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New Laker American Republic on Ore Run

page 7



**INTERSTATE
& OCEAN
TRANSPORT
COMPANY**

**TUGBOATMEN and
TANKERMEN**
EMPLOYED BY
**INTERSTATE OIL
TRANSPORT CO.**

STRIKE

Interstate Oil Transport, Collette Barge Line Co., Harbor Towing, I.B.C. and Harbor Towing are wholly owned and controlled subsidiaries of Southern Natural Resources Towing and Harbor Enterprises.

We have no dealings with any other Company.

SEAFARERS INTERNATIONAL UNION of N.A. A.B.L.W.D. N.F.C. CH

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PRESIDENT'S REPORT

THE first half of this year has not been an easy time for our industry. Since January 1, when the 97th Congress took office, we have had to face attack after attack on the integrity of our nation's private merchant fleet and the laws that protect it.

It has taken an all out effort on our part simply to protect what we already have on the books.

Maritime's traditional enemies in Congress—stronger than ever as a result of the last election—are slashing away every day at the political lifelines of our industry.

In the last month alone, we have faced—and for now at least—thwarted attacks in Congress against two of the most important maritime laws on the books.

We beat back an attempt in the Senate to strike the cargo preference provision of Public Law 480, which mandates that at least 50 percent of government generated cargoes be carried on U.S. flag ships.

PL-480 cargoes are crucial to the U.S. fleet. In many cases, they are the difference between profit and loss for American shipping lines.

This dangerous measure got as far as the Senate floor where it was turned back by a voice vote. But this is by no means the final word on PL-480. A few days after the Senate vote, new hearings in the Senate on PL-480 were held. In other words, we can expect future attacks on PL-480.

Also in the last month, we faced a serious challenge concerning a waiver of the Jones Act. West Coast lumber companies, assisted by Rep. Paul McCloskey (R-Calif.) tried to get a waiver of the Jones Act to allow them to ship W.C. lumber products to the East Coast on foreign flag ships.



Frank Drozak

During House hearings, we made an excellent case against such a waiver. And at the present time, the measure is stalled in Subcommittee and apparently is going nowhere. But again, we can expect more and more attacks on the all-important Jones Act in the months to come.

The attacks on PL-480 and the Jones Act came—not coincidentally—as we were fighting to save the U.S. Public Health Service hospitals and the Construction Differential Subsidy (CDS) program from the budget cutters.

As it appears now, the 1982 Fiscal Budget—which is being finalized by a House-Senate Conference Committee—will have no money for CDS, and free medical care for seamen at USPHS will be eliminated.

The handwriting is on the wall. The attacks we have faced so far this year are only the tip of the iceberg. The next few years will bring challenge after challenge to keep our industry afloat.

The answer I believe to these challenges rests in two areas. I'm proud to say that SIU members have already taken the initiative in one of these areas—by voting to increase the SPAD checkoff from 30 to 50 cents a day.

Rank-and-file delegates to the Crews Conference in Piney Point last April made the recommendation to increase SPAD. The recommendation was then overwhelmingly adopted at all regular membership meetings in May.

Hundreds of SIU members have already signed the new checkoff. And I'm sure that within a few months, the vast majority of our people will do the same.

Our efforts in Washington simply cannot be effective without SPAD. SIU members have demonstrated over and over again that they understand this fact. In short, the SPAD increase will help provide us with the added muscle so necessary in Washington today.

It is incumbent on all segments of the U.S. maritime industry—unions, shipping companies, shipyards—to unite as a single voice to improve our industry for the good of all concerned.

The relationship among the various segments of maritime are not what it should be—not what it must be—to save our industry from being slowly whittled away.

Personalities must be set aside. The scars of old wounds must be forgotten. And a strong, meaningful coalition of all segments of maritime must be formed to get the job done.

The industry cannot survive without a strong united front. Nor will it prosper.

Proposed SIU, MSTU Merger Moving Ahead

AT membership meetings across the country this month, Seafarers voted overwhelmingly to have an SIUNA affiliate merge into the SIU Atlantic, Gulf, Lakes and Inland Waters (AGLIWD) District.

The affiliate is the California-based Military Sea Transport Union (MSTU). Since the Merger Agreement does not require any change in the SIU-AGLIWD Constitution, Seafarers need only vote on the merger at their membership meetings.

However, MSTU members will vote by mail referendum since the merger means dissolving their union and being bound by the SIU-AGLIWD Constitution.

Voting for MSTU members started on June 15 and will continue until Oct 14, 1981. If MSTU members approve the merger, it will become effective immediately.

In his report to SIU-AGLIWD membership meetings, SIU Secretary-Treasurer Joseph DiGiorgio explained the reasons for the proposed merger:

"Recent events demonstrate a progressive reduction in maritime employment opportunities and continuing escalating economic inflation with attendant threats to the effectiveness of maritime workers and

their labor organizations, necessitating that maritime workers and their organizations unite so as to establish the maximum amount of economic, political and economic strength to achieve their just objectives."

The proposed *Agreement of Merger* has been posted on the bulletin boards in all A&G ports since June 15, 1981 and copies were made available to the membership.

The MSTU has approximately 1,500 members working on 30 ships and in shore installations. The union represents unlicensed seamen, civilian employees aboard vessels owned by the U.S. government and operated directly by the Military Sealift Command and the U.S. Navy, as well as civilian employees working on U.S. government land bases in Oakland and Suisun Bay, Calif. and Marine Employees of the Bureau of Indian Affairs in Seattle, Wash.

Roy "Buck" Mercer, head of the MSTU, said that the "merger will make members on both sides, much stronger."

He also pointed to some of the opportunities that the merger offers MSTU members. For instance, he cited the chance to use the training facilities at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Also, the negotiation position of the union will be strengthened by the merger.

A number of "relevant and significant provisions" concerning the merger were stressed in Secretary-Treasurer DiGiorgio's report at the SIU-AGLIWD membership meetings in July.

Among them were:

- "1. MSTU is merging into and with our Union, the A&G.
- "2. Our Constitution unchanged, is to be and remain the prevailing Constitution.
- "3. Job and seniority rights of MSTU members are theirs undisturbed. Similarly, A&G members' job and seniority rights are ours undisturbed. Each group shall have separate shipping and job rights and only aboard their respective unit vessels.
- Membership evidence will reflect what job rights a member has, to wit, the former MSTU or A&G.
- "4. MSTU officers continue but as A&G employees, until the next election in 1984.
- "5. A&G takes over all MSTU real and personal property and assumes all liabilities as per cer-

tified public accountant's statements submitted on behalf of MSTU.

"6. MSTU full book members become A&G full book members but for Union purposes only; not, however, for seniority or job rights aboard A&G contracted vessels; similarly, we the A&G have no job rights aboard former MSTU ships.

"7. MSTU regular dues is to be their present \$280.00 per year, plus dues increases percentage-wise equal to their COLA increases received, but not however to exceed 100% per increase.

Our regular dues is \$200.00 per year, the same percentage formula increase plus existing work dues.

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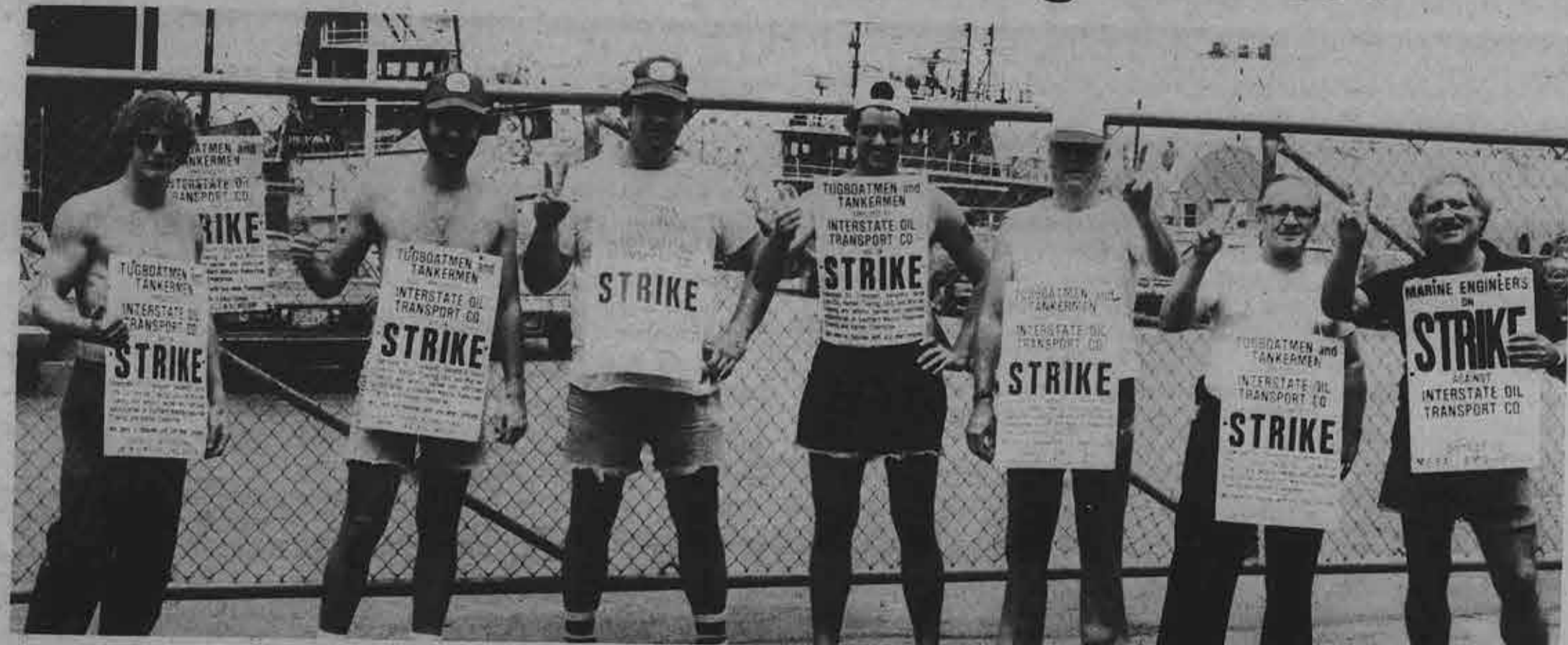
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SIU Boatmen on Strike Against IOT



Its thumbs up for a confident group of striking Boatmen at City Docks in Philadelphia. From the left, they are, Jim Kleb, Shelley Slusser, Al Burns, Bob Burns, Dock Conway, John Trawka and Buzz Lynn.

Philadelphia, Pa.—As this issue of the *Log* goes to press, the SIU is carrying out a major strike effort against the tug and barge division of Interstate and Ocean Transport, one of the largest oil carriers in the nation.

Several hundreds of SIU Boatmen are walking the picket lines from Boston to Houston in the contract dispute with IOT. Scores more from IOT’s directly affiliated companies, including Mariner Towing, IBC, Harbor Towing, and Gellenthin Barge Line, are respecting the picket lines.

A total of more than 600 boatmen are involved in the dispute which began midnight June 30, 1981.

This is the first strike the SIU has ever carried out against IOT since the company was organized nearly 25 years ago.

About a year ago, the company was sold to Southern Natural Re-

sources, a conglomerate centered in Alabama.

Negotiators for the Union, which includes SIU officials and an eight-man rank-and-file contract committee, have charged that the company has not bargained in good faith.

Contract talks initially broke down when the company demanded a so-called “management rights” clause which the Union perceived as a serious threat to the future job security of the SIU Boatmen employed at the company.

This issue was still unresolved when the strike was called. Since then, the “management rights” clause has been pulled off the table.

The stumbling block now is economics. The two sides are far apart, especially in regard to a series of company demands for “give-backs.” One of the contract items the company wants the Union to “give back” is a Cost of Living

Adjustment clause.

The major strike activity is taking place in Philadelphia, IOT’s headquarters. However, there is picketing going on in virtually every major port on the East and Gulf Coasts.

In the true spirit of SIU brotherhood, many deep sea members

have volunteered to help their fellow members on the picket line for moral and physical support.

At presstime, 23 days into the strike, the two sides are meeting to resolve the issue. A Federal mediator is on hand to help bring about an end to the strike.



IOT equipment tied up at City Docks in Philadelphia.

SIU Backs Tax Break For Conventions Held on U.S. Cruise Ships

Shortly after the 96th Congress voted unanimously to allow the *Oceanic Independence* to become the flag ship of the revitalized U.S. passenger ship industry, it shut the door on a potential source of livelihood for the *Independence* and other American-flag cruise ships.

Late last year Congress enacted PL-06-608 which amended the Internal Revenue Code to disallow tax deductions for organizations holding conventions aboard a cruise ship. The sweeping new law made no distinction between foreign flag vessels and deep sea or inland cruise ships flying the American flag.

Recognizing that the convention trade is an important potential source of business for the *Independence* and any other U.S. passenger ships to fol-

low, Rep. Frank Guarini (D-NJ) has introduced a bill in the House to rescind PL-96-608.

Rep. Guarini’s bill, numbered H.R. 3191, would amend the Internal Revenue Code of 1954 to allow tax deductions for convention expenses when the convention is held aboard a U.S.-flag cruise ship making ports of call exclusively in North America.

Passage of H.R. 3191 has the strong backing of the SIU because the legislation is crucial to the survival and growth of the re-emerging U.S. passenger fleet. Current law discriminates against the American-flag cruise industry by cutting it out of the multi-million dollar convention trade. Conventions held at land-based hotels, however—even those in Canada and

Mexico—are still allowable tax write-offs.

The *Oceanic Independence*, along with all other cruise vessels that may follow her down the ways, are wholly owned and operated by American citizens. They pay taxes to the U.S. government just like any other private concern; the American seamen who crew passenger liners are taxed just like employees of any other private U.S. business.

Current tax laws which exclude the private, domestic cruise ship industry from participating in the lucrative convention market are both arbitrary and unfair. Moreover, without access to the convention trade, the great promise of a re-born U.S. flag passenger service may be doomed before it is even off the ground.

Members Voting ‘Ye’ On Deep Sea Pact

The new three-year deep sea contract, which went into effect June 16, 1981, is receiving overwhelming support from the membership.

As of July 20, 1981, SIU officials had visited a total of 103 ships to discuss the contract and take a vote.

The result has been 1,869 in favor and 72 against.

A vote was also taken at special membership meetings held on June 13, 1981. The total vote from these meetings was 1,133 in favor and 5 against.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 43, No. 7, July 1981. (ISSN #0160-2047)

NTSB Slaps USCG, Owner in Poet Loss

IT'S possible that heavy, rolling seas caused the SIU-contracted *SS Poet* to capsize and disappear with her 34-man crew last October when she was two days out of Philadelphia, the National Transportation Safety Board said in their report on the disaster released last month.

But the Board noted that the fact that no distress signal from the 13,000 dwt *Poet* was ever received and no trace of the ship or crew has been found makes it impossible to determine the probable cause of the vessel's disappearance.

