

DIXIE Follows ACBL—and ACBL Is Guilty!

NLRB Uncovers Widespread Union-Busting Pattern

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The anti-labor, pro big-business climate of the Reagan administration has finally given non-union companies the courage to begin large-scale union-busting campaigns. The latest evidence of this is the conspiracy by several large non-union conglomerates to bust the SIU.

The Dixie Carriers and ACBL beefs are just two examples of the large-scale assault on the Labor Movement throughout the United States. The attacks center on wages, workers' rights and dozens of other hard-won working conditions.

The reasons for these attacks are simple. Non-union companies in industries all over the country have been forced by organized labor to pay decent wages and grant concessions to their employees in order to keep American labor unions away from their workers. One way to keep unions out of the workplace is to adopt many of the contract standards,

wages and benefit levels of organized shops and boats. That costs money.

The other way is to bust the unions where they are established. For 40 years the SIU and Dixie enjoyed good labor/management relations. Both sides lived up to their contracts. The members prospered and their families were secure. But today, Dixie's actions are taken from the textbook of union-busting. The textbook that big companies around the country are studying.

Two years ago Dixie was bought by a giant conglomerate, Kirby Exploration. Over the years at Dixie, the SIU set the standards for the inland boat industry. Non-union companies were forced to match the wages and benefits and rights the SIU won at Dixie or their employees would surely come to

(Continued on Page 8.)



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Vol. 45 No. 6 June 1983



Golden Phoenix
Reborn as Bulker
—See Page 23

President's Report

by Frank Drozak

I HAVE DISCUSSED with you several times the cost of medical care for our members, their dependents and the retirees. I have said we would monitor the cost on a monthly basis, for a period of time, to see what the impact would be on the Welfare Plan since the closing of the USPHS in October 1981 by the Reagan administration which has contributed to the continuing increase of medical treatment and the rising costs to our Plans.

As you know, since the closing of the USPHS, the Seafarers Welfare Plan has had to assume the additional cost for medical treatment for its members.

Also we have found that since 1981, medical costs have skyrocketed to an all-time high with increases of 15 to 20 percent every six months. And for the year of 1984, it is estimated that medical costs will increase by at least another 20 percent.

In reviewing the medical cost for our members since the closing of the USPHS, the cost has almost tripled that which was originally estimated for coverage to our members. In fact, the cost has more than doubled the cost of coverage to our dependents and retirees.

In reviewing the conditions of the maritime industry—the number of ships that have been laid up, as many as 60 ships at one time due to the lack of cargoes since October 1981—these conditions have created a loss of over 700,000 man-days for each year since October 1981, and resulted in a severe drop in contributions into our Welfare Plans.

As you know, contributions to all of our Plans are based on



man-days worked. If the ships are not working, and no crews are aboard, there are no contributions paid into your Plans. Yet, the medical bills keep coming in and payments must be made.

Furthermore, since the Reagan administration took office in January 1981, it has continually downgraded the maritime industry. After making pledges of revitalizing the maritime industry, President Reagan has done just the opposite.

He has closed our hospitals, destroyed the construction subsidy, gutted the operating subsidy and reduced Title XI loans for ship construction.

In addition, he has taken the strong position that the maritime industry must go it alone without any help from the U.S. government. This administration has continually attacked the present maritime laws, such as the government-impelled cargoes, P.L.-480 cargoes, military cargoes, the Alaska oil trade and the Jones Act. There have been these and many other attempts by this administration to destroy the American maritime industry.

The administration has even gone to such an extent as to say that if we want a maritime industry, management and labor must get competitive with the foreign countries by reducing costs. Last year, the administration asked us to take a rollback in wages without offering a solution to this sick industry. It is a result of these issues and others, as we see it, that requires a positive position be taken by this membership.

Your SIU Executive Board met for several days in the month of May, and reviewed the condition of the industry, the condition of the Welfare Plans, and the additional costs created by the closing of the USPHS causing increasing costs to provide benefits for our active seamen. In our review, we have determined that we have two choices: to reduce the benefit coverage to the membership, their dependents and the retirees—which I am certainly against—or, to

forego the 7½ percent wage increase due June 16, 1983 and roll that increase into the Welfare Plans which will then allow us to continue the present benefit schedule to our members, their dependents and our pensioners. Thus, we will be able to maintain the present welfare coverage to everyone and not reduce any benefits.

After careful review, your Executive Board concurred with my position not to reduce benefits, and recommends to this membership that we forego the 7½ percent wage increase due June 16, 1983 and roll it into the Welfare Plan so that all benefits will continue without reduction. Under the proper order of business at all membership meetings, the Executive Board will submit a resolution for your approval to apply the 7½ percent increase into the Welfare Plan.

I recommend that you concur with the Executive Board's recommendation and action.

SIU Executive Board Recommends Membership Action In Health Crisis

—see page 4.

Maritime Day In Washington, D.C.



SIU upgraders and trainees were on deck for Maritime Day ceremonies in Washington, D.C., New York and San Francisco. (See page 14.)



LOG

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Vol. 45, No. 6

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New Ship—More Jobs

ITB Baltimore Crews Up in Mobile

More SIU jobs were created last month when the *Baltimore* (Apex Marine) was crewed in Mobile, Ala. The modern integrated tug-barge is the fourth of six such ships being built in series by Apex.

Powered by twin 18,000 diesel engines the 691-foot ITB headed for St. Croix, Virgin Islands to load up with petroleum products for the East Coast. She can handle oil, gas, jet fuel or No. 2 diesel in the 558-foot barge section.

The six ships will be identical in all parts, but the tug and barge sections will only be disconnected if repairs or drydocking are needed.

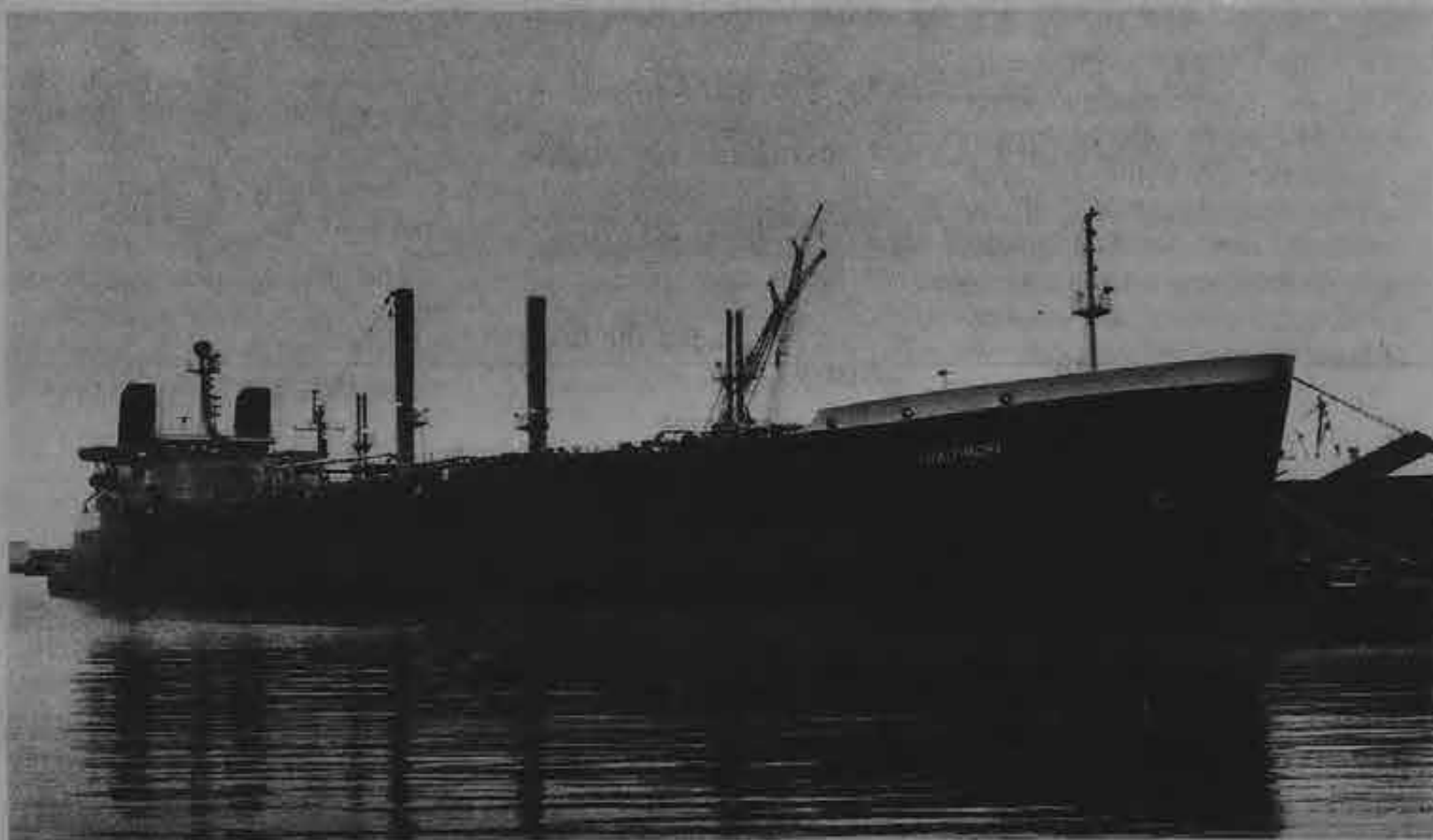
The *Jacksonville*, *Groton* and *New York* were launched before the *Baltimore*; the *Mobile* and *Philadelphia* are scheduled for launching later.



Apex Operations Manager Al Bentsen (l.) takes SIU Representative, Tom Fay on a tour of the *Baltimore*.



Billy Joe Lockhart, AB (l.) and Port Agent Tom Glidewell on the deck of the *Baltimore*.



The integrated tug-barge *Baltimore* lies alongside the pier in Mobile.



In the galley of the *Baltimore* we find (l. to r.) John Calhoun, chief steward; Jerry Gordon, patrolman; and Eddie Singleton, chief cook.



The cheerful crew of the *Baltimore* take time out to pose for their photograph. They are (l. to r.): Tom Glidewell, port agent; John Calhoun, chief steward; Charles Lambert, AB; Gerry Corelli, bosun; Slim Gazzier, AB/tankerman; (standing) Glen Clark, tankerman; Billy Joe Lockhart, AB; Eddie Singleton, chief cook; (seated) Jerry Gordon, patrolman; and Haywood Green, QMED.

USPHS Hospital Shutdown Caused Health Care Crisis



This USPHS hospital on Staten Island—one of the eight which were still serving the needs of our nation's merchant mariners in the early 1970s—is now closed, and the health needs of many thousands of American seafarers are being ignored by an ungrateful nation.

SIU Executive Board Urges Action on Health Crisis

The Executive Board of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District at their recent Executive Board meeting discussed the health care problems of this membership and their dependents and the continuing rising costs for such care. After a thorough evaluation, the members of the Executive Board decided to present the following resolution to you for your consideration.

RESOLUTION

Whereas: The United States Public Health Service Hospitals were closed in October, 1981; and

Whereas: It then became necessary for the Seafarers Welfare Plan to provide medical coverage for all those individuals who had previously received care at the USPHS facilities; and

Whereas: The costs associated with medical care have been increasing steadily and are still escalating; and

Whereas: It is costing the Seafarers Welfare Plan on an average of \$1.2 million dollars per month to provide members with medical benefits; and

Whereas: It costs the Seafarers Welfare Plan an additional \$1 million dollars per month to provide benefits for dependents and pensioners; and

Whereas: The continuous decline in contributions has resulted in a substantial decline in income for the Welfare Plan; and

Whereas: Due to the depressed economy, foreign competition and a reduction in government subsidies, the U.S. maritime industry cannot assume any additional burdens at this time; and

Whereas: The contracted employers due to vessel lay-ups are unable to increase their current contributions to the Welfare Plan; and

Whereas: Seafarers and their families are accustomed to receiving the highest quality medical care available; and

Whereas: It is recognized that maintaining our high level of benefits is of utmost importance; and

Whereas: The Seafarers Welfare Plan cannot continue to provide such benefits with its current income.

Now, Therefore, Be It Resolved: That the 7.5 percent negotiated contractual increase due on June 16, 1983 shall be applied to the Seafarers Welfare Plan.

Fraternaly submitted by

The Executive Board of the
Seafarers International Union,
Atlantic, Gulf, Lakes and Inland
Waters District

Date: June 6, 1983

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

Merchant Marine Health Care Crisis Is Probed

The government has finally geared up a study of merchant marine health care problems since the doors of the Public Health Service hospitals were slammed shut in 1981.

Six months ago, Sen. Daniel Inouye (D-Hawaii) called on the General Accounting Office to investigate the problems and the possibility of including merchant sailors in a government-sponsored health service, known as the Champus program. That program replaced the old USPHS hospitals and clinics for all clients, except the merchant marine. Since the facilities closed, Seafarers and other merchant marine personnel have been forced to rely on Union-sponsored or private health insurance for medical care.

The cost to the unions and the shippers has been very high. In addition, delivery of health service has run into some snags and many merchant mariners have had trouble adjusting to the change.

For example, the SIU has been forced to spend more than \$1.5 million more a month for health and welfare claims since the hospitals were closed. The SIU decided to use a Union-sponsored direct payment program. Other unions have seen costs increase too by using private insurers. Whatever plan was picked has increased costs for unions and employers.

The costs are not the only

problems; the administration of the health claims and plans have been overwhelming. That is one of the reasons job calls at hiring halls were reduced so the additional thousands of health claims could be processed as quickly as possible.

Another roadblock has been the lack of easily found medical records. When the hospitals closed, all government records including medical histories, were transferred to a central warehouse in Maryland. Now doctors have to order their files from the warehouse and sometimes that takes as long as seven months according to reports.

If a seaman has a problem that cannot wait that long for treatment, the doctor is forced to repeat tests that often were already done by the government, and that sends medical bills soaring, adding even more to the costs to the Union.

In a letter to Inouye, SIU President Frank Drozak urged that the GAO speed up its investigation because of the pressing needs of the Union and its members.

"We would urge that the GAO expedite its investigations and conclude their efforts so that appropriate solutions may be developed to the medical problems facing American seamen," Drozak wrote.

He added that the SIU would be willing to help in any way possible with the GAO's study and recommendations.

Boggs Bill Coalition Advances on Several Fronts

While congressional action on the Boggs bill has slowed a bit since last month's intensive hearings, other activity in support of the bill has not slackened.

A coalition in support of the bill has been mapping strategy. A group of independent farmers has expressed interest in the bill. The Joint Chiefs of Staff confirmed the weakened state of the American merchant fleet. A group of Great Lakes organizations called for the bill's passage, and the Reagan administration has yet to announce its position.

Coalition Continues Work

The coalition is built from the SIU and unions with in the Maritime Trades Department and others and with shipbuilders, shipowners, ship suppliers and other maritime groups.

The group meets every week at SIU headquarters to map the legislative track of the bill. Hearings have been held in both the House and Senate.

The group also keeps track of which representatives and senators have signed on as co-sponsors, which ones have taken an active stance against the bill and who should be lobbied and talked to in hopes of gaining support. The coalition plans meetings and seminars around the country to get the message out beyond maritime interests to other groups. It also monitors what opponents have said about the bill and decides what type of responses are needed.

SIU Legislative Director Frank Pecquex said it is the first time such a large group from all segments of the industry has banded together for a common maritime goal.

For example the shipyard suppliers have taken an active interest in the legislation. These people, who supply everything from nuts and bolts to powerful diesel engines, know the bill will mean business for them.

A recent study by International Maritime Inc., an independent maritime consulting group, calculated that for every job in an American shipyard at least one-half an additional job will be created in the shipbuilding supply area. Estimates show that some 36,000 shipyard jobs



could be created if the bill passes and that means about 18,000 more jobs would occur in the supply industries.

In addition, the report points out the suppliers and their companies are located in most states. That means those business leaders can use their influence and lobby representatives from across the country, not just those in maritime states.

Not All Farmers Opposed

While many agricultural groups have opposed the Boggs bill, under the mistaken notion it could cost them millions of dollars in additional transportation costs, the coalition has lobbied some of these groups and even received warm receptions.

One group of small farmers met in Washington, D.C. recently and asked the coalition for a presentation on the Boggs bill. They said they heard all the arguments from the powerful big agri-business lobbies and wanted to hear both sides of the issue.

After hearing the explanation concerning the required reduction in both construction and operating costs and how more cargo means reduced, not increased rates, the farmers took a more positive stance than other agriculture groups. While they did not agree to support the bill, the farmers said they would not

actively oppose it. One of their major concerns was the national defense aspect of the bill.

Joint Chiefs Worried

Even according to a Joint Chiefs of Staff (JCS) report, the U.S. merchant fleet is in trouble. In its latest Military Posture Report, the nation's military leaders said sealift is counted on to provide 95 percent of military bulk needs and 90 percent of its petroleum needs in major overseas deployment. It praises the British effort in the Falkland Islands crisis and their use of British merchant ships.

"At the same time the U.S. military is putting increased emphasis on the role of sealift mobility, U.S. sealift assets continue to decline," the JCS report said.

In addition to noting the need for new militarily useful ships, which the Boggs bill would provide, the JCS had a few harsh words for foreign-flag ships.

One of the major opponents of the bill is the group of American shipowners who have registered their vessels in other countries. For years these turncoat businessmen have claimed that the nation could rely on their foreign-crewed ships in emergencies. The JCS are not so sure.

"Although these ships should be available in time of war or crisis, the reliability of foreign

crews is uncertain. Foreign registry is a major detraction from maintenance of a viable U.S. merchant fleet."

As Boggs bill supporters have pointed out, the shipbuilding portion of the legislation is as essential as the shipping aspects to the nation's security. The 27 shipyards which make up the nation's shipbuilding mobilization base cannot be expected to stand idle for years and then overnight turn out ships for a wartime crisis. The yards must be open in peacetime to build the fleet, maintain it and repair it.

"Rapidly developing world events do not allow surge shipbuilding production to meet all sealift needs," the JCS wrote.

Great Lakes Support

Only a few months ago most groups on the Great Lakes opposed the bill. But now support has been growing. At a recent meeting of several Lakes groups, the bill was called the solution to problems of declining U.S. shipping on the Lakes. The American Steamship Co., Bay Shipbuilding Co., the Great Lakes Task Force and the Transportation Institute all called for passage of the bill.

The Reagan administration has not made public its stance on the bill. Even though it has offered a foreign-dominated, five-point shipping plan, it has not opposed the Boggs bill. SIU President Frank Drozak recently wrote to the Treasury and Agriculture departments asking for their support.

The Agriculture department said it was studying the legislation "carefully," but that it has not taken a position on it. The Treasury response outlined Reagan's five-point plan and said it "continues to support the revitalization of the American maritime industry through a consistent application of policies based on sound economic principles."

The next major round of congressional activity is set for June 29 when the House Merchant Marine Committee will hold a markup session on the bill before sending it to full committee. There has been no date set in the Senate.

White House May Not Push Alaska Oil Export

The Reagan administration has hinted that it may drop its fight to export Alaskan oil, if the remarks of a cabinet secretary can be taken as an indication.

Last month Energy Secretary Don Hodel was quoted as saying the fight to export the oil was not an issue the administration "ought to bleed and die for," according to a report in *The Wall Street Journal*.

Other well-placed sources have said a group of cabinet level officials who were studying the export question concluded that while they would like to see the export, the support on Capitol Hill for keeping the oil in the country was very strong and the issue might not be worth a large-scale political battle.

However that does not mean the SIU and other members of the Coalition to Keep Alaska Oil have rested in their efforts. There are still several powerful

senators who have championed the export and are expected to continue to do so.

The ban is contained in the Export Administration Act which expires in September. In Senate action, mark-up on the Act included a section on Alaskan oil which would continue the ban for another six years. Thirty-two senators are cosponsoring the Act.

In the House the export restriction is contained in a separate bill cosponsored by 232 House members. That bill is the Wolpe-Mckinney bill which would continue the ban for four years. No date has been set for a floor vote in either house. But if the bills pass each house as written, the two bodies will have to meet in conference to agree on the same time limit.

Shortly before the Senate action late last month, SIU President Frank Drozak wrote Sen. Jake Garn (R-Utah), chairman

of the Senate Committee on Banking, Housing and Urban Affairs, urging positive action on the legislation.

One of the issues Drozak pointed out is that the Act does not absolutely ban the export of the oil. If both the Congress and the president determine that export of Alaskan oil is in the national interest then the restriction can be lifted.

"Clearly, Alaskan oil has not been exported to date because both the president and the Congress have found it is in the national interest to keep the oil here," Drozak said.

Consumers Benefit

While Seafarers and other sailors benefit directly from the ban because the oil must be shipped on American vessels, consumers do too. The oil from Alaska is much cheaper than imported oil from Mexico, the OPEC countries and elsewhere.

According to a recent Transportation Institute study, the price of the North Slope oil averages about \$4 a barrel less than imported oil. That means if production runs 580 million barrels a year, the consumer saves some \$2.3 billion a year.

In addition to consumer benefits and the direct shipboard jobs created by keeping the oil in the country, an entire infrastructure of support jobs is maintained by the domestic trade.

For example in Wilmington, Calif., Crowley Marine provides bunker service for some 32 tankers in the Alaskan trade. According to Port Agent Mike Worley, the SIU-contracted company employs about 200 workers.

The ships will pick up their oil in Alaska, sail south to the Panama Canal, offload the oil and stop in Wilmington for bunkers before heading to Alaska again.

Those Crowley jobs mean millions of dollars in direct wages, millions of dollars in revenue for the company and millions of dollars for the local economy. All of that would be lost if suddenly the oil were shipped on foreign-flag ships heading east to Japan. And that is just one company serving a fraction of the Alaskan oil fleet.

Revival CBI Bill Draws SIU Fire

The Reagan administration is ready for a repeat campaign to sway congressional approval of a bill similar to the Caribbean Basin Initiative that passed the House but did not reach the Senate last year.

The AFL-CIO with full SIU support is reviving opposition to the bill, perhaps by introducing a bill banning the import of duty-free products from Caribbean Basin nations.

Last year the AFL-CIO helped stop the bill by warning senators of the dire consequences in the Virgin Islands and Puerto Rico if foreign CBI goods were given an unfair trade advantage. With unemployment hovering above 20 percent, the two islands could ill-afford an increase, the AFL-CIO told senators.

This year's version of the bill, presented at hearings convened by Senate Finance Committee Chairman and sponsor of the bill, Robert Dole (R-Kan.) has already brought objections from an AFL-CIO representative testifying at the hearings.

