 200 miles offshore is to provide the student with a sufficient understanding of the principles of Towboat Operators and Coast Guard rules and regulations to obtain a license as Towboat Operator. The student must show proficiency in the area of seamanship, safety Rules of the Road (Inland and International) and navigation.

Note: SHLSS also offers a Towboat Operator Scholarship Program in cooperation with the Transportation Institute.



The objective of the Licensed Diesel Engineer (Uninspected) course is to provide the student with sufficient knowledge of towboat engineering routines, maintenance, operation, repair and casualty control procedures on all machinery as the engine spaces, so that the student can pass the U.S. Coast Guard Chief Engineer or Assistant Engineer Diesel license of specified horsepower on uninspected vessels.

Course Description

The course of instruction leading to licensing, as Chief Engineer or Assistant Engineer Uninspected Vessels, will consist of classroom training in pumps, compressors, heat exchangers, propellers, shafting, steering systems, valves, instruments and lubrication.

Training will also include ship construction, damage control, reduction gears, diesel construction, diesel principles, fuel injection, starting systems, governors, boilers, direct current components, alternating current components, batteries, refrigeration, fire fighting, emergency equipment, Coast Guard regulations, pollution laws, sanitary systems, and first aid.

The practical engine training includes extensive "hands-on" operation and maintenance on the school's tugs and in the engine shop. In addition, an applicant must hold a first aid and CPR

Diesel Engine Scholarship is Offered By SIU and Transportation Institute

certificate which is offered at the school.

Part of the application will be a pre-

test to determine the level of ability in reading and general knowledge of engine room equipment. All candidates

must be 19 years of age for Assistant Engineer and 21 years of age for Chief Engineer.



'Oh Pilot 'Tis a Fearful Night!

First Class Pilot

When you have completed the First Class Pilot course now being offered at the Seafarers Harry Lundeberg School of Seamanship, there will be no "danger on the deep." The upgrading course is seven weeks in length and provides a thorough nautical platform from which Boatmen can attain First Class Pilotage for their area of interest.

Instruction includes both classroom and practical training. Subjects covered include COLREGS, Unified Rules, Pilot Rules applicable to the route or harbor of interest, local meteorology knowledge, seamanship, navigation, shiphandling, aids to navigation, instruments and accessories, compass error and sextant angles.

The objective of the First Class Pilot Course is to provide the student with a working knowledge necessary to adequately perform all functions of a First Class Pilot, which includes ship handling in congested areas, docking,



undocking, anchoring, rules of the road, pilot rules applicable to the route, local knowledge of winds, weather, tides, currents, chart navigation aids to navigation and chart sketch of the route.

The ultimate objective of the course is to properly prepare the student to successfully complete the U.S. Coast Guard First Class Pilots examination.

Enhance your knowledge, expertise, earning capacity and job security by

upgrading your license through the First Class Pilot course at the Seafarers Harry Lundeberg School of Seamanship. The teaching staff provides professional guidance and is willing to "go that extra mile" to assist in your success.



Original Third and Second Engineer

Because of a continuing shortage of licensed engineers in the offshore towing industry, the Seafarers Harry Lundeberg School of Seamanship offers an Original Third or Second Assistant Engineer Motor or Steam License preparatory course.

The course is ten weeks in length and includes all subject areas necessary

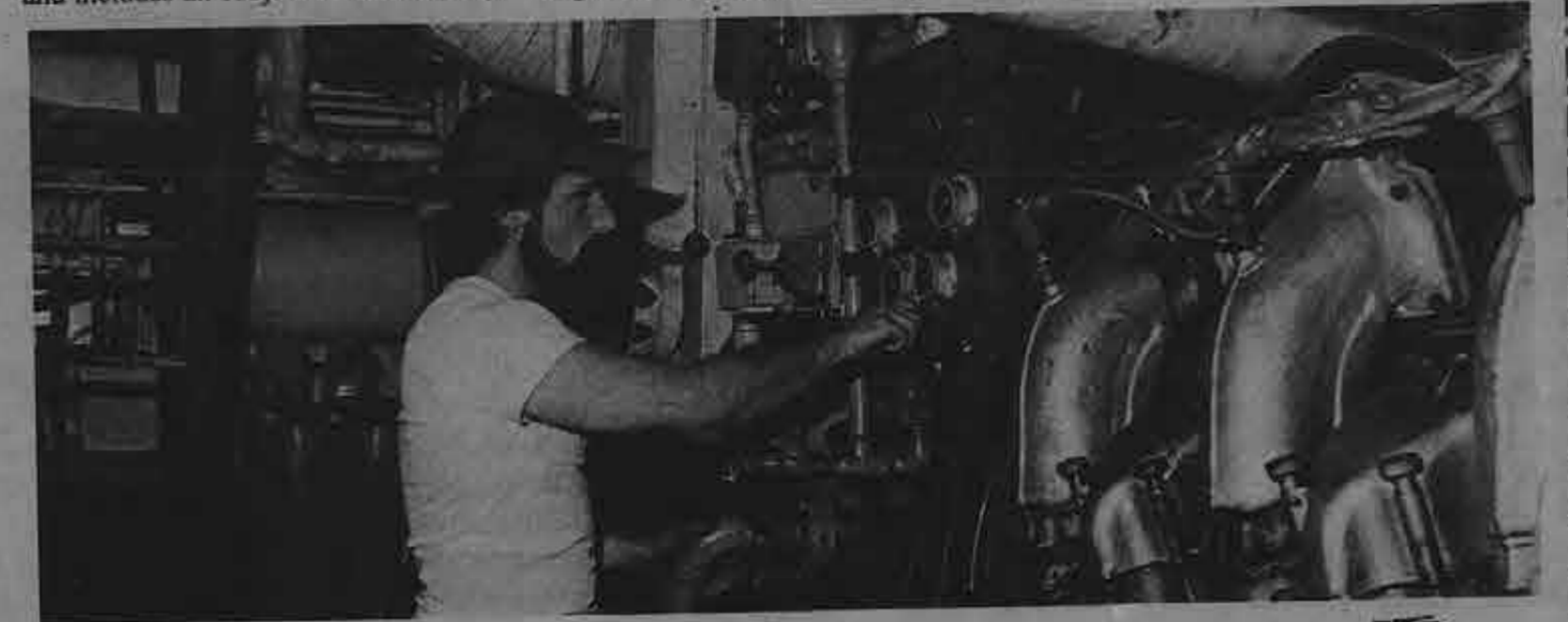
to successfully prepare for the license examination, including First Aid and CPR.

Candidates for the course must meet all the requirements as set forth by the United States Coast Guard.

Candidates must have desire to get ahead, and have ample knowledge of engineering materials for successful

completion of the course.

The objective of the Third Assistant Engineer course is to provide the student with sufficient knowledge of shipboard engineering routines, watch standing procedures, maintenance, operation and casualty control procedures of all machinery in the engine spaces.



Meeting the Needs of SIU Boatmen and the Towing Industry



Licensed Third Mate

Because of a continuing shortage of competent and qualified licensed mates in the offshore towing industry, SHLSS offers a course for Third Mate of steam or motor vessels any gross tons, or original Second Mate of steam or motor vessels any gross tons.

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.

To be eligible for the examination, students must have original discharges showing the minimum of the three years seateime in the deck department of ocean or coastwise steam or motor vessels with two and one-half years as ordinary seaman and six months as able seaman, quartermaster of bosun; or all three years as able seaman, quartermaster

or bosun. The student is required to bring three recommendations from captains they have sailed with. All seateime must be on vessels 1000 gross tons or over.

To be eligible for the examination for Original Second Mate, students must have discharges showing five years service in the deck department of ocean or coastwise vessels. Two years of this time must be as boatswain, quartermaster, or able seaman while holding a valid AB endorsement. All time must be on vessels over 1000 gross tons. The student is required to bring three recommendations from captains they have sailed with.

Celestial Navigation

Additionally, students are taught how to use and adjust the sextant. Actual celestial observations are taken while underway on one of the school's vessels.

The Celestial Navigation course is a six week course. All candidates who are eligible for license as Master or Mate of Uninspected Vessels, or Freight and Towing Vessels, may enroll. Candidates who are eligible for license as Towboat Operator-Oceans may also enroll.

The Celestial Navigation course offered at the Seafarers Harry Lundeberg School of Semanship covers all of the navigation requirements for licensing as Towboat Operator-Oceans; Master/Mate of Uninspected Vessels Not Over 300 Gross Tons; and Master/Mate of Freight and Towing Vessels.

The course of instruction includes determining time of sunrise, sunset, twilight, time of meridian passage of the sun, latitude by an observation of the sun at local apparent noon, line of position by sunline, running fix by two celestial lines of position, compass error by azimuth and amplitudes, latitude by an observation of Polaris.



Master/Mate License

In response to many requests received from the membership, the Seafarers Harry Lundeberg School of Seamanship has instituted a course of study, which leads to a license of Inspected Towing Vessels and/or

Master/Mate Freight and Towing.

Experience coupled with tonnage of vessels on which the student served dictates constraints placed upon the license for which one will be examined.

Courses are approximately ten weeks in length. Basic navigation, an understanding of Rules of the Road, and proficiency in flashing light of six words per minute will greatly reduce study time.

Students should check with their local U.S. Coast Guard for time/tonnage verification and submit your application to SHLSS for acceptance.

The course of instruction leading to certification as Master/Mate includes use of ship construction, shiphandling, cargo gear and stowage, navigation, Rules of the Road, safety, stability, ship's business and Shipboard Routines.

'Our emphasis is to tailor a program to meet the individual needs of each SIU member'

By JACKIE KNOETGEN
Dean of Academic Education

WHEN the Seafarers Harry Lundeberg School of Seamanship was founded, its unique combination of academic and vocational education was frequently termed "a pioneering approach" or a "revolutionary experiment." Today, this approach to education is no longer experimental—SHLSS has proven that the interrelation of vocational and academic goals increases student motivation and success dramatically.

In the academic programs, the emphasis is on individualized instruction tailored to meet the needs of each student. Personal study guides and a low student-to-teacher ratio are examples of this approach to learning. In addition, individual



Jackie Knoetgen

help, ample study time and comfortable quiet study areas are always available.

Academic opportunities are available to all students at the Lundeberg School regardless of age or educational level. All those whose reading skills are below a certain

level receive assistance from reading specialists. Students who wish to use their study time most efficiently receive instruction in the study skills course. An independent study program is available to students who wish to work during their free time under the guidance of an experienced teacher to improve their academic skills. All students enrolled in the basic vocational education curriculum are oriented to the ports they will visit during the course of their work in the Dockside class. Students who do not have a high school diploma are strongly encouraged to complete this phase of their education while they are enrolled at SHLSS.

The students at the Seafarers Lundeberg School have found that a high school education is becoming

essential in the maritime industries. The new, complex ships, boats, and barges must be crewed by men and women who can read technical manuals, solve mathematical problems, and apply some basic scientific theory. All students at SHLSS—regardless of age—have an opportunity to achieve a full high school diploma through the school's high school equivalency program. Since the program was developed, more than 1,742 members of the SIU have taken the Maryland State GED Examination. The majority—nearly 90 percent—have successfully passed the examination and earned high school diplomas.

A new GED class for trainees begins every two weeks. Seafarers and boatmen may begin the class at any time.

HS Equivalency Program (GED)

The GED program at the Seafarers Harry Lundeberg School of Seamanship is open to all SIU members who want to have a high school diploma. Since the program was developed, more than 1700 SIU members from ages 18 to 76 have taken the GED examination at SHLSS. Over 90 percent of those students have successfully passed the exam and earned a Maryland State High School diploma.

All SIU members who wish to come into the GED program will first take a diagnostic test so that the teaching staff can design individualized materials that fit the specific needs of the student. The GED program may last from four to ten weeks depending on the student's

needs and abilities. When the student completes the program, he will sit for a two day, state administered examination.