However, the NTSB pointed a finger at both the Coast Guard and Henry J. Bonnabel, the *Poet's* owner, for dragging their heels in reporting the vessel missing and commencing an air search.

"Had the air search commenced sooner," stated the NTSB report, released June 23, "the probability of finding survivors or debris would have been greater." But by the time Bonnabel alerted the Coast Guard on Nov. 3 that the *Poet* had not reported in since Oct. 24 "it already may have been too late to rescue any survivors if the *Poet* sank about Oct. 25."

In addition the Safety Board charged that the Coast Guard's failure to make adequate preparations once notified on Nov. 3 of the *Poet's* disappearance and "its failure to commence an active search until Nov. 8 decreased the probability of finding survivors. The NTSB made a total of 18 safety recommendations to prevent similar tragedies from occurring in the future.

It is generally believed that the *Poet* encountered 60 knot winds and 30 foot seas when a heavy storm swept the east coast Oct. 25. Given the severe weather conditions, coupled with what was known about the *Poet's* "speed, and ship heading," the NTSB said, "the *Poet* may have capsized suddenly due to synchronous rolling."

Synchronous rolling occurs when the frequency and height of waves, combined with the direction of their force upon a ship, causes increasingly deep rolls and eventual capsizing.

Owner Testifies

At the same time that the NTSB was releasing its report, the House Merchant Marine & Fisheries Committee was continuing its own hearings on the tragedy.

Testifying before the Committee under a subpoena, Henry J. Bonnabel, head of Hawaiian Eugenia Corp., the *Poet's* owner, assigned culpability to everything and everyone involved in the *Poet's* disappearance—except himself.

It was probably a "killer storm" that felled the *Poet*, Bonnabel told the Committee. He did not address allegations contained in the Committee's staff report that stated "although it was a heavy storm" which met the Egypt-bound *Poet* when she departed Philadelphia, "weather conditions of this magnitude are not uncommon and do not alone normally sink a ship."

In his testimony Bonnabel even went

so far as to question the competency of the *Poet's* officers and crew. "Hindsight could create many speculations on what the officers and crew should have done during the storm. I do not believe," he continued, "that I nor the people sitting behind desks should now attempt to criticize those on the *Poet*."

Bonnabel then went on to disparage the crew and officers aboard other American vessels. "In the American merchant marine," he said, "we have some of the best officers and crews in the world. We also have some of the worst."

Questioned about frequent breakdowns of the *SS Penny*, the *Poet's* sistership, Bonnabel again blamed the crew. "It had nothing to do with the engines," he said of the *Penny's* problems, "It had to do with the crew."

Following Bonnabel's testimony and that of the Committee's second witness, Vice Adm. Robert I. Price, who was in charge of the *Poet's* search, Committee member Rep. Thomas Foglietta (D-Pa.) angrily declared that "no one seems to be taking responsibility for this vessel, neither the owner nor the Coast Guard."

The Committee's staff report, like the NTSB report, charged both the owner and the Coast Guard with responsibility in the *Poet* disaster.

"If the *Poet* did sink within the first few days," of her voyage to Egypt, the staff report charged, "serious questions arise with regard to the

structural integrity of the vessel; the adequacy of the safety inspection; the degree of scrutiny over the loading procedure . . . and the standard of care exercised by the owner managing and maintaining the vessel."

Committee Chairman Rep. Walter

Safety Board Report on Poet

On June 23, the National Transportation Safety Board released its findings and recommendations on the disappearance of the *SS Poet*, the first U.S.-flag vessel lost at sea in 17 years. The *Poet* set sail loaded with corn for Port Said, Egypt with a 34-man crew on Oct. 24, 1980 and was never heard from again.

The *Poet's* owner, Henry J. Bon-

At a Glance

nabel, did not report the vessel missing to the Coast Guard until Nov. 3, nine days after the *Poet* left Philadelphia, even though the vessel had regularly reported every 48 hours on previous voyages. And the Coast Guard did not commence an air search until Nov. 8, following a bombardment of phone calls from the SIU, other unions representing *Poet* crewmen, politicians and the families of the missing.

On Nov. 19, the NTSB and the Coast Guard convened a joint Marine Board of Inquiry to investigate the *Poet's* disappearance. The Coast Guard's findings are expected later this summer. Following are the key points contained in the NTSB's report:

- the *Poet* "may have capsized

Jones (D-NC) pledged "to pursue this matter until some reasonable answer is forthcoming to explain the loss of the vessel and the 34 souls aboard her. And then we intend to take whatever steps are necessary to ensure that similar disasters are avoided in the future."

suddenly due to synchronous rolling";

- though the Coast Guard's air search was extensive, if the search had commenced sooner, the probability of finding survivors or debris would have been greater;

- by the time the *Poet's* owner notified the Coast Guard of the vessel's failure to report, it was probably "too late to rescue any survivors" if the vessel sank Oct. 25;

- the emergency-position radio beacon (EPIRB) the *Poet* carried which is supposed to activate when immersed in salt water, failed. The EPIRB model carried by the *Poet* has a 25 percent failure rate;

- the NTSB recommended that the Federal Communications Commission investigate the EPIRB and also develop an EPIRB which beams signals to other ships as well as aircraft;

- the Board wants the Coast Guard search-and-rescue coordinator center notified whenever a U.S. ship fails to report;

- the Coast Guard should conduct further studies to determine if synchronous rolling is a safety problem on ships similar to the *Poet*.

House-Senate ConFab Working On Final '82 Budget

At presstime, a House-Senate Conference Committee continues to meet to iron out differences in the Fiscal Year 1982 budget, which will slash \$37 billion out of Federally sponsored programs. The F.Y. '82 budget goes into effect Oct. 1, 1981.

Both the House and Senate passed their own versions of President Reagan's budget. But there were many differences concerning how the \$37 billion in budget cuts should

be distributed.

The Conference Committee will also give final word on the proposed budget cuts for the maritime industry.

There is little, if any hope at all, that the Conference Committee will restore full funding for maritime.

The two maritime programs that have been hit hardest by the budget cutters are the U.S. Public Health Service hospitals and the construc-

tion differential subsidy program (CDS).

As it will probably turn out, free medical care for seamen will be eliminated from USPHS hospitals.

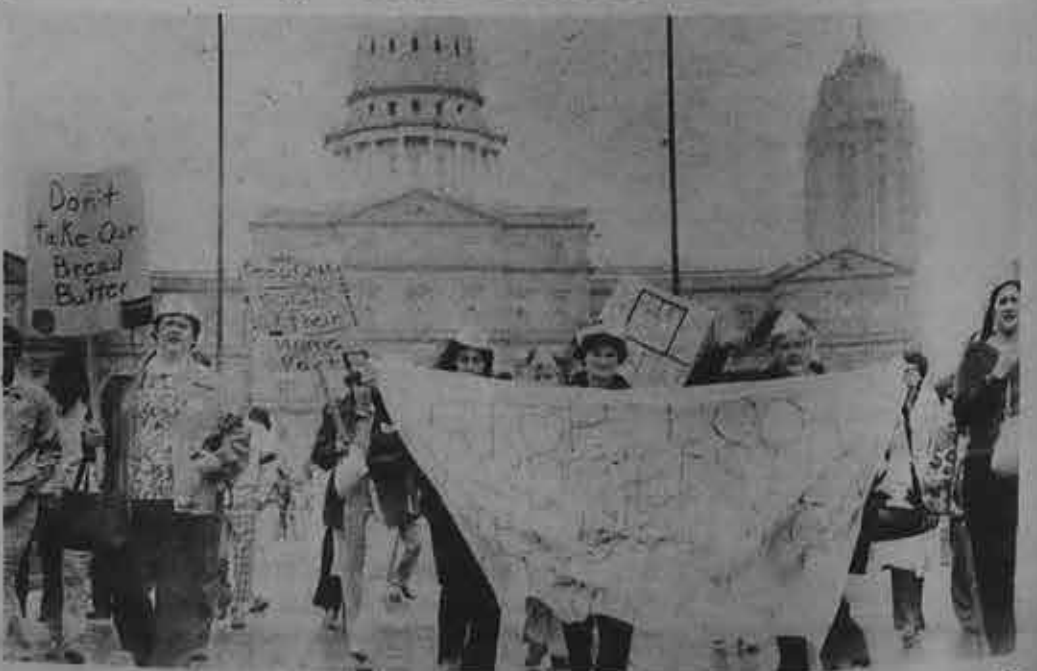
As far as CDS goes, there will be no money for constructing ships in American yards for F.Y. '82. But \$92 million in CDS left over from the 1981 budget will carry over to 1982.

SIU, Residents Fight to Keep Carferries in Frankfort

Frankfort, Mich., home port of the SIU-contracted Ann Arbor Railroad carferries shut down for a day recently as residents went to the state capital to protest plans to move the carferries to Ludington.

Shops, factories and businesses in Frankfort and the rest of Benzie County, many of which rely on the carferries for their livelihoods, closed their doors on Apr. 29 to join in the march on Lansing.

The demonstration was called to coincide with a meeting of the state Dept. of Transportation which was debating the issue of relocating the carferries to Ludington. The SIU has been fighting the move on the grounds that it is misguided and costly.



Marching in the front lines of the demonstration behind a big banner telling the DOT to "Stop, Look and Listen Before You Move Our Ferries" was Helen Lowery who mans the Union hall in Frankfort.

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Testifying before the Committee under a subpoena, Henry J. Bonnabel, head of Hawaiian Eugenia Corp., the *Poet's* owner, assigned culpability to everything and everyone involved in the *Poet's* disappearance—except himself.

It was probably a "killer storm" that felled the *Poet*, Bonnabel told the Committee. He did not address allegations contained in the Committee's staff report that stated "although it was a heavy storm" which met the Egypt-bound *Poet* when she departed Philadelphia, "weather conditions of this magnitude are not uncommon and do not alone normally sink a ship."

In his testimony Bonnabel even went

so far as to question the competency of the *Poet's* officers and crew. "Hindsight could create many speculations on what the officers and crew should have done during the storm. I do not believe," he continued, "that I nor the people sitting behind desks should now attempt to criticize those on the *Poet*."

Bonnabel then went on to disparage the crew and officers aboard other American vessels. "In the American merchant marine," he said, "we have some of the best officers and crews in the world. We also have some of the worst."

Questioned about frequent breakdowns of the *SS Penny*, the *Poet's* sister ship, Bonnabel again blamed the crew. "It had nothing to do with the engines," he said of the *Penny's* problems. "It had to do with the crew."

Following Bonnabel's testimony and that of the Committee's second witness, Vice Adm. Robert I. Price, who was in charge of the *Poet's* search, Committee member Rep. Thomas Foglietta (D-Pa.) angrily declared that "no one seems to be taking responsibility for this vessel, neither the owner nor the Coast Guard."

The Committee's staff report, like the NTSB report, charged both the owner and the Coast Guard with responsibility in the *Poet* disaster.

"If the *Poet* did sink within the first few days," of her voyage to Egypt, the staff report charged, "serious questions arise with regard to the

House-Senate Confab Working On Final '82 Budget
At presstime, a House-Senate Conference Committee continues to meet to iron out differences in the Fiscal Year 1982 budget, which will slash \$37 billion out of Federally sponsored programs. The F.Y. '82 budget goes into effect Oct. 1, 1981.

Both the House and Senate passed their own versions of President Reagan's budget. But there were many differences concerning how the \$37 billion in budget cuts should

SIU, Residents Fight to Keep Carferries in Frankfort

Frankfort, Mich., home port of the SIU-contracted Ann Arbor Railroad carferries shut down for a day recently as residents went to the state capital to protest plans to move the carferries to Ludington.

Shops, factories and businesses in Frankfort and the rest of Benzie County, many of which rely on the carferries for their livelihoods, closed their doors on Apr. 29 to join in the march on Lansing.

The demonstration was called to coincide with a meeting of the state Dept. of Transportation which was debating the issue of relocating the carferries to Ludington. The SIU has been fighting the move on the grounds that it is misguided and costly.

structural integrity of the vessel; the adequacy of the safety inspection; the degree of scrutiny over the loading procedure . . . and the standard of care exercised by the owner managing and maintaining the vessel."

Committee Chairman Rep. Walter

Safety Board Report on Poet

On June 23, the National Transportation Safety Board released its findings and recommendations on the disappearance of the *SS Poet*, the first U.S.-flag vessel lost at sea in 17 years. The *Poet* set sail loaded with corn for Port Said, Egypt with a 34-man crew on Oct. 24, 1980 and was never heard from again.

The *Poet's* owner, Henry J. Bonnabel, did not report the vessel missing to the Coast Guard until Nov. 3, nine days after the *Poet* left Philadelphia, even though the vessel had regularly reported every 48 hours on previous voyages. And the Coast Guard did not commence an air search until Nov. 8, following a bombardment of phone calls from the SIU, other unions representing *Poet* crewmen, politicians and the families of the missing.

On Nov. 19, the NTSB and the Coast Guard convened a joint Marine Board of Inquiry to investigate the *Poet's* disappearance. The Coast Guard's findings are expected later this summer. Following are the key points contained in the NTSB's report:

- the *Poet* "may have capsized suddenly due to synchronous rolling";
- though the Coast Guard's air search was extensive, if the search had commenced sooner, the probability of finding survivors or debris would have been greater;
- by the time the *Poet's* owner notified the Coast Guard of the vessel's failure to report, it was probably "too late to rescue any survivors" if the vessel sank Oct. 25;
- the emergency-position radio beacon (EPIRB) the *Poet* carried which is supposed to activate when immersed in salt water, failed. The EPIRB model carried by the *Poet* has a 25 percent failure rate;
- the NTSB recommended that the Federal Communications Commission investigate the EPIRB and also develop an EPIRB which beams signals to other ships as well as aircraft;
- the Board wants the Coast Guard search-and-rescue coordinator center notified whenever a U.S. ship fails to report;
- the Coast Guard should conduct further studies to determine if synchronous rolling is a safety problem on ships similar to the *Poet*.

At a Glance

tion differential subsidy program (CDS).

As it will probably turn out, free medical care for seamen will be eliminated from USPHS hospitals.

There is little, if any hope at all, that the Conference Committee will restore full funding for maritime.

The two maritime programs that have been hit hardest by the budget cutters are the U.S. Public Health Service hospitals and the construc-

tion differential subsidy program (CDS).

As far as CDS goes, there will be no money for constructing ships in American yards for F.Y. '82. But \$92 million in CDS left over from the 1981 budget will carry over to 1982.

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SIU, NMU, MEBA to House Hearing:

M.M. Can Man Auxiliary Ships Better, Cheaper Than Navy

WASHINGTON, D.C.—Give the private sector merchant marine the ships and the U.S. maritime unions will give the Navy the crews.

That was the main point stressed by SIU President Frank Drozak and other labor and maritime group representatives before a hearing July 9 held by the House Merchant Marine and Fisheries Committee. The hearing was the second one to be held recently by the Committee to discuss America's seafight capability.