Testifying for the administration, Secretary of State George P. Schultz said Caribbean nations were "bitterly disappointed that this legislation did not reach the Senate floor during

the last Congress." Schultz predicted that "nonpassage this year will undercut moderate leaders in the region who have geared their policies to cooperation with the United States."

But Stephan Roplan, legislative representative for the AFL-

CIO said in light of the lack of the most elementary human rights, safety in the work environment, and labor unionization protections that the AFL-CIO will not tolerate the introduction of foreign trade incentives into the Caribbean region.

Gralewicz Wins SIU of Canada Election

Roman Gralewicz has been re-elected president of the SIU of Canada for a four-year term. This will be the third consecutive term for Gralewicz, who was first elected to that office

by acclamation in 1973.

The election was by "mail-in ballot." Forms were sent to the 2,965 eligible voting members of the SIU of Canada on February 25. By March 25, the final

day of the election, 2,270 ballots had been returned—giving a victory to Gralewicz by an overwhelming majority over opponents Mario Makar, Edward Williams and John N. Williams.

Following official notification of the results, Gralewicz said, "My re-election reflects the confidence of the SIU members in my administration. My renewed mandate will allow me to continue the fight for better wages, working and safety conditions for seamen, as well as the renewal of our efforts to lobby for a Canadian deep-sea fleet, which will ensure more jobs for Canadian seamen."

Also on the ballot was the election for vice president, Pacific. John Royce, the former executive vice president, defeated Alfred Poole for this office—also by a large margin.



Roman Gralewicz, president of the SIU of Canada (l.) talks with SIUNA President Frank Drozak at the Seafarers International Union convention in 1981.

New Shipping Act Could Bolster U.S. Maritime Industry

Key Provisions Would Make U.S. Shippers More Competitive in World Markets

The Shipping Act of 1983 which gives shippers immunity from antitrust law suits and leeway to engage in conference rate-setting cartels has been transferred for review to the House Judiciary Committee until July 1.

H.R. 1878 was recommended for House adoption by the full Merchant Marine Committee. It was termed a way to "allow U.S. carriers and shippers to conduct international ocean commerce transportation in a stable, efficient and competitive manner within a fair trade environment." It has gained House support since the Senate overwhelmingly voted in favor of the bill this March.

SIU President Frank Drozak

testified for the passage of the measure urging the Committee to "give weight to the issue of maintaining the strength of the U.S.-flag fleet and U.S.-flag vessel market share."

The bill streamlines legal standards and ends Federal Maritime Commission (FMC) delays in approving agreements and processing complaints. It is expected to revive American shipping which has been at a disadvantage since foreign nations have encouraged development of cartels to undercut product prices and shipping rates.

But a snag remains in the bill's provisions. The Judiciary Committee will address whether the FMC can require the filing of

tariffs and act to enforce the tariffs. Otherwise the bill diminishes the role of the FMC to protecting shippers, ports and carriers from unfair or discriminatory shipping practices.

The conflict centers around several issues: whether companies operating in cartels may be allowed to gain unrestricted market power; whether shippers will be tied into contracts, and perhaps liable for service beyond when it is needed; and whether the FMC has an adequate system to record and publish accurate tariff filings and enforce current prices.

In approving the bill during its full mark-up session, the committee approved tariff stip-

ulations saying it "found that there was strong support for this approach."

Carriers have lobbied for the enforcement and the Reagan administration has been back and forth on the issue and now supports the tariff provisions.

According to Reps. William J. Hughes (D-N.J.) and Harold S. Sawyer (R-Mich.), chief opponents of the tariff provision and members of the Judiciary Committee, they will work with colleagues in the Judiciary Committee "to review HR 1878 and . . . sew up some critical loose ends that could unravel the otherwise constructive legislative fabric this committee has woven."

Rebuts Washington Post

SIU Sets the Record Straight On Shipping, Shipbuilding Bill Benefits

(The following letter was published in the May 28, 1983 edition of The Washington Post.)

In its recent editorial "Yet Another Maritime Subsidy," the Washington Post's predisposition to criticize the shipping and shipbuilding bill caused it to overlook several important points:

- The bill would establish freight rates guidelines, based on current market rates plus a reasonable increase, ensuring economic feasibility for the operators as well as competitive rates for U.S. shippers and consignees. If a U.S. carrier cannot meet these rates, it will not be able to carry the cargo.

- These rates would be established with the advice of an advisory committee, including U.S. importers and exporters, further ensuring cost competitiveness for U.S. commodities.

- U.S. shipyards and operators would be required within two years to reduce their costs by 15 percent. The Seafarers International Union, in conjunction with the Marine Engineers Beneficial Association, District 2, have committed themselves in writing to a joint program with management that will, in fact, reduce wage and benefits costs by over 20 percent.

These provisions were precisely designed to eliminate rhetoric such as The Post's that U.S. vessels operating under this bill would be uncompetitive and add to consumer costs.

The international movement toward reservation of national cargoes for national-flag vessels has caused a dramatic decline in the amount of cargo available to U.S.-flag vessels. The United States has overlooked this trend for far too long. Without a reasonable effort to ensure U.S. imports and exports to U.S. vessels, the U.S. merchant marine will soon disappear.

The editorial also fails to mention the 27,000 direct jobs that would be created; the 200,000 existing maritime-related jobs that would be preserved; and, the 268 modern, efficient vessels that would be built and, most important, would be available to provide vitally necessary sealift support during any national emergency. The legislation's economic and defense benefits will far outweigh the rhetorical jingoism expected to be heard from opponents such as The Post.

—Frank Drozak

The writer is president of the Maritime Trades Department of the AFL-CIO.

SIU Committee to Study Relief Trip Effects on Jobs

On June 6, a six-man rank and file committee will be elected in the port of New York for the purpose of conducting a study of the effect that the Permanent Job-Trip Relief procedures have had on shipping.

In order to be of assistance to the committee, all ships' chairmen are requested to discuss the procedures with their crews at their next shipboard meeting and to submit a report to the committee at headquarters in Camp Springs, Md.

Reports submitted by the dispatchers from the various ports indicate that from April 1, 1982 through March 31, 1983 the following reliefs were made available:

Rating	Number of Reliefs	Total Days of Relief
Bosuns	129	10,812
Stewards	76	6,177
Electricians	53	4,154
Pumpmen	28	2,378
Reefer Engineers	8	720
QMED Plumber Machinists	1	60
Passenger Utilities	3	300
		24,601 days of relief provided

Most of the crews know from experience that as shipping slows down, the job turnover does too. It is therefore apparent from the figures noted above that the rule has been helpful in creating a job turnover in those positions where turnover is slow.

Headquarters has not received even one complaint about the key men becoming "company stiff" because of the Relief Rule.

It should also be noted that on certain vessels where key men had held their respective jobs from one to six years without a relief, reliefs were created from between 60 and 120 days for members holding similar positions and registered on the beach.

It is hoped that this matter will be thoroughly discussed with the crew and their reaction be provided to headquarters as soon as possible.

A letter to this effect has been mailed to ships' chairmen aboard all SIU-contracted deep-sea vessels.

DIXIE Follows ACBL—and ACBL Is Guilty!

NLRB Uncovers Widespread Union-Busting Pattern

(Continued from Page 1.)

the SIU for help. If the SIU were to be busted at Dixie or ACBL, that could force givebacks and concessions from their workers.

But one thing this high-powered anti-labor push cannot eliminate is the law. The NLRB has now filed charges against Dixie, and already found ACBL guilty of the same union-busting tactics.

Dixie Carriers and its profit-hungry parent Kirby better take a look, because the charges against Dixie are just like those ACBL is guilty of.

Does that look like a conspiracy? You be the judge.

Last month the NLRB issued a massive complaint against Dixie, charging the carrier with a wide range of unfair labor practices. Dixie is scheduled to go to trial on those charges July 5 in New Orleans. When Dixie is found guilty, striking workers will be given "preferential job rights."

Here is the list of charges the NLRB has pinned on Dixie:

- Harrassing and intimidating workers;
- Threatening to fire strike supporters;
- Disrupting lawful Union activities by creating the impression that workers were being spied upon;
- Undercutting and bypassing the SIU during lawful collective bargaining;
- Encouraging supervisors and captains to destroy the lawful status of the Seafarers International Union.

What would happen if Dixie or ACBL were allowed to get away with their union-busting? Workers everywhere would suffer. Here is just a partial list of what Dixie wants to do.

- Harassing and intimidating workers;
- Gut seniority
- Force a probation period
- Eliminate the subcontracting clause
- No increase in penalty or overtime rates
- Reject crew change pay
- Gut sanitary work for health and safety
- No sick leave
- Reduce pensions
- Reduce hospitalization

The list goes on and on. If these changes were allowed to happen at Dixie, they would happen everywhere, and organized labor would be thrown back decades in its fight to protect the working men and women of this country.

The SIU is fighting union-busting on several fronts, but it is not the sole target of this boardroom conspiracy. A look at what has happened to working men and women across



the country points to thousands of victims of corporate blackmail and greed. Standards set decades ago and commonly accepted labor practices are being tossed out the window by companies making hollow pleas of poverty and threatening to simply close down if workers do not give in to the company blackmail.

SIU members' solidarity have forced the company to resort to illegal subcontracting of its work. Dixie has also been forced to shift much of its barge work to other companies.

Union picket lines have been set up throughout Louisiana, Texas, Florida, Alabama and other areas where Dixie boats operate. While the SIU continues to attempt to negotiate with Dixie, SIU President Frank Drozak said the company's unfair labor practices have stalled the talks.

Looking ahead, Drozak said, "This is only round one in what could be a long fight, but we can expect to score a decisive KO."

While the SIU will score a knockout against Dixie, the entire American Labor Movement must continue this fight against the powerful big-business forces. They may have the money to prolong labor attacks around the nation. But the Labor Movement has the biggest asset—the workers. If working men and women join together to fight, they cannot lose.

ACBL Is Guilty—Dixie Is Next

The National Labor Relations Board found ACBL guilty of unfair labor practices. Dixie Carriers faces the same charges. Here is what the NLRB found ACBL guilty of:

- Refusing to bargain in good faith with the SIU.
- Unlawfully refusing to make contributions to the Union's plans and trust funds.
- Repeatedly refusing Union representatives access to ACBL vessels.
- Discharging SIU members because of their Union activities.
- Refusing to use the SIU hiring hall.
- Unlawfully instituting a new pension and welfare plan.



Inland News

Our Members At Work



The tug *Theresa F* (Red Circle) "a good Union boat with a good Union crew."



Here's the crew of the *Theresa F* (with a Union official) of (back row l. to r.) OS Barry Freeman, Mate Bill A. Hall and SIU Rep J. Steve Ruiz. In the front row are (l. to r.) ABs Eugene Gaines and Roland Noble, Cook Hank Runion (formerly with struck Dixie Carriers) and AB Paul Dudnikor.



Deckhand Tommy White (left) of the *Terence J. Smith* is with SIU Rep Dave Heindel.



On the deck of the tug *Terence J. Smith* (Crescent Towing) are (l. to r.) a MEBA District 2 engineer, Deckhands Tommy White and Paul Solid, and SIU Rep Nick Celona.

INLAND LINES

Sabine Contract OK'd 74 to 7

Inland Boatmen in the port of Houston approved their renewed contract at Sabine Towing last month by a vote of 74 to 7.

Great Lakes Dredge & Dock Wins Jobs

The Great Lakes Dredge & Dock Co. called last month for full crews of 38 dredgers each to start dredging of Cleveland, Ohio Harbor for the upcoming summer sailing season.

A Great Lakes Dredge & Dock subsidiary, NATCO, submitted the low bid to dredge the channel approaches to the Toledo, Ohio Harbor.

Ludette Engineering will shortly begin work on a pipeline at Sheboygan, Wis. on Lake Michigan. The job will continue into next year after the winter break.

Red Circle Contract Talks Begin

Contract negotiations for Boatmen for a three-year agreement at the Red Circle Line in the port of New Orleans began on June 7-8. The old contract is due to expire on June 30.

Texas May Maintain Gulf Intracoast Canal

Late last month the Texas House of Representatives in Austin passed and sent to their Senate a bill to fund dredging maintenance work on the Gulf Intracoastal Canal if the U.S. turns the job over to that state.

The bill, after a seven-year battle, is expected to be signed by Texas Gov. Mark White and sail through the Senate. It is the first time that state legislation may be enacted to maintain navigation on the old waterway.

The canal links up with the intracoastal waterway along the Atlantic Coast.

Similar legislation is pending in the Louisiana legislature with Florida, Mississippi and Alabama to be heard from.

In Texas, the waterway runs from the Mexican border at Brownsville to the Sabine River on the Louisiana border.

It is the most unique of the inland waterways.

It stretches from Brownsville, Texas to St. Marks, Fla. over 1,113 miles. The U.S. spent \$137 million to make this man-made waterway navigable.

In World War II, the inland canal was used by our ships to escape Nazi subs. Recently traffic on the 150-foot wide "ditch" has increased to supply the Texas-Oklahoma oilfields. It has locks 55 to 56 feet wide.

Mississippi Riverboat Mark Twain in N.Y.C.

The 200-foot Mississippi steamboat paddlewheeler *Mark Twain* early this year was carried by the heavy lift ship *Docklift 1* to New York City to become a floating restaurant in the harbor.

Too fragile to sail the almost 2,000-mile voyage to the open sea, the *Mark Twain*, built in 1896, is one of only three remaining Mississippi paddlewheelers.

Previously, she was a stationary display on the Great Lakes in Ontario, Canada.

Inland Pensioners

Bernon C. Davidson, 67, joined the Union in the port of Norfolk sailing for McAllister Brothers in 1976. Brother Davidson is a resident of Chesapeake, Va.

Thomas Odom, 62, joined the Union in the port of Mobile in 1956 sailing as a deckhand. Brother Odom is a wounded veteran of the U.S. Army in World War II. He was born in Uriah, Ala. and is a resident there.

Jesse Edward Williams, 65, joined the Union in the port of Philadelphia in 1961 sailing as a captain for Sheridan Transportation Co. of Philadelphia and for IOT from 1936 to 1963. Brother Williams was a former member of the SIU-merged IBU and District 50 of the Masters, Mates and Pilots Union, Local 25. He was born in Mt. Vernon, Md. and is a resident of Cape Coral, Fla.

In Memoriam

The brothers below were all Inland members of the SIU. Our entire Union, Deepsea, Lakes and Inland would like to express their sympathy to the families of these good Union men.

Pensioner **Arthur Sebastian Hyle**, 72, passed away on April 29. Brother Hyle joined the Union in the port of New York in 1960 sailing as a deckhand and mate for the Penn-Central Railroad from 1929 to 1975. Brother Hyle was a SPAD contributor. He was born in Jersey City, N.J. and was a resident there. Surviving are his widow, Lena and his son, Kenneth.

Joseph I. Kolodziejki, 68, succumbed to heart-lung failure in the port of Philadelphia on June 12, 1982. Brother Kolodziejki sailed out of that port as a cook. He was born in Philadelphia and was a resident there. Surviving is his widow, Marcella.

Alton Earl Lewis Sr., 45, died on Nov. 7, 1982. Brother Lewis joined the Union in the port of Norfolk in 1969 sailing as a captain for Norfolk Towing since 1956. He was born in North Carolina and was a resident of Chesapeake, Va. Surviving are his widow, Mary; two sons, Alton Jr. and Steven and his mother, Eva of Bath, N.C.

Patrick Maratta, 57, succumbed to cancer in Bayonne, N.J. on March 10. Brother Maratta joined the Union in the port of New York in 1960 sailing as a mate for the Baltimore & Ohio Railroad from 1951 to 1976 and for the N.Y. Dock Railroad from 1976 to 1983. He was a veteran of the U.S. Army during World War II. Boatman Maratta was born in Bayonne and was a resident there. Surviving are his widow, Dolores; a son, Dominick and a daughter, Rita.

Pensioner **Raymond Earl Peele**, 82, passed away on April 21. Brother Peele joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Baker Whitley Co. He was born in Montes, N.C. and was a resident of Frisco, N.C. Surviving is his widow, Rhoda.

Pensioner **John David Rock**, 83, passed away on May 5. Brother Rock joined the Union in the port of New York in 1960 sailing as a motorman for the Penn-Central Railroad from 1920 to 1961. He was a former member of the Masters, Mates and Pilots Union, Local 1. Boatman Rock was a veteran of the U.S. Navy in World War I sailing aboard a minesweeper. A native of Jersey City, N.J., he was a resident of Sewaren, N.J. Surviving are his widow, Louise and his daughter, Marcella.

Michael "Mike" Anthony Vazquez, 21, drowned when he fell overboard off a boat on Jan. 7. Brother Vazquez joined the Union after his graduation from the SHLSS in 1980. He sailed for Orgulf Towing. Boatman Vazquez was born in Princeton, Ky. and was a resident there. Surviving are his parents, William and Mary Vazquez and his sister, Mary.



Pensioner **Thomas Moore Parks**, 72, succumbed to arteriosclerosis in the Deer's Head Medical Center, Salisbury, Md. on April 29. Brother Parks joined the Union in the port of Norfolk in 1960 sailing as an AB for the Penn-Central Railroad from 1942 to 1975. He was born in Parksley, Va. and was a resident there. Burial was in the Parksley Cemetery. Surviving are his widow, Pauline and his son, John.



Pensioner **Levon Homer Wooten**, 60, died of heart-lung failure in the Alberman Hospital, Elizabeth City, N.C. on April 27. Brother Wooten joined the Union in the port of Norfolk in 1970 sailing as a captain for Southern Towing from 1946 to 1955 and for Allied Towing from 1956 to 1978. He was born in De Kalb County, Ala. and was a resident of Camden, N.C. Interment was in Westlawn Park Cemetery, Elizabeth City. Surviving are his widow, Faye and a brother, Norris of Newport News, Va.

Pensioner **John B. Harwood Jr.**, 76, succumbed to a heart attack at home in Bridgeport, N.J. on March 22. Brother Harwood joined the Union in the port of Philadelphia in 1960 sailing as a captain for IOT. He began sailing in 1940 and sailed during World War II. Boatman Harwood was born in Woodstown, N.J. Burial was in Bridgeport Cemetery. Surviving are his widow, Elizabeth; a son, Charles of Ft. Myers, Fla., and a daughter-in-law, Dolores.

Pensioner **Frank Joseph Sweeney**, 83, died on April 16. Brother Sweeney joined the Union in the port of New York in 1951 sailing for the Penn Central Railroad from 1918 to 1964. He was a resident of Linden, N.J. Surviving are his daughter, Mrs. Joan R. Klett of Colonia, N.J. and a daughter-in-law, Mrs. Agraphine Sweeney.

James Buchanan Walters, 48, died at home in Galveston, Texas on Dec. 23, 1982. Brother Walters joined the Union in the port of Houston in 1974 and had been sailing as a mate for G & H Towing since 1977. He was a former member of the NMU and was a veteran of the U.S. Army during the Korean War. Boatman Walters was born in Troy, Ohio. Cremation took place in the South Memorial Park Crematory in Pearld, Texas. Surviving are his widow, Beth; his mother, Mrs. Forest Littlejohn of Springfield, Ohio and an uncle, Roy C. Brown of Troy.

SIU Boatmen Hold Fast In Dixie Beef



Outside of the Dixie Carriers Repair Yard on the picket line are (l. to r.) Mike Howard, Glenn Reed, Robert Small, Mark Rice and Marion Files.



Boatmen Robert Small (right) and Harold Whighstil display strike signs last month against Dixie Carriers with a company boat in the background at the repair yard in Harvey, La.



Picketing at the International Marine Terminals, Myrtle Grove, La. are Robert Small (left) and Harold Whighstil.

Around the Rivers



JUSTIN T. ROGERS



On the new pushboat *Justin T. Rogers* (Orgulf) out of the port of St. Louis is the crew of (l. to r.) Deckhand Ronnie Forehand, Leadman Arvin Freed, MEBA Engineer Ray Leach, Deckhand Joe Clayton, New Orleans Port Agent Pat Pillsworth, Cook June Hughes and Mate L. Wooden.



Casting their ballots for North Harbor delegates in the port of New Orleans on the *M.V. Jennie* (Crescent Towing) are (l. to r.) Engineer Robert Meades, Deckhand Steve Wall, Capt. Steve Hathorn and SIU Rep Dave Heindel accepting the votes.



Tankerman James Van Luven (right) of the tug *National Navigator* (National Marine) reads aloud about the NLRB decision on ACBL favorable to the SIU. Listening are (l. to r.) Gary Koptis, Union Rep Nick Celona and Pilot Clyde Merryman.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



WE'RE HANGING IN strong on the *Dixie Carriers* strike and I'm feeling very optimistic.

We just received some very good news from the New Orleans regional director of the National Labor Relations Board. He issued a complaint against Dixie on the grounds of the charges we filed against the company. A trial date has been set for July 5 in New Orleans. (See page 1 of this issue of the LOG.)

As our Mobile Port Agent Tommy Glidwell said, "We're gonna win this beef."

In Texas, the Sabine contract was ratified overwhelmingly. The new three-year contract contains wage increases and maintains a high level of benefits.

The renovations at the New Orleans hall are on schedule and should be completed in about 30 days. With these renovations we hope to better service the members and expedite claims.

Our fight in the Louisiana legislature for SIU-contracted Radcliff Materials was very successful. We beat back attempts to take permits away for shell dredging. But we must remain alert on this issue because there will probably be more attacks.

In New Orleans last month a brand new SIU-contracted boat was christened. She's the *Justin T. Rogers* (Orgulf), sister boat of the company's *James Ludwig*. These boats are the two largest twin screw towboats on the Mississippi River system. Each boat has a 4,250 hp engine and the capability of using heavy fuels.

In Jacksonville, shipping is very good. We recrewed there last month the *Baltimore* (Sea-Land), *Ogden Champion* (Ogden Marine), the *Ambassador* (CCT) and the *Seattle* (Sea-Land).

East Coast, by V.P. Leon Hall



IN COMMEMORATION of Maritime Day in New York I represented the SIU at ceremonies held on May 21 at the U.S. Merchant Marine Academy at Kings Point.

The review on the Parade Grounds by the Academy's Midshipmen and Regimental Band was quite impressive. Later there was an ecumenical wreath ceremony in front of the Academy's chapel in memory of merchant seamen.

The many speakers at the day's events, including two New York congressmen, stressed the need for a resurgence of the American merchant marine. (Photos and more details on Maritime Day around the country appear in this issue of the LOG.)

Up in Gloucester, deep sea activity is slow. Port Agent Bob Stevens reports that there is even a scarcity there of the fink ships we are trying to organize.

However, there's been an increase in activity by some of our contracted inland equipment.