The GED program prepares the student to take the GED exam. A major portion of the test depends on the student's reading ability. Test taking and study skills are also emphasized for those who may need them. Everything is done to help students succeed.

The GED exam is a multiple choice test. It is divided into five content areas: science, social studies, reading skills, math and English grammar. A GED student will receive individualized instruction in each of those areas. science topics are also investigated.



Academic Director Tracy Aumann discusses a student's progress in GED program with Donna Curtis, a reading specialist, and Roger Francisco, math instructor.

SHLSS Academic Education Department Offers Wide Choice of Courses

ADULT BASIC EDUCATION (ABE)

The ABE program is offered to SIU members who are returning to SHLSS for a vocational or academic program. The purpose of the ABE program is to prepare the student with weaker skills to enter other programs at the school. The program offers help in basic reading, math, and English. The student

works with teachers who have set up an individualized program to meet the student's needs. If you know of a shipmate who may benefit from this program, please tell him about this opportunity.

LEARNING CENTER

The Learning Center provides individualized assistance in improving reading skills, comprehensions, vocabulary, study skills, and technical reading. Special programs for students speaking English as a secondary language are provided. The course length and content vary with individual needs. Admissions are based on the reading scores of all SIU members.

The Learning Center also provides assistance to upgraders enrolled in vocational courses. Help is offered in reading and study skills, basic math and vocational/technical math. In addition, Learning Center instructors provide services to the vocational

instructors by offering their expert assistance in producing well written and illustrated study guides and technical manuals for use in the vocational subjects.

DOCKSIDE

Students enrolled in the trainee program attend the Dockside class. The class is divided into several mini-courses. They include a practical orientation to the deep sea and inland industries. The student will also have an opportunity to develop interpersonal relationships. The remainder of the program consists of instruction in maritime survival skills such as geography, personal financing (income taxes, banking and credit), the metric system, and information on foreign ports of call and travel.

CORRESPONDENCE COURSES

SHLSS offers all SIU members the opportunity to take a general math

course and/or a basic English grammar course through correspondence. The math course reviews the basic operations in fractions, decimals, percents, algebra, and geometry. Practical applications of these math skills to the shipping industry and everyday situations are stressed. The English grammar course offers the student instruction in basic grammar and the correct use of written English. Sentence structure, usage, spelling, capitalization and punctuation are stressed. This course may be useful to students who are interested in preparing for college level English courses.

SPEED READING

Using the *Time-Life* video tape program, the Library conducts an 8 week speed reading course for interested students. Trainees and upgraders who possess good reading skills are encouraged to participate in this program.

Academic
Education

College Programs Help Seafarers Expand Their Careers, Enrich Their Lives

In keeping with the philosophy of meeting students' needs at all levels, the Seafarers Harry Lundeberg School offers a variety of college level opportunities.

Charles County Community College

Through an agreement between SHLSS and Charles County (Maryland) Community College, students attending SHLSS have an opportunity to earn an Associates of Arts degree in general studies. Many vocational courses are granted credit through Charles County. In addition, academic courses which are required for an A.A. degree are taught by academic and vocational instructors. Courses usually take from four to eight weeks to complete.

Academic courses for an A.A. degree include the following:

Art 110—Basic Drawing. A three credit course that focuses on the nature of drawing, imagination, using drawing tools and learning to see.

Art 120—Basic Design. A three credit course that teaches the basics of Art composition.

Art 160—Recreational Crafts. A three credit course that encourages creative expression in a variety of materials: leather, stained glass, wood, and silver.

Eng 101—Rhetoric and Composition. A three credit course required for an A.A. degree. English 101 teaches the basics of composition and writing skills.

POL 101—American Government. This three credit course can be used as a social science elective for the A.A. degree. This course covers the function and structure of United



Dean of Academic Education Jackie Knoetgen, center, reviews some of the helping programs offered at SHLSS with two of the school's teaching specialists: Mary Coyle, left, who is resource coordinator for the academic and vocational departments, and Fay Van Esselty, who teaches the dockside course which covers a variety of mind-expanding subjects.

States government on the national, state and local levels.

PSY 101—General Psychology. This credit course can be used as a social science elective for the A.A. degree. The scientific method is used to study human behavior, perception and motivation.

SOC 101—Introduction to Sociology. This three credit course can be used as a social science elective for the A.A. degree. It surveys social groups and change in relation to

social institutions, family, economics, politics and government.

On the horizon, SHLSS and Charles County Community College will soon be offering a **Nautical Sciences Certificate**. This program is designed for Seafarers who may not want to work for a full Associates of Arts Degree, but would like to take academic courses which are closely related to the maritime industry.

The Nautical Sciences Certificate Program will include vocational courses along with academic/maritime related courses.

Eng 102—Composition and Literature. This three credit course which is required for an A.A. degree uses short stories, poems, and plays to teach advanced composition skills and literary analysis.

Eng 203—Introduction to Literature: Novel and short novel. This three credit required course focuses on analyzing literature of the sea.

MTH 108—Introduction to College Mathematics. This three credit course fulfills the math requirement for an A.A. degree. It focuses on algebra & trigonometric functions.

BIO 102—Zoology. This 4 credit course includes book and laboratory study into the world of animals. It fulfills the requirement for a laboratory science for an A.A. degree.

AST 101—Introduction to Astronomy. This three credit course fulfills the non lab science requirement for an A.A. degree. Students study the sun, moon, planets and stars.

PED 161—Weight Training and Jogging. This two credit course includes jogging training and weight training in the gym. An individualized fitness program is designed for each student.

PED 250—Basic Sailing. This two credit course is designed to teach students about the basics of sailing. Students receive both classroom and in-boat experience.

Academic Education to Meet the Needs of Seafarers

From Basic Reading to College Scholarship

By TRACY AUMANN
Director of Academic Education

The guiding philosophy of the Seafarers Harry Lundeberg School is educational opportunity for all SIU members. In the Academic Department, this philosophy takes form in a wide variety of academic course offerings. From basic reading and math to college courses and scholarships, we try to meet the educational needs of all SIU members.

When the Seafarers Harry Lundeberg School of Seamanship was founded, its unique combination of academic and vocational educational was frequently termed "a pioneering approach" or a "revolutionary experiment." Today, this approach to education is no longer experimental—SHLSS has proven that the interrelation of vocational and academic goals increases student motivation and success dramatically.

Academic opportunities are available to all students at the school. In the academic programs, the emphasis is

on individualized instruction tailored to meet the needs of each student. Assistance in reading and study skills is available to all.

The students at SHLSS—Seafarers of all ages—have found that furthering their education is becoming essential in the maritime industry. The modernization of the maritime industry requires Seafarers who can read technical manuals and apply mathematical concepts.

The Academic Department offers a variety of programs to fulfill these needs. These many academic programs are described on the following pages.



Tracy Aumann

Charlie Logan Scholarship Program for Seafarers

One \$10,000 and two \$5,000 college scholarships are awarded each year to SIU members. The \$10,000 scholarship is offered to SIU members who wish to obtain a bachelors degree in a four year program. The two \$5,000 scholarships are offered to SIU members who wish to complete a two year course

of study in a community or junior college or a post secondary trade/vocational school.

SIU members who are awarded the \$10,000 scholarship have six years to complete their course of study. SIU members who are awarded the \$5,000 scholarship have four years to complete

their course of study.

FOR DEPENDENTS

Four \$10,000 scholarships are offered each year to children of Seafarers. These scholarships are awarded to SIU members' dependents who wish to complete a four year course of study for a bachelors degree.

Academic Education

Special Courses for Safety At Sea

Tankerman

The two-week course leading to Coast Guard endorsement as Tankerman is open to inland, deep sea and Great Lakes Seafarers.

The course consists of both classroom instruction and practical training on the SHLSS tank barge. The candidate is given the opportunity to gain the knowledge of tank vessel cargo operations such as loading, discharging, hose hook-up, bonding cable attachment and tank gauging. Additional instruction on various pump and piping arrangements along with the latest

Coast Guard regulations will also be discussed.

The objective of the Tankerman course is to provide the student with the skills required to perform the Tankerman job aboard tank barges and towboats, and the Pumpman job aboard merchant ships.

The student will be required to demonstrate an ability to load and unload tanks, take soundings and general safety procedures. He will also be required to learn Pollution Laws, report writing and general barge seamanship procedures.



First Aid

The First Aid course provides the principles and techniques of safety and basic first aid according to the accepted standards of the American Red Cross. After successful completion of the course, students are awarded the American Red Cross Standard First Aid Certification.

All students at SHLSS enrolled in

the Basic Vocational program attend the First Aid course. Any students in the Upgrading programs may enroll in the First Aid course.

The First Aid course consists of ten hours of classroom and practical training for upgraders. Bosun Recertification and Steward Recertification participants are required to take twenty hours of classroom and practical training.



Cardiopulmonary Resuscitation

Cardiopulmonary Resuscitation (CPR) is the phase of emergency care that supports a person whose heart or breathing has stopped.

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

All students enrolled in the Basic Vocational programs at SHLSS are required to attend CPR. Any students in the Upgrading programs may enroll in CPR. The course is included in the Bosuns and Steward Recertification courses.

Cardiopulmonary Resuscitation consists of twelve hours of classroom and practical training for all students.



Fire Fighting

Fire Fighting is one of the most important skills that a seaman must have. Seafarers must be familiar with fire prevention, usage of fire equipment and techniques. If there is a fire onboard a ship, the crew members become the fire department.

The objective of the Fire Fighting course is to provide the student with sufficient knowledge and to prepare the student for the Fire Fighting School at Earle, New Jersey.

The course of instruction leading to certification covers basic information about the nature of fire and prevention. The student will be familiarized with fire-fighting equipment such as fire extinguishers, attack lines and breathing apparatus.

The fire-fighting trip to Earle, New Jersey is a one day training session. This facility offers a smoke house for oxygen/breathing apparatus, a station to demonstrate the use of fire extinguishers and a mock up of a ship to simulate compartment fires.



Deck Department

Able Seaman Upgrading

In the term Able Seaman the key-word is *ABLE*. The skills required of



an Able Seaman are sharpened and expanded at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md., through preparation in classroom and practical training.

In the classroom, topics include ship construction, helmsmanship, the uses of the magnetic and gyroscopic compasses, and their corrections, true and relative bearings, aids to navigation, C.P.R. and First Aid, fire fighting, Rules of the Road, both International and Inland.

The student also gets a working knowledge of the hand lead line, the fathometer, distress signals and a lifeboat/liferaft review.

During the hands-on training, the student experiences working with the real thing such as in wire and line splicing, knot tying and block and tackle rigging, working with cargo booms and rigging and working with boatswain chairs and stages. Day-by-day maintenance on vessels is stressed to include surface preparation and

painting, wire rope cleaning and preserving.

The course is six weeks, and can-

didates must meet United States Coast Guard requirements and have a minimum of one year seetime on Deck.



Quartermaster Course

Seafaring skills are becoming more technical as shipboard automation and navigating techniques advance. Training and upgrading are becoming more and more necessary to insure the job security of the unlicensed Seafarers who sail the high technology ships of the United States Merchant Marine.

The six-week Quartermaster course is such a program. Candidates for this course must hold a valid Coast Guard endorsement as Able Seaman-unlimited, any waters.

During this course, the students learn

the practical use of the magnetic and gyroscopic compasses, the uses of bearings and fixes, practical chart work, International and Inland rules of the road, fire fighting and emergency procedures, aids to navigation, C.P.R. and First Aid. The course also includes both the theory and operation of radar, rapid radar plotting, and international codes and signals.

Students will also attain a working knowledge of weather, tides and currents, R.D.F. and fathometers, and use of bridge equipment and publications. The quartermaster course is taught by experienced and qualified instructors whose many years at sea compliment their teaching.