Specifically, according to Committee co-chairman Mario Biaggi (D-N.Y.), the hearings were being held to determine the capability of the U.S. merchant marine to supply this country's military and naval forces in the event of an overseas emergency.

In early June the Committee heard testimony from the Navy, the U.S. Maritime Administration, the Military Sealift Command, and the Federation of American Controlled Shipping. The last group represents the American owners of "flag of convenience" ships.

Among the speakers at this month's hearing, besides President Drozak, were: Thomas Martinez, secretary-treasurer of the National Maritime Union (NMU); Edward Kelly, special assistant to the President of the Marine Engineers' Beneficial Association, District 2; Peter Luciano, executive director of the Transportation Institute (TI); and David Leff, executive director of the Joint Maritime Congress.

The two last groups are Washington, D.C.-based educational and research organizations for the maritime industry.

All of the speakers stressed the need for civilian manning of Naval support

ships. In this way, they said, a secure, well trained, and adequate merchant marine would be available in times of emergency.

'M.M. Can Do It Better'

Also, many of the speakers felt that the private sector could operate the Navy support ships more efficiently and cheaper than is done now.

Further, the speakers stressed that by freeing Naval men and women from tasks that could be handled by civilian merchant mariners, there would be more personnel available for combat roles.

In his testimony, Drozak, who is also president of the eight-million member AFL-CIO Maritime Trades Department, told the Committee, "If we had the necessary ships, and jobs were available on a steady basis, I can assure you that there would be a pool of trained people available."

To accomplish this Drozak said the private sector needs to be assured of continued use through long term build and charter programs.

Drozak went on to refute many of the Navy's reservations about using the private sector for its supply ships. First of all, Drozak said, "We have stated time and time again our willingness to make no-strike, no-interference-in-shipping contract pledges." (Martinez also agreed that the NMU would be willing to sign a no-strike clause.)

Second, in questions posed to him after giving his testimony, Drozak stated that the SIU "would accept the Navy's stipulation of manning levels on any private sector ships

moving government cargo."

Third, in answer to the Navy's objections that disputes often arise between maritime unions when private sector charters are transferred, Drozak made two points. One, he noted that in most cases the disputes were fought in court and the ships were not delayed. Two, he said the problem of disputes could be settled forever if the Navy distributed the ships equitably among the unions.

Navy Short Manpower
In his concluding remarks, Drozak pointed out to the Committee that "at a time when the Navy suffers from a shortage of combat personnel and vessels, it makes no sense at all that they should be operating their own commercial shipping company as well. Let me be clear: we support a strong Navy. But the problem of seafight is centered on the fourth arm of defense, the merchant marine."

TI Executive Director Luciano bluntly told the Committee "the United States cannot defend itself, nor can it act to defend its interests in foreign countries, without a large U.S.-flag merchant fleet at its disposal."

He said that the U.S. cannot rely on the "ghost ships" of the National Defense Reserve Fleet or on the "so called Effective U.S. Controlled Fleet" for its needs.

"The problem is that in our belated and long overdue effort to rebuild the national defense, we have caught ourselves in a language trap. That is, our defense planners have for too long failed to see that the words 'national defense' are just

things, that the Reagan Administration support the concept of bilateral shipping agreements with our major trading partners. He also made President Reagan aware of the SIU's belief that all naval auxiliary work should be performed by the private merchant fleet.

After the meeting, Drozak said

that he felt "confident that Reagan will do something to help the industry."

In addition to President Drozak, the other union presidents in attendance were: Jesse Calhoun (MEBA); Shannon Wall (NMU); John Gannon (Firefighters); John O'Donnell (Airline Pilots); Capt.

Bob Lowen (MM&P); Teddy Gleason (ILA); Roy Williams (Teamsters); William Steinberg (ARA); Linda Puchala (Flight Attendants); Ed Kiernan (Police); Raymond Shaw (Tool Craftsmen); Victor Herbert (Airline Employees), and Henry Schickling (Tool and Die Makers).

President Ronald Reagan hosts White House meeting recently attended by SIU Pres. Frank Drozak (second from Reagan's right) and 13 other union presidents.

The initial purpose of the recent White House gathering was not to discuss maritime. Reagan had invited the Union presidents to enlist support for his proposed new tax plan.

After making his pitch on the tax plan, Reagan passed the ball around the table for comments and suggestions. When the ball got to Drozak, the talk quickly shifted to the problems facing America's merchant marine.

Drozak suggested, among other

as surely stamped on the U.S. merchant marine as they are on every other military program undertaken in the defense of the nation."

In talking about the need to increase America's merchant marine manpower, Martinez of the NMU said that his union "is deeply concerned with the deterioration of the maritime manpower base and the resultant inadequacy of the U.S.-flag merchant marine to carry out its roles in national defense, in domestic and foreign commerce, and as an instrument of foreign policy."

He criticized the way in which the merchant seaman has been treated in recent months. For instance, he pointed to the likely closing of the United States Public Health Service hospitals and the elimination of construction differential subsidy from the Federal budget.

But like Drozak, Martinez told the Committee, "We can supply the men. Where are the ships?"

Speaking for District 2 of the MEBA, Ed Kelly said there are two practical solutions to U.S. seafight and ocean-borne defense problems: (1) "the Navy can immediately turn its fleet support and logistics functions over to the private sector," whose "operators and civilian crews can do the job for far less money, and with more efficiency;" and (2) "the U.S. can develop a national policy that would generate cargoes and promote private investment in a powerful, versatile merchant fleet plying the world's sea lanes under the American flag."

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SIU Calls for Bilateral Shipping Pacts in Coal Bills

Washington, D.C.—The growing demand for coal in an energy starved world has provided the U.S. with a not-to-be-wasted opportunity to modernize our port facilities, upgrade our merchant marine and vastly improve our economy.

The U.S. is already an exporter of coal. But a lot of countries want more of it, a lot more!

To cash in on this demand, as SIU President Frank Drozak told a Congressional hearing recently, "our coal delivery system needs to be modernized, from the mine to the end-user."

Right now, there are numerous bills circulating in both the House and Senate aimed strictly at the improvement of port facilities. In

general, the bills call for the widening and deepening of channels to accommodate deep draft 150,000 dwt super bulkers, as well as modernized terminal facilities to expedite loading procedures.

Drozak told the Water Resources Subcommittee on July 15 that the SIU "supports efforts underway to better the quality and capacity of U.S. ports in anticipation of the coal trade."

However, he expressed dissatisfaction that none of the bills take into consideration a role for the U.S. merchant marine to carry some of the coal.

Only 1% For U.S. Bulklers

He noted the grim figures that U.S. dry bulk carriers move *only*

1 percent of America's huge dry bulk trade (which accounts for 40 percent of America's total foreign commerce).

Drozak told the hearing that the problems of our ports and our merchant marine must not be handled separately, because in essence they are one and the same.

He told the Subcommittee that a key ingredient to any rational coal export policy must include the "negotiation of bilateral shipping agreements as part of long-term coal contracts."

Such bilateral agreements, said Drozak, would help solve the problem of congestion at port facilities while minimizing the danger of overtonnaging in the coal trade. He

also affirmed that bilateral coal agreements are the perfect way to build up a viable U.S. flag dry bulk fleet.

In closing, Drozak stated that deep sea transportation is a crucial link in the coal chain. And that bilateral agreements would "enhance America's chances for major coal exports," noting that Australia, Canada and South Africa, our major coal competitors, are way ahead of us in improving their respective coal chains.

He also stated—firmly and bluntly—that the SIU "will not support any port development bill that doesn't contain some provision for U.S. flag carriage of a portion of our coal exports."

Members Warmly Invited to Dedication of Paul Hall Library

SIU members are cordially invited to attend the dedication of four buildings on the SHLSS campus,

including the brand new Paul Hall Library and Maritime Museum.

The buildings, which also include

the Paul Drozak and Charlie Logan vocational buildings and the Al Kerr administration building, will be dedicated in ceremonies at 12 noon on Saturday, August 22, 1981.

A crowd of 1,500 people is expected for this important event in our Union's history. So, if you are in the area, you are urged to drop in and participate.

In line with the dedication of the Paul Hall Library and Maritime Museum, MEBA District 2 President Ray McKay presented SIU President Frank Drozak with a

beautiful bronze plaque at the July Headquarters membership meeting to be hung in a prominent place in the library.

The plaque honoring Paul Hall reads: "In fond memory of a steadfast friend whose leadership, warm counsel and firm commitment to professional excellence inspired all who seek a strong, productive U.S. merchant marine. We are forever grateful for his most enduring gift—the opportunity to better ourselves and our industry through education and training."



MEBA District 2 President Ray McKay, right, presents plaque honoring the late Paul Hall to SIU President Frank Drozak at July membership meeting in New York. The plaque will be hung in a prominent place in the new Paul Hall Library and Maritime Museum in Piney Point.

Halls Closed On Saturdays

The Seafarers Appeals Board has taken action (No. 255) to close all SIU halls on Saturdays.

The rank-and-file delegates recommended the halls be closed on Saturday during the Crews Conference April 20-25, 1981 in Piney Point. The recommendation, among many others, was approved by the general membership at all regular membership meetings during the month of May.

The SAB Action reads, in part:

"Whereas, there has been a decline in the referral of jobs to the various hiring halls on Saturdays, and

"Whereas, the various Contracted Employers can contact their vessels on Fridays relative to any crew requirements, and

"Whereas, such is the standard practice relating to licensed officers and other unlicensed hiring halls, and

"Whereas, each port will designate an official to be available to assist with emergency replacements, and

"Whereas, such closing will result in a conserving of assets, the Seafarers Appeals Board hereby takes the following action.

"Rule 4 A Business Hours and Job Calls shall be amended to read as follows:

"A. Except as otherwise provided

herein, all Union hiring halls shall be opened Monday through Friday from 8:00 A.M. to 5:00 P.M....

"Inasmuch as the hiring halls will be closed on Saturdays, Rule 2.B. 7. shall be amended to read as follows:

"7. Subject to the provisions of these Rules, shipping registration cards shall be valid only for a period of ninety (90) days from the date of issuance. If the ninetieth (90th) day falls on a Saturday or Sunday, a national or state holiday, or on a day which the Union hiring hall in the port of registration is closed for any reason, shipping registration cards which would otherwise expire on such day shall be deemed valid until the next succeeding business day on which said hiring hall is open. Shipping registration cards period of validity shall also be extended by the number of days during which shipping in the port of registration has been materially reduced by strikes affecting the maritime industry generally or by the other similar circumstances."

Dated: June 11, 1981 effective June 20, 1981

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Dated: June 11, 1981 effective June 20, 1981

New Bulker American Republic on Ore Run

WHEN times are tough, when the economy is faltering, a lot of people sigh for the "good old days." But American Steamship Co., the latest SIU-contracted Great Lakes operator, thinks the good old days are yet to be.

The company undertook a \$250 million shipbuilding program in 1973 and has been bringing new bulk carriers—with jobs and job security for SIU members—to the Great Lakes at regular intervals ever since.

This month the brand new *M/V American Republic* took to the sweet water after christening ceremonies in Cleveland on July 18. She's the 10th and last planned vessel in American Steamship's ambitious construction program.

Named for American Steamship and Republic Steel, the *American Republic* was especially built for transit on the winding Cuyahoga River, known to locals as the "Cleveland Creek." Operating under a long-term contract between American Steamship and Republic Steel, the vessel will be making a



The brand new *American Republic*—she's #10 in American Steamship's vessel construction program.

regular ore-shuttle run from Lorain to Cleveland.

The *American Republic* is a self-unloader measuring 630 feet in length with a beam of 68 feet. The iron ore pellets she picks up at Lorain are delivered by thousand footers too big to make the run down to Cleveland themselves.

Able to carry 24,000 tons of iron ore pellets the *American Republic*

is fitted with features such as diesel engines, twin screw propellers and both bow and stern thrusters that make her ideal for transit on the Cuyahoga.

Bow and stern thrusters push water away from the vessel's sides, allowing a ship to move slowly and safely into dock without the aid of a tug. The *American Republic's* extra maneuverability enable her to



On the *American Republic's* deck—Bill Kraus, A.B. (left) with Andy "Wart" Goulet, deckhand.

travel either bow or stern first.

A crew of 30, including 19 Seafarers, have been aboard the *American Republic* for about two months now. But the vessel wasn't officially made part of the American Steamship fleet until Sat., July 18, when Mrs. George Voinovich, wife of the mayor of Cleveland, cracked the traditional bottle of champagne across her bow.

Bill Introduced to Redocument the SS Constitution

RIGHT now, the only way to see the Hawaiian Islands from the deck of a U.S. flag passenger

Hawaii Passes Tax Aid for Cruise Ships

A bill that should help boost the passenger ship business in the 50th state was passed recently by the Hawaii State legislature.

Supported by the SIU, the bill exempts passenger ships from a four percent state tax.

SIU President Frank Drozak said that "beyond a shadow of a doubt," the tax exemption "will create employment and bring a healthy economic position to the Hawaiian Islands."

The legislation, Senate bill 1202, was neither signed nor vetoed by the Governor of Hawaii. It therefore automatically became law.

Directly affected by the tax exemption will be the SIU-contracted passenger ship, *Oceanic Independence* (American Global). The ship, which takes passengers on weekly tours of the Hawaiian Islands, went into service in June of 1980.

At the time, she became the only full-service passenger liner to fly the U.S. flag in nearly ten years.

The SIU believes that if America is to once again become a significant factor in the passenger ship business, encouragements such as this tax exemption are a necessity.

ship is to book a berth on the popular SIU-contracted *Oceanic Independence*. But the *Independence*, the first passenger vessel to be documented under the U.S. flag in a decade, may soon have a sister to keep her company.

A bill has been introduced in the U.S. House of Representatives, with the strong support of the SIU, to redocument the *SS Constitution* "as a vessel of the United States entitled to engage in the coastwise trade."

Introduced on June 3 by Rep. Walter Jones (D-NC), chairman of the House Merchant Marine & Fisheries Committee, H.R. 3782 represents another big step in the effort to bring back a strong, competitive U.S.-flag passenger fleet.

If the 1979 House vote which okayed U.S. documentation of the *Oceanic Independence* is any guideline, H.R. 3782 should not have too much trouble passing in the House. The 1979 bill, which passed by a vote of 405-to-0, had widespread support that spanned the political spectrum.

Hearings on H.R. 3782 are expected to begin when Congress reconvenes after their August recess.

A companion bill has not yet been introduced in the Senate. But SIU President Frank Drozak has been talking with Sen. Bob Packwood, chairman of the Senate Committee

on Commerce, Science & Transportation, in the hope that the Oregon Republican will sponsor the companion bill to H.R. 3782.

Specifically, H.R. 3782 seeks to "revitalize the pleasure cruise industry by clarifying and waiving certain restrictions in the Merchant Marine Act, 1936 and the Merchant Marine Act, 1920, to permit the entry of the steamship vessel *Constitution* into the trade."

The bill seeks to redocument the *Constitution* "as a vessel of the United States entitled to engage in the coastwise trade so long as . . ."