Concerning our fishermen in Gloucester, we're fighting a plan by some sports fishermen to put a tire reef in the middle of one of the historic commercial fishing grounds where it will interfere with the dragging operations.

Also, the prices on fish have reached a new low in large part because of the low tariffs imposed by this country on fish that comes down from Canada.

One of our boats, the *St. Nicholas*, was caught inside a restricted fishing area and was escorted by enforcement officers of the National Marine Fisheries services to a dock in Boston. There her fish were confiscated and she was kept for several days before being released.

We feel that the government's reaction was too severe. We agree with the general principle of having certain restricted fishing areas. But there are too many of them currently. Fishing is not good right now. Our men must earn a living and to do that there must be more fishing grounds available.

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



WE CONTINUE to rack up victories in our fight with American Commercial Barge Line (ACBL).

As I reported to you last month, the National Labor Relations Board (NLRB) found the company guilty of massive unfair labor practices against SIU.

After that we received word that an impartial arbitrator in Louisville, Ky. ordered the reinstatement with full seniority and back pay of a lead deckhand at Inland

Tugs, an ACBL company. (See LOG, May 1983.)

The deckhand is Rick Gantly who was fired last summer from the towboat *J. H. Bobzien* for allegedly allowing unauthorized personnel to board the laid-up boat. At a hearing in Louisville on Jan. 27 the arbitrator, Edwin R. Render, ruled that Gantly was fired "without reasonable cause." Because the SIU fought for Brother Gantly he must now be reinstated with back pay and full seniority.

Meanwhile, in several of our Gulf and river ports, ACBL is using the SIU hiring hall to fill jobs aboard some of their boats.

In future columns, I will keep you up-to-date on the latest developments concerning ACBL.

* * *

Up on the Great Lakes, the crew for another SIU-contracted American Steamship vessel has been called up. The ship is the *Roger M. Kyes*. This makes the twelfth ship that American Steamship is planning to run. The eleventh, the *Charles E. Wilson*, was just fitted out.

Also, SIU-contracted Kinsman has called for a crew on the *Alstair Guthrie*.

A good contract with wage increases was settled on the Lakes with Arnold (Straits) Transit. The two-year contract went into effect on June 1.

West Coast, by V.P. George McCartney



LAST MONTH I spoke at the christening in Portland, Ore. of the SIU-contracted *Golden Phoenix* (Titan Navigation).

This vessel, which was converted from a never-used LNG ship to a bulk carrier, now has the distinction of carrying the largest load of grain ever transported by ship. She sailed from Puget Sound in Washington with approximate 120,000 tons of grain for Egypt. (See story on page 23.)

I also participated in Maritime Day in the port of Seattle along with our port agent there, George Vukmir, and Merle Adlum, president of the Seattle-Puget Sound Port Maritime Council.

Further south, from the port of Wilmington, I'm happy to report that SIU Port Agent Mike Worley was instrumental in helping Local 11 of the Hotel and Restaurant Employees reach an agreement with four restaurants in the San Pedro area.

These restaurants, Trainis Majestic, Cigo, Antes, and Olsens, are the only union restaurants left in the San Pedro harbor area. The association of restaurant owners decided to take on the union and demanded givebacks. Through the Port Maritime Council of Southern California, of which Worley is president, a coalition of unions was formed. A meeting was then held with the Federal Mediation Service and a successful agreement was hammered out for Local 11.

In San Diego, our SIU members at *Star and Crescent* are now under the Seafarers Welfare Plan. This represents greatly expanded health coverage for them.

Out of Seattle comes word that the SIU Pensioners' Club there will be going on a boat tour of the harbor.

On a final note, I'm glad to tell you that SIU-contracted American President Lines (APL) will remain an independent company. Rumors had been running wild about what would happen because of the merger of APL's parent company, NATOMAS, with Diamond Shamrock.

profiles

"THE THINGS THAT HAVEN'T BEEN DONE BEFORE,
THOSE ARE THE THINGS TO TRY.
COLUMBUS DREAMED OF AN UNKNOWN SHORE
AT THE RIM OF THE FAR-FLUNG SKY."

The Things That Haven't Been Done Before
Edgar Guest

Congressman Robert Roe

CONGRESSMAN BOB ROE (D-N.J.), as the chairman of the Water Resources Subcommittee of the important Public Works and Transportation Committee, is in the lead position for developing and implementing a nationwide port development program. For many years, this subcommittee under the direction of Congressman Roe has listened to hundreds of hours of testimony on the need to promote improvement of the U.S. water transportation system.

Our own President Frank Drozak testified before Roe's Water Resources Subcommittee during the 97th Congress on the importance of developing U.S. ports in conjunction with the U.S. merchant marine.

Congressman Roe realizes the vital role our maritime industry plays in both our national economy and national security requirements. Roe has cosponsored H.R. 1242, the Competitive Shipping and Shipbuilding Act of 1983, which will rebuild our fleet and at the same time stimulate U.S. port growth.

Representing New Jersey's Eighth Congressional District, Roe was first elected to the U.S. House of Representatives to fill an unexpired term of office in a special election during 1969 and has been re-elected to each succeeding Congress.

Along with his subcommittee chairmanship of Water Resources, Roe is also a member of the subcommittees on Economic Development and Investigations and Oversight of the House Public Works and Transportation Committee. In addition, the congressman is the ranking member of the House Committee on Science and Technology and a member of the subcommittees on Energy Research and Production, Energy Development and Applications and Investigations and



Rep. Robert Roe (D-N.J.)

Oversight. Currently, he serves as the vice chairman of the House Congressional Port Caucus.

Rep. Roe is concerned about America's consumers and senior citizens and has taken up the shield to protect them. Recently, Roe sponsored the Natural Gas Relief Act which will roll back natural gas ceiling prices to last year's levels and extend existing controls on gas prices for an additional two years.

The administration's proposal to decontrol natural gas "would be disastrous," said Roe. "Many people, particularly those living on fixed incomes like senior citizens, cannot afford to pay their current gas bills, let alone the increases that would take place under the administration's decontrol plan. This legislation would provide necessary protection from unreasonable high gas prices and guarantee adequate natural gas supplies."

In line with AFL-CIO posture, Roe voted against the so-called House Social Security reform legislation, calling it "nothing more than a band-aid and glue approach" to solving the long-term problems of the troubled program.

SIU applauds Congressman Roe's efforts to protect all Americans and rebuild America's once proud merchant fleet.

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

Congressman Arlan Stangeland

CONGRESSMAN ARLAN STANGELAND (R-Minn.), as the ranking minority member of the Water Resources Subcommittee of the House Public Works and Transportation Committee, also recognizes that improved U.S. ports means more U.S. exports.

A family farmer all his life, Rep. Stangeland is particularly concerned about the issues facing the agriculture community, as well as the maritime industry. In his capacity as liaison, Stangeland has become instrumental in arranging meetings between the two groups so that all may discuss their problems and cooperate for the betterment of all.

Representing the Seventh District of Minnesota, Stangeland was first elected to Congress in a special election in February 1977. He serves on the House Agriculture Committee and the House Committee on Public Works and Transportation. Mr. Stangeland serves as the co-chairman of the North American Trade Caucus which coordinates agricultural and energy policies between Canada, Mexico and the United States. As a recognized leader of House Republicans, he is an Assistant Regional Whip guiding the votes of the GOP representatives from Minnesota, Wisconsin, Michigan and Iowa.

Concerned with the plight facing both farmers and seafarers, Stangeland supports the export ban of Alaskan Oil. The congressman was an original co-sponsor of the Competitive Shipping and Shipbuilding Act of 1983 in the 97th Congress and he has continued his support of this vitally needed legislation in the 98th Congress.

Recently, joining SIU's President Drozak in addressing the Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee, Stangeland testified that the Boggs Bulk Bill "will provide the wherewithal for the development of a larger and more efficient U.S.-flag bulk fleet so that it may form an effective



Rep. Arlan Stangeland
(R-Minn.)

partnership with the U.S. agricultural interests in the promotion of U.S. farm exports. The United States needs a more efficient fleet, a fleet that is more readily emptied and cleanable for a new commodity to be shipped. A fleet that is under the control of our country and our businessmen rather than to be at the whim of foreign-flags. I think that labor, industry and business must start to talk and work with each other for the prosperity of all."

Stangeland recently blasted the State Department for its interference in U.S. farm exports particularly to Pakistan. In a letter to the White House, Stangeland urged the president to "personally intervene." Negotiating for a huge loan on the P.L. 480 program, Pakistan was not willing to link this loan to a lowering of the import duty on U.S. soymeal. "Farmers and USDA often disagree. Now we are on the same side, but State Department interference is slamming the door on farmers.

Concerned about the lack of shipping in our Great Lakes area, Stangeland has been working for many years drafting the "Stangeland Plan" to provide year-round shipping in the Great Lakes and the Port of Duluth. This would benefit U.S. farmers and U.S. merchant mariners.

The SIU is ready and willing to participate with Congressman Arlan Stangeland in finding workable solutions benefiting U.S. farmers and U.S. seafarers.

The Past Recalled—The Future Pondered



From around the country aging seafaring veterans, brand new recruits to life on the oceans, officials from all maritime unions, Navy officers and political friends gathered for Maritime Day, 1983.

Prayers were said for the dead and perhaps a few for the future of a troubled industry.

"I am proud of our nation's merchant mariners and of those seamen who gave their lives to make this a strong and proud nation," Rep. John McKernan (R-Maine) told the gathering in Washington, D.C.

"They took their full share of attacks and losses. It is to these men to whom we pay tribute today," said Admiral Harold Shear, Military Sealift Command chief.

In San Diego, Calif. SIU Pres-



SHLSS Trainee William McDonough of Weymouth, Mass. stands behind a memorial wreath he placed during Maritime Day in Washington, D.C. The wreath was in memory of the thousands of merchant sailors who died serving their country.

ident Frank Drozak spoke of the future.

"What is the answer? Based on the record so far, we cannot expect leadership from this administration," he said.

Echoing that at ceremonies at the Merchant Marine Academy in Kings Point, N.Y., Rep. Mario Biaggio (D-N.Y.) said the "Boggs bill would provide the incentive to have ships built because there would be cargo. We must make the people of America aware of the merchant fleet."

"Passage of this legislation is essential," Drozak said, "if the bulk fleet is going to have a future."

And in San Francisco Bay, one remaining piece of the past set sail. The *Jeremiah O'Brien*, a World War II Liberty Ship loaded 800 people for a cruise around the Bay.



Admiral Harold Shear



Rear Admiral W. C. Hamm, interim commander of the Military Sealift Command told those gathered at Kings Point, "Even though times are tough, there will be ships coming."



Leon Hall, SIU vice president in charge of the Atlantic Coast (second from left) stands with other labor leaders during Maritime Day services in Kings Point, N.Y. at the U.S. Merchant Marine Academy. Others (l. to r.) are Jerry Joseph, MEBA-2 vice president; Paul Dempster of the Sailors Union of the Pacific; and Bill Armstrong, SUP.



SHLSS Athletic Director Bart Rogers, upgraders Robert Maddox and John O'Reilly, along with the current class of SHLSS trainees were part of the SIU delegation at Maritime Day services in Washington, D.C.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Education Experts Meet

SHLSS Instructors Will Upgrade Their Skills Too

Far more Seafarers complete their adult or remedial education programs at the Seafarers Harry Lundeberg School than non-Seafaring adults in similar public programs.

That was just one of the many things instructors from the SHLSS learned at the recent annual Maryland Association for Adult, Community and Continuing Education (MAACCE) conference in Columbia, Md.

Each year SHLSS instructors are invited to participate in MAACCE workshops where speakers known for their positive contributions to the field of education discuss a wealth of concepts, techniques and methods of instruction that seem to benefit students. The main purpose of the conference is to provide the educational community with the most up-to-date information on what instructors are doing in education in the state and nationally, and to give instructors a chance to grow in their perspectives on education.

Rebecca Kastner was among several SHLSS instructors who attended the MAACCE conference. She singled out the workshop "Futurism: More Adults, the New Majority."

After viewing a battery of statistics in a report that showed 17.3 percent of the adults residing in Maryland over the age of 25 have no more than an eighth grade education, Kastner said she was convinced by the time she left the conference "that what I am doing is especially worthwhile."

"What the speakers seemed to be trying to convey was that the population will continue to increase and so will competition so you have to get in there and get the job," said Kastner.

It is difficult for students in the public adult education programs to motivate themselves,

the workshop pointed out. Compared to students in the SHLSS programs, the public students have an unusually high drop-out rate.

Kastner credits the learning discipline stressed at the school for the success of her students.

For instructor Sandy Shroeder, the conference this year was a chance to exchange notes and renew professional ties she has nurtured throughout her years of attending MAACCE workshops.

Several years ago Shroeder and several other colleagues were asked to meet to brainstorm ideas and to create a GED curriculum for Prince Georges County, Md. adult education. Now, Shroeder says she attends the conference each year to find out how well the GED program is progressing and to make comparisons between the SHLSS program and similar programs.

In particular she said she was pleased to learn this year many Maryland adult education programs are using open-ended education as a way to increase student participation. Many students were discouraged from ever registering for remedial education classes because they had

to wait until the spring or fall semester to begin classes.

"We evolved a new type of idea at the Lundeberg School. Students could start remedial education and college classes anytime no matter what program they were in. When you tell people this," Shroeder said, "you come away from these conferences with the realization no other school in the whole United States is like this one."

Instructor Donna Curtis was impressed when she heard of the success of two methods now being used in the classroom, peer tutoring and competency based education, which she hopes to adopt into her style of instruction. She said Abe Easter, another SHLSS instructor, is practicing these methods with favorable results.

Peer tutoring is a formula for instilling better memorization, with students teaching students. It follows the principle that the more often a person repeats or hears information, more of the information will be remembered for a longer period of time. In competency based education, instructors key lessons to the competencies of individual stu-

dents 'teaching in the students content.'

Workshops on computer technology captured the attention of Shroeder and another SHLSS instructor, Roger Francisco. Francisco, new to the school staff, is heading up the new SHLSS computer learning lab and implementing data base education and services. He was able to observe demonstrations from leading computer manufacturers for an overview of the myriad of functions computers can perform.

"Micro Computers for Program Administration" offered Francisco ideas on how he may one day enter the age, location and rating of every Seafarer into a computer to hasten distribution of membership benefits and relay job calls to Seafarers on an individual basis.

Shroeder was interested in seeing how computers may be incorporated into individual and group math instruction with software discs—from addition through algebra—played on video display screens.

"There is a great potential here," Shroeder believes. "The computer talks to the students and even has a sense of humor."

Student motivation is not lost by computer instruction, Shroeder said. In fact, "by giving students alternatives to the ways they may solve mathematical problems, the computer takes the drudgery out of the task."

In coming weeks instructors will share their conference experiences with the Lundeberg staff. New techniques to help students in their quest for a better way of life will see instructors next year again returning to MAACCE to keep up with improvements in education and pass on advances to make learning easier.

Coming Next Month . . .



Woodworking is among the many creative skills that can be learned and improved upon at the Arts & Crafts Center at SHLSS. A special feature on this important aspect of the "Education For the Whole Man" philosophy at SHLSS will appear in the July issue of the LOG.

English As A Second Language

SHLSS Helps Seafarers Improve Language Skill

After a full day of classroom and on-the-job training, students at the Seafarers Harry Lundberg School of Seamanship break for dinner then burn the midnight oil in quiet concentration. Studying and reading sometimes stretch into the late night hours.

The courses are difficult. They are even more difficult if the student can't read, write or speak English very well. A large number of Seafarers can't.

If you are having trouble understanding your teachers and classwork because English is your second language, the Lundberg School has a program to help you. It is the English as a Second Language program.

The program, called ESL for short, is taught at the SHLSS Learning Center. Karen Owens directs the program. She meets and teaches each student, one student at a time. Instruction is limited to one person at a time because students learn faster this way.

At SHLSS, English is necessary for both vocational and academic classes. Most classes have a final test that must be passed before students receive school certificates. Coast Guard exams must be passed to gain endorsements which are needed for jobs aboard ships and boats on the inland waters. All of these written tests are in English.

Without the basic English language skills, some students are failing classroom and final Coast Guard examinations, Tracy Aumann, director of academic education explained. And even though it is possible to take oral exams in more than half of the

vocational courses at SHLSS, the oral exams are often given in English.

The need for the program was realized last year. Instructors were concerned that even if a student worked hard to pass exams he could still have a hard time on the job. Understanding English is important when your supervisor calls on you or when your shipmates want to get to know you as a fellow worker and a friend.

Today, students get in ESL classes in a couple of ways. If they are trainees, the results of reading tests given the first week refer students to the program. For upgraders, many teachers refer students to ESL classes. Others show up in tests given to screen students.

Owens is professionally trained to teach English to foreign students. She reviews the language test scores and spends the first day with new students asking questions to determine their English language skills.

Most ESL students fall midway between beginning and advanced levels. When she began her job, last September Owens decided to conduct a survey of SHLSS instructors to draw a general sketch of the foreign SHLSS student population.

The survey pointed out that the majority of ESL students speak Spanish, with Arabic and Greek next. Instructors said most ESL students they had taught could speak English on everyday topics, but had difficulty understanding technical terms whether spoken or written. And instructors wanted to see students' reading skills improve.



Individualized instruction is an important factor for the success of the English as a Second Language Program. Instructor Karen Owens works with Pedro Mena to improve his English reading skills.

Pedro Mena currently enrolled in the Cook and Baker course is one of several dozen students referred to Owens. He never had formal language lessons, preferring instead to soak up American culture, learning English from American friends, reading after work, listening to radio and television, and checking spelling and meanings by looking up words in a dictionary, his constant companion.

Several years ago Mena left his homeland Honduras, a nation struggling with one of the highest unemployment and poverty levels in the world. Just to survive in the U.S. where the values, traditions, life styles plus the language seem strange at first, was enough of a reason to want to learn the English language Mena said.

"I almost went back to Honduras," he explained. "Because I could not understand people, it was hard to find out where things were. Even shopping, buying something to eat in a supermarket is a problem for people from another country."

He dropped out of high school in the ninth grade to immigrate to the States, but has not lost sight of his wish to pass the GED exam for a high school diploma. He is concerned after working as a Seafarer for four years that his language disability will make it harder to upgrade his skills.

At the ESL Center, Mena's personal goals were taken into consideration by Owens. She looked at the classes he was enrolled in and designed lessons to meet his personal goals and classroom needs.

Every ESL student has a lesson plan developed in this way. Then each works from Institute of Modern Languages workbook exercises, other readings and language lab tapes. English words and the American life

they represent gain more meaning as the student learns the language.

The rest is a matter of practice. Drills and repetition of words help students learn to speak the language. Owens helps students maintain interest by choosing topics of conversation which relate to the Seafaring life and the students' own experiences. To speed comprehension, spelling, vocabulary and proper grammatical usage Owens uses question-answer exercises, the same types of exercises Owens herself used to learn a foreign language. She speaks Spanish fluently.

A major problem for Mena, and any other ESL student, according to Owens, is that English words are not spelled the way they are pronounced. There can be as many as 13 different spellings of a single sound in English she said.

Before arriving at the Lundberg School, Karen Owens taught in Calvert County, Maryland public and private schools.

Other instructors are cooperating with the program. Many allow foreign students to take oral rather than written examinations. Many are following up Owens' request to provide her with a vocabulary list of technical terms students should learn to succeed in their courses. And they are getting the message out that foreign students need not be referred as beginners in the program, but may apply just to polish up their English skills.

Everyone in a foreign country learns by going through "the hard knocks theory" of how to adapt to another way of life, Owens said. She wants to make the knocks fewer and a lot easier to take.

If you are interested in improving your English, you may write to: Learning Center, Academic Department, SHLSS, Piney Point, Md. 20674.



Trainees Pablo Roman (l.) and Pedro Marcial (r.) volunteer their free time to help Instructor Karen Owens translate the SHLSS Lifeboat manual into Spanish.



Upgrading Course Schedule Through December 1983



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

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

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

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

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

Class schedules may be changed to reflect membership demands.

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 26	December 15
Automation	June 7 October 24 November 21	July 1 November 17 December 16
Marine Electrical Maintenance	August 29	October 21
Refrigeration Systems, Maintenance & Operations	October 10	November 18
Fireman/Watertender & Oiler	September 12	October 20
Welding	October 24 November 21	November 18 December 16
Diesel—Regular	September 12	October 7
Third Assistant Engineer	September 5	November 11
Tankerman	October 10	October 20

Steward Upgrading Courses

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

Deck Upgrading Courses

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

DON'T MISS YOUR CHANCE

to
Improve Your Math Skills

HOW?

SHLSS has self-study materials in the areas of fractions, decimals, percent, algebra and geometry. Upon your request, SHLSS will send them to you to study in your spare time.

You can use these math skills:

- ★ in your **JOB**
- ★ to improve your math skills for **UPGRADING**
- ★ to review old math skills or learn **NEW SKILLS**

I am an SIU member. Yes No

Book Number is _____ Social Security No. _____

I joined the SIU in 19 _____ Department Sailing In _____

Please send me the area(s) checked below.

() Fractions
() Decimals
() Percents
() Algebra
() Geometry

Send my area(s) here:

Name _____

Street _____

City _____ State _____ Zip _____

Cut out this coupon and mail it to this address:
Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674
ATTN: Sandy Schroeder

Send it today!

Apply Now for an SHLSS Upgrading Course

(Please Print) **Seafarers Harry Lundeberg School of Seamanship** (Please Print)

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

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

Social Security # _____ Endorsement(s) or License Now Held _____

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Courses(s) _____

<p style="text-align: center;">DECK</p> <ul style="list-style-type: none"> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Limited <input type="checkbox"/> AB Special <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboard Operator Not More Than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Mate Inspected Towing Vessel <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate Celestial Navigation <input type="checkbox"/> Third Mate 	<p style="text-align: center;">ENGINE</p> <ul style="list-style-type: none"> <input type="checkbox"/> FOWT <input type="checkbox"/> QMED — Any Rating <input type="checkbox"/> Marine Electronics <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected) 	<p style="text-align: center;">STEWARD</p> <ul style="list-style-type: none"> <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook <p style="text-align: center;">ALL DEPARTMENTS</p> <ul style="list-style-type: none"> <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Firefighting <input type="checkbox"/> Adult Basic Education
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No transportation will be paid unless you present original receipts upon arriving at the School.