Lifeboatman

The course of instruction leading to a Lifeboatman endorsement consists of classroom work and practical training. Subjects taught include emergency duties, lifeboat construction, lifeboat launching and recovery, basic compass navigation, liferaft construction, liferaft launching and maintenance, and use of all lifeboat and liferaft equipment.

Other subjects include survival methods such as abandon ship procedures, hypothermia prevention, eating and drinking to survive, helicopter rescue procedures, use of the emergency radio and signals to attract attention.

In the lifeboat at least three hours each day will be spent outside in practical experience, and davit operations.

All SIU crewmembers are required to be competent Lifeboatmen. Recent successful experiences of SIU crews in rescue operations at sea demonstrate the need for fully-trained crews.



Steward Department



by **DON NOLAN**
Director, Food Service Division

A number of the young men and women in training at the Seafarers Harry Lundeberg School develop a particular interest in working in one of the school's galleys. For them, the school has developed a special in-depth program to teach shipboard cooking and baking. Trainees who volunteer

for this training spend six weeks in a special curriculum working in the galleys learning under the close supervision of experienced seagoing cooks and bakers.

Graduates of the Third Cook program are qualified to ship out with the rating of Third Cook, a job with more responsibility and better pay.

Boatmen who complete this

course are prepared to sign on a tug or towboat and serve as a cook for the entire crew.

Steward Department upgrading training offers an opportunity to learn the skills of cooking, baking, meal preparation, menu planning and food ordering. Through the upgrading programs of the school, our members can advance to Chief Cook and Baker, and, eventually, to Chief Steward.



Don Nolan



COOK & BAKER

The course of instruction leading to certification as cook & baker includes both classroom instruction and on-the-job training in the bake shop and galley. Topics covered are the baking of breads, rolls, pies, cakes, cookies, and breakfast preparations, sanitation, and work organization. Careful attention to recipe requirements is also highlighted.

For eligibility a candidate must have one of the following requirements:

Three months seetime as third cook or assistant cook and hold a SHLSS certificate of completion;

Four months seetime in the steward department and hold certificate of completion for the SHLSS entry rating program; or

Six months seetime at any rating in steward department.

Candidates who have not completed the entry rating program or the entry rating program and assistant cook program at SHLSS will be required to attend one week of assistant cook and six weeks of the cook & baker course.

The length of the course is six weeks for SHLSS assistant cook endorsed graduates or until successful completion of the course objectives.

Steward Department

Chief Steward

The Chief Steward aboard SIU ships holds a very special responsibility. Not only does he oversee the preparation of foods, but he also must carefully budget food costs. Good nutrition, careful preparation of foods, sanitation and attention to menu-planning are the responsibilities of the Chief Steward.

The course of instruction includes primarily classroom work supplemented by ample on-the-job training. Topics covered are menu planning, work supervision, organization, typing, inventory control, and requisitioning procedures. Sanitation, nutrition and safety are also highlighted. The student will be actively involved in all phases of the school's food service supervision.



All candidates for chief steward must hold "A" Seniority and must have seetime or training in compliance with one of the following:

- A. Two years seetime in the steward department with a rating of chief cook or higher;
- B. Eight months seetime as cook and baker, four months seetime as chief cook and hold SHLSS certificates of completion for each program;
- C. Three years seetime in the rating above third cook or assistant cook;
- D. Four months seetime as third cook or higher, six months seetime as cook and baker or higher, four months seetime as chief cook and hold SHLSS certifi-

cates of completion for each program;

- E. Nine months seetime as third cook or assistant cook or higher, four months seetime as cook and baker or higher, four months seetime as chief cook and hold SHLSS certificate of completion for the cook and baker and chief cook programs;
- E. Nine months seetime as third cook or assistant cook or higher, nine months seetime as cook and baker or higher, and four months seetime as chief cook and hold an SHLSS certificate of completion for the chief cook program.

The length of the course is eight weeks, or until successful completion of the course objectives.

Assistant Cook

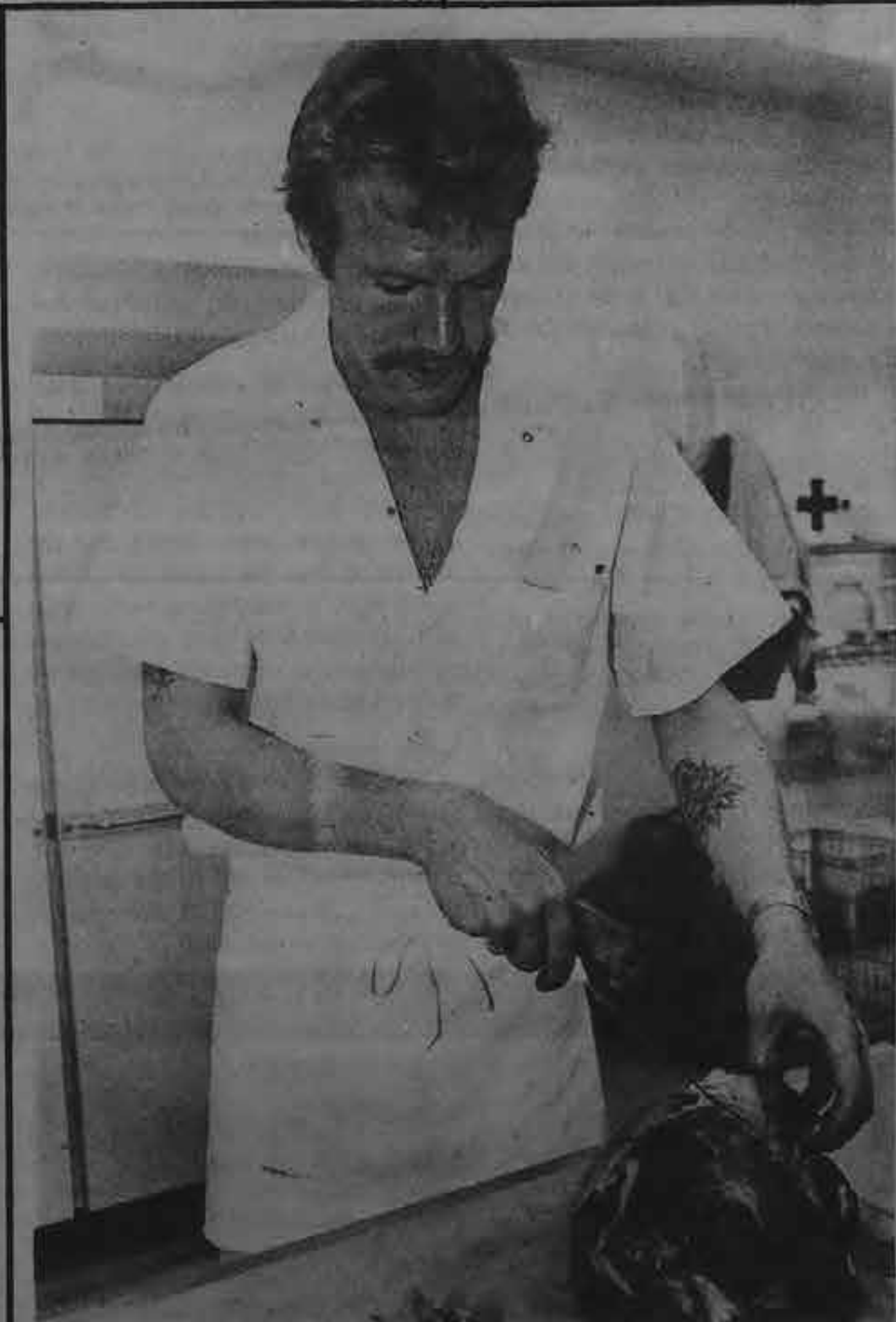
The Seafarers Harry Lundeberg School of Seamanship offers complete training in the steward department from entry-rating steward assistant to chief steward.

The course of instruction leading to certification as assistant cook includes both classroom and on-the-job training. Topics covered are the preparation, cooking, and serving of vegetables (fresh, canned and frozen), cooked

salads, sandwiches, breakfast foods, and night lunches. Emphasis is placed on the basis of food preparation including sanitation, dietary values, work organization, and the use of recipes.

All candidates must have six months seetime in the steward department, or three months seetime in the steward department and be a graduate of the SHLSS entry rating program.

The length of the course is six weeks.



CHIEF COOK

The course of instruction leading to certification as a chief cook includes both classroom and on-the-job training. Topics covered are the preparation of meats, poultry, seafood, soups, sauces, and gravies. The student will also concentrate on identifying meat cuts by the use of charts. Work organization,

sanitation, and the use of recipes are also included in the course.

All candidates must have one year seetime in the steward department, with four months as cook and baker, or four months seetime as cook and baker and hold a certificate of completion for the SHLSS cook and baker program.

The length of course is eight weeks, or until successful completion of the course objectives.

Union Education

'Education is the cornerstone of our strength and knowledge of our union's history is basic'

By **CARL PETH**
Director of Union Education

IN the SIU we have always placed emphasis on continuing education—on every aspect of education that relates to the union member on and off the job, as a worker and as a citizen. Here at the Seafarers Harry Lundeberg School, we have established a major center for the entire educational system of our Union.

The SIU is pioneering in this field of worker education. There are three broad areas that our educational program embraces: vocational, academic, and union education.

The vocational education program is making many important contributions to the careers of our members. The academic program contributes significantly to our members' personal and professional growth. Labor education enables all SHLSS students to study the American labor movement and the contributions of the SIU to the history and achievements of organized labor in the United States.

In the presentation of the various subjects, the school utilizes the same instructional aids and equipment that are used in both the academic and vocational programs. All classes are held in an informal manner with time allotted to discuss and review all opinions and views of the students. Each student is asked to write an essay about how he views the Lundeberg School in relation to his union needs and responsibilities.

Providing for a better informed membership is in keeping with the Seafarers Union's philosophy of "educating the whole man." With today's new ships and automated equipment, union education is as



SIU Piney Point Port Agent Carl Peth, left, confers with Joe Wall, Director of Vocational Education, during a pre-class planning session. Carl and Joe work closely with SHLSS Vice President Frank Mongelli in planning Union Education programs for our membership.

important as vocational or academic training in helping the union member adjust to his changing work environment.

Education is the cornerstone of the strength of any organization. Through the comprehensive range of educational opportunities at the Lundeberg School, our union has established a firm foundation to build this strength. We are convinced that the members of our union wish to continue to build upon that foundation to gain the ultimate strength—the strength that grows through knowledge.

Labor History

The labor history course introduces the factors that contributed to the formation of unions and discusses the conditions which led to the birth of the sailors' movement. It also informs the students of the birth of the SIU,

its growth, and the position of the SIU in the American labor movement today.

Education

The education course introduces the SIU's educational activities in the past, such as the struggle for free public education. It also stresses the present concepts of an effective union through a well informed membership and of education as the basic step towards developing the free potential of the individual seafarer and boatman. The educational resources within the SIU for all members are also discussed.

This portion of the program is discussed throughout the entire course.

Constitution

The course on the SIU constitution discusses the constitution and its application to the duties of employment as well as the relationships among the

members of the crew. Also included is a review of qualifications for union membership, types of offenses, and penalties for violation of the constitution.

Contracts

The course on contracts discusses all articles of the SIU contract including a review of the vessel committee's responsibilities and the articles governing Deck, Engine and Steward department employment.

Vacation, Pension and Welfare

The course on vacation, pension and welfare discusses, in depth, all aspects of the vacation, pension and welfare plans and offers a comparative review of the SIU pension plans and other plans in the maritime industries. Students learn how to fill out various forms completely and accurately to avoid unnecessary delays in payment.

Politics and Law

The politics and law course reviews the laws governing seamen from the mid-nineteenth century to the present. Political movements such as COPE and SPAD are discussed and their impact on American politics is reviewed. Students also learn of current legislation affecting the labor movement and the maritime industries.