• the vessel is in compliance with all other requirements for vessels engaging in the coastwise trade;

• any rebuilding of the vessel or repair work constituting a rebuilding, accomplished after enactment of this Act, shall be effected within the United States;

• the vessel is owned by a citizen of the United States and;

• the vessel is limited to carrying passengers.

Legislation to redocument the *Constitution* is required because, though she was built in a U.S. shipyard in 1951, the vessel was subsequently sold to Atlantic Far East Lines, a Liberian corporation.

U.S. law precludes foreign-owned, foreign registered vessels

from entering the U.S. coastwise trade.

The pending legislation to redocument the *Constitution* would waive those statutory restrictions in the Merchant Marine Acts of 1936 and 1920 which are blocking the passenger ship's re-entry into the U.S. cruise trade. H.R. 3782 is, word-for-word, the same measure which authorized the *Oceanic Independence* to operate as a U.S.-flag passenger vessel.

Now beginning her second year of operation cruising American waters the *Oceanic Independence* kicked off what will hopefully become a renaissance of the U.S. passenger fleet.

The SIU worked hard for passage of the bill approving redocumentation of the *Oceanic Independence*. Efforts on behalf of that bill proved fruitful as the *Independence* now provides employment for about 300 SIU members.

The bill to redocument the *Constitution* would open up an additional 300 unlicensed shipboard jobs, plus hundreds more in U.S. shipyards and related support industries.

But, most important, redocumenting the *Constitution*, like the *Oceanic Independence* before her, is another crucial step towards breathing life back into the grand tradition of U.S. passenger ship service.



MEBA District 2 President Ray McKay, right, presents plaque honoring the late Paul Hall to SIU President Frank Drozak at July membership meeting in New York. The plaque will be hung in a prominent place in the new Paul Hall Library and Maritime Museum in Piney Point.

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SIU, Industry Supports Move of MARAD to DOT

WASHINGTON, D.C.—The transfer of the U.S. Maritime Administration from the Department of Commerce to the Department of Transportation may be a big step in the revitalization of the American merchant marine.

This seems to be the consensus of opinion among labor, government, and industry spokesmen.

SIU President Frank Drozak was the first labor leader to endorse the move. He did so after meetings with Department of Transportation (DOT) head Drew Lewis.

Drozak said he was impressed with Secretary Lewis' understanding of the maritime industry's problems "and of his desire to direct the advancement of the shipping industry." President Drozak made these comments last month before the House of Representatives Merchant Marine and Fisheries Committee.

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Wright said, "We believe that a transfer of responsibility for maritime promotional programs to the Department of Transportation represents an important first step toward meeting the President's goal of revitalizing our merchant marine."

Secretary Lewis seemed to echo this sentiment when he outlined the major reasons for transferring MARAD:

- To provide, through the DOT, the opportunity to develop a viable maritime policy in the context of our overall transportation policy.

- To provide, through the Secretary of Transportation, a central spokesperson for maritime interests.

- To allow DOT to develop an integrated, intermodel national transportation system.

- To allow DOT to evaluate the entire national transportation system in order to improve the export performance of the United States.

- To manage and coordinate Federal

maritime policy and programs more effectively by placing the two primary maritime agencies, the Coast Guard and MARAD, in one department.

Because of this positive attitude toward the U.S. maritime industry, the SIU is supporting the transfer of MARAD even though, in the past, the Union preferred that it remain in the Commerce Department.

In his testimony, SIU President Drozak said "President Reagan has stated that the improvement of our seapower posture with the merchant marine as an integral element must be preserved. As such, he has put forth seven principal points from which new policies and programs can be implemented. It is obvious that in his judgment transferring the Maritime Administration functions to the Department of Transportation would be helpful in achieving these objectives."

In concluding his testimony to the Committee, Drozak said that he felt President Reagan, Secretary Lewis and others who are entrusted with the job of revitalizing the American merchant marine "have indicated their full intention to correct the problems which plague our industry."

New Product Tanker, Ogden Dynachem, Christened

New Orleans—Another brand new high technology ship will soon join the SIU's deep-sea contracted fleet providing more jobs for Seafarers.

The ship is the *Ogden Dynachem*, a super automated 629 foot chemical/product tanker. She's the first such ship to be built in the U.S. in the last 10 years.

The vessel, built at Avondale Shipyard in New Orleans, is scheduled to be crewed in late summer or early fall.

But there's more good news. The *Ogden Dynachem* is the first of two being built for Ogden Marine, which will own and operate the vessels under a long-term charter

Mass. Gov. Names SIU's Orlando Pilot Commissioner

Michael P. Orlando, SIU Gloucester Port Agent, has been appointed Deputy Pilot Commissioner for District 2 by Massachusetts Governor Edward King. He was sworn in

agreement with Diamond Shamrock Corp. of Dallas, Tex.

The *Ogden Dynachem* was christened July 11, 1981 with three SIU officials on hand for the fes-

before a crowd of friends, relatives, labor leaders and other well-wishers at the State House in Boston on May 7.

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As Deputy Pilot Commissioner for District 2, Orlando will be responsible for representing in Boston, and otherwise assisting ship pilots operating in ports between Salem, Mass. and the New Hampshire border.

Orlando, a native of Gloucester, Mass., was a commercial fisherman for several years before becoming a patrolman with the AFU in 1961. He became the AFU Port Agent in Gloucester in 1964 and led a successful 40-day strike there in 1966.

The diesel powered vessel is set for sea trials in August. When she goes into operation, she'll be carrying caustic soda, chemical products and petroleum products. She'll operate in the U.S. domestic chemical trade, refined oil products trade and the Alaska crude oil trade serving Gulf and East Coast ports.

Marine architects say that the 51,250 dwt *Ogden Dynachem* will be among the safest vessels afloat. She's fitted with many advanced design features and built to meet or exceed the latest USCG and IMCO requirements for bulk carriers of hazardous materials.

The *Ogden Dynachem* is typical of the new breed of sophisticated high technology ships taking over the world maritime scene. And it's another indication of the importance of training at Piney Point, and of participating in the advanced courses at SHLSS.

The *Log* will carry more information on the *Ogden Dynachem* and her sister ship in upcoming issues.



Here's the 51,250 dwt Ogden Dynachem, soon to be crewed by Seafarers.



Mass. Gov. Edward King, left, swears in SIU Gloucester Port Agent Mike Orlando as Pilot Commissioner at the State House in Boston on May 7.

SIU, Industry Supports Move of MARAD to DOT

WASHINGTON, D.C.—The transfer of the U.S. Maritime Administration from the Department of Commerce to the Department of Transportation may be a big step in the revitalization of the American merchant marine.

This seems to be the consensus of opinion among labor, government, and industry spokesmen.

SIU President Frank Drozak was the first labor leader to endorse the move. He did so after meetings with Department of Transportation (DOT) head Drew Lewis.

Drozak said he was impressed with Secretary Lewis' understanding of the maritime industry's problems "and of his desire to direct the advancement of the shipping industry." President Drozak made these comments last month before the House of Representatives Merchant Marine and Fisheries Committee.

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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1981

Legislative, Administrative and Regulatory Happenings

World Events and the U.S. Merchant Marine

Recent events in the Middle East have caught the leaders of this country by surprise. There is a sense that things are running out of control.

The bomb that exploded in the headquarters building of the Islamic Republican Party in Tehran is not being viewed as an isolated incident, but as one more piece of evidence that Iran is slowly coming unglued.

Outside of Iran, things proved no more secure. Israeli jets bombed an Iraqi nuclear reactor in a carefully planned attack that caught the world by surprise. In retaliation, Arab countries vowed to speed up their nuclear program. Western European countries showed no inclination to halt their sales of nuclear equipment to unstable Middle Eastern regimes, preferring to concentrate on gaining short term profits at the expense of world safety.

As all this was happening, Congress voted to make drastic cuts in several important American maritime programs, including the Construction Differential Subsidy Program and the United States Public Health Service Program. CDS is one of the few Federal programs that has accomplished its stated goal, which is to promote the building of American flag vessels. USPHS Hospitals have provided American seamen with quality health care since 1798.

Events in the Middle East bring to mind the Yom Kippur War of 1973, when Israel, beleaguered and isolated, fought for its very existence. At that time, William Tolbert, the late President of Liberia, a country whose "flag-of-convenience" ships carry the lion's share

of American oil and other cargoes, issued an executive order forbidding all Liberian flag vessels from carrying arms to Israel. American military planners, who have long maintained that the Liberian flag merchant marine is under "effective U.S. control," have never felt the urge to explain why it was not under "effective U.S. control" during the Yom Kippur War.

Funding for the trillion dollar defense budget is expected to double over the next five years. Funding for the American flag merchant marine, already inadequate, will be held at present levels; it may even be reduced.

The American flag merchant marine, which is considered the Fourth Arm of the National Defense, is so economically strapped that it now carries less than 5% of this nation's ocean-borne commerce. Unless Congressional leaders change their minds and restore some of the proposed cuts, the American flag merchant marine will be cut at the elbow.

SPACE CHARTER PACT FOR U.S. LINES

The Maritime Administration has expressed approval of a plan proposed by five U.S. flag carriers to charter space from one another on trade routes between this country, Canada and Panama, on one hand, and ports in the Far East.

The plan marks a departure from recent practice, though it is not without precedent.

Foreign flag vessels often charter space from one another. Moreover, the Federal Maritime Commission has already approved a similar space charter pact in the Japanese and Korean trades for foreign flag vessels.

The five U.S. flag carriers proposing this agreement are the following: United States Lines, American President Lines, Lykes Brothers Steamship Co., Sea-Land and Waterman.

Nemirow, Tiede Step Down Green Steps Up

Two holdovers from previous Administrations have resigned from government, leaving President Reagan free to fill the spots with men and women of his own choosing. One of the holdovers, Sam Nemirow, Assistant Secretary of Commerce for Maritime Affairs, has been asked to stay on for a short while to help facilitate the impending transfer of the Maritime Administration.

The other holdover, Peter Tiede, was a member of the Federal Maritime Commission, which is in charge of administering the shipping statutes which regulate the domestic, offshore and international waterborne commerce of the United States.

In a corresponding move, the Reagan Administration has named Alan Green to fill the seat vacated by Leslie Kanuk, whose term as Chairman of the Federal Maritime Commission expired July 1.

Mr. Green told members of the Senate Commerce Committee that he seeks to place the American flag merchant marine on equal footing with foreign flag vessels. He mentioned the spread of bilateral trade agreements, increased international support for the UNCTAD Code and the growth of government-controlled and operated fleets as issues that demand some sort of American response.

Sponsors Two Bills



Senator John Warner (R-Va.) has introduced two bills in the Senate that go beyond giving lip service to "revitalizing" the American flag merchant marine and which deal with specific issues confronting the maritime industry.

One bill, S. 1356, would amend the tax code to encourage ship owners to invest in high technology sails, which many scientists feel can substantially lower fuel costs.

The other bill Warner has introduced deals with the dredging of American ports. Warner hopes to fashion a new partnership between local port authorities and the federal government so that this country can speed up the rate at which its ports are being deepened.

PL-480 Saved

The Senate rejected attempts by Senate conservatives to do away with the cargo preference provisions in the PL-480 program. Thanks to a concerted effort by the SIU, the Reagan Administration and numerous Congressional leaders, most notably Sen. Slade Gorton (R-Wash.), the Senate dropped an amendment to the Fiscal Year 1982 Budget Reconciliation Bill that would have allowed foreign flag vessels to carry government generated cargo. At present, 50% of all such cargo must be carried on American flag vessels.

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

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

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

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

SUPPORT SPAD

Hearings Held on McCloskey Jones Act Waiver

Drozak Testifies Against Attempt To Weaken Jones Act

West Coast lumber companies, led by Rep. Pete McCloskey (R-Calif.), are trying to seriously weaken the Jones Act, which has protected American commerce from foreign encroachment for over 60 years.

If McCloskey had his way, Section 27 of the Jones Act would be modified. An administrative procedure would be established under which West Coast lumber companies could petition the Secretary of Commerce for permission to use foreign vessels to carry their products from West Coast to Gulf and East Coast ports and Puerto Rico for a period of two years.

The House Merchant Marine Subcommittee has held hearings on

the proposed legislation (H.R. 3577). Numerous representatives from the maritime industry have testified in opposition, including SIU President Frank Drozak, and Peter Luciano, executive director of the Transportation Institute. Because of this opposition, it is unlikely that the measure will get out of Subcommittee.

West Coast lumber companies contend that such a waiver to the Jones Act would not hurt the Merchant Marine, since it would involve only a small portion of this country's domestic cargo. They also contend that the lumber industries would benefit from such a waiver.

Numerous economic experts, including J. Wilson Jones, of the

Southeastern Lumber Manufacturers Association, have testified that the waiver would not address the real problem facing the West Coast lumber industries, namely cheap Canadian lumber.

The Canadian lumber industry is heavily subsidized, as opposed to the American industry, which receives little direct federal aid.

Representatives from the maritime industry have stressed the importance of the Jones Act. Frank Drozak, who is also President of the 8.5 million member Maritime Trades Department, told members of the House Subcommittee on Merchant Marine that 185,000 jobs are provided by domestic waterborne transportation, and that these jobs

would be jeopardized if the Jones Act were weakened.

Most industry experts feel that this kind of limited waiver to the Jones Act is exactly the kind of waiver that would do the most harm. If it is granted, then other industries and other regions would demand the same kind of exemption. Within a short time, the Jones Act would be completely dismantled.

Peter Luciano, executive director of the Transportation Institute, emphasized that no other domestic transportation industry in the United States faces foreign competition. Indeed, few if any other foreign nations allow their domestic commerce to be carried on foreign flag vessels.

AFL-CIO Set for Sept. 19 Solidarity Day Rally

THE American labor movement is gearing up for a major campaign to let the Reagan Administration know that its number one priority is jobs and justice for American workers; and that an economic policy which wipes out the social programs developed over the last half century is unacceptable.

On Sept. 19 the AFL-CIO is sponsoring a Solidarity Day demonstration in Washington, D.C. which, said AFL-CIO President Land Kirkland will "refocus the nation's attention on our goals of social and economic justice for all."

Thousands Expected at Washington Demo

The demonstration will include more than 150 labor, civil rights, senior citizen and public interest groups which belong to the Budget Coalition organized by the AFL-CIO.

"A demonstration of grass roots, rank-and-file support," for the goals of social justice, Kirkland said, "will be the most effective response to the Administration's claim that it speaks for the working people of America."

In fact, the only positive occurrence to come out of the country's



recent swing towards conservative economic policies is that it has created an unprecedented show of unity on the part of Americans from many different walks of life.

The Budget Coalition is one example of that unity. And the fact that, as of July 1, the United Auto Workers officially reaffiliated with the AFL-CIO with the Teamsters and Mineworkers expected to follow suit in the near future, is another important indication.

The loud unified voice of American working people—people who are angry about their government's attempts to strip them of hard-won social and economic gains—is the best way to prove our resolve to save the programs labor fought so hard to achieve over the years.