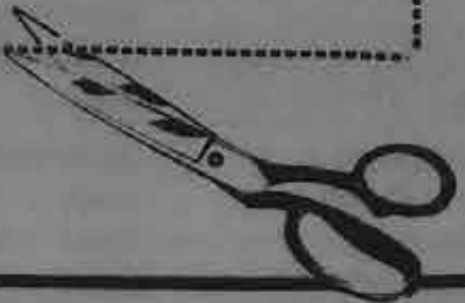
RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

Please Print

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





If You Don't Write They Don't Vote Right

You can be a lobbyist too and you don't have to roam the halls of Congress to do it. Writing to your representative is one of the most persuasive and effective forms of lobbying. Here is what veteran Rep. Morris Udall (D-Ariz.) has said about letters he gets.

"I read every letter written me by a constituent. On several occasions I can testify that a single, thoughtful, factual, persuasive letter did change my mind or cause me to initiate a review of a previous judgment."

WHY SHOULD YOU WRITE?

... Because legislators are making decisions everyday which affect the SIU, its members and their families ... decisions on maritime issues, trade laws, taxes, inflation, energy, labor, consumer and environmental protection. The best way to convey your interest, and the interest of your Union, is by writing.

... Because the legislators are always hearing from the Chamber of Commerce, big business, big oil, bankers, even from foreign groups who do not have your or the Union's best interests in mind.

Suggestions on How You Can Write a Better Letter

1. Address It Properly

For Congress:
Representative _____
U.S. House of Representatives
Washington, D.C. 20515

Senator _____
United States Senate
Washington, D.C. 20510

2. Identify Yourself

Be sure to mention the state, city and congressional district where you live and vote. Mention your Union membership too.

3. Be Specific

When writing about legislation, use the bill number (H.R. 1197, S. 1000) or the title (the Export Administration Act or the Competitive Shipping and Shipbuilding Act of 1983) if you know them. If not, briefly describe the issue that concerns you.

Other Things to Keep in Mind

- Write about one bill at a time. Don't drag on or write a laundry list. A one-page letter will surely be read and is always the most effective.
- Make sure your letter is legible. If it is handwritten you might write a draft first and then make a second copy that is neater and shorter. Make it easy to read whether it is handwritten or typed.
- Be polite. Do not be threatening or demanding. That is an immediate turnoff.
- Don't be a pen-pal. Write on selected important issues. Quality, not quantity, is what counts. Don't wear out your welcome.

WRITE IT AND MAIL IT

Once you have taken the time and effort to write a letter, don't forget to mail it right away. The timeliness of your letter is just as important as what you have written.

Remember, you can help yourself and help the SIU. It is as simple as writing a letter.

4. Be Timely

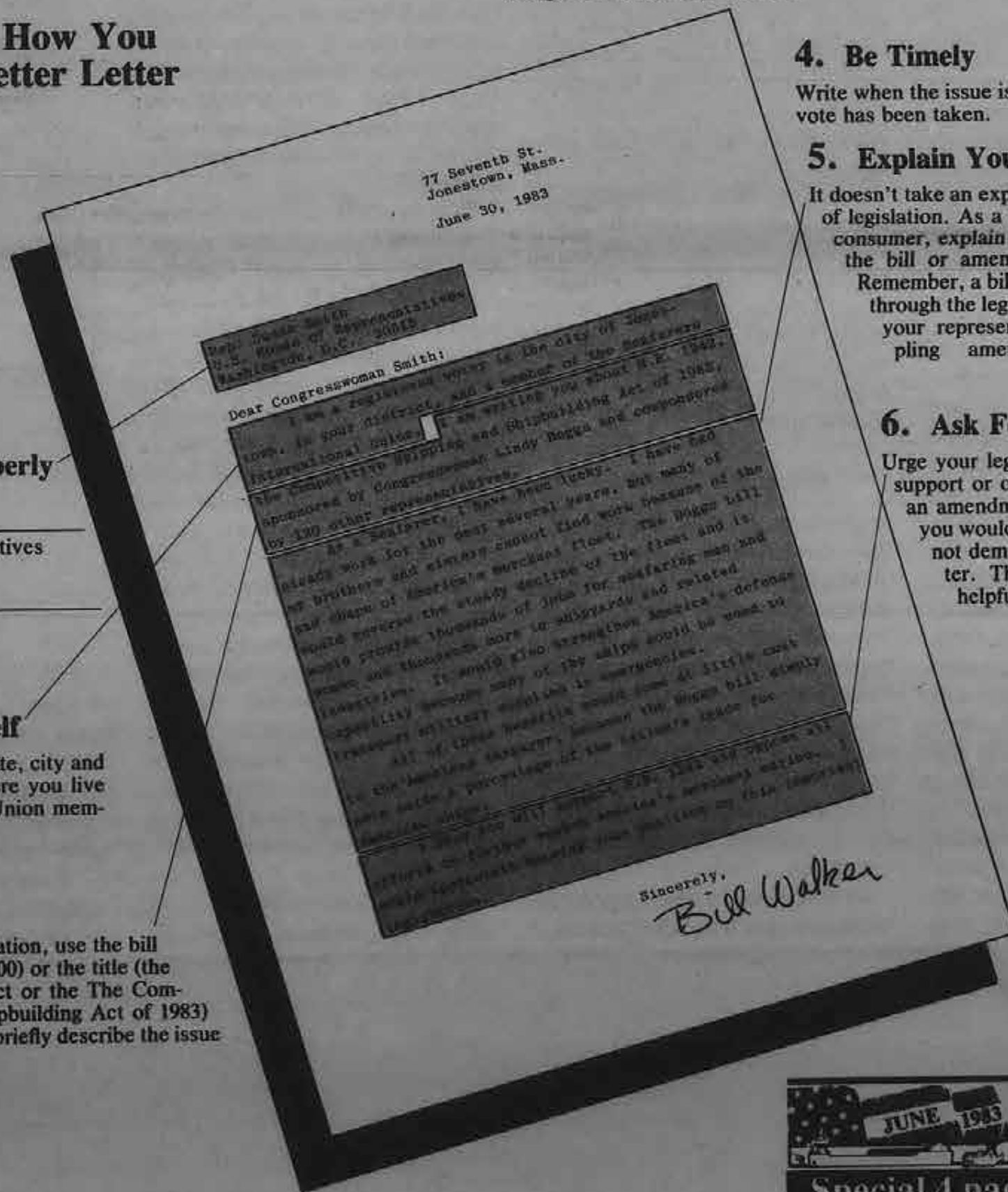
Write when the issue is current, not after a key vote has been taken.

5. Explain Your Position

It doesn't take an expert to predict the impact of legislation. As a worker, a taxpayer or a consumer, explain in your own words how the bill or amendment will affect you. Remember, a bill can change as it moves through the legislative process. So urge your representative to oppose crippling amendments or support strengthening ones.

6. Ask For a Response

Urge your legislator to take action—support or oppose a bill, cosponsor an amendment or whatever action you would like taken. Request (do not demand) a reply to your letter. This information will be helpful to the lobbying efforts of the SIU.



You Can Have a Voice

The Lawmaking Process Is Not an Act of Magic



Sometimes it seems as if the laws affecting the maritime industry and Seafarers' lives appear as mysteriously and rapidly as the rabbits, flowers and birds magicians pluck from thin air.

But while the legislative process looks as complicated as a magician's act, a close examination of the step-by-step law-making process strips away much of the mystery about how Congress works.

isolation, a congressman from West Virginia about coal or a Michigan legislator about the automobile industry.

After a bill is introduced, the clerk of each house assigns it a number, for example HR 1242, the Boggs Bill. Then it is referred to the committee which has jurisdiction over the subject matter. In the House, a bill which concerns the SIU would normally be assigned to the

business groups and private citizens, many executive departments and agencies will testify about the official government view. Many times this is where the President's opinion of the bill becomes public. You can assume that if Secretary of Transportation Elizabeth Dole is testifying, she is expressing the administration's view of a bill.

Prior to the actual hearing, interest groups and witnesses have completed their research and prepared their testimony. For example SIU President Frank Drozak might appear before a committee with facts and figures prepared by the Union's Legislative Department. A bill may mean more SIU jobs, more business for U.S.-flag ships, better trade relations or a lower trade deficit—facts and figures the Union hopes will sway committee members to support its position.

But of course at the same time Union opponents will be doing their best to scuttle SIU-supported bills or allow anti-union legislation smooth sailing.

The amount of time allowed for hearings on an individual bill depends on how important the bill is and the amount of public interest. A bill declaring July "National Suntan Lotion Month" will not receive the same attention or time as a bill rewriting the criminal justice system.

After the hearings are completed—and not all hearings take place on Capitol Hill, many committees will hold hearings in locations where a particular bill will have more of an impact—transcripts of the hearing are made available for the public.

Markup Sessions

The next step is executive

sessions, more commonly referred to as markup sessions. This is where the committee gets together to discuss the bill in detail or offer any amendments or changes to the original bill. During the hearings it may be pointed out that a bill is sound overall but a few changes could

make it better.

Amendments can also be used as a form of compromise. A congressman or senator may decide that he or she cannot support the bill as originally written, but if an amendment or change is made then the representative would be willing to

vote for the bill.

The executive or markup sessions are normally open to the public, except in cases of national security. But further testimony is not allowed.

By a formal vote, the committee decides whether to report the bill to the full House or Senate with or without amendments. A committee report must accompany the bill. The report explains the nature of the bill, the reason for the committee's action, changes the bill would make in existing law and the specific amendments. Each committee member may file additional comments or a dissenting report.

The report is a very important part of the process because it is viewed by the courts and administrative agencies as the most important key in determining what the congressional intent of the legislation is.

To the Floor

After the committee reports the bill, it is placed on the House or Senate calendar. The majority leadership then decides how and when the bill will be considered. If the bill is of minor importance it can be taken care of by unanimous consent so Congress won't be bogged down with small matters.

If the proposed legislation is deemed more important, the process becomes a bit more complicated. In the Senate the majority leader may bring a bill up for consideration. Also Senate rules set no time limit on the amount of debate, which is why occasional filibusters occur.

In the House, the Rules Committee sets the amount of time allowed for debate and whether amendments may be offered from the floor. If no amendments are allowed it is called a

closed rule and if they are allowed it is termed an open rule.

Once on the floor debate begins. The debate by advocates and opponents allows the rest of the House or Senate the same opportunity to acquaint themselves with the legislation as the committee members had. Again the amendment process may be used as a form of compromise, as it was in the committee stage. It is even possible that after floor debate, consideration could be postponed or it could be referred back to committee for more revisions.

The final stage in each house of Congress is the vote. If the bill wins a majority vote in the House, then it is sent to the Senate for consideration and vice versa. If a bill is defeated, it may be reintroduced, but usually it is not for a period of time.

Normally when a bill is sent to the other house, the process is basically the same; it is sent to committee, the committee holds hearings, issues its report and the full body takes it into consideration. If it is a minor bill, the House or Senate will normally accept it as it comes over from the other house.

When there are major differ-

ences between the House and Senate versions of a bill, a conference committee is appointed so the differences can be worked out. The committee, appointed by the Speaker of the House and the president of the Senate is made up of committee members who originally considered the bill in each house.

each house must vote on the conference committee's report of the legislation. But once it comes from conference no amendments are allowed. It is a simple yes or no vote. When the two houses cannot agree, the legislation is usually sent back to conference for more revisions or changes.

The President

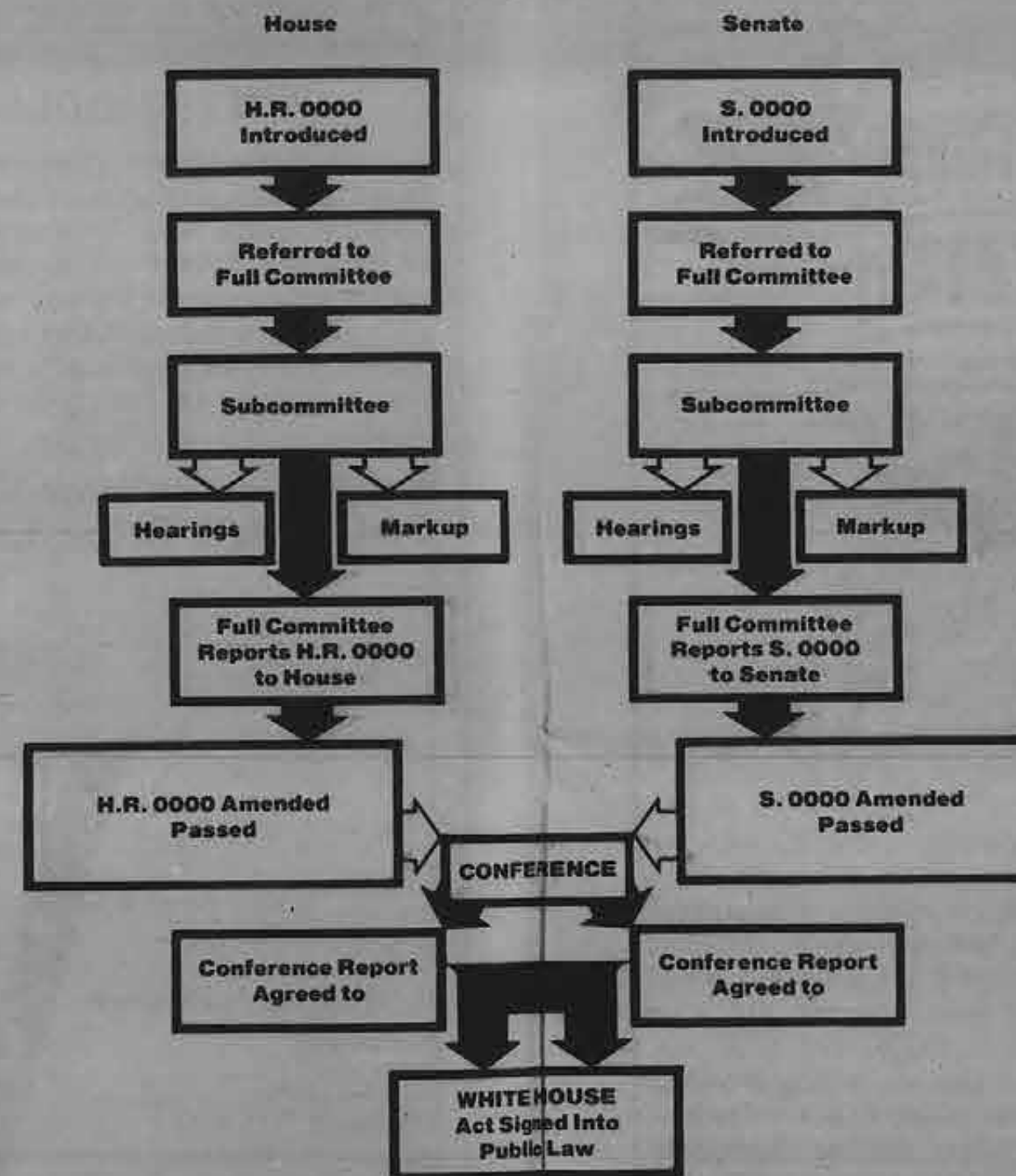
Once the Senate and House agree on identical pieces of legislation, the bill is sent to the president. He has three options. He can sign it into law, he can let it sit on his desk for 10 days taking no action and it automatically becomes law, or he can veto the bill and send it back to Congress.

If the bill is vetoed, then both houses must vote by a two-thirds majority to overturn the veto. If they do the bill becomes law.

The legislative process may be complex with committees, hearings, conferences, amendments and so forth. But it is not a closed system. At almost every stage there is an opportunity for you to be heard and to have an effect on legislation that concerns you. Sometimes it is

HOW A BILL BECOMES LAW

A TYPICAL EXAMPLE



... Union opponents will be doing their best to scuttle SIU-supported bills ...

Congressmen, senators and the president are the men and women who ultimately determine the fate of any legislation, but concerned citizens, lobbyists and special interest groups all have the chance to persuade and influence congressional action. That kind of participation and pressure can mean the difference between favorable and unfavorable laws.

How It Starts

Any member of the House or Senate may introduce a bill proposing a new law or revising current laws. Many proposed bills are the direct result of a representative's or senator's own work and ideas, but even at this early stage there is a place for the public's voice to be heard.

Some bills are the result of suggestions and concerns from constituents. Others may come from lobbying efforts by special interest groups such as labor unions, trade associations, environmental groups and so forth. Still others are the result of a congressional member's special interest. A representative from a large port area is naturally concerned about maritime leg-

islation, a congressman from West Virginia about coal or a Michigan legislator about the automobile industry.

After a bill is introduced, the clerk of each house assigns it a number, for example HR 1242, the Boggs Bill. Then it is referred to the committee which has jurisdiction over the subject matter. In the House, a bill which concerns the SIU would normally be assigned to the

House Merchant Marine and Fisheries Committee. Then copies of the bill are printed and made available to the public. This is an important step because for the first time citizens and others can read exactly what the proposed law says.

The committee's chairman will decide if the bill should be considered by the full committee or by one of several subcommittees. Taking the House as an example again, most legislation the SIU follows closely is taken before the Merchant Marine subcommittee.

Committee Hearings

Committee hearings are where the legislative process swings into full gear. By this time committee members have had a chance to study the bill and have begun forming their opinions. Once a date has been set for a hearing, advocates and opponents begin to prepare their testimony in hopes of convincing the committee, or subcommittee, to support their particular viewpoint.

In addition to the expected witnesses, such as labor unions,

... at every stage there is the opportunity for you to be heard ...

ences between the House and Senate versions of a bill, a conference committee is appointed so the differences can be worked out. The committee, appointed by the Speaker of the House and the president of the Senate is made up of committee members who originally considered the bill in each house.

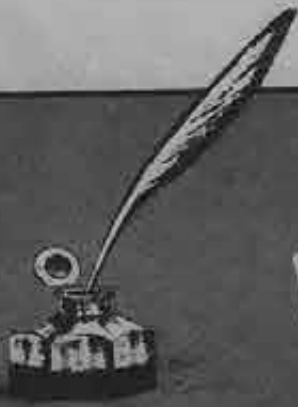
In the conference committees the differences are ironed out. If they do come to agreement,

through writing a letter to your congressman or senator, or even to the president. Sometimes it is through your Union and its legislative experts. Sometimes it is through your own efforts in organizing groups and coalitions to take a public stand.

There are many ways you can have a voice in Congress. But that voice will never be heard unless you speak up. And be sure you are registered to vote.

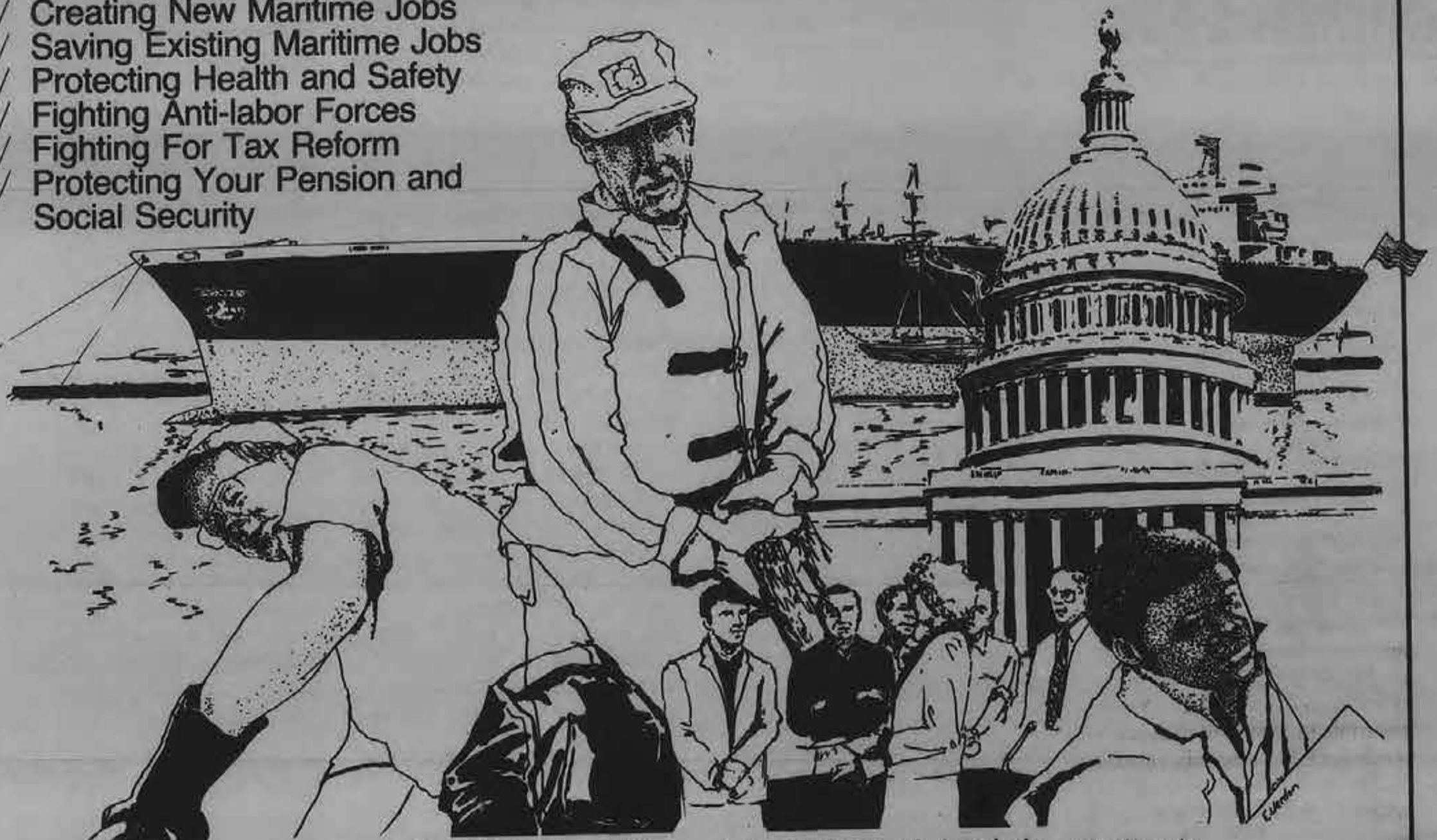


It Is Simple and You Can Be Part of It



Your SIU Lobbyists in Washington Are Working For You

- ✓ Creating New Maritime Jobs
- ✓ Saving Existing Maritime Jobs
- ✓ Protecting Health and Safety
- ✓ Fighting Anti-labor Forces
- ✓ Fighting For Tax Reform
- ✓ Protecting Your Pension and Social Security



Every day in Washington, SIU lobbyists are working for you, in the halls of Congress, in the committee hearings and in bill writing sessions.

The job of every SIU lobbyist is to protect existing laws and develop new legislation that is good for all American seafaring workers and their families.

But it is a tough battle. Anti-union groups have high-paid lobbyists. Large corporations like "Big-Oil" companies have lobbyists. Trade associations and other special interest groups have well-heeled lobbyists. The soy bean farmers and the "Monkey-Flag" groups are here in Washington in force.