Shipboard Meetings and Behavior

The course on shipboard meetings and behavior discusses weekly shipboard meetings. Students learn parliamentary procedure and Roberts Rules of Order so that they may participate in such meetings. Students also attend the monthly membership meeting and forum held at the Harry Lundeberg School. Special workshops, seminars and conferences are frequently offered.

SHLSS Manpower Shipping Center



SHLSS Manpower Director Ed Gildersleeve looks over the day's shipping records with his assistant, Stacey Gerred. All SIU shipping is coordinated from the Manpower Center at the Seafarers Harry Lundeberg School of Seamanship in Piney Point.



SHLSS Commandant of the Base Ken Conklin points to the future for two young trainees who are about to complete their programs and embark upon their careers.

Upgrading Course Schedule Through December 1982

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

Engine Department Courses

Course	Check-in Date	Completion Date	Length of Course
Maintenance	October 25	Dec. 16	8 weeks
Marine Electronics	Sept. 13	October 21	6 weeks
Automation	Nov. 8	Dec. 2	4 weeks
Pumproom Maintenance & Operations	Sept. 27	Nov. 4	6 weeks
Refrigeration Systems Maintenance and Operations	October 25	Dec. 2	6 weeks
Basic Welding	October 25 Nov. 22	Nov. 18 Dec. 16	4 weeks 4 weeks
** QMED—Any Rating	Sept. 27	Dec. 16	12 weeks
Diesel—Regular	Sept. 27 October 25 Nov. 22	October 21 Nov. 18 Dec. 16	4 weeks 4 weeks 4 weeks

*Note change of starting dates

**Those upgrading to AB, QMED any rating, electrician or bosun will be trained in replenishment at sea techniques.

Inland Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Towboat Operator Scholarship	Oct. 25	Dec. 10	7 weeks
Celestial Navigation	Sept. 13	Oct. 22	6 weeks
Tankerman	Sept. 13 Nov. 8	Sept. 23 Nov. 18	2 weeks 2 weeks

Deep Sea Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Lifeboatman	October 25	Nov. 4	2 weeks
** Able Seaman	Nov. 8	Dec. 16	6 weeks
Third Mate	October 12	Nov. 26	7 weeks
Third Mate/Celestial Navigation (10)	Sept. 20 Nov. 22	October 8 Dec. 17	3 weeks 3 weeks

Steward Department Courses

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



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

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:

August "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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 675 - 4th Avenue, Brooklyn, N.Y. 11232.

LNG TAURUS (Energy Transport), July 11—Chairman, Recertified Bosun R. Ware; Secretary J.J. Kundrat; Educational Director D. Orsini; Deck Delegate Bill Bell; Steward Delegate C. H. Kogelman. \$100 in ship's fund. No disputed OT. Report to **Log**: "Thanks to a magnificent job by the United States Air Force and the crew of the *LNG Taurus*, Ordinary Seaman, Al Carion, was in professional medical care only hours after becoming severely ill. This was quite a feat considering that the *LNG Taurus* was at sea at the time. It began on the evening of July 8, 1982 as we were enroute to Bontang, Indonesia in the Philippine Sea. Mr. Carion suddenly became severely ill at about 1930 hours and was given first aid and was later moved to the ship's hospital. Captain Sjukvist and Chief Mate Hoffman quickly radioed Westpac RCC, the U.S. military's Western Pacific Rescue Coordination Center at Kadena Air Force base in Okinawa for medical advice. The doctors there advised that a helicopter evacuation of Mr. Carion would be necessary. At first light the next morning the medics were parachuted into water near the ship from an Air Force HC-130 airplane. They were quickly picked up with one of the ship's lifeboats and brought to the ship. These medics gave the patient further medical care and prepared him for the helicopter lift. That afternoon an Air Force helicopter hovered not more than 50 feet above the ship's fantail and lifted Mr. Carion and the two medics inside. They flew to Okinawa where Mr. Carion was hospitalized and released a few days later. The whole operation went off without a hitch. No one can ever thank the Air Force enough. Especially those two medics who parachuted into the sea risking their lives. It makes one proud to be an American." Next port Bontang.

DELTA CARIBE (Delta Steamship), July 25—Chairman, Recertified Bosun F.J. Mears; Secretary John S. Burke Sr.; Educational Director Victor Brunell; Deck Delegate Jose Nova; Steward Delegate Albert Hendrick. Some disputed OT in deck, engine and steward departments. A suggestion was made to have an inspection made of the electrical wiring in the cargo holds. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Houston.

SEA-LAND CONSUMER (Sea-Land Service), July 25—Chairman, Recertified Bosun Walter Cousins; Secretary L. Conlon; Educational Director William C. McRae; Steward Delegate Isidro Sanbago. No disputed OT. Chairman reported that the Captain had on board two safety movies "Inflatable Life Raft" and "Prehospital Burn Care" which he would like the crew to watch. Secretary discussed the importance of donating to SPAD and the need for all those who qualify to upgrade themselves to insure their future as they will be better qualified to man the new ships that are being built.

COVE LEADER (Cove Shipping), July 18—Chairman, Recertified Bosun James L. Sanders; Secretary J. Samuels. No disputed OT. \$150 in ship's fund. Brother Sanders thanked the crew for a good trip. The only communication received on board was the **Log**.



SEA-LAND DEFENDER (Sea-Land Service), July 11—Chairman, Recertified Bosun Demetrios Calogeros; Secretary Coasar F. Blanco; Educational Director Patrick Warnick; Deck Delegate Melvin Ferguson; Engine Delegate John Carr; Steward Delegate Harry Lively. No disputed OT. \$20 in ship's fund. Brother Demetrios Calogeros, chairman, extended a "thank you" to Vice President Angus "Red" Campbell for his prompt response to the report contained in the June 26 ship's minutes. The steward reports that he has applications available for those who wish to upgrade. A vote of thanks to all departments for keeping the crew lounge clean at all times. Observed one minute of silence in memory of our departed brothers and sisters. Next port Kobe, Japan.

OGDEN TRAVELER (Ogden Marine), July 18—Chairman, Recertified Bosun W. Bryant; Secretary A. W. Hutcherson; Educational Director T. E. Curtis; Steward Delegate Charles Williams. Some disputed OT. \$103 in ship's fund. Brother W. Bryant, chairman, extended a vote of thanks to the crew for keeping the ship in good shape. Brother Curtis, educational director, advised all those who qualify should upgrade themselves at Piney Point for a better position, job security and more money. He noted that transportation to attend upgrading classes is supplied free. Observed one minute of silence in memory of our departed brothers. Next port Haifa, Israel.

OVERSEAS ALASKA (Maritime Overseas), July 18—Chairman C. L. Hickenbottom; Secretary F. S. Payton; Educational Director S. Marano; Deck Delegate Frank Reynolds; Engine Delegate Wilbur McGee; Steward Delegate John W. While. Some disputed OT in engine department. Chairman is getting a new washing machine and dryer for the crew as the one on board now cannot be repaired. A special vote of thanks to the new steward for special menus. Observed one minute of silence in memory of our departed brothers.

SEA-LAND LIBERATOR (Sea-Land Service), July 4—Chairman, Recertified Bosun V. Paulsen; Secretary C. M. Modellas; Educational Director E. A. Fennell; Deck Delegate M. A. Curtin. No disputed OT. Brother Paulsen held a discussion on medical care and hospitalization procedure for all members. Members can choose their own doctor and hospital and then file a claim with the SIU Welfare Plan for payment of the bills. The secretary gave a vote of thanks to all crewmembers for their fine cooperation in helping to keep the ship clean. Observed one minute of silence in memory of our departed brothers and sisters.

LNG AQUARIUS (Energy Transport), July 25—Chairman Joseph Morrison; Secretary P. Geary; Educational Director G. Lindsay; Steward Delegate William F. Christmas. No disputed OT. \$150 in ship's fund. Chairman held a discussion on the absolute necessity of the crew to conduct themselves at all times in proper SIU fashion while in foreign ports. Secretary reported on the advantages of upgrading at Piney Point to insure your job security. The **Log** was received and passed around for all to read so you will know what is going on in the Union. A vote of thanks to the steward department for a job well done. Next port Bontang.

TRANSCOLORADO (Hudson Waterways), July 25—Chairman, Recertified Bosun John Bertolino; Secretary D. G. Chafin; Educational Director Robert Bacon; Deck Delegate Michael Delaney; Steward Delegate William Karpiak. No disputed OT. \$29 in ship's fund. Chairman told the members he has installed a new cylinder in the messroom door lock. The messroom door is kept locked in all ports. The **Log** was received and distributed to department delegates for all members to read. A vote of thanks was extended to Vice President Angus "Red" Campbell for his efforts concerning the badly needed repairs on the list sent in during the past voyage. The company immediately made the needed repairs. "Thanks, Red, from the crew of the *Transcolorado*." The steward asked members to be more careful about throwing matches on ladders and passageways. This could be a danger to everyone. Next port Rota, Spain.

COVE LIBERTY (Cove Shipping), July 25—Chairman James Rogers; Secretary G. Marzett; Deck Delegate Benedict Bonn. No disputed OT. Chairman advised members that there will be launch service the next time we are in the Panama Canal. He is also going to see about having a library placed aboard as there is no reading material on the ship. Report to **Log**: "We had one man get sick in the port of Armuellas and he was taken off the ship in that port."

GOLDEN PHOENIX (Titan Navigation), July 18—Chairman, Recertified Bosun L. Pate; Secretary C. Corrant; Steward Delegate James Payton. Some disputed OT in engine department. The chairman advised that the wage increase of 7 1/2% began on June 16, 1982. A letter was received from Piney Point in reference to the meeting held there by President Frank Drozak, in which the SIU and NMU refused Reagan's request for a rollback. It was posted for all to read. Crew is still waiting for someone to contact them in regard to putting a library room on board. Next port Karachi.

INGER (Reynolds Metals), July 18—Chairman, Recertified Bosun Stanley J. Jandora; Secretary E. Dale; Educational Director Paul Avbain; Engine Delegate Maurice White; Steward Delegate George Berry. No disputed OT. \$2 in ship's fund. Brother Jandora reported that everything is in good shape on board and all members are cooperating. All communications that were received on board have been posted. Next port Newark.

OGDEN CHARGER (Ogden Marine), July 14—Chairman Leont Jekot; Secretary D. Jones; Educational Director J. Wall; Steward Delegate Peter Hammel. No disputed OT. Chairman's report contained a suggestion that any member who felt for one reason or another that conditions could be improved for those sailing, should write to headquarters. A vote of thanks was extended for a fine feeding steward department.


OVERSEAS HARRIETTE (Maritime Overseas), July 25—Chairman Walter Compton; Secretary R. A. Cobb; Educational Director Barry Harris. No disputed OT. Chairman held an open discussion on the benefits to be derived from upgrading at Piney Point and the need to continue donating to SPAD to assure the strength of the merchant marine through proper representation. A vote of thanks to the steward department for a job well done. The crew extended their thanks to Captain H. Von Rettberg who makes all the barbecue sauce for the outside cooking which we do at least twice a week. Everyone enjoys the steaks, chicken and other things that are cooked outside on the barbecue rack, built by the chief engineer and chief mate. Next port Philadelphia.

COVE SAILOR (Cove Shipping), July 18—Chairman Doyle Ellette; Secretary Norman Duhe; Educational Director Alton Hickman. No disputed OT. Chairman reported that repairs that cannot be made at sea will be done in the shipyard. He further advised all members who are eligible to upgrade at Piney Point for the purpose of achieving future job security and better pay. The **Log** came aboard in Texas City and was put out for all to read. The chairman wants to thank SIU representative Joe Perez for answering questions and having a good meeting at the payoff. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters.