Foreign Fishermen Fined \$6.3M Under 200-Mile Limit

Foreign fishermen have been fined more than \$6.3 million during the past four years for violating regulations on fishing in the United States' 200-mile conservation zone. The SIU vigorously supported establishment of the 200-mile limit.

The National Oceanic and Atmospheric Administration reports 56 fishing vessels from nine nations have been seized and fined for the violations. Most fines were imposed for underlogging the amount of fish on board, fishing without a permit, or failing to return prohibited species to the ocean.

Japan had the most seizures—19—and has paid almost \$3.4 million in fines. The Japanese also have posted as additional \$2 million in bond for seven ships that were seized and released. A final settlement on these vessels has not been reached.

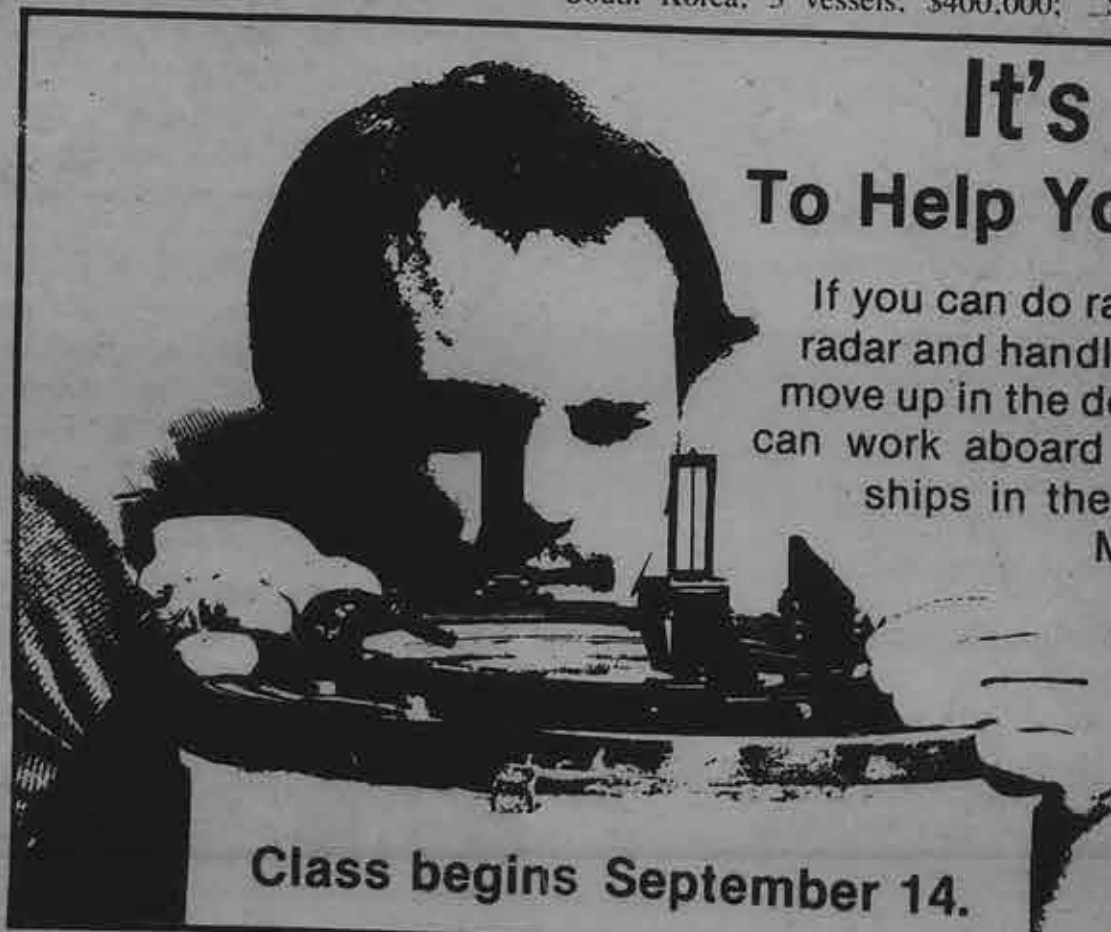
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Seizures and fines levied against other countries were: Taiwan, 6 vessels, \$855,000; Russia, 3 vessels, \$650,000; South Korea, 3 vessels, \$400,000;

Spain, 3 vessels, \$255,000; Canada, 3 vessels, \$5,816; Poland, 2 vessels, \$387,000; and Italy, 2 vessels, \$300,000.



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SIU Knocks USCG for Failures on Sea Safety

WASHINGTON, D.C.—The U.S. Coast Guard's performance concerning marine safety was strongly criticized last month by SIU President Frank Drozak.

He told the House of Representatives' Subcommittee on the Coast Guard and Navigation that the Guard "has unquestionably failed to effectively perform its mandated mission and primary function of promoting the safety of merchant mariners and property at sea."

The hearing was the first in a series of six oversight hearings that the Subcommittee is holding on the Coast Guard.

According to Rep. Gerry Studds

(D-Mass.), chairman of the Subcommittee, the hearings "are based on the premise that the Coast Guard has not been given the resources it needs to safely and competently fulfill all of the many responsibilities with which it has been charged by the Congress."

SIU President Drozak, who is also president of the eight-million member AFL-CIO Maritime Trades Department, contended that the Coast Guard "must improve the management of its operation in order to carry out its primary function of marine safety, not requiring the expenditure of one additional cent."

He particularly stressed the insufficient manning levels allowed

by the Coast Guard.

Drozak also criticized the Guard's handling of marine casualty investigations. He said that the "Coast Guard has fallen below industry expectations and, in some cases, has rendered less than unbiased decisions in investigations of casualties involving their own vessels."

In talking about the Guard's "dereliction" of its duties, Drozak pointed out nine incidents in particular. Some of them were:

- weakening of Congress' provision for a three-watch system.
- elimination of an engine room watch.
- unlawful application of separate inspection laws to tugs and barges which operate as an integrated tug/barge system.

The bulk of the June hearing was devoted to the Coast Guard's increasing delegation of documentation and inspection responsibilities to classification societies. One society in particular that is used a great deal is the American Bureau of Shipping (ABS).

Speaking on this matter were: Coast Guard Commandant Admiral John B. Hayes; Rear Admiral Clyde Lusk, chief of the Office of Merchant Marine Safety; Dale A. Kroeger of ABS, and S. Fraser Sammis of the National Cargo Bureau.

Heroic Seafarers Overcome Blaze On Delta Norte

Wearing oxygen masks and manning only a 1½ inch firehose, three Seafarers and an engine cadet of the SS Delta Norte (Delta Line) recently volunteered to enter a blazing hold of the ship when a blast erupted there in the late afternoon.

AB Keith Swille, Wiper Julius Mizell, Messman Thomas Burke and Cadet Edward May fought the blaze

in a LASH barge in the hold for 30 minutes before the crew took turns fighting the hold fire for seven hours until it was out after midnight.

The Delta Norte was enroute from Santos, Brazil to Buenos Aires when the blast fired the hold.

Manning firehoses immediately on the main deck were Chief Steward Paul

B. Lightell, ABS Keith Swille and Hans Gottschlich, OS William Morris QMED Marcos Hill.

The firefighters were hindered by a hatch cover partially blocking the hold opening.

Delta VP C.V. Steinhauser noted that "the entire crew...performed in the best tradition of the professional Seafarer."

He singled out for "outstanding and exemplary performance" Keith Seille, ABS Joseph McFee and Andrew A.

Thompson and Thomas Burke. "Men," he said, "who set the example with courage and are truly a credit to their organization."

The VP also commended for "total responsiveness and conspicuous bravery" ABS Kenneth Blair and Hans Gottschlich, Marcos Hill, Julius Mizell, Paul B. Lightell, Chief Cook Leslie Blanchard, BR Carlos Morera and Officers Messman Leonardo Manca.

Steinhauser added "this...is but a token of the praise which we hold for all the mentioned men of the SIU."

Cirignano Elected to 5th Term of N.J. Board of Ed.

Seafarer Louis N. Cirignano was elected this spring to an unprecedented fifth term on the Passaic, N.J. Board of Education.

Brother Cirignano, who teaches in Passaic, has not shipped out since 1963. But he continues to pay his SIU dues and to visit his old friends at the Union.

In the late 1960s Cirignano, who joined the Union in 1944, taught labor courses at the Harry Lundeberg School in Piney Point, Md.

In his active seafaring days, Brother Cirignano sailed in both the steward and engine departments. He participated in many union organizing drives and beefs in the late 1940's.

It was those experiences, Cirignano says, "that helped me to understand the political animal."



Louis Cirignano

nano says, "that helped me to understand the political animal." Today Brother Cirignano is also very active in Democratic politics.

SIU Finance Committee Reports



SIU Secretary-Treasurer Joe Di Giorgio (standing center) early this month assisted the Union's Quarterly Financial Committee audit of financial records at Headquarters. The committee consisted of (standing l. to r.) Recertified Bosun John Adams and Otis Paschal. And (seated l. to r.) Edward Polise, Recertified Bosun Frank Teti, O. Smith, K. Bowman and J. Keno. Their report was presented at all ports this month during membership meetings.

Seafarers Historical Research Department Launches New Oral History Program; Will Preserve Memories of Union Members

It's a hard fact of life. Every time we lose one of our Union brothers a piece of SIU history is also lost forever, never to be replaced. The memories of that brother's experiences, unless recorded, will not survive to benefit future generations of Seafarers.

With that in mind, the Seafarers Historical Research Department (SHRD) has launched a new Oral History program, seeking to preserve the recollections of those who helped build our Union, who fought on SIU ships in wartime, and who fought

its many beefs in peacetime.

The SHRD is all ears. It wants to hear your story, and is ready to record it for posterity. Tapes and transcripts from all interviews will find a permanent home in the library of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

For further information contact: Mike Gillen, Director, Seafarers Historical Research Department, 675 Fourth Avenue, Brooklyn, N.Y. 11232 or call (212) 499-6600, extension 291.

SEAFARERS HISTORICAL RESEARCH DEPARTMENT ORAL HISTORY PROGRAM

Yes, I have a recollection I'd like to share with future generations!

Name Book #

Address

Phone Joined Union in

I remember the maritime labor disputes of the 1930's and the early years of the SIU I am a merchant marine veteran of World War II

Korean War Vietnam Sealtit other

I participated in the following SIU beefs

I served on the following SIU ships of note

(Mail To: Director, Seafarers Historical Research Dept., 675 4th Ave., Brooklyn, New York 11232)

SIU Crew Lauded for Snuffing Blaze At Sea

FOR their "outstanding demonstration of safety training" the officers and crew of the SIU-contracted *Great Land* received a Ship Safety Achievement Award last month from the American Institute of Merchant Shipping (AIMS).

The award was presented to the operator of the vessel, Interocean Management Corp., at a ceremony held in Tacoma, Wash. aboard the *Ro Ro* ship.

The award was given for the fire extinguished on board the *Great Land* on Oct. 30, 1980 in the Pacific Ocean while the ship was enroute to Anchorage, Alaska. The fire had apparently started inside one of the KFF (Keep From Freezing) trailers which contained alcohol, ether, and other flammable hospital supplies.

According to AIMS, the "serious fire on board ship" was put out "with great speed and efficiency,



Officers and crewmembers who had been aboard the *Great Land* at the time of the fire last year and who were still on board when the Ship Safety Award ceremony took place last month, got together on deck for this photo. Standing, from the left, are: Bosun Perry Kelihoā; Captain Charles R. Walther; Able Seaman Virgil Dowd; Chief Engineer Hindenes; Chief Electrician Steve Senteney; Chief Steward Alva McCullum, and QMED Larry Hines. Kneeling is QMED John Sullivan, left, and Pilot Andy Wardell.

without injury to ship personnel and with minimum cargo loss."

A number of the same SIU crewmembers who had been on the vessel

at the time of the fire were still aboard. Certificates were awarded to all the crewmembers who were on board when the fire occurred.

Presenting the awards was Rear Admiral W.M. Benkert, (USCG Ret.), president of AIMS. Also, on behalf of the National Safety Council's Marine Section, Adm. Benkert presented a pennant bearing the green cross of safety to the *Great Land's* officers and crew.

The Ship Safety Achievement Awards are presented jointly by AIMS and the Safety Council in recognition of feats at sea where outstanding seamanship and effort on the part of everyone on a vessel are factors in saving lives or averting disaster.

Also present at the ceremony was SIU West Coast Representative Steve Troy and top officials of Totem Ocean Trailer Express, Inc., owners of the *Great Land*.

A full account of the expert seamanship that extinguished the dangerous fire was carried in the December 1980 *Log*.

Supreme Court on OSHA:

Damn the Cost, Workers Must Be Protected

In a vitally important decision that will have a far-reaching impact on the on-the-job health and safety of American workers, the Supreme Court ruled last month that the Occupational Safety & Health Administration must protect workers from toxic substances to the greatest extent feasible without regard to cost.

The 5-3 decision said that Congress' intent in enacting the Occupational Safety & Health Act in 1970 was to "place pre-eminent value on assuring employees a safe and healthful working environment," without consideration of cost.

In their ruling the high court upheld standards developed during the Carter Administration which limited workers' exposure to cotton dust. Prolonged exposure to cotton dust is the cause of brown lung disease which afflicts textile workers.

The court's ruling concerned health and safety standards developed in June, 1978. Under those standards, textile firms had to install engineering controls and ventilation systems by 1982 to protect workers from brown lung disease.

The textile industry balked when the cotton dust standard was issued and took the issue to the U.S. Court of Appeals for the District of Columbia, which upheld the OSHA regulation. The industry then appealed the ruling to the Supreme Court.

In March, two months after taking office, the Reagan Administration petitioned the Supreme Court to defer a ruling on the cotton dust

standards case. They backed the textile industry's claim that the cotton dust standard was invalid because OSHA failed to prove that the cost of compliance would be justified by the health benefits to workers.

The case was considered important by the Administration which wanted to subject every major Federal regulation to cost-benefit analyses.

By ruling that the health and safety of U.S. workers must be protected regardless of cost, the Supreme Court dealt a blow to the Reagan Administration's attempts to slash Federal spending across-the-board, no matter what the consequences.

Writing the majority opinion for the court, Associate Justice William J. Brennan Jr., quoted the 1970 Occupational Safety & Health Act which Congress enacted "to assure so far as possible every working man and woman in the nation safe and healthful working conditions." Under this mandate the 1978 cotton dust standard was enacted.

The cotton industry challenged the standard, wrote Justice Brennan, contending "that the Act requires OSHA to demonstrate that its standard reflects a reasonable relationship between the costs and benefits associated with" it.

In their ruling, the Justices held that "Congress itself defined the basic relationship between costs and benefits by placing the 'benefit' of worker health above all other considerations."

Responding to the industry's claim that the costs of compliance

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However, the Justices noted, Congress "believed that such costs were part of the cost of doing business."

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We would like to help you.

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Are you an SIU member yes no

book number _____

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Please send more information on the GED program.