But only the American Labor Movement is the true "People's Lobby." And only the SIU is the real Seafarers lobby, seeking what is best for maritime workers and the entire Labor Movement.

Here Is What Your SIU Lobbyists Are Fighting Against

- Export of Alaskan oil which could mean the loss of thou-

sands of SIU jobs and is a threat to the economic and military security of the United States.

- Proposals by the Reagan administration to build, buy, operate and ship foreign.
- The elimination of much needed construction and operating subsidies for American shippers.
- Weakening of the Jones Act through CDS paybacks and buy-outs.
- Administration efforts to deny lawful government cargo to U.S.-flag ships.

This is What Your SIU Lobbyists Are Fighting For

- ✓ Passage of the Boggs Bulk Bill which means jobs on ships and in shipyards.
- ✓ Strengthening of shipboard safety regulations.
- ✓ A practical national shipping policy.
- ✓ Adoption of the UNCTAD Code of Liner Conduct to provide a 40-40-20 split of the nation's cargo.

- ✓ Improvement of America's inland waterway system and the nation's ports.
- ✓ Cargo for the Great Lakes.

SIU lobbyists are involved in these issues, other maritime battles and fights that affect the entire American Labor Movement, such as tax reform, health and safety laws, consumer laws, Social Security and pensions.

Your SIU Lobbyists Need Your Help

The work of professional SIU lobbyists is not always enough. Members of Congress must be told first-hand by Union members in their districts what they think about key legislation, such as jobs, taxes, safety and trade policy. This is where you come in.

Your help means more than just SPAD donations. While those are important and help the SIU in many ways, your involvement in the political process is even more important.

First of all, be sure you are registered to vote, and then be

sure to vote.

Letters to your congressional representatives are important (see story below).

When you are in your home port make yourself and your time available. Tell your port agent you are willing to work, to man phone banks, to get out the vote, pass out literature, write letters to local media outlets, pass around petitions, lobby your congressmen or congresswomen when they are in their home offices.

This kind of action is not just Union flag waving; it is important and serious political work. The maritime trades and the Labor Movement face the most serious challenge they have faced in decades. An anti-union administration and well-financed big business are spending millions of dollars to reverse years of advancement for workers.

**Don't let that happen.
Help yourself.
Help the SIU.
Become involved.**

Golden Phoenix Reborn as Bulker

The SIU-crewed *Golden Phoenix*, the largest bulk carrier under American flag, was christened with speeches and champagne on May 14 at the Bunge grain dock in Portland, Ore.

Her sister ship, the *Jade Phoenix* (Titan Navigation) was beside the vessel as SIU Vice President George McCartney, Federal Maritime Commission Chairman Alan Green and others praised the innovations in engineering design which produced the *Golden Phoenix*. Speaker after speaker sent a message to the Reagan administration to reverse the downward trend of idled shipyards and unemployment of skilled workers.

Speakers marveled at the *Golden Phoenix* rebirth. The 128,000 dwt, 931-foot carrier was originally constructed as a liquified natural gas tanker by Ogden Corporation in Avondale shipyards in Louisiana. After several runs, engineers discovered thousands of webbed cracks in hazardous cargo bays during gas trials in 1980 and decided to scrub the LNG Phoenix vessels.

"In ancient folk tales, a phoenix was a bird that was consumed by fire only to be reborn out of its own ashes," McCartney said. "What we are celebrating today is a true rebirth in more ways than one," he said.

C.C. Wei, owner of the Phoenix Companies of Houston-affiliated Falcon Shipping, purchased the two vessels and began costly conversion to multi-purpose liquid and dry bulk carriers replacing holding areas that can store three times as much cargo as most American bulk carriers; rebuilding the fuel system from natural gas to coal and oil; and adapting on- and offloading machineries.

The Phoenix vessels have broken records as the world's largest coal-burning ships, an important economic consideration since domestic coal is cheaper than imported natural gas, diesel and petroleum fuels.

The *Golden Phoenix* is the second Phoenix launched from the port of Oregon grain docks carrying wheat. Last spring the *Jade Phoenix* took on 47,000 tons from the Columbia Grain elevator and delivered a total of

110,000 tons to Egypt. That is a record volume shipped aboard a U.S. vessel, a record the *Golden Phoenix* is equally capable of meeting.

The same cargo last year, financed by PIK (payment-in-kind) and American credit subsidies, was delivered by foreign-flag carriers. In February the Reagan administration reversed its position and the *Golden Phoenix's* first assignment provides one more supporting case for 50 percent cargo preference laws.

The SIU vice president called the launching, Wei's ingenuity and risk-taking a rare occasion for celebration at a time when "this country lacks the positive maritime policy that would assure us of the number of ships that are necessary for this country's economic and military security."

Alan Green Jr., chairman of the Federal Maritime Commission and keynote speaker, told well-wishers, "My job, and the Commission's responsibility, is to see that everyone plays the liner shipping game by the same set of rules. Then, and only then, will Americans not be penalized for being Americans."

The savings realized from such a large ship as the *Golden Phoenix* (with rates reduced to \$54 per ton from \$76 to \$142 per ton of government grain) will help



Linda Hill breaks the traditional bottle of champagne across the bow.



Retired SIU member Pat Hurley, SIU Vice President George McCartney and Irv Fletcher, chairman of the Oregon State AFL-CIO.

to keep the industry afloat, the chairman said.

"I may be going against the grain of FMC history, but I am concerned," he said. "Americans must be able to turn a profit in this industry, or else there will be no Americans left in the industry."

As streams of confetti were

swept aside and the crowds headed homeward, the *Golden Phoenix* was loaded with 60,000 tons of U.S. government wheat bound for Egypt. She signed on 26 SIU crewmembers and slipped off on her maiden voyage. She will stop off in Seattle for 45,000 tons, a total of 2 million bushels.



The *Golden Phoenix* loads grain in Oregon before setting sail for Egypt.

Paul Hall: The Man for the '70s

by John Bunker

PAUL HALL became a prizefighter during the great depression of the 1930s as a way of making money and, as he once said, "of getting somewhere in the world." He chalked up some 40 fights during his ring career.

But after being punched around in a fight in Jacksonville, Fla., and ending up with about \$15 for the night's drubbing, he decided there must be a better ladder to achievement than the fight game.

"That 15 bucks," he once told me, "was enough for my brother sailor and me to buy bus tickets back home to Tampa. That's when I decided to go to sea in the merchant marine. But I didn't even have the \$5 or whatever it was for an initiation fee in the old International Seamen's Union.

"Then I met a friend who ran a little movie theater and he said he would stake me to the union fee and some seagoin' gear if I'd do him a favor. The favor was to fight a local gypsy who claimed to be the best fighter in Tampa. I was flat broke, so I agreed to fight the guy.

"The fight was scheduled to take place in a bar after hours in Ybo City, the part of Tampa with all the sailor joints. The night was hot and humid. No air conditioning in those days. They had taken out the tables and chairs. The joint was packed and my friend seemed to be betting big money on me. Everybody was waving money and shouting for bets.

"I was limbering up when the gypsy came out of the men's room and glared at me from across the floor. I damn near fainted. He was a giant. The sweat on his chest poured off like a river. His arms looked like pistonrods.

"Suddenly everything was quiet. All bets were down. There wasn't any introduction . . . no fancy stuff. The bartender sounded a gong of some kind and that man mountain gypsy ran at me across the floor. I only had one chance . . . side step him and give him a round house.

"I timed it just right and threw everything I had. I connected but he only grunted. But with all that weight and momentum



Paul Hall

he just kept on going—right past me and through the open door and across the sidewalk into a light post. It knocked him out cold.

"I stood there waiting for him but he was out for the count. They finally decided I had knocked the guy out and gave me the fight. Fat chance. He knocked himself out. But my friend collected his bets and gave me enough money to buy some gear and ship out. That's how I started going to sea."

Willing to Fight

If there was a distinctive and pervasive characteristic in the

career of Paul Hall as a labor leader it was the willingness to take on the big ones . . . the mob elements in the Labor Movement . . . the Big Oil interests . . . the Washington bureaucrats.

A History of the SIU Part XXVII

"You don't win 'em all," he would say, "but you keep on swinging." And that's what he did to the end. Just before he was hospitalized in 1980, he was preparing to go to Washington and start another round in his

fight for more cargo for American ships.

Paul Hall led the SIU from the time it was a small Union, almost unknown beyond the waterfront, to when it became a nationally known organization that was the core of the politically powerful Maritime Trades Department of the AFL-CIO. He became head of the MTD when it had only a dozen or so members and built it up to a powerful coalition of some 40 diversified unions, using it to achieve legislation beneficial to the merchant marine.

Born and raised in a small town in Alabama, Hall never finished high school but he was an avid reader and had an innate ability to learn. He was an early member of the SIU after the demise of the old ISU, and after making several wartime voyages in the engine department came ashore to become a port patrolman in Baltimore, then port agent in New York. He was elected secretary-treasurer in 1948 and led the Union as secretary-treasurer and as president until his death in 1980. In 1962 he was elected a vice pres-

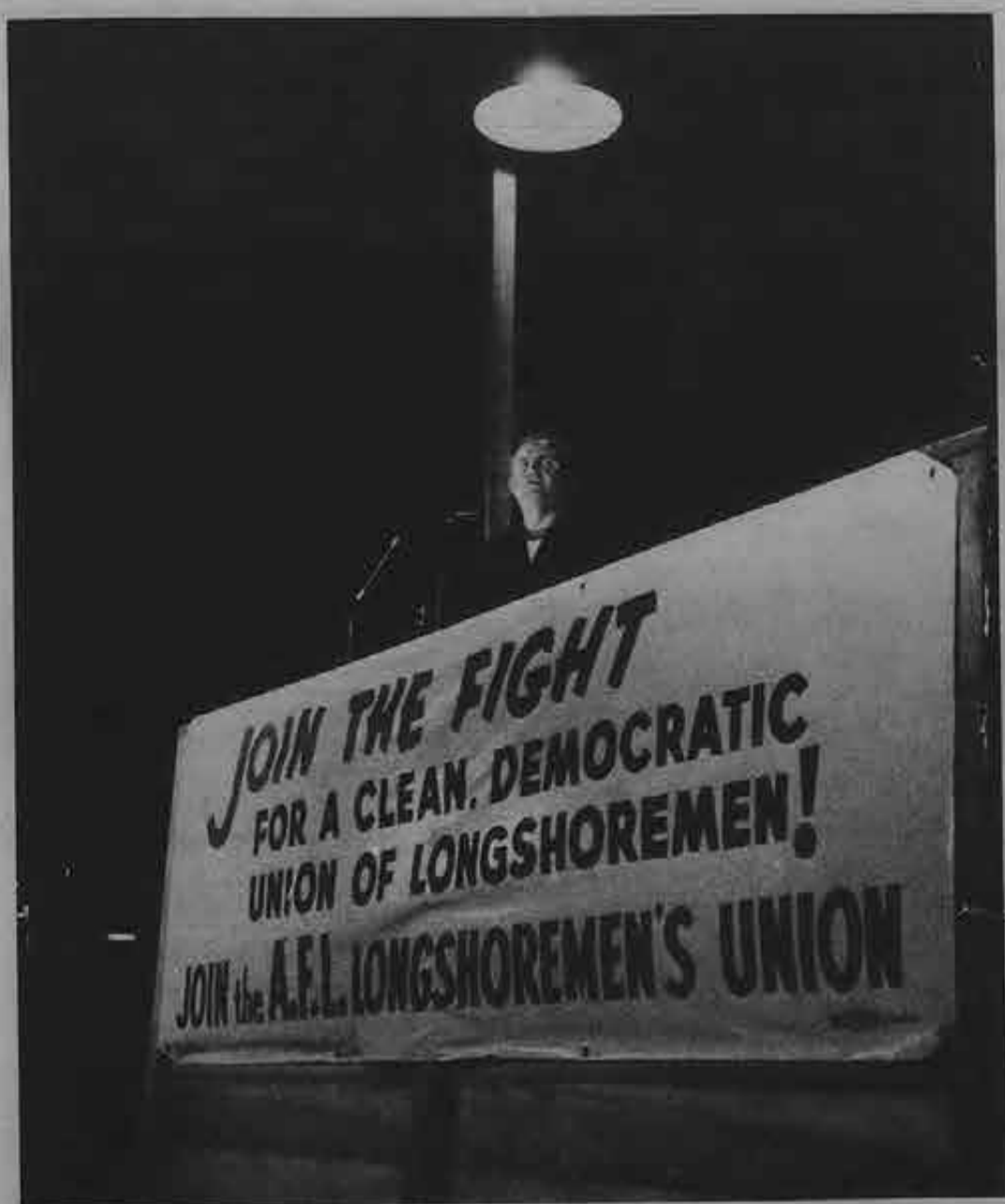
Mr. Maritime

ident of the AFL-CIO and a member of its executive committee.

Paul Hall became "Mr. Maritime" in Washington. He dined



Paul Hall facing the cameras during a meeting for John Wingate's "Behind the Lines" TV program in 1953.



As a labor leader, Paul Hall was always ready to take on the big ones.

and conferred with four presidents. Government officials consulted him regularly on maritime affairs. He was a popular speaker and could have been speaking at meetings every day of the week. He was a prime mover in the high councils of the AFL-CIO and was considered the man to succeed George Meany as president of the Federation in the 1970s. But Meany did not retire as expected and age became a barrier for Hall when Meany did finally give up the job. But Hall was not bitter and gave his support to an old-time friend and associate, Lane Kirkland.

He was deeply disappointed when he lost the biggest battle of his long-time fight for the merchant marine—when President Gerald Ford failed to sign the Energy Transportation Act

of 1974 after this SIU-sponsored bill had sailed through both houses of Congress and the president had indicated to members of Congress that he would sign it.

Paul Hall would be the first to admit that strong, loyal and able assistants were essential to his—and the SIU's—many achievements. He had an ability to pick able people and to motivate them. He worked his sailors hard but they were proud of him.

His staff meetings were famous. They usually started about seven in the evening and lasted past midnight.

When Paul Hall took over the helm of the SIU in 1948 he was tough, brash, rough-and-ready . . . too impatient to bargain with shipowners over contracts and conditions. In this and other

important phases of union management he learned much from Morris Weisberger, New York port agent for the Sailors Union of the Pacific and later the head of that union. The SUP hall was close to SIU headquarters in lower Manhattan, and Weisberger made his contacts and his know-how available to the new SIU leader. At the SIU's biennial convention in 1978 Paul Hall publicly lauded Weisberger for being his "mentor" in those early years.

Remembrances

Working for Paul Hall often meant personal sacrifices.

One of his assistants recalls how the phone rang in his house one time at about two o'clock in the morning.

"Hi, this is Paul," said the voice at the other end. "I'm sitting here with some of the boys talking about the situation up in Montreal. We'd like you to go up there for two or three days and look things over for us. Can you leave first thing in the morning?" When you worked for Paul you knew this wasn't really a question. It was a command.

The "two or three days" turned out to be six weeks.

He never learned to play golf and disliked cards, parties and social chit-chat. He drank sparingly. His consuming passion was strategy and tactics . . . planning campaigns for the many battles he was always fighting for the Labor Movement and the merchant marine.

There were so many aspects

to Paul Hall, he can't be remembered by the usual platitudes with which tributes are made to great leaders. He could fight Jimmy Hoffa, the most powerful and ruthless man in American labor, and then have no unkind things to say of him when the fight was over. He could order his white caps out to a picket line or a battle line and be with them in the thick of it. He could lose a fight and then be ready to fight all the harder when the bell rang again.

When almost all of the Labor Movement turned its back on President Nixon, Paul Hall and the Seafarers stuck with him.

"It's not a matter of liking the guy," Hall said. "He went to bat for us and delivered the Merchant Marine Act of 1970. We stand with our friends."

Herbert Brand, chairman of the Transportation Institute, former editor of the Seafarer's LOG, and long-time aide to Paul Hall, says that loyalty was one of Paul's characteristics.

"When Paul made an agreement with someone on a position," says Brand, "that's where he stood come hell or high water. You could depend on it. When he started on a beef he stayed to the end."

When you left a meeting with Paul Hall he had a habit of waving goodbye and saying, "Take it on a slow bell." It was an old expression in the black gang.

But he never took it on the "slow bell" himself. For Paul Hall it was "full ahead" all the way.

Coming—Part XXVIII

Frank Drozak: The 80's and Beyond



Paul Hall conferred with presidents, government officials and labor leaders. Here we see him with the late AFL-CIO President George Meany (left), Sen. Edward Kennedy (center), and former President Richard Nixon.

The Sea-Land Freedom Pays Off in Seattle



Assembled in the messroom of the *Sea-Land Freedom* are Seattle Port Agent George Vukmir (l.) and members of the *Freedom's* crew.

The *Sea-Land Freedom* (Sea-Land Service) was in the port of Seattle recently for a payoff.

Port Agent George Vukmir took the opportunity to talk to the crewmembers about the SIU's position on the Boggs Bulk Bill and stressed the importance of each member writing to his or her senators and representatives, seeking their support for passage of this legislation.

Seafarer T. L. Hyatt was also onboard the *Freedom* and snapped these photos for the LOG.



James A. Jones, chief cook aboard the *Sea-Land Freedom*, dishes out his final meal before getting off in Seattle.



Collecting their pay and discharges from Ms. Lorna Fjarlie, Sea-Land assistant manager of vessel operations, are (l. to r.) Mel Ferguson, OS; John Carnes, AB; J. A. Rusheed, deck delegate; Fred Miller, AB; and Russ Caruthers, AB.



With pay in hand, Bosun Arthur Beck is now all set for a night on the town.



Seattle Port Agent George Vukmir collects dues from Mark Scardino, messman.

First-Aid Training Pays Off:

Chief Steward Saves a Life With Skills Learned at SHLSS

If anyone doubts the effectiveness of the SIU's First Aid and CPR Program it is not Angelo Marshavieli. He owes his life to Chief Steward Clarence White and the first aid skills White learned during a six-week Steward Recertification course he took at the Seafarers Harry Lundeberg School of Seaman-ship in Piney Point, Md.

Marshavieli, who sails as First Assistant Engineer on the *Santa*

FMC Commissioner:

Carey Rallies For Maritime



Commissioner James J. Carey

Federal Maritime Commissioner James Carey sounded a reminder of the critical role the merchant marine plays in providing goods to this nation and the foreign countries of the world.

Speaking before the Navy League of Columbia, S.C., Carey said, "With only 6 percent of the world's population, we produce 25 percent of all the world's goods and of those goods going overseas, 96 percent of them go by ship."

Personals

William Edward McCormick

Please contact your brother-in-law, George H. Horton, at 63 South 1450 West, Apt. 1, Clearfield, Utah 84015.

Edmund Pacheco

Please write to mom. She hasn't heard from you in around a year and is very worried.

—your sister, Jeanette

Clara, was eating dinner in the officers mess when he began to choke. A small piece of hamburger got caught in his wind pipe. Several officers at the table with Marshavieli tried to apply the Heimlich maneuver to him, but they could not because he was too husky.

Clarence White, the Chief Steward on the ship, stepped in. He remembered that Janet Cook, his Cardio Pulmonary Resuscitation (CPR) instructor at Piney Point, had told him that if the Heimlich maneuver won't work on someone, you have to hit that person in the upper stomach to dislodge the food. That did the trick.

Clarence White has been shipping out since 1942. During World War II he sailed onboard the *Clarksville*, which was hit by a German submarine torpedo. White and the other crewmembers were in the North Atlantic for 10 hours before an allied vessel picked them up.

He is what professional seamen would call a steward's steward. "The steward's job is



Clarence White, chief steward on the *Santa Clara*, talks to Max Hall, assistant editor of the LOG.

the best onboard ship," White said. "I get a sense of satisfaction knowing that the crew is being well fed. If a guy is well fed, he can do just about anything."

White is a good family man. He often talks about his wife, his three sons, three daughters, 14 grandchildren and two great grandchildren.

When asked to comment on the incident, White said, "I couldn't have done it without the training I received down at Piney Point. I think everyone should go down there and take an upgrading course. It comes in handy when you least expect it."

You don't have to tell Angelo Marshavieli about that.

Drozak Hits 'Build-Foreign' Bid

Reagan Sends Maritime Bill to Congress

WASHINGTON, D.C.—The administration's MARAD chief Adm. Harold E. Shear and Secretary of the Department of Transportation (DOT) Elizabeth H. Dole early last month—at long last—sent to the U.S. Congress proposed legislation to promote and bolster the "competitiveness and capability" of the American merchant marine.

Dole declared the five proposals will "implement five additional elements of President Reagan's maritime policy which were announced last year" in May and August.

Adm. Shear added, "We believe this legislation coupled with the Shipping Act of 1983, now approved by the U.S. Senate and pending in the House, will significantly increase the capability of the American-flag merchant marine to compete in global trade. Its passage would be another important step in the implementation of a workable maritime policy."

SIU and AFL-CIO Maritime Trades Department (MTD) Pres-

ident Frank Drozak voiced the MTD's "absolute" opposition to the administration's "build-foreign" proposal.

Here are the president's five legislative proposals to bolster the U.S. merchant marine:

1. Renew the statutory authority and make it permanent for U.S. ship operators to construct, convert or acquire vessels outside the United States and still receive an Operating Differential Subsidy (ODS).

2. Provide vessels re-flagged under U.S. law with immediate eligibility for the government's Cargo Preference Programs. Now, foreign-built or rebuilt vessels must be documented under U.S. laws for three years before they can carry these cargoes.

This proposal will give immediate eligibility for re-flagged ships of less than five years of age for carrying this type of cargo, giving U.S.-flag operators access to a major source of revenue. Ships between five and 10 years of age could receive immediate eligibility if they were

determined to be necessary for the security of the national defense, DOT said.

3. Encourage foreign investment in U.S.-flag ships by increasing the current limitation on foreign ownership from 49 to 75 percent.

4. Authorize U.S.-flag operators engaged in foreign commerce to use tax-deferred funds to construct, acquire or convert foreign-built ships. (Present law allows the taxes on certain funds generated by a vessel to be deferred if they are deposited into a Capital Construction Fund and subsequently used for the acquisition of qualified vessels built within the United States. The proposal would allow an operator to use these funds to buy or build foreign vessels.)

5. Amend the Tariff Act to repeal the 50 percent ad valorem tariff currently levied on non-emergency repairs made to U.S.-flag vessels in foreign shipyards. This duty adversely affects the ability of U.S.-flag vessels to compete with foreign-flag vessels, Dole explained.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1983

Legislative, Administrative and Regulatory Happenings

Washington Report

President Reagan met with the heads of six allied countries at an economic and political summit held at Williamsburg, Va., and by most accounts, the president achieved his main objective which was to portray the major allied powers as being in accord on the basic international issues facing the Western industrialized world.