Official ship's minutes were also received from the following vessels:

Caguas	Sea Land Voyager
San Juan	Cove Trader
Del Oro	Beaver State
Cove Explorer	Yamara Builders
Sea-Land Endurance	M/V Graton
Point Vall	Oakland
Ogden Voyager	Sea-Land Explorer
Cove Navigator	Sea-Land Mariner
Santa Clara	Sea-Land Patriot
Overseas Arctic	Transcolorado
Puerto Rico	Del Campo
Sea-Land Venture	Sea-Land Leader
Delta Mar	Overseas Ulla
Ogden Champion	Sea-Land Venture
Sea-Land Producer	Overseas Natalia
Sea-Land Voyager	Del Blanda
San Pedro	Boy Ridge
Sea-Land Economy	Del Viento
Sea-Land Pacer	Pride of Texas
Del Sol	


Pensioner's Corner




Raymond Earl Dabney, 57, joined the Union in the port of Baltimore in 1956 sailing as a deckhand on the tug *A. J. Harper* (Charles H. Harper Lighterage) from 1954 to 1960 and for the company from 1954 to 1977. Brother Dabney is a veteran of the U.S. Army in World War II. He was born in Barhamsville, Va. and is a resident of Baltimore.




Michael Walter Furman, 55, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer on the tug *Fort McHenry* (Harbor Towing) from 1944 to 1982. Brother Furman was a former member of the ILA. He is a veteran of the U.S. Army in World War II. Boatman Furman was born in Baltimore and is a resident there.




Wilmer Perry Gaston, 63 joined the Union in Port Arthur, Tex. in 1963 sailing as a chief engineer for Sabine Towing from 1955 to 1982. Brother Gaston was a former member of the NMU. He is a veteran of the U.S. Army in World War II. Boatman Gaston was born in Orange, Tex. and is a resident of Port Arthur.




Herbert Bernard Groh, 61, joined the Union in the port of Baltimore in 1957 sailing as a captain for Curtis Bay Towing from 1943 to 1982. Brother Groh is a former member of the ILA. He is a veteran of the U.S. Army in World War II. Boatman Groh was born in New Park, Pa. and is a resident of Baltimore.




Truman Laverne Sustaire, 55, joined the SIU in 1945 in the port of New York sailing as an AB and ship's delegate. Brother Sustaire was born in Texas and is a resident of Groves, Tex.




Seymour Blau Hamilton, 66, joined the Union in the port of Philadelphia in 1973 sailing as a deckhand for IOT from 1972 to 1982. Brother Hamilton was a delegate at the Piney Point Educational Conference. He is a former member of the Malt Brewers Union in 1951 and the Atlantic Tankermen's Railroad Union. Born in Philadelphia, he is a resident of West Chester, Pa.




Earl Leonard McKnight, 68, joined the Union in the port of St. Louis in 1968 sailing as a cook and ship delegate on the *M/V Clyde Butcher* (Inland Tugs). Brother McKnight worked for Inland Tugs from 1967 to 1977 and for ACBL in 1977. He was a delegate to an SIU Educational Conference in 1979. Boatman McKnight was born in Byrd County, Mo. and is a resident of Kenova, W. Va.




William Francis Tetro, 60, joined the Union in the port of New York in 1960 sailing as an AB for the Penn-Central Railroad from 1941 to 1982. Brother Tetro sailed 41 years. He was a former member of the Masters, Mates and Pilots Union from 1948 to 1960. Boatman Tetro is a veteran of the U.S. Coast Guard in World War II. Born in New York City, he is a resident of Ozone Park, Queens, N.Y.C.




Marion Joseph Zientak, 55, joined the Union in the port of Baltimore in 1957 sailing as a captain on the tug *Britannia* (Baker, Whiteley Towing) from 1947 to 1977. Brother Zientak is a veteran of the U.S. Army in the Korean War. A native of Baltimore, he is a resident there.




Sixto Charneco, 56, joined the SIU in the port of New York in 1951 sailing as a cook. Brother Charneco sailed 35 years and hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He is a veteran of the U.S. Army in World War II. Seafarer Charneco was born in Puerto Rico and is a resident of Rio Piedras, P.R.




Hans Jacob Jacobsen, 73, joined the SIU in the port of Tampa in 1957 sailing as a bosun. Brother Jacobsen sailed 36 years. He is a veteran of the Norwegian Navy in World War II. Seafarer Jacobsen was born in Drammen, Norway and is a naturalized U.S. citizen. He is a resident of Edgewater, Fla.




Raymond Adolf Duhrkopp, 65, joined the SIU in 1944 in the port of New York sailing as an oiler. Brother Duhrkopp sailed 42 years. He was born in Weehawken, N.J. and is a resident of Ridgefield Park, N.J.




Florn Foster, 54, joined the SIU in 1945 in the port of Mobile. Brother Foster graduated from the Union's Bosun Recertification Program in November 1975. He was born in Alabama and is a resident of 8 Mile, Ala.




Claude Holings Jr., 61, joined the SIU in 1941 in the port of Mobile sailing as a chief cook. Brother Holings was born in Alabama and is a resident of Mobile.



John Thomas Holt, 61, joined the SIU in the port of New York in 1952 sailing as a bosun. Brother Holt is a veteran of the U.S. Navy in World War II. He was born in Brooklyn, N.Y. and is a resident there.

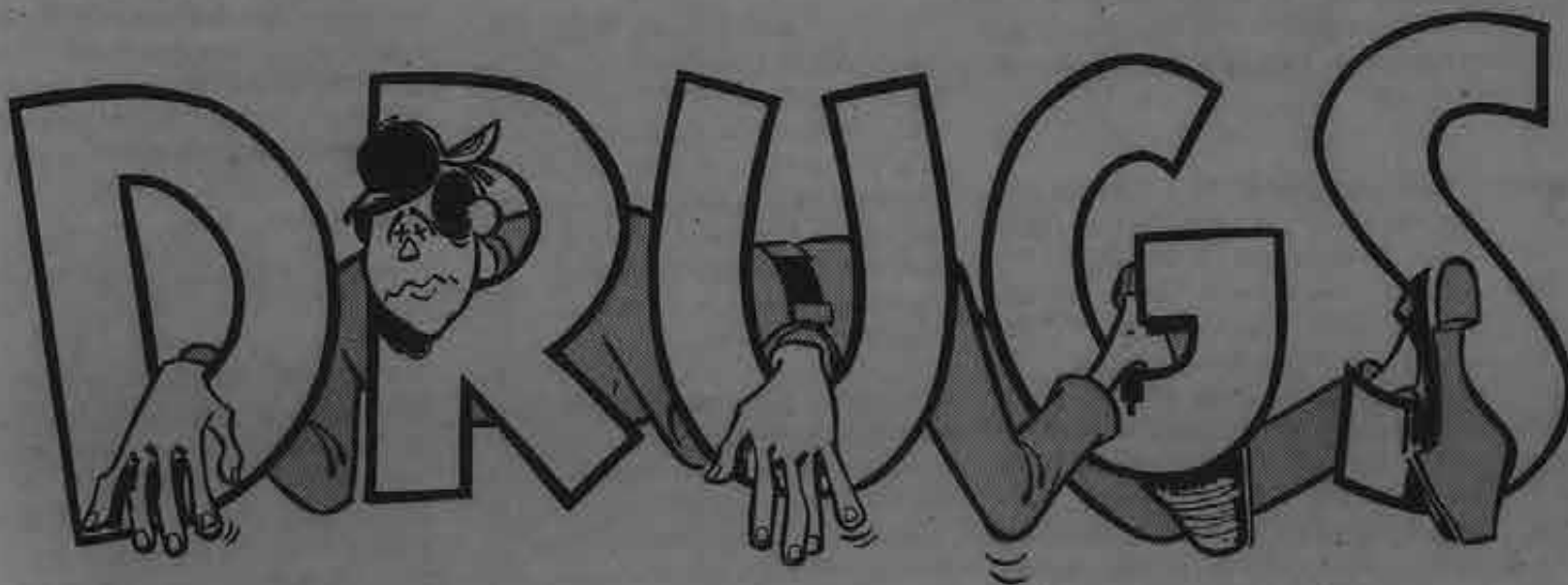


Raymond Edward Salmi, 62, joined the Union in the port of Cleveland, Ohio in 1961 sailing as a deckhand for Merritt, Chapman and Scott from 1946 to 1947 and for Great Lakes Towing from 1947 to 1982. Brother Salmi sailed 36 years. He is a former member of the Pipefitters Union, Local 120 from 1951 to 1961. Laker Salmi is a veteran of the U.S. Army in World War II. Born in Columbus, Ohio, he is a resident of Parma, Ohio.



Irvin E. Cutrer, 67, joined the Union in the port of New Orleans in 1958 sailing as a deckhand and for the Bay Towing and Dredge Co. from 1957 to 1963. Brother Cutrer also sailed for Radcliff Materials from 1963 to 1976. He is a veteran of the U.S. Army in World War II. Boatman Cutrer was born in Kentwood, La. and is a resident of Ponchatoula, La.

A MESSAGE FROM YOUR UNION



DON'T
GET
TANGLED
UP
WITH
DRUGS
IF
CAUGHT,
YOU LOSE
YOUR
PAPERS
FOR
LIFE!

FRANK EVERS

Final Departures



Pensioner Edward James Keller, 76, passed away on June 24. Brother Keller joined the Union in 1946 in the port of Philadelphia sailing as a deckhand on the *Tug Eagle Point* in 1972, for the Curtis Bay Towing Co. from 1946 to 1974. He was a veteran of the U.S. Army in World War II. Boatman Keller was born in Philadelphia and was a resident there. Surviving is his widow, Stella.



Pensioner Roosevelt Gustave Waller, 82, passed away from lung failure in the Autumn Breeze Nursing Home in Mobile on June 3. Brother Waller joined the Union in the port of Mobile in 1956 sailing as a deckhand for Mobile Towing. He sailed 37 years. And he was a former member of the Marine Allied Workers Union, Local 128 in 1947. Boatman Waller was born in Spanish Honduras, C.A., was a naturalized U.S. citizen and was a resident of Mobile. Interment was in the Mobile Gardens Cemetery. Surviving are his widow, Lola and daughter, Mrs. Joyce Cross of 8 Mile, Ala.



Troy Thomas Massey, 59, died on June 23, 1981. Brother Massey joined the Union in the port of Cleveland in 1961 sailing for Merritt, Chapman and Scott in 1956 and for Dunbar and Sullivan from 1956 to 1981. He was a former member of the Dredge Workers Union in 1956. Laker Massey was a veteran of the U.S. Army before and during World War II. Born in Newport-Del Rio, Tenn., he was a resident of Parrottsville, Tenn. Surviving are his widow, Eutha; six sons, Troy Jr., Jerry Lee, Thomas, Francis, William and Buddy; a daughter, Donna; his father, Douglas of Cleveland and a sister, Mrs. Pauline Larson.

Pensioner Raymond Calister, 75, passed away on Apr. 1. Brother Calister joined the Union in the port of New York in 1960 sailing as a deckhand for the New York, New Haven & Hartford Railroad from 1940 to 1971. He hit the bricks in the 1960 Greater N.Y. Harbor beef and received a SIU award in 1968. Brother Calister was a former member of the Masters, Mates & Pilots Union from 1948 to 1960. His son, Anthony and daughter, Marilyn were SIU scholarship winners. He was born in Yugoslavia, was a naturalized U.S. citizen and was a resident of Brooklyn, N.Y. Interment was in St. Charles Cemetery, Farmingdale, L.I., N.Y. Surviving are his widow, Anna; a son, Anthony and two daughters, Marilyn and Valerie.



Pensioner Wesley Workman, 70, died of heart failure in St. Mary's Hospital, Port Arthur on June 25. Brother Workman joined the Union in Port Arthur, Tex. in 1963 sailing as a cook and chief steward for Sabine Towing from 1954 to 1963 and for Stewart Transportation from 1965 to 1973. He sailed 45 years. Boatman Workman was born in Delaware and was a resident of Port Arthur. Burial was in Forest Park Cemetery, Houston. Surviving is his widow, Rena.