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1,000 Honor Drozak at Histadrut Dinner

New York, N.Y.—One week after Israel celebrated her 33rd anniversary as a free, democratic nation, the American Trade Union Council of Histadrut, the Israeli labor federation, honored SIU President Frank Drozak for his role in continuing the Union's long tradition of commitment to the Jewish state.

The testimonial dinner-dance honoring Drozak, who is also president of the AFL-CIO Maritime Trades Dept. was held Saturday evening, June 20, in the Grand Ballroom of New York's Sheraton Centre hotel. Proceeds of the dinner, which was co-chaired by AFL-CIO President Lane Kirkland, New York Governor Hugh Carey and Maritime Overseas Corp. President Ran Hettena, went to the Histadrut Scholarship Fund in Israel.

The 62 people who served as honorary vice chairmen of the tribute to SIU President Drozak and the even longer list of names on the events' sponsoring committee included local and national politicians, AFL-CIO vice presidents and captains of industry.

Maritime Overseas Corp. President Ran Hettena led off the evening by introducing the dais guests. He was followed to the podium by AFL-CIO Secretary-Treasurer Thomas R. Donahue, the dinner's toastmaster, who praised SIU President Drozak for his dedication and perseverance on behalf of all



SIU President Frank Drozak (left) was honored at a testimonial dinner on June 20 by the Israeli labor federation, Histadrut. Presenting Drozak with the Histadrut award are (2nd left to right): New York Governor Hugh L. Carey; Executive Vice President, National Committee for Labor Israel Bernard B. Jacobson and; AFL-CIO Secretary-Treasurer Thomas R. Donahue.

American working people.

New York Governor Carey told the audience of one thousand about his close personal ties to the SIU, adding that the Seafarers Union, first under Paul Hall and now under Frank Drozak, could always be counted on for support in a just cause or a difficult fight.

Gov. Carey was joined by AFL-CIO Secretary-Treasurer Donahue and Bernard B. Jacobson, executive vice president of the National Committee for Labor-Israel in presenting Drozak with the Histadrut award, a framed ceremonial candleabra from Israel.

Accepting the award, Drozak spoke of the many ties between the SIU and Histadrut. "I'm proud to

say that the Seafarers International Union of North America has always supported Histadrut and the free state of Israel by every means available to us," said Drozak who also pledged "the continuance of that support."

"Throughout all the struggles Israel has fought to remain a free nation," Drozak continued, "the one organization that has contributed more than any other has been Histadrut."

Drozak likened the role of the labor movement in America to that of Histadrut in Israel. He quoted the late Golda Meir who said "Histadrut is the heart of Israel. Without Histadrut, Israel could not have been born."

Kirkland: U.S. Must Update Trade Policy

Washington, D.C.—Lane Kirkland, President of the AFL-CIO, went to Capitol Hill earlier this month to express concern over the direction of this nation's long term economic policies.

In particular, he told the members of several different Senate Committees and Subcommittees that the United States has failed to update its trade policy, at great cost to the economy in terms of lost jobs, tax revenues and investment opportunities.

Since World War II, American leaders have failed to take proper notice of the practical results of their economic policies. They have failed even to understand the nature of the world marketplace, which has changed dramatically. American leaders still cling to their free-trade slogans, while most of the other nations of the world have erected barriers to protect traditional industries and foster the growth of new ones.

Kirkland hinted that Americans have become so awed by their super-power status that they have forgotten some primary rules, one of which is that in order for a nation to be a super-power, it must be both militarily and economically secure. That is not possible if it

fails to take into account the realities of the world.

Focuses on Maritime

Kirkland made special mention of several industries as being representative of the kind of damage that can happen when the government fails to react to world economic conditions. One of the industries that he mentioned was the maritime industry, which has been victimized by overregulation, high taxes and unfair foreign competition.

Kirkland told the Senators that he hoped that the United States could come up with an equitable and effective trade policy. Such a policy would do the following things:

- provide a full account of what happens in the real world, a world where free trade does not exist
- enforce US laws and international agreements against unfair trade practices so as to allow US producers and workers a chance to improve industries adversely affected by foreign trade
- monitor imports and exports and their impact on the US economy
- insist on equal treatment. If other

nations bar US goods, then take that fact into account when determining trade policy

- end the incentives US firms now have to invest abroad. By doing so you will save numerous jobs for Americans
- repeal counterproductive laws

- establish national security goals that provide not only an adequate defense but also a fully employed and strong economy
- provide realistic adjustment assistance for those injured by unfair foreign trade.

Monticello Victory Committee



Port Arthur Agent Don Anderson (left) makes his report at a payoff of the *ST Monticello Victory* (Victory Carriers) recently. With him is the Ship's Committee of (l. to r.) sitting: Bosun Frank Smith, ship's chairman; standing: AB Luis Perez, deck delegate; BR George Arpin, steward delegate and Chief Steward Duke Hall, secretary-reporter.

SIU Helps Rescue PL-480 Cargoes From Budget Ax

REACTING to a storm of protest from the SIU and other maritime unions and industry, top Reagan administration officials mounted an effort to squash an amendment which would have wiped out the 50 percent U.S.-flag cargo preference requirement for PL-480 cargoes.

That amendment, introduced by Senate Agriculture Committee Chairman Jesse Helms (R-NC) was struck down in a voice vote taken by the Senate June 24 during floor debate on budget reconciliation legislation. The Senate vote capped a concerted bipartisan drive to uphold the cargo preference requirement for U.S.-flag ships under Titles I and II of PL-480. These laws require that "at least 50 percent of all government generated cargoes be moved on U.S. flag vessels."

Immediately following the Senate Agriculture Committee's 10-4 approval of the Helms' amendment last month, U.S. maritime labor and industry went into action. SIU President Frank Drozak, other maritime union leaders and the chief executive officers of several U.S. shipping companies that make up the Council of American Flag Ship Operators sent a letter to President Reagan condemning the Senate Agriculture Committee's vote.

Enactment of the defeated Helms' amendment which would "permit recipients of our foreign aid to route such cargoes exclusively on foreign



Editorial Cartoon
From Last
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ships," would have "disastrous" consequences, the letter warned. "... The dry bulk fleet and a number of the nine remaining U.S.-flag liner companies will probably go out of business."

In their letter the Council of American Flag Ship Operators called on President Reagan to abide by his campaign pledge that "a major goal of the United States must be to ensure that American-flag ships carry an equitable portion of our trade..."

On June 19, Secretary of Trans-

portation Drew Lewis made the Administration's support of standing cargo preference laws clear. Testifying before the Senate Subcommittee on Merchant Marine & Tourism on the pending transfer of the Maritime Administration to the Dept. of Transportation Lewis said "we would like very much and the Administration would support, an amendment on the floor to have the Agriculture Committee's amendment removed."

During his testimony and in a follow-up letter for days later, Lewis

urged Subcommittee Chairman Slade Gorton (R-Wash.) to sponsor a counter-measure in opposition to the Helms' amendment.

Gorton and four other members of the Senate Committee on Commerce, Science & Transportation then sent a "Dear Colleague" letter to all Senators urging support of legislation "to restore the applicability of the Cargo Preference Act of 1954 to PL-480 exports." The letter was co-signed by Committee Chairman Bob Packwood (R-Oreg.) and Sens. Daniel K. Inouye (D-Hawaii), Ted Stevens (R-Alaska) and Russell B. Long (D-La.)

Noting that their amendment had been "co-sponsored by 25 Senators" from both sides of the Senate and had "the full support of the Administration," the letter made a strong case for continuation of cargo preference, citing reasons such as:

- "elimination of cargo preference would jeopardize the economic viability of several American-flag shipping companies and further erode our already seriously impaired sealift capability and;

- "no hearings have been held on the defense and economic implication of this major shift in Federal maritime policy."

The Senators who co-signed the letter urging maintenance of cargo preference laws pointed out that "our amendment simply reinstates long-standing Federal policy and does not affect... budgetary ceilings."

Union-Management Comm. Studies Permanent Jobs, Upkeep of 'A' Seniority

A joint Union-Management Committee is continuing to study the feasibility of creating permanent

positions for specific key ratings, such as: Bosuns, QMED/Pumpman, Chief electricians, QMED/Electri-

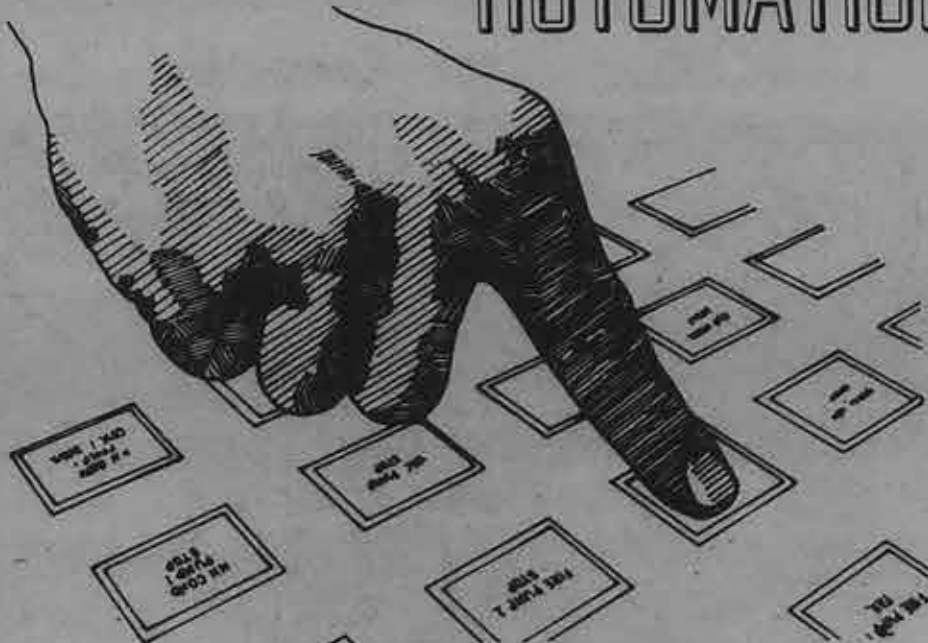
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The Committee is also evaluating the need to require a specific number of days of shipboard employment

each year in order to maintain Class "A" Oceans seniority.

Subject to the recommendations made by the Union-Management Committee, any necessary changes in the Shipping Rules will be made not later than January 1, 1982 by the Seafarers Appeals Board.

AUTOMATION



To crew U.S.-flag ships today, you've got to keep up with technology. So build your job security now. Learn shipboard automation. Take the Automation Course at SHLSS. It starts September 14. To enroll, contact the Seafarers Harry Lundeberg School of Seamanship or fill out the application in this issue of the Log.

Beth Steel V.P. Thanks Drozak For Support of U.S. Shipbuilding

The embattled American shipbuilding industry needs all the friends it can get these days, especially in light of Reagan budget cuts which will hurt U.S. shipbuilders badly.

However, one prominent shipbuilder, D. H. Klinges, vice president of Bethlehem Steel, knows that American shipbuilders have a friend in SIU President Frank Drozak.

Drozak recently spoke at the National Maritime Council's Board Meeting at which he outlined the SIU's efforts to save construction differential subsidies and other important shipbuilding programs from the budget ax.

Klinges expressed his thanks to Drozak in a letter dated July 6, 1981,

which reads as follows:

"Belatedly but most sincerely I wanted you to know how much I appreciated your forthright statement at the National Maritime Council's Board Meeting in support of construction differential subsidy. Your incisive observations were one of the most eloquent expressions articulating the rationale for industry support of construction differential subsidy, and we, shipbuilders, really appreciated that expression of solidarity from our brothers in labor. I know you share my belief that all segments of this industry have got to hang together if we are to see our objective of a growth in the American built and manned Merchant Marine. You know you can count on me to support whatever efforts are necessary to achieve this objective which we believe to be in the national interest."

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Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Academic Staff Tries Different Approach In Testing

FOR several years the Academic Staff at the Seafarers Harry Lundeberg School has been searching for a reading test that could be used to effectively screen the students entering the school's programs. The staff has tried several standardized reading tests to help diagnose the students' needs, but the criterion for the "perfect" test has been hard to meet.

The test has to be interesting and related to the vocational programs and the skills needed to be successful in those programs. Above all, the test has to be an accurate tool for quickly assessing the needs of each individual student, so the students who have reading problems can get help as soon as possible. Maybe the staff's search is over...

On Friday, June 16th, Dr. Stephen Ivens, Executive Director, and Dr. Ann Myerson, Planning Officer of Research and Development of The College Board gave a three hour presentation to a group of Academic and Vocational staff members. Dr. Ivens and Dr. Myerson discussed a new type of reading comprehension test. The test is titled, "Degrees of Reading Power" (DRP). It was developed in New York state and is currently being used and/or piloted in several other states.

Dr. Ivens and Dr. Myerson explained that the DRP is not really a new form of testing but a different approach with different results. They explained two specific advantages that impressed the staff. First, the scores are not reported in "grade levels" like other tests. That eliminated the present system of labeling adults' reading skills with grade levels that were meant for elementary and high school students. Second, the system that was used to determine the difficulty of the material on the test can be applied to



Dr. Stephen Ivens, Executive Director of Research and Development for The College Board explains the advantages of the DRP test to staff members.

course textbooks. This is a first for standardized reading tests. As representatives of The College Board, they offered to use that system to determine the difficulty of the new *Water Survival And You* which was written by the Lundeberg Staff. All trainees and eventually upgraders will be required to use *Water Survival And You* in their Lifeboat course. The difficulty of the test, when compared to a student's score on the DRP, will provide an accurate reference point to be used for student placement.

The Academic Staff is now trying the DRP with several trainees and upgraders to determine its usefulness. Many of the students have responded positively. They like the test's format, interesting passages

and briefness. They also like the way scores are determined and explained to them.

The Academic Staff will continue to work with The College Board's Research and Development Division and Dr. Ivens who stated, "It is in the best interest of the (DRP Testing) program to have exemplary users and your school presents the necessary ingredients—motivated students, and capable and caring faculty." He also added, "I am most impressed with your school and the fact that the Seafarers International Union has taken such a leadership role in providing trained personnel for the Merchant Marine. You are to be commended for the career opportunity you provide for young men and women."

At the Wheel of the 'Manitou'



Chief Steward Bill Kaiser takes the helm of the sail yacht 'Manitou' during daytime cruise on the Chesapeake Bay. Brother Kaiser, who was attending SHLSS for the Steward Recertification Program, was enjoying one of the many recreational activities available to SIU upgraders at the Seafarers school in Piney Point, Maryland.

New Quartermaster Course Scheduled for Sept. 14

Class Size Limited—Sign Up Early

The next class for Quartermaster is scheduled to begin Sept. 14 at the Seafarers Harry Lundeberg School of Seamanship. The class will be limited to 12 students, so applicants are urged to sign up early.

The four-week course leads to certification by SHLSS that the graduate is competent to perform the duties as Quartermaster. Applicants must have an endorsement as Able Seaman—Any Waters (Unlimited).