Aside from a joint communique on nuclear arms, little substantive progress was made, especially on economic issues. In that sense, Williamsburg was perhaps the perfect place to hold the summit. It is not a real town, but a beautifully preserved museum. Like Williamsburg, the summit was all style and little substance.

According to news reporters who covered the story, the six allied heads of state were impressed by President Reagan's charm and with his considerable speaking skills. But they remained skeptical about his command of economic issues.

Had they been asked, the American people could have saved the allied heads of Europe and Japan the trouble of coming to Williamsburg. President Reagan is a charming and affable host. Few of us have not been dazzled by his speaking skills, even if we disagree with what he is saying. On the other hand, few Americans have not been hurt in some way by his economic and social policies. The two greatest issues facing American workers today are health care and job security. President Reagan has done little about either issue, and at this point in his administration it doesn't seem likely that he will begin.

Health Care

American seamen are feeling the effects of President Reagan's decision to shut down the Public Health Hospitals. There was little advanced planning for the move, and it has precipitated a full scale health crisis in the maritime industry.

Up until two years ago, the Public Health Hospitals carried the entire cost of a seaman's visit. Private pension plans have had to absorb these costs without having had time to plan for them. According to Carolyn Gentile, administrator of the Seafarers Health and Welfare Plan, the SIU now pays \$15 million annually for benefits that were once covered by the federal government. While the SIU Health and Welfare Plans are in good shape, drastic cuts in benefits are inevitable unless something is done now. (See *President's Report*, page 2.)

This development comes at a particularly bad time. Americans have been hit by several concurrent epidemics affecting as many as 20 million people. While this has been going on, President Reagan has cut funding for medical research and has decreased health and safety standards throughout the country. Earlier this year he even proposed to tax health care benefits.

If President Reagan has his way, then Americans will pay taxes on medical benefits given for diseases that were caused in part by the relaxed health and safety standards promoted by the Reagan administration. To give one small example: nearly 90 percent of the residents of Times Beach, Mo. have been diagnosed as having abnormal blood counts as a result of being exposed to dioxin dump sites approved by officials in the Reagan administration.

Cargo Preference

The House Merchant Marine Subcommittee plans to hold hearings later this month on H.R. 2692, the Cargo Impelled Preference Act of 1983, which was introduced by Rep. Walter B. Jones (D-N.C.) in response to recent attacks on this nation's cargo preference laws.

The first day of hearings will be devoted to testimony on the military and strategic application of the cargo preference laws. The second day will focus on other aspects of the PL 480 laws including their relationship to the payment-in-kind and blended credit programs which have generated controversy because of the Department of Agriculture's opposition to applying the 50-50 preference rules to them.

Coal Exports

One of this nation's largest foreign buyers of domestic coal has announced that it is considering going elsewhere because the United States does not possess adequate port facilities.

The United States supplies Holland with 32 percent of its coal. However, Maarten J. Van Rooyen, the director of Shell Nederland's coal division, told American reporters that "the importance of U.S. coal to my country will decline against supplies from other countries such as South Africa and Australia, where ports have deep draft channels capable of accommodating very large coal ships."

Marad Budget

The Senate has passed the Maritime Authorizations Bill for Fiscal Year 1984. The legislation, which eliminates Construction Subsidies (CDS) and severely cuts funding for the Title XI Loan Guaranty Program, pretty much follows the guidelines set by the Reagan administration.

The House Merchant Marine Committee is considering similar legislation. It reported an authorizations bill that closely followed the Senate bill, but with one exception. The Committee report attached to the House bill contained language that severely limited the scope of the president's proposed CDS payback plan. A large segment of the maritime industry has strenuously opposed the CDS plan on the grounds that it would decimate what is left of this nation's domestic shipping fleet.

On the Great Lakes

In a related development, representatives from the maritime industry met with the Great Lakes Commission to explain the impact the Boggs bill would have on the Great Lakes region. During last year's unsuccessful fight to get the Boggs bill passed, some officials from the Great Lakes expressed concern that the bill did not take into account the special circumstances affecting midwestern commerce. The bill that was reintroduced this year was amended to take into account those concerns. Even so, there has been a lingering and unwarranted suspicion that the Boggs bill would harm the Great Lakes economy.

Thanks to the effective presentation given by such maritime figures as D. Ward Fuller, president of the American Steamship Company, and Tom Allegretti, who heads the Great Lakes maritime department at the Transportation Institute in Washington, D.C., the Great Lakes Commission has decided to re-evaluate its position on the bill.

According to Allegretti, the Boggs bill is "legislation that is tailor-made for the Great Lakes. It would solve many long-term problems from which the Great Lakes has suffered."

"Specifically, it would bring U.S. bulk carriers back to the Great Lakes overseas trade. It would also allow the U.S. flag domestic fleet to capture a much greater share of our trade with Canada."

Since the Great Lakes has no American-flag bulk fleet at the present time, the Boggs bill contains a waiver that would allow the Secretary of the Department of Transportation to waive the provisions on a case by case basis.

Vanatu Redux

Vanatu, a small, newly-independent country of 80,000 people in the South Pacific, has been receiving a great deal of coverage in newspapers across the country. It recently announced that it planned to build a sizable merchant fleet by offering lucrative tax concessions to shipowners who register their vessels under its flag.

Most of the news stories covering this development have taken a humorous approach comparing Vanatu to the mythical country in the classic Peter Sellers movie "The Mouse that Roared." Unfortunately, this misses the point.

Vanatu now has 14 ships registered under its flag, and the number is expected to grow significantly by the end of the year. It has no safety code of any significance, and shipowners who register under the Vanatu registry do not have to worry about taxes, which are minimal. The growth of the Vanatu registry exposes open-flag registries for what they are: not too artful dodges by greedy shipowners who hope to escape the taxes and safety standards of their native countries.

At Sea/Ashore

Propeller Club Backs Ban on Alaska Oil Export

The Propeller Club of the U.S.'s National Executive Committee says it supports the renewal of the Export Administration Act of 1979 which prohibits the export of Alaska's North Slope oil and other domestically-produced crude oil.

The act is due to expire in September.

The club's decision was given on April 22 in Fort Lauderdale, Fla. at the Southeast Propeller Club's annual convention.

The committee said domestic oil is "a most important strategic national asset" and added that a large number of American seafarers would lose their jobs if the oil were exported and carried in foreign-flag ships.

It made its views known to the U.S. Department of Commerce which had invited public comment on the Export Administration Act.

MSC Hires Overseas Marilyn

The MSC has chartered for four months the *ST Overseas Marilyn* (Maritime Overseas) starting on June 13-17 from either the port of Philadelphia or Norfolk.

Furuseth in Maritime Hall of Fame

Last month, Andrew Furuseth (1854-1938) a pioneer founder of the West Coast's SIU-affiliated SUP and who helped to pass the 1915 La Follette Seamen's Act, was inducted into the National Maritime Hall of Fame at Kings Pt., L.I., N.Y.

At the induction ceremonies, SUP chief Paul Dempster recalled that Furuseth "was known as the Abraham Lincoln of the sea after the passage of Sen. La Follette's bill."

The SIU has honored Furuseth with a bronze plaque in the main entrance of the Union's Headquarters in Camp Springs, Md.

Rutledge, Houston to Chittagong

From a Gulf port from June 14 to June 28, the LASH *Edward Rutledge* and *Sam Houston* (Waterman) will carry 25,000 metric tons of bagged phosphate (12,500 tons each) to the twin ports of Chittagong-Chalna, Bangladesh.

Firemen's Union Marks 100th Year

The port of San Francisco's SIU-affiliated Marine Firemen's, Oilers, Watertenders and Wipers Union (MFOWWU) will celebrate its 100th anniversary in October.

MFOWWU president since 1974, Henry "Whitey" Disley said celebrations are planned at the union's headquarters and at the Seattle, Honolulu and Wilmington, Calif. Halls.

On June 17, Disley will be named "Man of the Year" by the San Diego, Calif. Port Council.

President Jackson to Jakarta

The *SS President Jackson* (APL) from a West Coast port from July 11 to July 21 will sail to Jakarta, Surabaya, Jayapura, Indonesia with 15,250 metric tons of bulk wheat.

American-Hawaii Official to Get Award

President Conrad H. C. Everhard of the SIU-crewed *SS Constitution* and *Independence* (American-Hawaii Cruises) will receive the Jewish National Fund's Theodor Herzl Award at a testimonial dinner on June 28 at N.Y.C.'s World Trade Center.

The award will be given for Everhard's efforts in developing world trade.

Santa Mercedes, Wyeth Crews Honored

SIU crews of the *SS Santa Mercedes* (Delta Line) and the *SS George Wyeth* (Waterman) will receive Certificates of Appreciation from the American Merchant Marine Library Assn. for spreading the blanket last year for books to read aboard U.S. ships.

Boredom Is a Silent Killer at Sea or Ashore

There is a silent killer stalking your ship. He might even be in your room. His name? Boredom.

Everyone knows that alcohol and drugs can kill. But the truth of the matter is that time can kill if it is not used properly.

The average seaman has a lot of time on his hands. It's the nature of the business. Most seamen spend at least six months of every year "married" to a ship so that they can pay their bills and qualify for pension and health benefits. The other six months they spend at home with no set schedule.

Like everything else, some people can handle free time, and others can't. People who can't tend to fill their free time with bad habits that eventually wind up killing them.

One of the members who checked into the SIU Alcohol Rehabilitation Center (ARC) discovered that he started drinking because "he had nothing else to do with his time." He was a single guy who didn't go home to a family when he wasn't shipping. He didn't like to read onboard ship, so he had little to do if he wasn't working overtime.

The same thing goes for food. Boredom can make a person schedule his day around food. What's for breakfast? Bacon, grits, and eggs. Lunch? Seconds? Thank You. Dinner? Two desserts. And don't forget about snacks and night lunch.

With an outlook like that you are a prime candidate for a size 50 waist and a premature coronary.

Technological advances have made the problem more acute. Twenty years ago seamen could count on being laid up in port for at least a week while cargo

was being unloaded. Thanks to containerization, seamen are now lucky to spend half a day in port every few weeks.

The technological advances have had some good side effects. T.V., Videotape, tape machines, cassettes, and cameras have made it possible for seamen to create a stimulating environment right onboard their ship.

The hardest part of overcoming boredom is just admitting that you don't use your time properly. Once you realize that, then you can do something to overcome your problem.

Instead of compulsively eating or drinking to excess, you can spend your free time doing things that can enrich your life. You can listen to music, take up a hobby, read.

You can also use your free time to beef up your bank account. Study the contract. Understand your pension and welfare benefits. Read the LOG.

A wiper who studies at night so he can become a QMED can kill two birds with one stone: he will be using his time productively, and he will be doubling his income.

If you don't know if you have a problem, just step back for a minute and take stock. Are you getting drunk more than you should? Do you find yourself getting into a lot of fights? When in port, do you find yourself in bars all the time or in front of the T.V. set?

If that sounds like you, then it is time to take matters into your own hands. If you don't know where to begin, you can call the Seafarers Harry Lundeborg School of Seamanship and inquire about upgrading courses, the Alcohol Rehabilitation Center, the GED Program, or college credit courses.

What To Do If Hospital Calls About Your Bill

If you are covered by the Seafarers Welfare or Pension Plans, and your hospital is writing letters to you about your bill . . .

DON'T WORRY.

Here's what to do . . .

Write to the hospital, or call them on the phone, and tell them to contact the SIU Plans, 5201 Auth Way, Camp Springs, Md. 20674.

Digest of Ships Meetings

ACHILLES (Newport Tankers Corp.), March 10—Chairman Pat Hawker; Secretary Roque Macaraeg; Educational Director Frank Monteiro. No disputed OT or beefs. The chairman talked about the proper procedures to follow aboard ship. He also said that repairs are being made in the crew's quarters. Painting of the passageway will be completed as soon as more paint is brought aboard. There is still no word from headquarters about the video machine or the fans, but if no answer is forthcoming, the chairman will give them a call. A communication from headquarters was, however, received with regard to the new shipping rules for "B" books. It was read and explained to all crewmembers. They, in turn, made a suggestion that six-month shipping be reinstated for "B" books and that the Piney Point training program be closed until shipping improves, using the SHLSS purely as an upgrading center.

LNG ARIES (Energy Transportation Corp.), April 3—Chairman A. L. "Pete" Waters; Secretary F. Matus; Steward Delegate William Christmas. No disputed OT. The ship's fund of \$424 is in the captain's safe. Since the Union hall in Japan is now closed, the chairman said that he would try and settle any disputes that may exist. He also asked that all crewmembers do their specific jobs. This, he noted, will lead to a smooth voyage. The *Aries* basketball team has invited the *Virgo* team for a showdown aboard the *Aries* when they anchor in Bontang. The challenge was accepted, and everyone has been given a t-shirt with a number. Thanks to 2nd Mate F. Ryan for promoting this event. The chairman sent a letter to SIU headquarters to clarify several points regarding (1) the wearing of safety shoes and (2) the LNG tanker agreement with respect to overtime. A vote of thanks was given to the steward department for a job well done.

BUTTON GWINNETT (Waterman SS Co.), April 17—Chairman A. Campbell; Secretary C. Johnson; Educational Director L. Morin. There was some disputed OT in the steward department which will be taken up with the boarding patrolman. The bosun reminded crewmembers of the upgrading programs available at Piney Point and advised them to apply early. In the course of this voyage three members of the *Button Gwinnett* left the vessel due to illness. Headquarters was informed of the circumstances, and a replacement joined the ship in the port of Ceylon. A suggestion was made that the crew think about replacing the present film company with one that will provide them with a better selection of films. They would also like the slop chest to stock non-filter cigarettes, and noted that the company did not provide new mattresses to those crewmembers who requested them.

COMANCHE (American Bulk Carriers), April 9—Chairman George E. Annis; Secretary Frank S. Paylor; Educational Director D. Swanny; Deck Delegate O. A. Pitfield; Engine Delegate R. D. Holmes; Steward Delegate S. Reyes. No disputed OT. The chairman reports that the ship is proceeding to Galveston anchorage to await orders. In the meanwhile, crewmembers were informed that they would not be paid until their replacements showed up. They were also asked to remember that the *Comanche* is still under organizational status. Several items need to be repaired or replaced, namely the TV and the washing machine. Also, the company will install an electric water cooler in the crew mess, and the ice maker will be moved to the crew mess upon arrival in Houston. A suggestion was made to have some of the daily leftovers (boiled eggs, sardines, etc.) put out for the night lunch. A vote of thanks was given to the bosun for showing some of his own movies. Next port: Houston, Texas.



COVE TRADER (Cove Shipping Inc.), March 10—Chairman D. Chestnut; Secretary Willie Braggs; Educational Director Carlos Caello. No disputed OT. The chairman talked about the importance of the Boggs Bulk Bill and stressed the necessity for all crewmembers to write their congressmen and congresswomen and ask that they add their support and cosponsor the bill. The patrolman said he will see the captain about putting out a draw before arriving in port.

DEL VALLE (Delta SS Lines), March 20—Chairman Edward Morris Jr.; Secretary W. J. Miles; Educational Director J. L. Rogers; Deck Delegate James L. Allen; Engine Delegate Paul Thomas. No disputed OT or beefs. There is \$446 in the movie fund and \$16 in the ship's fund (for mailing purposes only). A letter of thanks and appreciation was received onboard the *Del Valle* from Mrs. Ryan in response to the help given to her by the crew and officers following the death of her husband. That letter was posted, as were communications from headquarters. It was reported that very few

repairs had been made from the last voyage. New items to be checked include the steam pipe lines which are making noise, and the freight elevator. The crewmembers stood for one minute of silence in memory of our departed brothers and sisters. Stopping next in Dakar, Senegal, then back to New Orleans for payoff.

DEL VIENTO (Delta SS Lines), April 3—Chairman Aden Ezell Jr.; Secretary H. Donnelly; Educational Director G. Johnson; Deck Delegate Larry A. Jordan. Some disputed OT was reported in all departments. These will be taken up with the boarding patrolman since several of the disputes pertain to issues in the contract which need clarification. Members of the *Del Viento* took up a contribution of \$150 which Chairman Ezell presented to the family of Harold Trahan who died in Dakar, Senegal. Trahan's body was buried at sea on Easter Sunday, April 3. The funeral ceremonies aboard ship were attended by most of the crew and officers. The captain requested that a repair list be drawn up before reaching Dakar so that those items which can be completed at sea be done; major repairs will be made in port. The washing machine is again inoperable. A suggestion was made to replace it with a regular washer/dryer. A vote of thanks was given to the steward department for the fine job its members performed this voyage. Next port: Dakar, Senegal.

LNG GEMINI (Energy Transportation Corp.), April 3—Chairman Glenn Miller; Secretary Guy De Baere; Educational Director K. Conklin; Deck Delegate A. Pickford; Engine Delegate Paul R. Wolf; Steward Delegate Richard M. Worobey. No disputed OT or beefs. There is \$125 in the ship's fund. Communications were read and posted, and the chairman reminded everyone to read the LOG, especially the president's report. He talked about the use of narcotics on ships and how it jeopardizes the jobs of each crewmember, and he also spoke about shipboard safety and about wearing proper clothing and hard hats, especially in the shipyard. The *Gemini* will be going into the shipyard for about a month. All crew were reminded to keep their rooms locked. U.S. frozen provisions will be received, and the steward department will be kept busy with all the extra people to feed since the yard is "in the boondocks." Also, eight deck chairs have been ordered for the pool deck. The educational director urged all those members who are eligible to upgrade at Piney Point, and also stressed the importance of donating to SPAD. All hands were asked not to keep TV cassettes in their rooms—they are for the enjoyment of everyone. Several suggestions were made. Crewmembers would like to have vacation time count toward retirement. They would also like executive class air tickets for long overseas flights when they are pulled off before their 125 days are up. The ship's chairman and the steward department were thanked for jobs well done—and for those lovely pool parties. Next port: Himeji, Japan.



INGER (Reynolds Metal Co.), April 10—Chairman Stanley Jandora; Secretary Joseph Bennett Jr.; Educational Director P. Aubain. All is going well aboard the *Inger*, with no disputed OT or beefs. Crewmembers were asked to report all necessary repairs as they occur, in order that they be taken care of as soon as possible. They were also asked to take care of all equipment such as washers, dryers and video machines. These items are put aboard for the convenience of all hands and should be properly used. The steward said that the crew aboard the *Inger* is one of the best he has had the pleasure of sailing with—and he thanked everyone for their cooperation in helping to keep all areas clean. Next port: Haifa, Israel.

KOPAA (Pacific Gulf Marine), April 5—Chairman Manuel Silva; Secretary Milton Thrash. No disputed OT. There is \$29 in the ship's fund. The bosun talked about the importance of writing to your congressmen in Washington and of donating to SPAD. Both will help to keep our Union fighting for greater job security. It was reported that Brother Louie Eddie Hudson, chief cook, became ill in Panama and was taken off the ship. That left the steward department one man short, but Steward Milton Thrash felt they would be able to make it until a replacement could be found because the department had good men—"the best I've had in some time." He also made note that there are two GSUs aboard the *Kopaa*—Gary Schuch and Craig Haelson. They are from Piney Point, and Thrash said, "I couldn't have asked for better men. They are tops." A vote of thanks was given to the steward department. Next port: Hawaii.

LNG LIBRA (Energy Transportation Corp.), April 10—Chairman J. Morando; Secretary R. Campbell; Steward Delegate F. Ross. No disputed OT. There is \$229 in the ship's fund. Communications were received from headquarters regarding President Reagan's promise to revitalize the maritime industry. But what has he done? The chairman asked all crewmembers to look around and see what he has done for the merchant marine and for the shipyards—and then to take the time to write their congressmen concerning this deplorable situation. And the secretary stressed the importance of contributing to SPAD to aid the Union in overcoming the administration's budget cutting of maritime funds. Crew were reminded to be considerate of their fellow shipmates by keeping the noise level down at night. The steward thanked all departments for keeping

(Continued on next page.)

(Continued from page 30.)

the ship clean and for being good shipmates, and a vote of thanks was, in turn, given to the steward department for a job well done. Next port: Nagoya, Japan.

LONG LINES (Transoceanic Cable Ships), April 17—Chairman H. Libby; Secretary C. Woodward; Educational Director W. Kaweck; Steward Delegate Fred Howard. No disputed OT or beefs. The chairman reports that the ship is in transit to Wilmington, N.C. They have had a very fine trip so far with a minimum of beefs and, overall, a good crew. A written resolution was sent to the Negotiating Committee, asking them to include in the next contract that vacation time earned be applied toward retirement. Crewmembers were reminded to keep the noise level down in the crew lounge, and a vote of thanks was given to the steward department for a very fine job. Next port: Wilmington, N.C.

OVERSEAS NEW YORK (Maritime Overseas), April 11—Chairman Doyle Ellette; Secretary Darius Knapp; Educational Director Edward Self; Steward Delegate Peter V. Hammel. There was some disputed OT in all three departments. The chairman reported that clarification had been received as to transportation for those "B" and "C" books having to get off ship after 125 days. It was posted in the lounge for all to read, as were copies of the most recent LOG. The chairman suggested that all members read the LOG as it is a very good source of information about what's happening at headquarters and in the maritime industry. Crew also were urged to take advantage of the upgrading courses available at Piney Point and were reminded of the importance of donating to SPAD. Several suggestions were made for keeping a smooth, running ship. They included having the company pay crewmembers premium overtime in lieu of days off if they refuse to call the Union hall for a relief; that crewmembers with permanent jobs be given 72 hours and allowed to register in their home ports rather than registering in the port they get off; and that some wire be purchased to install the new TV antenna. Next port: Corpus Christi, Texas.

PANAMA (Sea-Land Service), April 10—Chairman Chris Christensen; Secretary Norman Johnson; Educational Director Robert Farmer; Steward Delegate Joe Hancock. No disputed OT. There is currently \$225 in the ship's fund; an additional \$200 was given to the family of a Korean longshoreman who was killed on the ship in Korea. Thanks were given to all who helped. The chairman stressed the importance of donating to SPAD. With the U.S. merchant marine fleet getting smaller and smaller, the need for a lobby in Washington is very important. SPAD helps keep this lobby active and, in the long run, will help save seafaring jobs. Another means of job security is to upgrade at Piney Point. "More training means more money in your pocket, and the Union needs qualified men and women for the more advanced ships that are now being built." Forms for upgrading and vacation are in the steward's office. In fact,

the steward, himself, is hoping to get into the October steward recertification class. Some gym equipment has been purchased for the ship. Of special note to the LOG: "The *Panama* has been returned to East Coast service after being one year on the Pacific side. We on the West Coast will miss her and the jobs she brought with her." The steward department was given a vote of thanks for the fine food prepared in the galley. Next stop: Elizabeth, N.J.