Leo Shayka, 59, succumbed to cancer in Luzerne, Pa. on June 17. Brother Shayka joined the Union in the port of Detroit in 1960 sailing as an AB. He sailed 34 years. And was a veteran of the U.S. Navy in World War II. Laker Shayka was born in Dickson City, Pa. and was a resident of Olyphant, Pa. Surviving are two sons, Michael and Robert and a daughter, Mrs. Sandra Mojtahedi of Olyphant, Pa.



Pensioner Leland Charles Caldwell, 80, passed away from heart-lung failure in the Park Place Hospital, Port Arthur, Tex. on May 11. Brother Caldwell joined the Union in Port Arthur in 1963 sailing as a chief engineer for Sabine Towing from 1944 to 1969. He was born in Auburn, Kans. and was a resident of Port Neches, Tex. Burial was in the Greenlawn Park Cemetery, Port Arthur. Surviving are his widow, Sarah and a daughter, Mrs. Joann Richards of Port Arthur.



Richard Wayne Williams, 53, died on July 8. Brother Williams joined the SIU in the port of New York in 1957 sailing as a saloon messman. He graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1957. He was born in Cleveland, Ohio and was a resident there. Williams was a veteran of the U.S. Air Force in the Korean War. Surviving is his mother, Mrs. John (Esther) Williams of Cleveland.

Pensioner Charles Gay Starling, 68, died on Mar. 7. Brother Starling joined the Union in the port of Norfolk in 1961 sailing as a cook for McAllister Brothers in 1956 and Mariner Towing in 1973 and for IBC. He was a former member of the UMW, Local 50 from 1957 to 1961. Boatman Starling was a chief steward veteran of the U.S. Coast Guard in World War II. A native of Rocky Mountain, N.C., he was a resident of Norfolk. Surviving are his mother, Molly of Norfolk; a brother, Henry of Tampa; a sister, Mrs. Sally Hallowell Powell of Norfolk; two sons, Charles Jr. and Robert and three daughters, Linda, Cassandre and Olena.



La France Thomas Smith, 52, died at the University of Southern Alabama, Medical Center, Mobile on Jan. 26, 1981. Brother Smith joined the SIU in 1947 in the port of Mobile sailing as a chief cook. He sailed 39 years. Seafarer Smith was born in Mobile and was a resident there. Interment was in Oaklawn Cemetery, Mobile. Surviving are three sons, Thomas Jr. of St. Louis, Ronald and Reginald and two daughters, Karen and Valerie.



Jose Suarez, 83, died on July 4. Brother Suarez joined the SIU in 1939 in the port of Baltimore sailing as a FOWT. He sailed 46 years and in World War II. Seafarer Suarez was born in Carolina, P.R. and was a resident of Rio Piedras, P.R. Surviving are his widow, Carmen and a daughter, Carmelo.



Pensioner Hakkon Anker Magnussen, 66, died on May 18. Brother Magnussen joined the Union in the port of New York in 1960 sailing as a deckhand on the *tug Irving Bush* (N.Y. Dock Railway) from 1971 to 1978 at Bush Terminal, Brooklyn, N.Y. He sailed for the Bush Terminal Railroad Co. from 1958 to 1971 and the Peterson Lighterage and Towing Co. from 1944 to 1957. Boatman Magnussen was a former member of the NMU, Local 333, Marine Division from 1944 to 1958. Born in Arendal, Norway, he was a naturalized citizen and a resident of Brooklyn. Surviving are his widow, Margarette; two sons, William and Donald and a daughter, Mrs. Virginia Rave.

Pensioner Percy Givands, 73, succumbed to cancer in the Barnes U.S. Veterans Administration Hospital, Vancouver, Wash. on May 5. Brother Givands joined the MC&S in the port of Portland, Ore. in 1954. He was a veteran of the U.S. Armed Forces. A native of Alabama, he was a resident of Vancouver. Burial was in Evergreen Cemetery, Vancouver. Surviving is a daughter, Mrs. Marinda Gates of Vancouver.

Pensioner Austin James Ballard, 68, died of a heart attack on May 4. Brother Ballard joined the MC&S sailing for the Matson Line for 24 years. He first sailed on the West Coast in 1950. Ballard was born in Louisiana and was a resident of Los Angeles. Burial was in the Forest Lawn Cemetery, Hollywood Hills, Calif. Surviving are his widow, Arcola and a son, Kenneth of Louisiana.

Pensioner Tsing See Yue, 78, passed away from natural causes at home in San Francisco on May 7. Brother Yue joined the MC&S in the port of San Francisco sailing for the American President Line. He sailed 35 years and first sailed on the West Coast in 1952. A native of China, he was a naturalized U.S. citizen. Interment was in Woodlawn Park Cemetery, Colma, Calif. Surviving is his widow, Wa Chiu.



Pensioner Peter Piascik, 70, passed away from heart disease at home in New Orleans on June 23. Brother Piascik joined the SIU in 1948 in the port of New York sailing as a chief steward. He was born in New London, Conn. Cremation took place in the Metairie (La.) Crematory. Surviving are his widow, Mercedes; two sons, Peter Jr. and Francis of Kenner, La. and three daughters, Mrs. Carlene Hawes of Niantic, Conn., Theresa and Pauline.

Pensioner John Kelso Kenney Sr., 70, passed away from heart disease at home in Galveston on Mar. 30. Brother Kenney joined the Union in the port of Houston in 1957 sailing as a deckhand for G & H Towing from 1951 to 1974. He also worked for the City of Galveston from 1940 to 1951. Boatman Kenney was born in Galveston. And he was a union member since 1947 to 1951. Burial was in Calvary Cemetery, Galveston. Surviving are his widow, Belle and three sons, John Jr., Donald and Ronald.

Pensioner William K. Nealey, 80, passed away on June 14. Brother Nealey joined the Union in the port of Norfolk in 1960 sailing as a tankerman for GATCO from 1957 to 1960. He was a former member of the United Mine Workers, District 50. Boatman Nealey was born in Loris, S.C. and was a resident of South Hill, Va. Surviving is his widow, Zula.

Pensioner George William Arnold Sr., 79, passed away from heart-lung failure in Seattle on May 12. Brother Arnold joined the SIU-merged Marine Cooks & Stewards Union (MC&S) in the port of Seattle in 1952. He was born in North Dakota and was a resident of Seattle. Cremation took place in the Washelli Crematory, Seattle. Surviving is a son, George Jr. of Seattle.

Pensioner George William Arnold Sr., 79, passed away from heart-lung failure in Seattle on May 12. Brother Arnold joined the SIU-merged Marine Cooks & Stewards Union (MC&S) in the port of Seattle in 1952. He was born in North Dakota and was a resident of Seattle. Cremation took place in the Washelli Crematory, Seattle. Surviving is a son, George Jr. of Seattle.

Pensioner Joan Skeffington Taylor Wolery, 68, succumbed to cancer in the University of California Hospital, San Francisco on Apr. 27. Sister Taylor joined the MC&S sailing as a waitress for the Matson Line. She first sailed on the West Coast in 1958. Born in Seattle, she was a resident of Woodacre, Calif. Interment was in the Mount Tamalpais Cemetery, San Rafael, Calif. Surviving are her widower, Donald; a brother, Charles of Spring Valley, Calif. and a sister, Mrs. Helen Olson of San Anselmo, Calif.

Pensioner Martin de los Reyes, 72, passed away from pneumonia in the Sunnyside Nursing Center, Torrance, Calif. on Dec. 30, 1981. Brother de los Reyes joined the MC&S in 1958 in the port of Wilmington sailing as a waiter and room steward. He sailed 40 years. He first sailed on the West Coast in 1951. Born in the Philippine Is., he was a resident of Wilmington. Burial was in All Souls Cemetery, Long Beach, Calif. Surviving are his widow, Flossie and three sons, Arturo, Nicholas of Lakelands, Calif. and David of Wilmington.



Pensioner Leo Lloyd Crawford, 64, died on Aug. 23. Brother Crawford joined the SIU in 1939 in the port of New Orleans sailing as a chief electrician. He was born in Pearl River, La. and was a resident there. Surviving are his widow, Karry and four sons, Leo Jr., Dennis, Wayne and Cleveland.



John "Jack" Darby, 61, died on Aug. 4. Brother Darby joined the SIU in the port of New York in 1967 sailing as a chief electrician. He was a veteran of both the U.S. Navy and U.S. Army in World War II and the Korean conflict. He served in the Navy as an electrician's mate 1st, 2nd and 3rd class aboard the *USS Tuscaloosa*, *USS Birmingham*, *USS Card*, *USS Diamond Head* and *USS Intrepid*. He served in the Army as a sergeant in Washington, D.C. in 1947 and at Ft. Dix, N.J. in 1952. Seafarer Darby was born in Trenton, N.J. and was a resident of San Francisco. Surviving are his widow, Melba; son, John, Jr. and a daughter, Irene.



William Monroe Kuhl, 58, succumbed to cancer in the De Paul Hospital, Norfolk on July 29. Brother Kuhl joined the SIU in 1944 in the port of Norfolk sailing as an oiler. He also sailed inland for McAllister Brothers Seafarer Kuhl was born in Norfolk and was a resident of Chesapeake, Va. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are his mother, Sarah of Norfolk and a brother, Vincent of Chesapeake.



Pensioner Samuel A. Mitten, 74, passed away on Aug. 3. He joined the Union in Port Arthur, Tex. in 1963 sailing as a deckhand for Sabine Towing from 1946 to 1970. Brother Mitten was a veteran of the U.S. Navy in World War II. Boatman Mitten was born in Poyallup, Wash. and was a resident of Port Arthur. Surviving are his widow, Yvonne and two nephews, Paul and Lanny Mitten of Eaumclaw, Wash.



Pensioner William White Wescott, 65, died on Aug. 1. Brother Wescott joined the Union in the port of Norfolk in 1967 sailing as a chief engineer for the Association of Maryland Pilots from 1948 to 1978. He also sailed as a fisherman from 1949 to 1951. Boatman Wescott, a native of Wanchese, N.C., was a resident there. Surviving are his brother, Charles and a nephew, Charles Wescott Jr., both of Wanchese and a niece, Mrs. George (Olga) Bauers of Norfolk.



Bennie Wesley Brinson, 56, died at the Touro Hospital Infirmary New Orleans on Aug. 12. Brother Brinson joined the SIU in the port of Savannah in 1955 sailing as a bosun. He sailed for 35 years and was a delegate to a Piney Point Conference. Seafarer Brinson was a veteran of the U.S. Army in World War II. Born in Millen, Ga., he was a resident of New Orleans. Burial was in Jefferson Gardens Cemetery, St. Rose, La. Surviving are his widow, Katherine and three daughters, Julie, Bonnie and Cynthia.



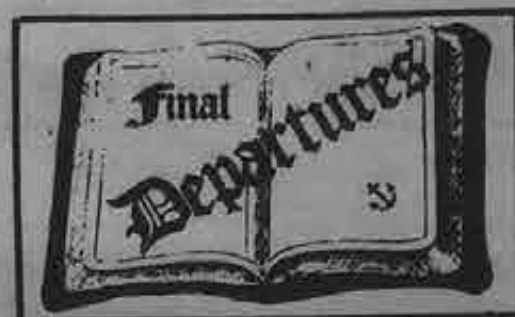
Pensioner Fannie Rogers, 61, died on Aug. 16. Brother Rogers joined the SIU in the port of Norfolk in 1955 sailing as a cook. He was a veteran of the U.S. Army in World War II. Seafarer Rogers was born in Lenoir County, N.C. and was a resident of Kinston, N.C. Surviving are his widow, Ernestine; a son, Cleveland of Brooklyn, N.Y.; a daughter, Emma; his mother, Iner and a sister, Lilin, all of Kinston.