The course will include the use of magnetic and gyro compasses, rules of the road, international codes and signals, basic chart work, and aids to navigation. The course will also include instruction in radar, loran, fathometers, RDF, and weather, tides and currents.

In addition, students will become familiar with bridge publications and instruments, firefighting and emergency procedures, and will be given a review of deck seamanship.

If you are interested, see your SIU Field Representative, or send in the application which is published in *THE LOG*.



Seafarers Ronald Dalley, center, and Jozsef Dallos, right, plot an offshore course with the expert help of SHLSS Deck Instructor Abe Easter. Dalley ships out of the Port of Tampa, and Brother Dallos sails from San Francisco.

Regular and TI Scholarship:

Diesel Engine Technology Courses Set for Oct. 13

Courses on Diesel Engine Technology—both regular and the scholarship course offered by Transportation Institute—will begin Oct. 13 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

Seafarers who are interested in

applying for the T.I. Scholarship Program should contact their SIU Field Representative, or write to SHLSS.

The course of instruction for Diesel Engineering includes familiarization with both high and low speed diesel engine operations. Both classroom and practical shop train-

ing provide working knowledge of the construction and operation of various diesel engines. Including fuel, air, lubrication and exhaust systems.

Students will also become familiar with the use of various gauges, meters and instruments which are employed in the main-

tenance and operation of diesel engines and diesel engine plant auxiliary systems.

There are varying requirements for the course depending upon the endorsement or license being sought. Applicants should contact their SIU Field Representative, or write to SHLSS for more details.



Seafarers Michael Collins, left, and Willie Blakes, right, use a bore gauge to determine cylinder liner wear during a class session in the SHLSS machine shop. Collins, who sails out of the Port of Houston, is in the T.I. Scholarship Program. Brother Blakes, who is in the regular diesel program, ships out of San Francisco.



Seafarers Robert Hyams and James Dillon are both in the T.I. Scholarship Program, and both sail out of the Port of Houston. Here, they clean a piston prior to reassembling a diesel engine.

Job Security & Higher Pay:

Pumproom Operation Course Upgrades Tankship Skills

Pumproom Operation and Maintenance is one of the seven specialty courses being offered to QMED's to qualify them for higher pay. The course is being given at the Seafarers Harry Lundeberg School of Seamanship.

To be eligible for the course, Seafarers must have six months' seetime as QMED—Any Rating; or they must have endorsements as Pumpman and Machinist.

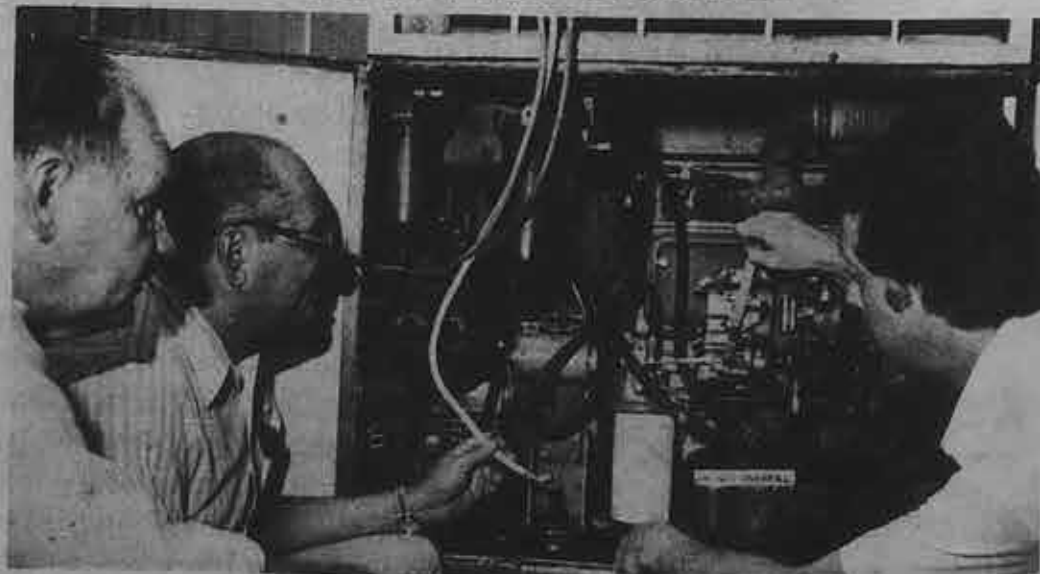
The course of instruction—which includes both classroom and practical training in the SHLSS machine shop—will provide Seafarers with knowledge, skills and practical experience to perform maintenance and repair operations on liquid cargo handling equipment aboard ship.

The course is six weeks in length. The class is limited to 12, so sign up early. See your SIU Field Representative, or send in the application which is published in this issue of *THE LOG*. The next class begins Oct. 26.



Seafarers Bob Larson, left, and Ed Smith, center, pay close attention as SHLSS Instructor Bill Foley explains pump maintenance techniques. Brothers Larson and Smith ship out of the Port of New York.

Reefer Systems Maintenance Slated for October



Seafarers Joseph Magyar and Ramon Irula, both from the Port of New Orleans, check the coolant system of a reefer box with SHLSS Instructor Bill Eglinton.

Refrigeration systems as well as the refrigerated containers aboard many of today's modern vessels require skilled seagoing reefer technicians to keep the systems operating reliably and efficiently. And if Seafarers are going to continue to maintain job security, we are going to have to continue to upgrade our shipboard skills.

Reefer systems require careful attention to keep the equipment running smoothly and without breakdowns. The care and maintenance of this equipment requires knowledge and training in all areas of refrigerations including reefer boxes, water cooling systems and

air conditioning.

The Seafarers Harry Lundeberg School of Seamanship provides a comprehensive six-week course covers all aspects of refrigeration theory and practice.

Because basic electricity for refrigeration systems is heavily stressed, Seafarers who apply for the Reefer maintenance and Operation course should hold endorsements for both Refrigeration Engineer and Electrician, and be rated as QMED—Any Rating.

The next class for Refrigeration Systems Maintenance and Operations will begin Oct. 13 and continue to Nov. 20.

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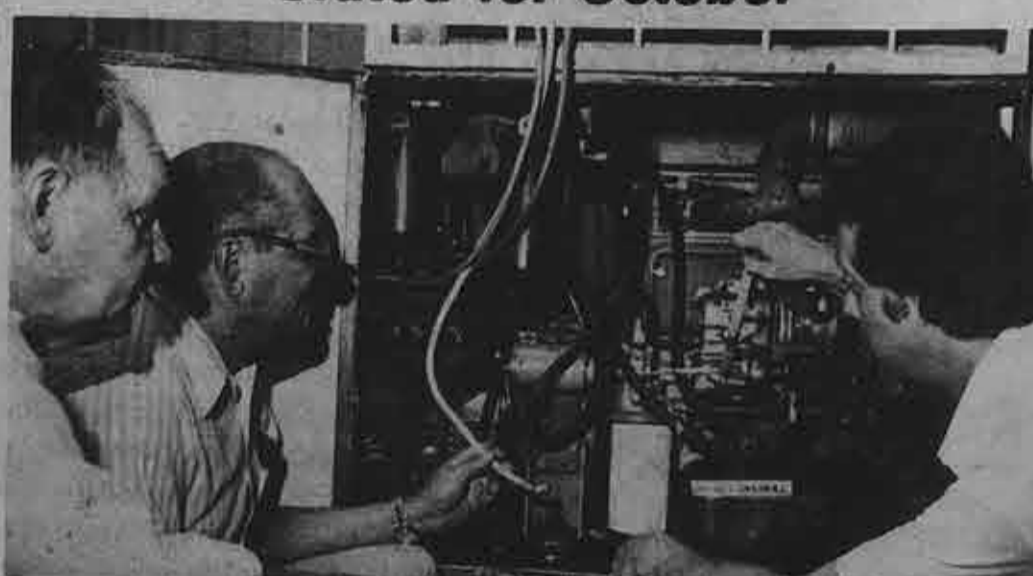
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Seafarer William Finnegan is very particular when it comes to the quality of bread being served to his brothers aboard ship—so he pays close attention to what he's doing. Brother Finnegan, who ships out of New York, is a recent graduate of the SHLSS Cook & Baker training program.



Trainee Cook Troy Rowe learns with Donald Spangler, right, who is in the Chief Cook training program at the Seafarers Harry Lundeberg School of Seamanship. Classroom supplements the heavy emphasis on practical experience which prevails in all of the Steward Department training programs. Seafarer Spangler ships out of the Port of Baltimore.

SHLSS Training Provides Best Shipboard Cooks in the World

It's no exaggeration: The Cook, Baker and Steward training programs at the Seafarers Harry Lundeberg School of Seamanship are providing the maritime industry with the finest shipboard cooks anywhere.

Beginning with Trainee Cook all

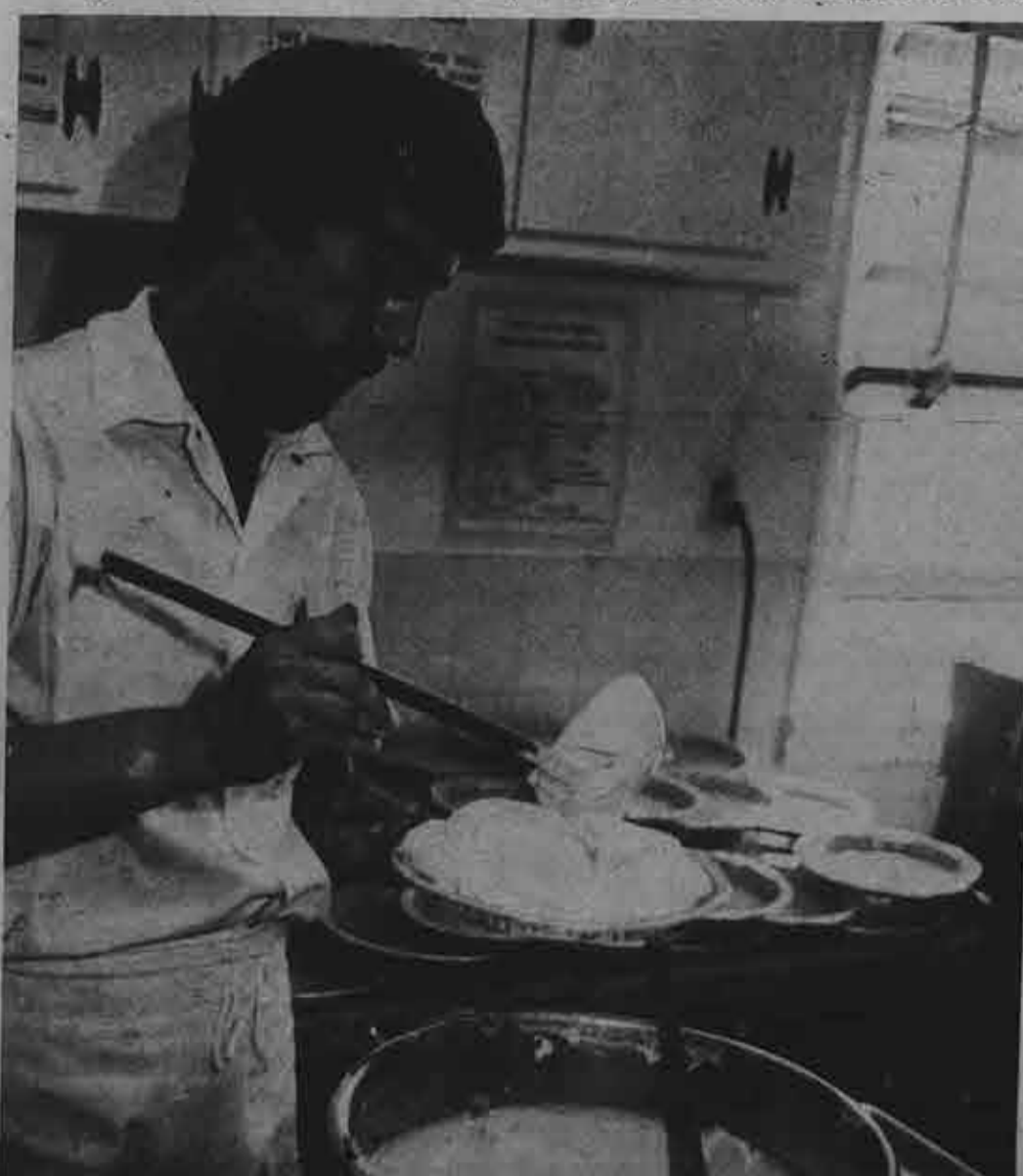
the way up to Chief Steward, the SHLSS programs offer extensive practical and classroom training under the guidance of experienced and trained teachers.

The programs include Assistant Cook, Cook and Baker, Chief Cook,

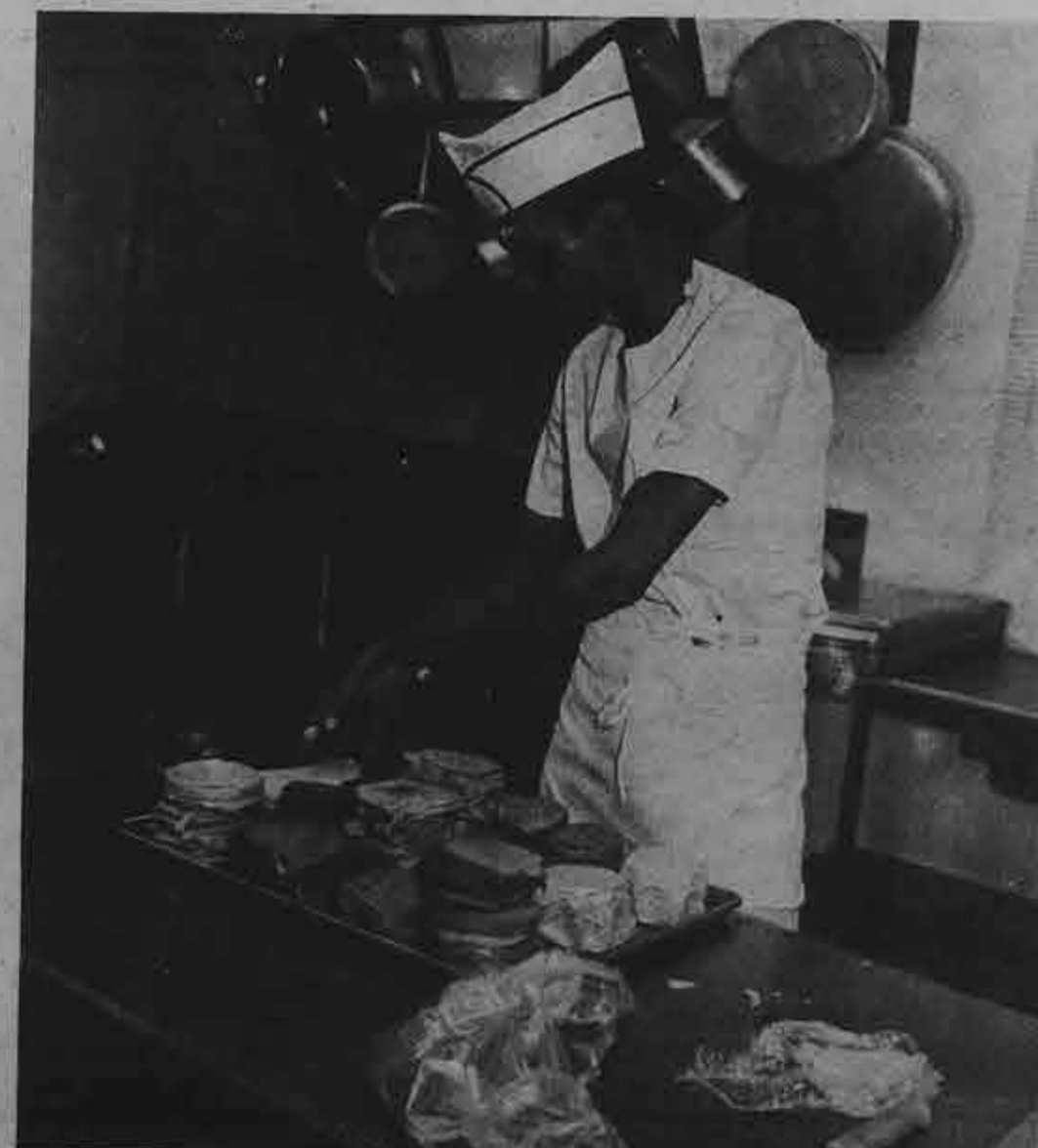
and Chief Steward. In all cases, the length of the courses are eight weeks, or until successful completion of the course objective.