PITTSBURGH (Sea-Land Service), April 24—Chairman Kenneth R. Marston; Secretary S. Kolasa; Educational Director Richard R. Almojera; Engine Delegate Frank M. King. Some disputed OT was reported in the steward department. A discussion was held concerning President Reagan's broken promises of building up the merchant marine, and the new "B" book



regulations were read and posted. The secretary reported that the crew list had been mailed to headquarters from Rotterdam. As far as repairs are concerned, the dishwashing machine in the crew pantry needs to be repaired. The chairman said that this has been a good crew, and thanked the delegates in all departments for helping to make everything run smoothly. One sad note this voyage was that Brother Kenneth A. Hagan received a telegram that his father had died. Expressions of sympathy were given to him by all the crew as well as from some of the officers, and a donation was made for flowers. A vote of thanks was given to the ship's chairman for doing a good job. One minute of silence was observed for our departed brothers and sisters. Next port: Elizabeth, N.J.

POINT MANATEE (Point Shipping Corp.), March 27—Chairman G. Mattioli; Secretary B. Fletcher; Educational Director J. Oliveri; Deck Delegate W. Scott. There was some disputed OT in the deck department. The ship's fund currently contains \$2. The ship paid off in Houston, Texas on March 9. Most of the repairs were made, but several major items still need fixing: the water tight doors, the port holes, the air conditioning and the ice machine—especially the air conditioning! The *Point Manatee* is scheduled to arrive in Matadi, Africa on April 1. None of the crewmembers has been there before, so it should be a new experience for everyone. And apart

from the lack of ventilation, all seems to be running fairly smoothly. Several suggestions were made during the voyage. One was that the Union go back to rotary shipping and do away with permanent jobs—like it used to be. Another had to do with forwarding mail to the ship in various ports. Next port: Matadi, Africa.

SEA-LAND EXPLORER (Sea-Land Service), April 17—Chairman L.C. Cope; Secretary J. Doyle; Educational Director W. Bilger; Deck Delegate Robert W. Oslin. No disputed OT. There is \$170 in the movie fund. The chairman gave \$200 to the QMED for a VTR booster and other equipment

to assist in hooking up the VTR in all rooms. Anyone having any suggestions for improvements or changes in the current contract should bring them up now so they can all be sent to the Negotiating Committee. There appears to be a lack of forms (including forms for the ship's minutes) aboard the *Explorer*, and they would like headquarters to be sure and keep them supplied. One minute of silence was observed in memory of our departed brothers and sisters. The next port is Hong Kong, then on to Oakland, Calif. for payoff.

THOMPSON PASS (Interocean Management Corp.), April 10—Chairman L. Freeburn; Secretary A. Delaney; Educational Director Landa; Deck Delegate W. Douglas; Engine Delegate F. Saleh; Steward Delegate R. Rios. No disputed OT or beefs were reported. Chairman Freeburn was elected ship's treasurer. There is currently \$100 in the fund, and it was agreed that each member will donate \$10 per trip for the movie fund or any other emergency that necessitates spending fund money. The chairman read the communications received from headquarters concerning President Reagan's promises to revitalize the maritime industry, which he has not kept, and what the members of the SIU can do about it. One way each Seafarer can help is by contributing to SPAD. Frank Smith volunteered to make contact with a movie company to find out more information on video

movie prices, selections and contract particulars. Next port: Long Beach, Calif.

WESTWARD VENTURE (Interocean Management Corp.), April 4—Chairman Woodrow Drake; Deck Delegate Robert Wood; Educational Director J. Griffith; Engine Delegate Patrick Donovan. No disputed OT. As of April 4 the movie fund contained \$163. March issues of the LOG were made available to everyone in the crew lounge. The chairman urged that all hands read the LOG. It contains up-to-date information on the state of the U.S. maritime industry. A discussion was held about the "letters of warning." The most frequent complaint is that crewmembers are not onboard one hour before sailing. All Seafarers were urged to comply with this rule. Next port: Tacoma, Wash.

WILLIAMSBURG (Arndep Steamship Corp.), April 17—Chairman J. B. Lundborg; Secretary J. Temple; Educational Director Roy M. Idelburg; Deck Delegate R. M. Miller; Engine Delegate R. Mancini; Steward Delegate Richmond C. Collins. No disputed OT or beefs. The chairman reports that all departments are working well together and that the ship is scheduled for lay-up around the latter part of May. A suggestion was made that the ship do away with weekly meetings; instead, the New York meeting should be taped and sent out to all ships. Another suggestion made was that a large picture of President Reagan should be placed aboard all SIU ships. A vote of thanks was given to the steward department, especially to the steward for making fresh bread every day.

WORTH (Apex), April 3—Chairman James R. Colson; Secretary E. W. Lambe; Educational Director D. Turner. No disputed OT or major beefs. The ship is due to arrive in Singapore on April 14, then on to Indonesia to load her cargo, then back to the East Coast. The chairman stressed the importance of donating to SPAD and reminded crewmembers of the upgrading opportunities available at Piney Point. When asked why no dry cereal was aboard, the steward said that he was unable to get any in the Suez. Cereal or no, the steward department was given a vote of thanks for a job well done. Next port: Singapore.

Official ships minutes were also received from the following vessels:

AMCO VOYAGER	POINT VAN
BAYARD	PRIDE OF TEXAS
LINE CAPRICORN	RANGER
COUNNER	ST. LOUIS
COVE LEANER	SAN PEDRO
COVE LIBERTY	SANTA BARBARA
COVE NAVIGATOR	SANTA MERCEDES
BELTA GAMME	SEA-LAND CONSUMER
GALVESTON	SEA-LAND DEVELOPER
GREAT LAND	SEA-LAND EXPRESS
LIBERATOR	SEA-LAND OAKLAND
MASSACHUSETTS	SEA-LAND VOYAGER
NEW YORK	THOMPSON PASS
ORION CHALLENGER	TRANS-COLUMBIA
OVERSEAS BOSTON	TRAVELER
OVERSEAS JOYCE	LINE VIDEO
POINT SUSAN	

Cunard Re-flagging Means Jobs for American Seamen

The American flag could be flying on two passenger ships and more than 1,000 new jobs would be created if a bill before Congress meets approval. The bill would allow the re-flagging of two Cunard Line ships, the *Cunard Princess* and the *Cunard Countess*.

Introduced last month by Sen. Ted Stevens (R-Alaska), S. 1197 would allow the ships to operate in the tourist trade, now dominated by foreign-flag ships. A companion bill, H.R. 2883, has been introduced in the House.

"America is the center of the world's lucrative cruise ship industry. At the height of the cruise season nearly 100 ships operate from the United States to ports in the Caribbean and

other tropical areas. Unfortunately 95 percent of these vessels are foreign-flag, employing foreign workers.

"During these troubled economic times, the United States cannot afford to sit idly by and watch millions of American tourist dollars flow directly into the hands of foreign-flag cruise operators and crews, neither of whom pay corporate or personal income taxes to the U.S. Treasury," according to an analysis by the Transportation Institute.

If the ships were re-flagged they would provide jobs on the ships and in related shoreside industries. Revenue to the Treasury would increase along with balance of payments because the dollars would stay in U.S. hands. The action would also help the U.S.-flag cruise industry and would support American shipbuilding because repairs and maintenance must be done in U.S. yards.

In addition the two ships could be used by the military as troop carriers or hospital ships.

Support SPAD

Deadline Is Extended to Get Class I QMED Rating Courses

Agreement is announced to extend the period for obtaining the various special courses at the Seafarers Harry Lundeberg School of Seamanship to maintain Class I QMED status.

The agreement, which was reached after several meetings with members of the Management Negotiating Committee, will extend the period for obtaining the special courses until Dec. 31, 1984 for those QMEDs who obtained such endorsements from the Coast Guard prior to June 16, 1981.

This extension in effect provides these QMEDs with a three and one-half year period in which to complete at least six of the special courses needed to maintain Class I status as specified in the collective bargaining agreement.

Effective Jan. 1, 1985, all QMEDs shall be reclassified subject to verification of having satisfactorily completed the designated special courses.

QMEDs who obtained such endorsement from the Coast Guard on or after June 16, 1981 are classified according to the provisions of the collective bargaining agreements in effect.

"... adults are returning to the classrooms to keep up with technology's pace. Upgrading skills has become a way of life..."

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

LOG Every Picture Tells a Story . . .

Photo Contest

The majesty and peace of the open ocean . . . The power and terror of awesome storms . . . The sweat and strain of honest labor . . . The friendship and sharing of crews . . . The loneliness of leaving home and loved ones . . . The wonder and excitement of foreign lands and different peoples . . . The joy of coming home . . .

Those are just a few parts of the unique work and life Seafarers lead. Those stories can be told in thousands of words. They can be told better by one photograph.

That's why the LOG is sponsoring the first Seafarers Photo Contest. We want you to help us make a photographic record, in pictures of life on the deep-seas, the Great Lakes and the rivers.

In January, the LOG will publish a special section of the best of your pictures and name first prize winners for deepseas, the Lakes and inland waterways, along with several honorable mentions. But don't wait until then to send us your pictures. As good photographs come in, we will publish one or two each month.



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

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

. . . Yours Can Too

Be sure to include your name, address, book number and a brief description of the picture or pictures (where it was taken, who is in it, when it was taken).

The negatives will be returned. All photographs become the property of the Seafarers LOG unless you request they be returned. The photographs will be returned after the publication of the special section in the January issue.

The photographs will be judged on content, quality and imagination. The LOG always welcomes all kinds of pictures, but for the contest we are looking for a bit more than a snapshot of your crewmates lined up by the rail.

Send in your pictures now and help the LOG tell your story.



Pensioner's Corner

Deep Sea

Alexander Potorski, 65, joined the SIU in 1942 in the port of New Orleans sailing as an AB. Brother Potorski is a veteran of the pre-World War II U.S. Army. He was born in Pennsylvania and is a resident of Brooklyn, N.Y.



Julian B. Royston, 65, joined the SIU in the port of Savannah, Ga., in 1959 sailing as an AB. Brother Royston was born in Georgia and is a resident of Royston, Ga.



Recertified Bosun **Peter Douglas Sheldrake**, 59, joined the SIU in the port of Houston in 1957 sailing for 43 years on English, Dutch and U.S. ships. Brother Sheldrake is a February 1974 graduate of the Union's Recertified Bosuns Program. In 1971 he sailed during the India-Pakistan War on M.S.R.S. vessels and was on a British training ship for three months. Seafarer Sheldrake is a veteran of the U.S. Navy in World War II. Born in England, he is a naturalized U.S. citizen and a resident of Houston.



Arvo N. Antilla, 57, joined the SIU in the port of Houston in 1957 sailing as an AB. Brother Antilla is a veteran of the U.S. Army Infantry during the Korean War. He was born in Duluth, Minn. and is a resident of Kettle River, Minn.

Clyde Cahill, 61, joined the SIU in 1945 in the port of New Orleans sailing as a FOWT and engine delegate. Brother Cahill was born in Dayton, Ohio and is a resident of St. George, N.Y.

John Dunn, 58, joined the SIU in 1947 in the port of Baltimore sailing as a QMED. Brother Dunn hit the bricks doing picket duty in the 1961 Greater N.Y. Harbor beef. He is a wounded veteran of the U.S. Army in World War II. Seafarer Dunn was born in Baltimore and is a resident of Severna Park, Md.

Dewey E. Emory, 57, joined the SIU in the port of Tampa in 1951. Brother Emory is a resident of Tampa.

John R. Epperson, 65, joined the SIU in 1943 in Texas City, Texas sailing as a chief steward. Brother Epperson was born in Pennsylvania and is a resident of Lakeland, Fla.

Edwood Ligon, 68, joined the SIU in 1946 in the port of Mobile sailing as a cook. Brother Ligon was born in Perote, Ala. and is a resident of Mobile.

Charles Joseph Sweeney, 61, joined the SIU in the port of New Orleans in 1965 sailing as a deck maintenance man. Brother Sweeney also sailed during the Vietnam War and is a former member of the SUP and a veteran of the U.S. Navy in World War II. Born in St. Louis, Mo., he is a resident of Seattle.

Atlantic Fishermen

Carlo A. Mocerì, 62, joined the SIU-merged Atlantic Fishermen's Union (AFU) in the port of Gloucester, Mass. Brother Mocerì is a resident of Gloucester.

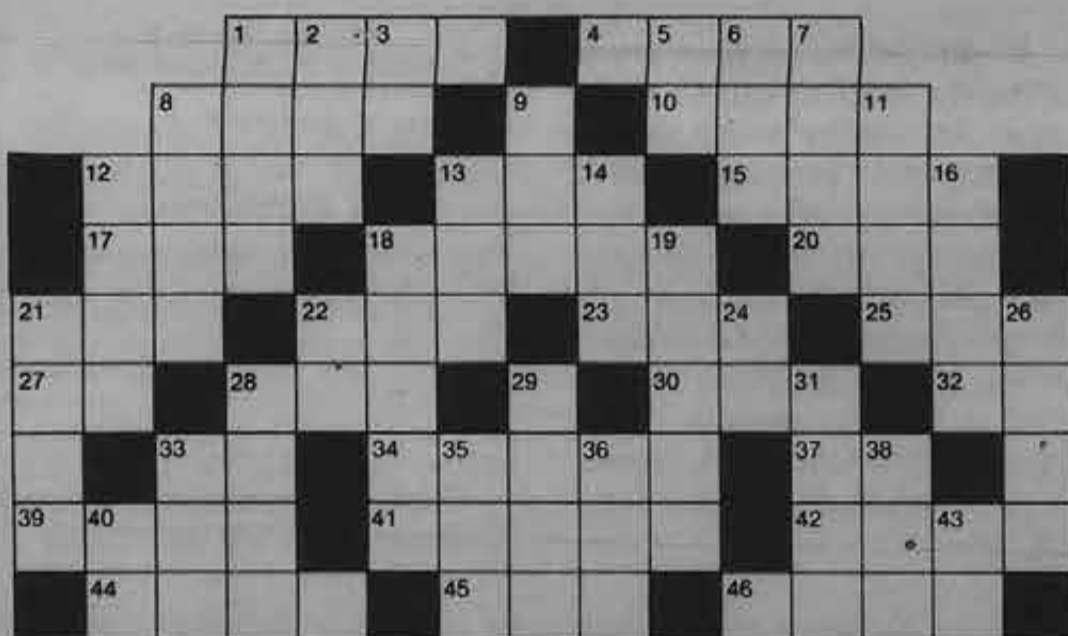
Sebastian Mocerì, 65, joined the AFU in the port of Gloucester, Mass. Brother Mocerì is a resident of Gloucester.

Henry Hanratty, 67, joined the Union in the port of Buffalo, N.Y. in 1967 sailing as a deckhand for Great Lakes Towing Co. and for the Great Lakes Tug and Dredge Co. from 1954 to 1969. Brother Hanratty was a member of the SIU from 1945 to 1957 and the merged Inland Boatmen's Union (IBU) in 1961. He attended a Union Conference in Buffalo and holds a 2nd class stationary engineer's license. Laker Hanratty was born in Buffalo and is a resident there.

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

SeaLog X—Word

By Debbie Greene



Answers Next Month!

Across

1. Ship's width
4. Harbor town
8. Fees
10. Mediterranean and Caspian
12. Mr. Maritime
13. Fish eggs
15. Via or aque
17. Ocean (abbr)
18. Author of proposed shipping legislation
20. Also
21. Assoc. for MDs
22. _____ the bricks
23. FJ connector
25. 1914 — 1918
27. Undergrad. degree
28. Cargo
30. Tanker
32. Steamship (abbr)
33. LO connector
34. 12 dozen
37. Printer's measure
39. Great Lake
41. Slackens
42. Europ. country (abbr)
44. Pitch
45. Explosive
46. Sea bird

Down

1. Earl Shepard
2. Moray
3. Do — I do
5. Shipboard rating (abbr)
6. Bro. Campbell
7. Firm
8. Computer input
9. SIU publication
11. Flat-bottomed boat
12. Certain radio operators
13. Decay
14. Breakfast food
16. Haul
18. Underwater part of ship's hull
19. Piney Point facility (abbr)
21. Part of AB
22. Greeting
24. Preposition
26. Common contraction
28. Change for a five
29. Ship's chrmn.
31. Equipment
33. O sole _____
35. Rodent
36. Raise the sails
38. Cone shaped buoy
40. Highway (abbr)
43. Wind direction



**BE
DRUG
FREE
IT MAY
SAVE
YOUR LIFE
OR
A
SHIPMATES'
THINK
ABOUT
IT!**

SIU Calls for Survival Suit Ruling To Guarantee Safety on Drill Rigs, Ships

The SIU has urged the U.S. Coast Guard to expand its proposed regulations requiring survival suits on certain ships and offshore drilling rigs. In a letter to the Coast Guard Commandant, SIU President Frank Drozak said that while the proposal was a step in the right direction, it did not go far enough.

The rule would require the survival suits, in which a victim could survive for up to 24 hours in frigid waters, on offshore drilling rigs and ships which ply the coastal trade, but only if they are in what are considered cold water areas. Also it would exclude ships and rigs which are equipped with fully-enclosed lifeboats. In addition, if such vessels were equipped with the suits, there would be no requirement for life jackets.

Pointing to the recent tragedies of the *Marine Electric* and

the rig *Ocean Ranger*, both of which capsized in winter storms killing 45, Drozak said the loopholes in the regulations are "refuted by reality."

"The fact that a vessel is equipped with either an enclosed or open lifeboat does not guarantee survival . . . (it) depends on many prevailing factors, including weather and environmental conditions, accessibility to life saving systems and equipment, condition of the equipment and most important, the availability of crucial minutes to launch and board a lifeboat," he said.

In the *Ocean Ranger* and *Marine Electric* disasters, the crews did have the time to launch the lifeboats, but in the case of the drilling rig, the boats which were launched were badly damaged. And on the *Marine Electric*, the ship capsized too quickly for

the boats to be properly lowered and the crew to board them.

Autopsies on the victims of both tragedies showed that hypothermia, loss of body heat, was the cause of death. "Forty-five human beings may have survived the capsizing of both the *Ocean Ranger* and the *Marine Electric* had both vessels been equipped with easily accessed waterproof and insulated survival/exposure suits.

"So that the safety of life at sea is not compromised, it is the SIU's strong belief that all U.S.-flag vessels, irrespective of being equipped with enclosed or open lifeboats, must be required to carry exposure suits as a necessary complement to other lifesaving equipment," Drozak said.

The Union also called for all vessels, not just those which sail cold waters, to be supplied with the suits. The current proposal calls for a survival suit exemption as far north as the Virginia coast. The *Marine Electric* sank off the coast of Virginia.

In addition, the proposal would allow the suits to substitute for other life saving gear, such as jackets. Drozak said the SIU believes both life jackets and suits should be carried because the suits do not automatically bring an unconscious person face up, as jackets do. Plus, he said, conditions differ on which safety device could be more useful.

"The seamen, boatmen and other members of the Seafarers International Union consider the aforementioned issues to be of grave concern and importance. Their lives may well depend on the decisions made . . . in this rule," Drozak said.

Legal Aid

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

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

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

CHICAGO, ILL.
Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
Tele. # (312) 263-8330

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

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

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

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

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

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

NEW ORLEANS, LA.
Barker, Boudreaux, Lamy,
Gardner & Foley
1400 Richards Building
837 Gravier Street
New Orleans, La. 70112
Tele. # (504) 585-9395

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

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

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

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

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

PMA Shipping Scene May 1983

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	51	7
Class "B"	4	0
Class "C"	0	0
Grand Total (All Groups)	55	7
WILMINGTON		
Class "A"	10	5
Class "B"	3	0
Class "C"	0	0
Grand Total (All Groups)	13	5
SEATTLE		
Class "A"	20	3
Class "B"	3	0
Class "C"	4	0
Grand Total (All Groups)	27	3
HONOLULU		
Class "A"	8	2
Class "B"	0	1
Class "C"	1	2
Grand Total (All Groups)	9	5

Dispatchers Report for Great Lakes

MAY 1-31, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	67	3	2	80	25	0	59	6	3
ENGINE DEPARTMENT									
Algonac	34	7	2	47	3	0	28	10	8
STEWARD DEPARTMENT									
Algonac	7	3	0	21	4	0	4	2	1
ENTRY DEPARTMENT									
Algonac	62	20	9	0	0	0	55	28	18
Totals All Departments	170	33	13	148	32	0	146	46	30

***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.

MSC's Carroll Retires; Rowden New Chief

WASHINGTON, D.C.—Vice Adm. Kent J. Carroll, MSC commander who rose to a three-star rank in 1979 after 33 years of service, retired on June 1.

MSC deputy commander Rear Adm. Warren C. Hamm Jr. relieved Adm. Carroll, who has 37 years of service, on May 26 as interim chief at the change-of-command ceremony in the Washington Navy Yard with Chief of U.S. Naval Operations Vice Adm. James D. Watkins present.

Named to succeed Carroll in late summer is Vice Adm. William H. Rowden, now com-

mander of the 6th Fleet in the Mediterranean Sea.

Before joining the MSC in 1981, Carroll was the Joint Chiefs of Staff director for Logistics in 1979. He was promoted to the flag-rank of admiral in 1974.

While on the *USS Blue Ridge*, "the biggest and most sophisticated command ship ever commissioned," he was on many combat amphibious assaults along the Vietnam coast during the war. As commander of Task Force 65, he coordinated U.S., Egyptian, British and French forces in removing explosives from the Suez Canal and in ship

salvage operations. Carroll spearheaded the purchase of eight S-L 7's 33-knot containerhips for the Navy's Fast Sealift Support Program and developed plans for the new Near Term Prepositioning Force now in the Indian Ocean.