Pensioner Finis Melvin "Red" Strickland, 68, succumbed to a heart attack in the Slidell (La.) Hospital on June 11. Brother Strickland joined the SIU in the port of New Orleans in 1965 sailing as a chief steward. He attended the 1970 Piney Point Crew Conference No. 3. Seafarer Strickland was born in Hazen, Ark. and was a resident of Slidell. Interment was in the Lake Law Park Mausoleum, New Orleans. Surviving are his widow, Dorothy and his brother, Dow of Hazen.



Joseph Ignacius Klodziejski, 53, died on June 13. Brother Klodziejski joined the Union in the port of Philadelphia in 1957 sailing as an oiler for the Independent Towing Co. and as a cook for McAllister Brothers from 1981 to 1982. He also sailed deep sea from that port from 1946 to 1956. In 1959, he worked as a machinist for the N.Y. Shipyard. Born in Philadelphia, he was a resident there. Surviving are his widow, Marcella and two daughters, Anna and Theresa.



Pensioner Agustin Telez Rosado, 72, passed away at home on Sept. 19, 1982 after a battle with cancer. A native of Cuba, Brother Rosado joined the SIU in 1944 and sailed in the deck department. He also sailed as fireman and oiler during his career at sea and was a qualified carpenter. He served picket duty for the Union in the 1961 Greater New York Harbor Beef and was a willing volunteer for any beef in which the SIU was involved. He retired in 1975. Two of his three sons followed his footsteps in the SIU. His son David is a deep sea member who ships from the port of New York, and his son Augie Telez is SIU New York Port Agent. Brother Rosado was a resident of Brooklyn, N.Y. He is survived by his widow, Maria; sons David, Augie and William, and daughters Sonia and Mrs. Ben Santos. He was buried Sept. 22, 1982 at Greenwood Cemetery in Brooklyn, N.Y.

Pensioner David Way Lim, 77, passed away from heart failure at home in San Francisco on Mar. 11. Brother Lim joined the former Marine Cooks & Stewards Union (MC&S) in 1957 sailing as a cook. He was born in China and was a naturalized U.S. citizen. Burial was in Woodlawn Cemetery, Colma, Calif. Surviving is his widow, Shui-Wan Lau.

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.

**There's Strength in Numbers
And Our Numbers
are Growing!**

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

At Sea/Ashore



Here's the LASH Benjamin Harrison (Waterman) at anchor in The Narrows, N.Y.C. last month.

Seafarer Pens

"I Am American Made in U.S.A."

Author Edwin S. "Mr. Red" Harris, a member of the SIU since 1951 and a ship's chairman, recently published the above mentioned book which he avers is a "job creating manual."

In a letter to the LOG recently, Brother Harris, commenting on the sad state of the maritime industry, said: "We of the maritime industry have to take drastic actions and turn this thing and let the people know we mean business..."

Harris continued "I have taken surveys around many union halls here in America and I notice that quite the majority of automobiles in and around the parking lots of these union halls were foreign made. I can hardly see how the American working union man and woman can want better working and living conditions here in America and then go out and buy foreign products, buying themselves and their families out of work. They are ruining any chance of being able to collect any benefits from any American system, such as union retirement or Social Security..."

"Really, how in the hell can these good old American union working stiff's go out and buy all these foreign products, putting themselves out of work here in America?"

Seafarer Harris' \$6.95 book is available at P.O. Box 991, Vallejo, Calif. He promises to give 50 percent of the proceeds to the Union for political action.

From the Gulf to the Congo for SS Del Oro

In late September, the SS Del Oro (Crowley Marine) will sail from the Gulf to Pointe Noire, Congo with 3,167 metric tons of bagged, milled rice.

Recertified Bosun Donald Chester of the Cove Trader holds still for a photo.



Peering out from the starboard side of the Cove Trader is AB Wayne Shackelford.

Museum Gets Liner 'Constitution' China, Silverware

On Sept. 18, Mrs. C.C. Tung, a director of the SIU-manned American-Hawaii Cruises, gave Frank Braynard, author of the Liner 'Leviathan' series and curator of the American Merchant Marine Museum, Kings Pt. Academy, L.I., N.Y., a set of the original china and silverware of the Union's SS Constitution for the museum.

The large dinner plates are cinammon red with gold edging with a ship's motif design in gold in the center. The cups, saucers and bowls are beige. The silverware is stamped "American Export Lines."

Tamara Guilden, Inger and Overseas Marilyn to Israel Soon

In October, the SS Tamara Guilden (Transport Commercial), SS Inger (Reynolds Metals) and SS Overseas Marilyn (Maritime Overseas) each will carry a more than 20,000 ton cargo of grain to Haifa/Ashdod, Israel.

Medical Satellite System a Lifesaver

Survival at sea after a shipboard accident or illness should be greatly enhanced through a medical communication system recently begun by a Maryland firm.

Previously, the USPHS operated a radio communications medical program since terminated.

Seamen can now get almost immediate medical help anywhere in the world through satellite around-the-clock communications.

When a seafarer is hurt or is ill the captain of the ship can call by radio the service's doctor.

The master describes the ailment for diagnoses and treatment. Each vessel has a medical manual with body charts and injury and illnesses checklists. And a medical cabinet with medicines and aids.

The need for fast communications at sea is shown by statistics which reveal that heart attacks on land result in a 65 percent fatality rate. Heart attacks at sea have a fatality rate of 93 percent!



Wiper Sergio Reyes of the ST Cove Trader (Cove Shipping) fixes bridge windshield wiper.

U.S. Unemployment Rate Stays at 9.8% in August

WASHINGTON, D.C.—The country's jobless rate stayed at 9.8 percent in August, the U.S. Labor Department reported. Only 200,000 more jobless this month would boost the total rate to 10 percent.

Eighteen states reported joblessness of 10 percent or higher. Jobs in transportation, which had a 7 percent rate, were lost in most states. New York City reported a 10.7 percent unemployment rate! New York State had an 8.5 percent rate.

A staggering 10,805,000 persons today in 47 states and the District of Columbia are scanning the help wanted ads searching for employment. If the unemployed formed a single line, it would stretch 4,000 miles!

"Unemployment continues to be the greatest scandal in this country," said AFL-CIO President Lane Kirkland at a press conference here after the jobless figures were released by the Labor Department's Bureau of Statistics.

"The White House has abandoned working people," declared Kirkland. "Congress must quickly enact a recovery program that will put Americans back to work," he added.

Since July 1981 the unemployment rate has increased from 7.2 percent to 9.8 percent! The number of jobs has

fallen by 1 million and the number of unemployed has grown by 3 million!

"The message carried by these figures is that unemployment continues to be the Number One scandal in this country," Kirkland reiterated. "The message is that the suffering which the policies of the Reagan Administration has brought to millions of Americans continues unabated," he said.

The unemployment rate for adult men rose last month from 8.8 percent to 8.9 percent. The rate for adult women went down from 8.4 percent to 8.2 percent. The rate for blacks rose to 18.8 percent from 18.5 percent in July. The Hispanic rate went up to 14.6 percent from July's 13.9 percent. For black teenagers, the rate jumped from 49.7 percent to 51.6 percent over the month!

New York Committee



SIU Rep. Marshall Novack (seated left) makes out dues receipt for Recertified Bosun Clyde Kent (seated right), ship's chairman of the *TT New York* (Apex Marine) at an a.m. payoff at Long Beach, Calif. on Aug. 20. Also seated at the table is (center) AB Gary Smith, deck delegate; Chief Cook Robert Maddox, steward delegate; Chief Steward David Edwards, secretary-reporter and Chief Pumpman Angelo Damos, educational director.

Dispatchers Report for Inland Waters

AUGUST 1-31, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	6	1	0	0	0	0	15	2	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	2	0	0
New Orleans	0	0	1	0	0	0	0	1	2
Jacksonville	5	3	0	3	1	0	9	6	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	12	3	0	0	0	0	21	4	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	1
Houston	6	1	2	0	0	0	17	1	5
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	3	2	11	1	1	7	8	3	12
Piney Point	0	0	0	0	0	0	0	0	0
Totals	32	10	15	4	2	7	72	17	22
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	1	0	0	0	0	2	1	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	1	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	1	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	4	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	1	1	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	2	2	0	1	1	1	7	2	1
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	1	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	2	1	1	1	2	0	2	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	1	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	0	10	0	1	13	3	0	4
Piney Point	0	0	0	0	0	0	0	0	0
Totals	4	1	11	1	3	13	5	2	5
Totals All Departments	38	13	26	6	6	21	84	21	28

**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.

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 & Fedwood Streets
 Baltimore, Md. 21201
 Tele. # (301) 539-8967

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

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

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

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

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

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

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

NEW ORLEANS, LA.
 Barker, Boudreaux, Lamy,
 Gardner & Foley
 1400 Richards Building
 637 Gravier Street
 New Orleans, La. 70112
 Tele. # (504) 588-9395

PHILADELPHIA, PA.
 Kirschner, Walters, Willig,
 Weinberg & Dempsey Suite 1100
 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) 4400

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

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



Deshawn Grant Newsome



Seafarer Deshawn "Shawn" Grant Newsome, 25, is a 1978 graduate of the Piney Point Entry Program now sailing as QMED. Brother Newsome got his FOWT endorsement at the SHLSS in 1980. He has the CPR, lifeboat and firefighting documents. Newsome attended Norfolk State University. He was born in Hertford-Ahoskie, N.C. He resides in Norfolk and ships out of that port.

Debbie Byers



Seafarer Debbie Lenore P. Byers, 23, graduated from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Piney Point, Md. in 1979 and is now sailing as a cook and baker, a rating she got in 1980. Sister Byers earned the CPR, lifeboat and firefighting endorsements. She attended Charles County (Md.) Community College. Born in Phoenix, Ariz., Mrs. Byers resides in Land O' Lakes, Fla. and ships out of the port of Jacksonville.

Pedro "Pete" Luis Lopez



Seafarer Pedro "Pete" Luis Lopez, 29, is a 1975 graduate of the Piney Point Entry Trainee Program where he was in the top third of his class and received the Lifeboat Award there. In 1977, he earned his AB. He earned the lifeboat, firefighting and CPR endorsements. Born in New Jersey, he resides in Brooklyn, N.Y. and ships out of the port of New York.

Eric Wayne Parker



Seafarer Eric Wayne Parker, 23, graduated from the SHLSS Trainee Program in 1979 where he was a top third student. He is now sailing as a cook and baker, a rating he earned that year. He got the chief steward rating there last year. Brother Parker received the CPR, firefighting and lifeboat papers. A native of Patelluma, Calif., he lives in East Sandwich, Mass. and ships out of the port of New York.

Donald Craig Spangler



Seafarer Donald Craig Spangler, 28, is a 1978 graduate of Piney Point. He now sails as a chief steward, a rating he got there in 1981. Brother Spangler got the cook and baker rating in 1979. He has the CPR, lifeboat and firefighting endorsements. In 1978, Spangler studied for a year at the Catonsville (Md.) Commercial College. Born in Baltimore, he is a resident there and ships out of that port city.

John Gordon Reid



Seafarer John "Johnny" Gordon Reid, 29, graduated from Piney Point in 1979 now sailing as a cook and baker. Brother Reid got the assistant cook rating in 1980. He is a former member of the Carpenters Union. And he holds the firefighting, lifeboat and CPR tickets. Reid attended Valencia Commercial Junior College for two years. He plays the guitar, likes fishing, hunting and softball. Born on the Tyndal U.S. Air Force Base, Panama City, Fla., he lives in Norfolk and ships out of that port.



Dean Camacho

Seafarer Dean Camacho, 25, graduated from the SHLSS, Piney Point, Md., Entry Trainee Program in 1978 and is now sailing as a QMED. He earned his FOWT rating in 1979. Brother Camacho holds the lifeboat, firefighting and CPR tickets. He has also sailed inland. Camacho was born in Philadelphia, Pa., lives in Guayanilla, P.R., and ships out of the port of San Juan, P.R.

Alfred Louis De Simone



Seafarer Alfred Louis "Freddy" De Simone, 27, is a 1976 graduate of Piney Point now sailing as a cook and baker. Brother De Simone upgraded to assistant cook at the Point. He has the firefighting, CPR and lifeboat tickets. Born in Brooklyn, N.Y., he lives there and ships out of the port of New York.

Douglas Allen Thomas



Seafarer Douglas Allen Thomas, 40, joined the SIU in 1966 in the port of Seattle, now sailing as a chief cook. He has sailed as a cook and baker since 1978. Brother Thomas earned the CPR, firefighting and lifeboat documents. He is a veteran of the U.S. Navy during the Vietnam War. A native of Jersey City, N.J., he lives in East Orange, N.J. and ships out of the port of New York.

Robert Vincent Panos



Seafarer Robert "Bob" Vincent Panos, 23, graduated from the SHLSS in 1978 and now sails as a QMED, a rating he earned last year. In 1979, he got the FOWT. He holds the lifeboat, firefighting and CPR tickets. His hobbies are sailing, track and football. A native of Long Beach, N.Y., he resides in Brooklyn, N.Y. and ships out of the port of New York.

Endang Abidin



Seafarer Endang Abidin, 37, first sailed with the SIU in 1977 from the port of New York now sailing as a QMED, a rating he earned in 1980 at the Seafarers Harry Lundeberg School of Seamanship (SHLSS). In 1978, he got his fireman-watertender (FOWT) papers in New York and last year the 3rd assistant engineer rating. Brother Abidin has the cardio-pulmonary resuscitation (CPR), firefighting and lifeboat documents. He was born in Indonesia, is a resident of Brooklyn, N.Y. and ships out of the port of New York.

Frank John Tymczyszyn



Seafarer Frank John Tymczyszyn Jr., 24, is a 1979 top third of class graduate of the SHLSS now sailing as a QMED. Brother Tymczyszyn got a Best Achievement Award at the Point. He got his FOWT in 1980, and earned the firefighting, lifeboat and CPR endorsements. Tymczyszyn, a math major, studied Business Administration at the Baruch College for six months and at the Charles (Md.) County Community Junior College also for another six months. He was born in Brooklyn, N.Y., and resides in Piney Point.

Seamen Over 65 Must Enroll in Medicare (Part B) By Dec. 31, 1982

Seamen 65 and older have until December 31, 1982 to enroll in Part B of the Medicare program without incurring a penalty. Seamen who are eligible for the program and do not apply by that time will incur a 10% penalty for each year they fail to enroll.

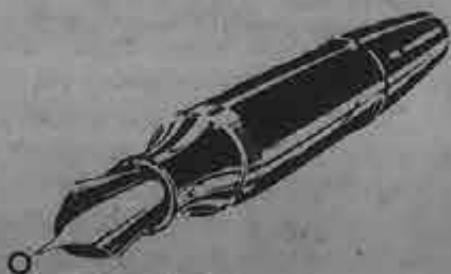
Federal funding for the USPHS Hospitals was eliminated in last year's Reconciliation Act. The cut-off in funds created a double unfair situation. Not only were seamen deprived of free medical care, they were also exposed to a financial penalty for not having enrolled in the Medicare program, even though there had been no reason for them to apply.

Congress waited more than a year to rectify the situation. Finally, last month, Congress passed the Tax Equity and Fiscal Responsibility Act of 1982 which gave seamen until December 31, 1982 to enroll in the Medicare program without incurring a penalty.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Oct. 4	2:30 p.m.	7:00 p.m.
Philadelphia	Oct. 5	2:30 p.m.	7:00 p.m.
Baltimore	Oct. 6	2:30 p.m.	7:00 p.m.
Norfolk	Oct. 7	9:30 a.m.	7:00 p.m.
Jacksonville	Oct. 7	2:00 p.m.	—
Algonac	Oct. 8	2:30 p.m.	—
Detroit	Oct. 8	2:30 p.m.	—
Houston	Oct. 11	2:30 p.m.	7:00 p.m.
New Orleans	Oct. 12	2:30 p.m.	7:00 p.m.
Mobile	Oct. 13	2:30 p.m.	—
San Francisco	Oct. 14	2:30 p.m.	—
Wilmington	Oct. 18	2:30 p.m.	—
Seattle	Oct. 22	2:30 p.m.	—
Piney Point	Oct. 9	10:30 a.m.	—
San Juan	Oct. 7	2:30 p.m.	—
Columbus	Oct. 16	—	1:00 p.m.
St. Louis	Oct. 15	2:30 p.m.	—
Honolulu	Oct. 14	2:30 p.m.	—
Duluth	Oct. 13	2:30 p.m.	—
Jeffersonville	Oct. 21	2:30 p.m.	—
Gloucester	Oct. 19	2:30 p.m.	—
Jersey City	Oct. 20	2:30 p.m.	—

LETTERS TO THE EDITOR



Thanks for Diagnosis and Benefits

I am deeply indebted to the Seafarers International Union for the consideration and services they extended to me this past year. The Seafarers Welfare Plan was prompt and generous in the payment of my medical expenses.

Especially, am I grateful to Dr. Logue, Dr. Minutello, Dr. SanFilippo and the staff of the SIU clinic in New York. Their sincere interest, professional diagnosis and encouragement led to the eventual correction of my serious medical problem. It has enabled me to continue my schooling and career in maritime.

Thank you again.

Sincerely,
George K. Hoffmann
SHLSS Piney Point

Privileged Class? Not Amusing!

I'm amused to find that the Reagan Administration's economic "experts" classify American merchant seamen as a subsidized and thus privileged segment of our society, as recounted in a weekly news magazine recently. I'm amused, that's all.

My "privileged" SIU shipmates who participated in all those luxury-class cruises to Kandla, Chittagong, Ras Tanura, the Saigon River and similar jet-set resorts are going to be equally amused.

The late Paul Hall had it right when he said: "Once upon a time this nation showed the world what it was to sail the seven seas". If we're talking about a bygone era, its because our elected officials in Washington made it that way. Thank God for the SIU and for SPAD, our only weapon in Washington.

Fair winds and following seas to all of you who stood watches with me during times good and bad. Seafaring is what it is all about.

Fraternally,
James Krebser
SIU Book #K-632
Stuart, Fla.

Hey! Apply for SIU Scholarship

Having completed my second year at Wilkes College, Wilkes-Barre, PA as a 1980 SIU Four Year Scholarship Awardee, I am writing this letter to encourage others to consider applying for the scholarship.

I am a biology major and want to attend medical school. My courses have given me a background which makes my future very promising.

I should hope that others will apply for the SIU scholarship which has enabled me to attend college and thus improve my chances of attaining my goal of becoming a medical doctor.

Sincerely yours,
Elaine C. Czachor
Wilkes-Barre, PA

Don't Forget to Vote

In the 1980 elections, many of labor's staunchest allies in Congress went down to defeat in the Reagan sweep. As a result, American trade union members have had to carry the heaviest burden of job losses and economic recession.

Now is the time when we get our best shot at turning things around. I'm referring to the upcoming elections in which the entire House of Representatives and one third of the Senate is up for grabs.

The first priority for union members and their families is to get out and vote for the candidates backed by labor. We cannot afford to split our votes as happened in 1980. There must be solidarity among unionists or we will have to suffer through another two years of high unemployment and budget cutting before we get another chance.

Also, it is important for union members to volunteer their time—even if it's only a few hours—to help their union carry out the needed grass roots political effort to get our friends elected.

So volunteer at your local union hall to help hand out leaflets, man the phone banks or drive sound-cars. But at the very least, get out and vote for labor's slate on November 2.

Fraternally,
Edward X. 'Monsignor' Mooney, Retired
Kirkland, Washington

32 Years a Seafarer and Proud

I would like to thank the SIU Welfare Plan for paying my wife's hospital bill in full. I hear pro and con about all labor unions. I have been in the SIU for 32 years, and I am very proud of it.

We have come a long way on the ships and tugs. I've been working on tugs for the last 8 years with Crowley.

All union brothers who have been around awhile know that people like Paul Hall, Sonny Simmons, Frank and Paul Drozak, Bob Mathews, Bull Shepard, Cal Tanner, Joe DiGiorgio, Lindsey Williams and Red Campbell have led the way for what we have got today. That is just naming a few. And I think we will go further with the leadership we have today.

I've been away from the big ships for some time now, and I would like to hear from some of my old shipmates from the deep sea sector. Drop me a line if you get a chance.

Fraternally,
Jimmie L. Jackson, J-265
Rt. 1 Box 655
Kingsland, Texas 78639

Be 'Ready' for Retirement

It has been about two years since I have retired from the SIU and I thought I might be able to give a few tips to brothers who plan to retire in the near future from some of my experiences.

Usually a fellow who has a good bit of seetime will receive quite a bonus plus his pension. If a person does nothing about this, he will pay a very heavy income tax.

There are ways, however, to avoid paying excess tax. So I suggest one get advice from a reputable tax consultant—not one of those firms that make out income tax returns a few months a year—but a real firm that does this year 'round. It costs some money, but believe me it's worth it.

Between my social security and the SIU pension I get along very well. However, if I knew about the tax situation I'd have done a lot better. The time to get this information is before you retire. I still don't know a great deal, but at least I know enough to go to someone who does.

Fraternally,
Harold McAleer, M-477
Bradford, MA

SIU Seeks Tax Equity for Conventions at Sea

A bill which could make or break the fledgling U.S.-flag passenger ship industry is due for a vote soon in Congress.

The bill, H.R. 3191, was introduced in early 1982 by Rep. Frank Guarini (D-N.J.). Its intention is to redress an injustice in the Internal Revenue Code as amended by Congress in 1980, which allows tax write-offs for conventions held at hotels but not for those held aboard U.S.-flag passenger ships.

Current law allows corporate tax deductions for conventions at land-based hotels, not only in the United States, but in Canada and Mexico as well.

Yet the same law denies tax write-offs for conventions on American cruise ships whose flag is an extension of U.S. territory, whose owners employ U.S. citizens, paying U.S. corporate and personal income taxes.

Rep. Guarini's bill will simply allow the same tax deductions for conventions aboard U.S.-flag cruise ships as are currently allowed for conventions at hotels—a necessary revision, in our view, if the American cruise ship industry is to be given a fighting chance for survival.

The convention trade is a multi-million dollar business. For many resorts and hotels, that trade provides the main source of income—the difference between operating at a loss or at a profit.

Passenger ships, even more than hotels, are natural convention sites. Room and board and comfortable meeting facilities as well as leisure time activities are all on-board.

As Reps. Richard T. Schulze (R-Pa) and Guy Vander Jagt (R-Mich) pointed out in supporting H.R. 3191, conventions on cruise ships are likely to be more productive than those held ashore because, however luxurious, a cruise ship offers a closed environment which is more conducive to full work-time participation by convention attendees than a hotel where sightseeing or the pleasures of resort life tempt.

In addition, allowing tax write-offs for conventions held at hotels or resorts in Mexico or Canada hits the U.S. Treasury with a double whammy. First, the convention itself is tax deductible. And second, the American dollars being spent during a foreign-based convention do nothing to strengthen the U.S. economy.



SORRY, SIR, THAT'S NOT IN THE PACKAGES!

In fact, if a foreign airline is used to transport American conventioners to a hotel in Canada or Mexico, the sole benefit the U.S. economy derives from that convention is in cabfares to and from the airports.

If conventions at hotels are legitimate tax deductions then conventions aboard American flag cruise ships must likewise be legitimate tax deductions.

That's the point of H.R. 3191. It simply corrects an injustice in the current tax code—no more and no less. In the process, the U.S.-flag passenger ship industry gets a fair and equal chance to compete for the convention trade.

Without the ability to compete for that trade, the American cruise industry, which achieved such a hard-won renaissance, may well disappear once again.

LOG

September 1982

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