Adm. Rowden served at sea from 1952 to 1957, 1963 to 1965, in 1973 and from 1977 to 1979. From 1973 to 1977, he was director of the Combat Direction Systems Division in the Office of the Chief of Naval Operations and from 1977 to 1979 was commander of Cruiser Destroyer Group 3.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

2604 S. 4 St. 19148
(215) 338-3818

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

1057 Fernandez Juncos St.
Stop 16 00907
(809) 725-8960

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 623-4334

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

MAY 1-31, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	6	4	0	2	2	0	0	5	12	0
New York	53	17	1	71	22	0	1	121	69	4
Philadelphia	5	4	0	1	5	0	0	11	10	0
Baltimore	19	4	1	1	1	0	0	43	12	2
Norfolk	14	9	0	6	10	0	0	32	26	0
Mobile	15	6	0	14	1	0	0	34	14	0
New Orleans	39	8	0	22	5	0	0	131	35	3
Jacksonville	39	25	1	34	21	0	0	60	28	1
San Francisco	39	9	4	21	10	0	0	85	33	7
Wilmington	16	7	0	8	2	0	0	54	23	3
Seattle	24	12	0	22	10	0	1	71	25	1
Puerto Rico	5	5	0	14	3	0	0	12	10	0
Houston	39	15	0	23	6	0	0	109	49	1
Piney Point	0	0	0	0	5	0	0	0	0	0
Totals	313	125	7	239	103	0	2	768	348	22
ENGINE DEPARTMENT										
Gloucester	0	2	0	0	0	0	0	0	5	0
New York	35	18	0	50	8	0	0	134	51	1
Philadelphia	6	5	0	2	2	0	0	5	7	1
Baltimore	17	4	0	2	0	0	0	38	12	0
Norfolk	6	6	0	10	2	0	0	18	17	0
Mobile	10	2	0	11	1	0	0	23	9	0
New Orleans	36	6	1	20	4	0	2	101	32	1
Jacksonville	30	11	0	24	10	0	0	50	23	1
San Francisco	16	12	3	11	9	0	0	56	22	3
Wilmington	11	6	0	4	5	0	0	31	24	0
Seattle	18	8	0	15	8	0	1	49	22	4
Puerto Rico	5	3	0	4	5	0	0	11	8	0
Houston	30	9	0	17	6	0	0	84	31	1
Piney Point	0	0	0	0	1	0	0	0	0	0
Totals	229	92	4	170	61	0	3	600	263	12
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	0	2	0
New York	31	11	0	35	23	0	0	65	29	1
Philadelphia	2	2	0	0	1	0	0	4	3	0
Baltimore	9	0	0	3	1	0	0	15	2	0
Norfolk	4	1	0	5	3	0	0	19	8	0
Mobile	10	2	0	8	3	0	0	27	4	1
New Orleans	18	4	0	17	5	0	0	54	15	0
Jacksonville	24	7	0	20	8	0	0	27	16	1
San Francisco	15	25	1	9	17	0	0	36	61	10
Wilmington	5	4	1	2	6	0	0	18	11	1
Seattle	10	4	0	12	12	0	0	30	14	2
Puerto Rico	2	1	0	3	2	0	0	5	5	0
Houston	15	5	0	17	2	0	0	46	10	0
Piney Point	0	0	0	0	7	0	0	0	0	0
Totals	146	67	2	131	99	0	0	346	180	16
ENTRY DEPARTMENT										
Gloucester	2	9	0					3	17	0
New York	10	66	6					24	215	22
Philadelphia	3	8	0					4	23	1
Baltimore	10	18	0					22	63	1
Norfolk	4	15	0					8	49	1
Mobile	1	13	1					8	32	1
New Orleans	12	27	3					37	96	14
Jacksonville	16	40	5					21	78	5
San Francisco	13	57	11					28	153	58
Wilmington	0	15	2					0	66	9
Seattle	2	25	6					10	54	19
Puerto Rico	2	17	2					13	43	4
Houston	11	46	0					29	117	2
Piney Point	0	13	0					0	1	0
Totals	66	360	36	0	0	0	0	207	1,007	137
Total All Departments	794	553	49	540	264	0	5	1,921	1,706	187

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

Shipping in the month of May was up from the month of April. A total of 799 jobs were shipped in May on SIU-contracted deep sea vessels. Of the 799 jobs shipped, 540 jobs or about 68 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 5 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 303 relief jobs have been shipped.



Deep Sea



Pensioner Theodore Paul Catharine, 70, passed away on March 11. Brother Catharine joined the SIU in 1942 in the port of Galveston, Texas sailing as an AB. He was born in Galveston and was a resident there. Surviving is his aunt, Mrs. Richard (Frances) Hargis of Galveston.



Pensioner Cristobal De Jesus Sr., 63, died on April 23. Brother De Jesus joined the SIU in the port of Mobile in 1958 sailing as a chief steward. He was a graduate of the Andrew Furuseth Training School, Mobile. Seafarer De Jesus was born in Puerto Rico and was a resident of Luquillo, P.R. Surviving are his widow, Maria and two sons, Cristobal Jr. of Santurce, P.R. and Christopher of Bayamon, P.R.



Roy Mitchell Guild, 61, died in Bay Harbor Hospital, Los Angeles of injuries sustained in an accident on March 22. Brother Guild joined the SIU in 1946 in the port of New York sailing as a bosun. He sailed for 35 years, including during the Vietnam War. Seafarer Guild hit the bricks in the 1965 District Council 37 beef and the 1961 Greater N.Y. Harbor strike. He was a former member of the NMU and a veteran of the U.S. Navy in World War II. Guild was born in Topeka, Kan. and was a resident of San Pedro, Calif. Cremation took place in the Angeles Abbey Crematory, Compton, Calif. Surviving is his widow, Gertrude.



Pensioner and Recertified Bosun Alfred Hanstvedt, 64, died on March 22. Brother Hanstvedt had been sailing since 1940 and joined the SIU in 1944. He was a July 1974 graduate of the Union's Recertified Bosuns Program. The Bull Line commended him as an "outstanding seaman." Seafarer Hanstvedt was born in Bergen, Norway and was a resident of Toms River, N.J. Surviving is his widow, Betzy.



Pensioner Alexander "Alex" Stavrou Katsanevakis, 64, died on April 23. Brother Katsanevakis joined the SIU in the port of New York in 1961 sailing as a chief cook. He began sailing in 1952. Seafarer Kat-

sanevakis was on the Sea-Land Shoregang in Port Elizabeth, N.J. from 1966 to 1974. He was a veteran of the Royal Greek Navy. Born in Greece, he became a naturalized U.S. citizen and was a resident of Highland Park, N.J. Surviving is his widow, Clara.



Harry "Pat" Krudop Long Sr., 57, died of a ruptured aneurysm in the University of South Alabama Medical Clinic, Mobile on March 16. Brother Long joined the SIU in 1946 in the port of Mobile sailing as a chief steward and was on the Waterman Mobile Shoregang from 1953 to 1957. Seafarer Long was a veteran of the U.S. Army in the Korean War. Born in Mobile, he was a resident there. Burial was in the Mobile Memorial Gardens Cemetery. Surviving are a son, Harry P. Jr.; a brother, Robert of Mobile and a sister, Gertrude A. D'Angelo, also of Mobile.



Pensioner Edgar David Murphy, 70, passed away on May 8. Brother Murphy joined the SIU in the port of Baltimore in 1965 sailing as a FOWT. He was born in Baltimore and was a resident of White Marsh, Md. Surviving is his brother, Charles of White Marsh.



Charles Leno Reeves, 48, succumbed to heart disease in the Mobile (Ala.) Infirmary on March 3. Brother Reeves joined the SIU in the port of Mobile in 1952 sailing as a cook. He was born in Alabama and was a resident of Mobile. Burial was in Pierce Creek Cemetery, Mobile County. Surviving are his widow, Betty and his mother, Grace of Springhill, Ala.



Robert Leo Tremblay, 27, died on Jan. 1. Brother Tremblay joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) in Piney Point, Md. in 1978. He sailed on LNG ships out of the port of Jacksonville. Seafarer Tremblay was a carpenter and scuba diver. Born in Hartford, Conn., he was a resident of Neptune Beach, Fla. Surviving are his parents, Leo and Jean Tremblay of Jacksonville and two brothers, Brian of Decatur, Ga. and Kevin. It was Kevin who wrote a tribute to his older brother in *The Beaches Leader*, a Jacksonville newspaper.



Pensioner Arthur Allen Seago, 63, died on April 27. Brother Seago joined the SIU in 1944 in the port of Savannah, Ga. sailing as an AB. He was born in Georgia and was a resident of Bloomingdale, Ga. Surviving is his mother, Mrs. Martha Irving of Savannah.



Pensioner Sidney Dallas Turner, 65, died on Jan. 31. Brother Turner joined the SIU in 1940 in the port of Baltimore sailing as a bosun. He was born in North Carolina and was a resident of Vass, N.C. Surviving are his widow, Marion; his mother, Gay and a nephew, Joseph H. Turner.

Pensioner and Recertified Bosun William Joseph Bobalek, 58, died at home in Manuel, Texas on April 12. Brother Bobalek joined the SIU in 1945 in the port of Savannah, Ga. He was born in Terrell, Texas. Seafarer Bobalek graduated from the Union's Recertified Bosuns Program in January 1976. Cremation took place in the South Park Crematory, Pearld, Texas. Surviving are his widow, Helen; his mother, Rosalie of Calwell, Texas and his sister Aileen Ingram of Seagoville, Texas.

Frank Jefferson Connell, 63, died on Oct. 25, 1982. Brother Connell joined the SIU in the port of Boston in 1958 sailing as a chief steward. He attended the 1970 Piney Point No. 3 Crew Educational Conference and sailed for Sea-Land. Seafarer Connell was also a leather tanner. A veteran of the U.S. Army in World War II, Connell was born in Sajem, Mass. and was a resident there. Surviving are his widow, Thelma; his mother, Elizabeth and his sister, Jean Wright, all of Salem.

John Joseph Duffy, 60, died on Nov. 4, 1982. Brother Duffy joined the SIU in the port of Baltimore in 1955 sailing as a wiper. He was a veteran of the U.S. Army in the Korean War. Seafarer Duffy was born in Massachusetts and was a resident of Dorchester, Mass. Surviving is his mother, Mary of Dorchester.

Ray F. Garrido, 53, died on Dec. 9, 1982. Brother Garrido joined the SIU in the port of Houston in 1974 sailing as an assistant cook. He was a veteran of the U.S. Air Force after the Korean War. Seafarer Garrido was born in Agana, Guam and was a resident of Oxon Hill, Md. Surviving is his daughter, Teresita Hunt of Agana.

Great Lakes



Brian Patrick Bluit, 22, died of a heart attack in St. Clair County, Mich. on March 19. Brother Bluit joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) in Piney Point, Md. in 1977. He sailed as an AB for the American Steamship Co. He was born in the Bronx, N.Y. and was a resident of Marine City, Mich. Burial was in the Gate of Heaven Cemetery, Hawthorn, N.Y. Surviving are his father, John "Jack" Sr. (Algonac, Mich. port agent); his mother, Julia; and two brothers, Thomas (a Seafarer) and John Jr.

Otto M. Curavo, 64, died on March 28. Brother Curavo joined the Union in the port of Alpena, Mich. sailing for the Great Lakes Survey Corp. from 1960 to 1965 and for the D. H. Luedtke Engineering Co. He was a veteran of the U.S. Army in World War II. Laker Curavo was born in Rexton, Mich. and was a resident of Cheboygan, Mich. Surviving is his widow, Helen.

Hubert John Nowakowski, 44, died on Aug. 26, 1982. Brother Nowakowski joined the Union in the port of Detroit sailing as a FOWT. He sailed for the Huron Cement Co. Laker Nowakowski was born in Michigan and was a resident of Alpena, Mich. Surviving is his widow, Edna.

Charles Matthew Stafford, 59, died on March 29. Brother Stafford joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand for the Great Lakes Dock and Dredge Co. from 1960 to 1983. He was a former member of the Tug Firemen's Union, Local 25 of the International Union of Operating Engineers. Laker Stafford was an aviation metalsmith in the U.S. Navy during World War II. Surviving is his widow, Dorris.

Marine Cooks

David Walter Glover, 32, died on Aug. 8, 1982. Brother Glover joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco in 1976 sailing as a cook. He was a veteran of the U.S. Army during the Vietnam War. Born in San Diego, Calif., he was a resident of Seattle. Surviving is his grandmother, Mrs. Lillian Garrett of National City, Calif.

Atlantic Fisherman

Pensioner Salvatore Randazza passed away on May 11. Brother Randazza joined the SIU-merged Atlantic Fishermen's Union (AFU) in the port of Gloucester, Mass., where he was a resident.

LETTERS TO THE EDITOR



'It Made Shipping Better . . .'

I want to state my opinion about permanent jobs.

I have the permanent pumpman's job aboard the *Ogden Dynachem*. I have approximately 16 months shipboard time aboard the ship. I can honestly, and with experience, say that permanent jobs for key personnel is the best idea for the Union's survival. It did three things that stand out in my mind.

First, it created shipboard stability in the unlicensed rank by having bosun, steward and engineroom representatives who can better solve problems by working together rather than having people constantly changing.

Second, permanent jobs create a situation in which the longer I stay aboard a ship, the more knowledgeable I become of the systems, and my job proficiency increases.

When I first reported aboard the ship in the shipyard, the engineers were all saying the ship needed a cargo engineer. Well, I went to work and learned my job fast, and as of today I have more time aboard that vessel than each chief engineer and each chief mate. I consider myself more knowledgeable of the systems primarily due to the experience learned because of my ability to stay aboard that vessel.

Third, I think it made shipping better for all because I took four months off last summer and will take four months off this year. I know that the bosun and steward would not have been able to get off that ship if it had not been for permanent jobs.

Most of the negative talk on the ship and in the halls about permanent jobs are by people who don't even work in Group I jobs. I hope this permanent job system will stay. It has made my job easier with experience.

Joel Spell S-2223
Ogden Dynachem

'He Chose the Right Union . . .'

I would like to take this opportunity to express my thanks and gratitude to the Seafarers and their Welfare Plan. Also to Paul Hall and Frank Drozak who made all this possible.

My husband has been a member of the SIU for 32 years. I am glad that he chose the right labor union.

Without your help, there is no way we could have taken care of our surgical and hospital bills.

Again, my thanks to the Seafarers.

Uva Walker
Jacksonville, Fla.

'Congress Should Decide . . .'

I served with the merchant marine which was part of the Allied Forces during World War II. I was surprised and dismayed at the decision of the Civilian-Military Service Review Board (C/MSRB) denying veteran status to merchant seamen.

I think their appraisal was unfair and wrong, and I don't believe they are qualified to make a decision of this magnitude. I think Congress should decide the issue.

I guess there aren't too many of us old seamen around anymore to push this issue.

Sincerely,
William Byrne
West Conshohocken, Pa.

'We Should Make Use of It . . .'

Having completed my first year of college, I would like to thank the Scholarship Fund and everyone who helped make it possible. In particular, I want to thank the academic staff at SHLSS for helping me discover that I had it in me.

I also would like to offer my encouragement to anyone who has any inclination toward furthering their education. You will find it useful to you the rest of your life, not only on the beach but also at sea.

Our Union fathers had the foresight to set up a Scholarship Fund, and we should make use of it.

Sincerely,
Daniel W. Gifford
New Orleans, La.

'Let Me Thank You All . . .'

It's been nearly a year now since I retired from the SIU. I am writing this letter to commend our president and our Welfare Plan.

Before retiring, I suffered a bad head injury aboard my last vessel, the *SS Virgo*. My fall occurred during October 1980, and I have been unfit for duty since that time.

I would like to say that if it had not been for my Union's Welfare Plan, I would have had great hardships.

I would also like to commend our Union president, Brother Frank Drozak, for all of the efforts he has put forth for us retirees by insuring that our pension is secure and that we can enjoy our retirement. He has also done so many other things since he assumed Brother Paul Hall's office, and all of his efforts will not go unnoticed. He is truly a brother and a leader; no one can dispute this.

I am sure with Brother Drozak as our president, this Union will go on to bigger and greater things in the '80s. It's always been my pleasure to be a part of this Union.

Again, let me say "thank you all" in the Welfare Department for all of your assistance, and thanks to Brother Drozak and all his efforts on our part.

Let me stress to our youngsters who are just coming along. The biggest single thing they can do is to do their jobs in such a way that it will show pride in our great Seafarers International Union. Make our shipowners know that we are the greatest of men who go down to the sea in ships. Doing the job right commands pride.

Smooth sailing to all our brothers no matter where they may be.

Fraternally yours,
Fred R. Hicks H-24
Norfolk, Va.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Tuesday, July 5	2:30 p.m.
Philadelphia	Tuesday, July 5	2:30 p.m.
Baltimore	Wednesday, July 6	2:30 p.m.
Norfolk	Thursday, July 7	9:30 a.m.
Jacksonville	Thursday, July 7	2:00 p.m.
Algonac	Friday, July 8	2:30 p.m.
Detroit	Friday, July 8	2:30 p.m.
Houston	Monday, July 11	2:30 p.m.
New Orleans	Tuesday, July 12	2:30 p.m.
Mobile	Wednesday, July 13	2:30 p.m.
San Francisco	Thursday, July 14	2:30 p.m.
Wilmington	Monday, July 18	2:30 p.m.
Seattle	Friday, July 22	2:30 p.m.
Piney Point	Friday, July 8	3:00 p.m.
San Juan	Thursday, July 7	2:30 p.m.
St. Louis	Friday, July 15	2:30 p.m.
Honolulu	Thursday, July 14	2:30 p.m.
Duluth	Wednesday, July 13	2:30 p.m.
Jeffersonville	Thursday, July 21	2:30 p.m.
Gloucester	Tuesday, July 19	2:30 p.m.
Jersey City	Wednesday, July 20	2:30 p.m.

CDS Payback Scheme Sails On the Lee Shore of Ruin

The following argument was written by Congressman Roy Dyson (D-Md.) as a rebuttal to an editorial in *The Washington Post* which had

naively asserted that the return of CDS (Construction Differential Subsidy) payments would be a "windfall" for the United States.

The administration's recent proposal to allow oil tanker operators to return their ship construction subsidies is based on several faulty assumptions. Most dangerous of all is the one endorsed by *The Post* ["Trying to Return Federal Funds," editorial, May 1]—that the government will get something for nothing if the proposal is enacted.

The "something" in this case is the ship construction money that one maritime operator, Capt. Leo Berger, wants to return to the government in exchange for the right to ply U.S. domestic trade routes. Currently, those routes are reserved for unsubsidized tanker companies.

The *Post* described the proffered payback as "a nice windfall even by the government's standards." In fact, it is nothing of the kind.

Introducing large, once-subsidized tankers into U.S. domestic trade would force the unsubsidized tankers, many of which are new, out of business and would throw about 2,500 American seamen out of work. The owners of the idled tankers, which are financed under the Title XI Ship Financing Guarantee Program, would be unable to repay their Title XI loans. The resulting defaults would cost the government an estimated \$1 billion, which makes the Treasury's \$400 million "windfall" from Berger's company look like small change.

The biggest loser under the administration's proposal, besides the government, would be this country's ailing shipbuilding industry. Of the 10 million deadweight tanker tons in the U.S. domestic trade, one million tons are already surplus. As a result, U.S. shipyards received no orders for new tanker construction during 1982. Crowding domestic trade routes with additional tankers would wipe out any hope that ship construction in the United States will bounce back before the end of this century.

Upgraders See Congress in Action



While attending the SIU's educational program for upgrading Seafarers at the Seafarers Harry Lundeberg School of Seamanship (SHLSS), these men and women were recently in Washington to visit SIU headquarters and see the legislative process in action. Present at the day-long session on Capitol Hill were: Jan Thompson, Michael McIlwain, Miguel Rivera, Freddie Horn, Prince Wescott, Salvatore Fiore, Ruben Hanson, Scott Trester, Robert Castillo, Richard Williams, Ken McCluskey, Chung Lew, Robert Hunter, Frank Bolton, John O'Reilly, Klaudia Zylawska, David Aud, Joel Spell, Waverly Overton, Joseph Spell, Zein Achmad, Wayne Molter, Stewart Dixon, Alan Birdbaum and Joseph Sawyer. Accompanying the group were Frank Pecquex, SIU legislative director; Liz DeMato, SIU legislative representative; and Rep. Dennis Hertel (D-Mich.).

Both Deputy Defense Secretary Paul Thayer and Assistant Secretary of the Navy George Sawyer, not just the maritime industry, have warned that the administration's payback proposal poses a serious threat to this country's national defense. The U.S. merchant fleet provides crucial support for the Navy in wartime. From a military standpoint, the most valuable tankers are the smaller ones, the very tankers that would be forced into retirement.

Unsubsidized tanker owners have banked a huge amount of money—\$4.46 billion in ship construction financing alone—on the government's pledge in the Merchant Marine Act of 1936 that subsidized operators would be required to stick to their own turf, the overseas trade routes. Breaking that pledge would spread confusion throughout the domestic merchant fleet, and investment in U.S. shipbuilding would falter.

The administration has also jumped to the dubious conclusion that the use of larger tankers will lower the cost of transporting Alaskan oil. It seems much more likely to simply boost profits for the owners of the larger ships.

Congressman Dyson is a member of the Merchant Marine and Fisheries Committee, and a member of the Armed Services Subcommittee on Seapower.

Lest We Forget . . .

The promise:

"Shipbuilding, a strong maritime industry and our national security go hand-in-hand.

America is a maritime nation. Yet our maritime industry is at a critical stage. Ninety-five percent of our trade moves in foreign vessels—a serious situation.

My comprehensive National Maritime Policy will be targeted toward a greater market share of exports and imports for U.S.-flag shipping. As more cargoes are carried on our own ships, the demand for U.S.-flag shipping services will increase, and more new ships will be ordered

from U.S. shipbuilders."

Remarks of then Gov. Ronald Reagan at the Sun Shipyard on Aug. 19, 1980 during the presidential campaign.

The reality:

In 1980, 107,000 American workers were employed in America's private shipyards. (President Reagan's figures.)

In 1983, 16,302 American workers were employed in America's shipyards.

Our active U.S.-flag fleet has declined to 533 ships. (President Reagan in 1980.)

In Jan. 1983, our active U.S.-flag fleet stood at 509 ships.

MEMO

To: Phil Loree—Runaway-flag spokesman
From: U.S. Merchant Marine
Re: Effective Control

Dear Phil,

I must say the effective control your organization exercises over Panamanian and Liberian ships is impressive. I certainly can see why the well-taken care of and highly trained crews would be more than willing to come to the aid of the United States in times of emergency.

For example, the crew of the *Zoodohos* came to the U.S. in a time of emergency. The company abandoned their ship in New York and left the crew to fend for themselves. Thanks to a court ruling, the crew was given ownership of the vessel and was able to sell it so they could receive their back pay and go home. By now of course, many Panamanian and other crews have a great deal of experience in this type of situation, seeing as how dozens of such ships have simply been abandoned in the past several months.

With this kind of record of responsible and effective control, I must say I sleep much better knowing we can count on such professional and dependable help.

SPAD

CHECK-OFF

50 CENTS A DAY

IS A SMALL

PRICE TO PAY

FOR JOB

SECURITY

!



Frank EVERS
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