In addition, a special Towboat Inland Cook course is offered. This course is also eight weeks, and includes both classroom and in-the-galley training.

The next classes for all the Steward Department upgrading courses will begin October 5. Because class sizes are limited, those who are interested in any of the courses are urged to apply early. See your SIU Field Representative, or send in the application which is printed in this issue of *THE LOG*.



Cream-filled pies are just one of the many baking delights that students in the SHLSS Cook & Baker program learn, as is demonstrated by Seafarer Mike Baffi. Mike, who recently completed the Cook & Baker program, ships out of the Port of New York.



Tom Alfeld, a Trainee Cook from Purling, N.Y., prepares sandwich meats for night lunch. The Cook programs at the Seafarers Harry Lundeberg School of Seamanship provide sound practical training in all aspects of shipboard culinary arts.

The Seafarers Harry Lundeberg School of Seamanship has revised and updated its course schedule for the remainder of 1981 to meet and respond to the changing needs of the maritime industry. New courses have been added, and the dates of some courses have been changed. Check this schedule carefully for the courses and the class dates that will best suit your needs.



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date
LNG QMED—Any Rating *(24)	CANCELLED September	December 17	Third Mate *(12)	July 6 September 14	September 11 November 20
FOWT *(24)	July 20 August 31 November 9	August 13 October 8 December 17	Able Seaman *(15)	July 6 August 3 November 9	July 30 September 10 December 17
Marine Electrical Maintenance *(12)	July 6 October 26	August 28 December 18	Lifeboatman *(10)	July 20 October 26	July 31 November 6
Marine Electronics *(12)	September 14	October 23	Tankerman *(10)	July 6 September 14	July 16 September 24
Refrigeration Systems Maintenance and Operations *(12)	October 13	November 20	Chief Steward *(3)	July 13 October 5 November 16	August 21 November 13 December 24
Diesel—Regular *(15)	October 13	November 6	Chief Cook *(4)	July 13 October 5 November 16	August 21 November 13 December 24
Diesel Scholarship *(12)	October 13	December 4	Cook and Baker *(6)	July 13 October 5 November 16	August 21 November 13 December 24
Pumproom Maintenance & Operations *(12)	October 26	December 4	Assistant Cook *(8)	July 13 October 5 November 16	August 21 November 13 December 24
Automation *(15)	August 3 September 14	August 28 October 9	Bosun Recertification *(12)	August 10	October 5
Basic Welding *(10)	August 17	September 11	Steward Recertification *(12)	July 13 September 8 October 13	September 7 November 2 December 7
Conveyorman *(20)			"A" Seniority *(12)	July 6 August 10 September 8 October 5 November 9 December 7	August 3 September 7 October 5 November 2 December 7 January 4
Third Assistant Engineer *(12)	August 3 October 13	October 9 December 18			
Towboat Operator Scholarship *(12)	September 14	October 30			
Celestial Navigation *(15)	August 10 November 2	September 11 December 4			
First Class Pilot *(12)	October 5	November 20			
Quartermaster *(12)	September 14	October 9			

*Maximum number of students.

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*Maximum number of students.

Apply Now for an SHLSS Upgrading Course

(Please Print) Seafarers Harry Lundeberg School of Seamanship (Please Print)
Upgrading Application

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

Address (Street)

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

Deep Sea Member Inland Waters Member Lakes Member

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 Course(s)

DECK	ENGINE	STEWARD
<input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot <input type="checkbox"/> Third Mate	<input type="checkbox"/> FWT <input type="checkbox"/> Oiler <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Others <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)	<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 ALL DEPARTMENTS <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting <input type="checkbox"/> Adult Basic Education

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE DATE

Please Print

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

50 Cents a Day—A Small Price to Pay—For Job Security

IT'S JOB PROTECTION AND A CHANCE TO GET AHEAD!

JOBS ARE WHAT IT'S ALL ABOUT!

SPAD KEEPS US ABOARD!

RIGHT ON!

TERRIFIC!

GREAT IDEA!

How much is your job security worth to you?

Most people would say that job security is priceless. And they're right. Because in today's world, especially the world of the U.S. maritime industry, job security is the most important issue facing us all.

The SIU has an insurance policy for job security. We've had it for years. It's called **SPAD!**

When SPAD was first instituted years back, SIU members would dig into their pockets and come up with voluntary cash contributions to SPAD.

Then three years ago, the Union instituted the SPAD checkoff program. Thousands signed the SPAD checkoff authorizing deductions from their vacations checks amounting to 30 cents a day.

The SPAD checkoff program gave the Union more clout than ever before in Washington, D.C. And it has paid off for us in a big way in the last few years.

But like the cost of everything else, the "price of poker" is going up in Washington, D.C. This comes at a time when political action is more important to the survival of the maritime industry than ever before.

The rank-and-file delegates to the Crews Conference in Piney Point April 20-25, 1981, recognized this fact. And in response, the 69 delegates made—as one of their 20 official recommendations—to increase the SPAD checkoff contribution from 30 to 50 cents a day.

This recommendation was read and approved by the membership at the regular May membership meetings held in all ports throughout the country.

As one of the delegates to the Crews Conference said, "50 cents a day is a cheap price to pay for job security."

The Union instituted the new 50-cent a day SPAD checkoffs a few weeks ago. Already several hundred SIU members have signed the new SPAD checkoff. But for the SPAD program to be a total success, there must be, as in the past, a big show of support from the membership, by signing the new 50 cent SPAD checkoffs.

The 50 cent deduction works the same way as the 30 cent deduction. You simply sign a form authorizing the Seafarers Vacation Plan to deduct 50 cents per day from your vacation benefit payments and transfer that amount to SPAD. **An example of the form is printed below.**

Of course, you can still make direct contributions to SPAD if they wish. This deduction program is simply a convenient way for you to support SPAD.

Most of all, the program guarantees that the SIU will continue to be effective on the political front in Washington, D.C.

Next year the entire House of Representatives and one third of the Senate will again be up for election.

We must have people in Congress who support a strong merchant marine, whether they be Democrat, Republican, or Independent. But to be elected, these people need the funds to get their message across.

That's why the SPAD fund is there. Through the voices of Congressmen and Senators friendly to a strong U.S. maritime industry, you, the Seafarer, are having your voice heard.

ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO:

Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

DATE _____

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to fifty cents per day for which I am entitled to vacation benefits payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and soliciting accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (print) _____	Member's Signature _____
Social Security Number _____	Members Home Address _____
Book Number _____	City _____ State _____ Zip _____
Port _____	

FORM # 1004 PP WHITE — OFFICE COPY YELLOW — MEMBER'S COPY PINK — SPAD COPY

50¢ IS A SMALL PRICE TO PAY FOR JOB SECURITY

Frank EVERETT S.W.

SIU Builds Nationwide Reputation as Union

by John Bunker

STOCK brokers, bankers and other sedate citizens of the New York financial district saw a strange sight when they piled out of the subways and debouched on to Broad and Wall Streets on the morning of March 30, 1948.

Sign-carrying pickets were walking the pavements in front of the New York Stock Exchange, the Curb Exchange and some of the big brokerage houses. Most of the pickets looked like anything but the sun-starved clerks who labored in the skyscraper offices of the ticker tape industry. They were husky and suntanned. They wore dungarees and white caps and looked like the kind of friends you would like to have at your side in a tough beef. In fact, they were deep water sailors from the Seafarers International Union and the Sailors Union of the Pacific, whose offices and hiring halls were on nearby Beaver Street and Broad Street.

Add a Little Muscle

The United Financial Employees Union, Local 205, AFL, had gone on strike the day before for higher wages and a union shop. The AFL sailors had turned out to lend muscle and morale to the operation and keep the UFE pickets, many of whom were women, from being scared off the picket lines.

The office workers had never been on strike before and in fact it was the first strike action that had ever been seen on prestigious Wall Street, the money market of the world. The financial workers hardly knew how to set up a picket line, much less the kind of back-up organization that would be needed to make a dent in the powerful financial establishment of "the Street." They heard that the Seafarers were good at that sort of thing, and to the nearby SIU they went for help.

Paul Hall, secretary-treasurer of the SIU and the union's director of organization, was quick to respond.

The SIU hall on Beaver Street became strike headquarters for the financial workers, with a coffee bar, a kitchen, a command post to direct strategy and a printing operation which ground out leaflets and handbills to tell the Wall Street community what the strike was all about.

1,000 Seamen on Line

Some of the day's job calls in the hiring hall were suspended so that sailors waiting for ships could do duty on the picket lines. By April 1 some 500 "burly, white-capped members of the SIU and the SUP," as the *New York Times* called them, were pounding the pavements for fellow unionists.

Explaining why the SIU was helping a union so far afield from seafaring as

John Bunker is director of the Seafarers Historical Research Department.



Eight SIU members were arrested (charges later dropped) in 1948 while organizing non-union shops for the ILGWU.

the financial employees, Paul Hall put it this way:

"With us, the financial workers are just another union that needs help. We've hit the bricks for scores of unions, AFL and CIO. We just don't like to see people getting kicked around."

Within a few days the SIU-SUP were putting 1,000 men a day on the picket lines. By the end of the first week the sailors had written, printed, and distributed half a million pieces of literature for the strikers.

Strange as it may seem today, those

journal of the time, carried full pages of photos under this headline: "Battle Rages on the Stock Exchange Steps When Husky Seamen Help Out Striking Clerks."

According to the *Daily News*, "the fight threw the staid artery of the financial section into an uproar. Crowds jammed it from curb to curb, blocking traffic from Broadway to Broad Street."

The strike ended after 31 days with the union coming out on the short end because it did not have the money to carry on a protracted action. But it did win some increase in wages and, ac-

which made this union of seamen, very small in comparison with the many giant unions of the country, an organization of constantly increasing pres-

History of the SIU Part IX

financial workers of 1948, among the lowest paid skilled workers in the city, were asking for amazingly moderate wage boosts: \$9 a week for the hundreds who were making less than \$40 a week and \$15 for those making over \$40. The mighty Wall Street financial houses balked at these modest demands.

Cops Beat Pickets

Dragging on without results, the strike reached a climax on April 14 with the famous "battle of Wall Street."

Said the *Daily News* of April 15:

"Club swinging cops and fist flailing pickets exchanged clouts in front of the Wall Street entrance to the Stock Exchange as picket lines erupted into violent action at 4:01 pm yesterday."

Life magazine, the great picture

cording to UFE President David Keefe, gained valuable experience in strike organization and tactics.

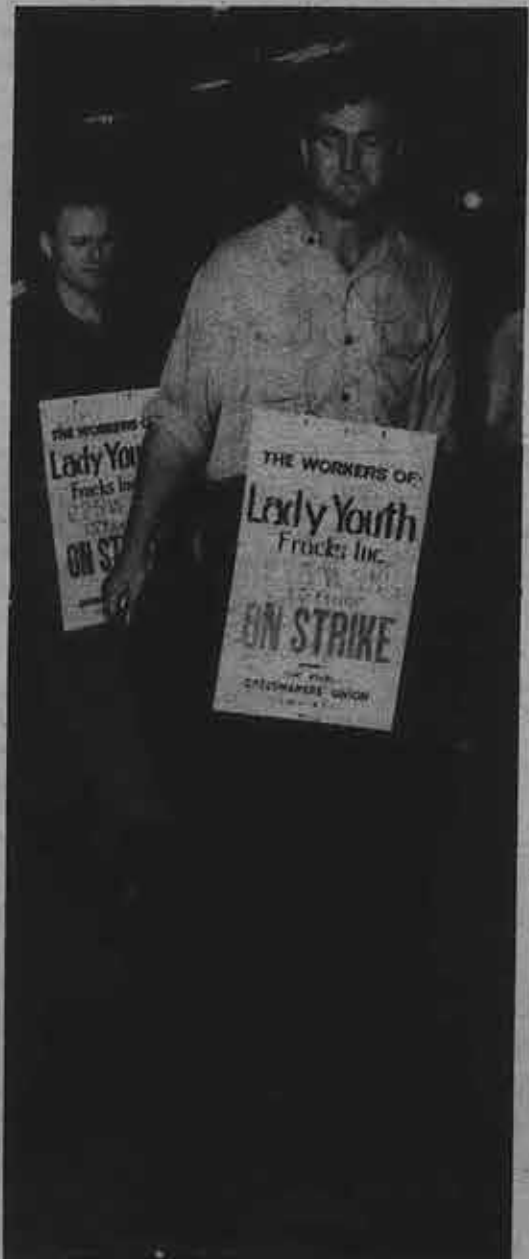
SIU 1st to Pitch-In

The Wall Street beef added greatly to the SIU's growing reputation as the union to call upon when you needed a friend—fast.

The financial employees were by no means the first outfit which had called for help—and received it quickly—from the Seafarers.

In 1946 the SIU had gone to the aid of the Masters, Mates and Pilots, the Marine Firemen, Oilers and Watertenders, the International Longshoremens Association and the CIO Shipbuilders.

Under Paul Hall's leadership, the SIU was implementing a philosophy



Seafarers hit the bricks for the ILGWU in Manhattan.



The year 1947, the place, Baltimore, Md. as Seafarers walk the line in support of a shipyard workers strike.

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SIU Builds Nationwide Reputation as Union

by John Bunker

STOCK brokers, bankers and other sedate citizens of the New York financial district saw a strange sight when they piled out of the subways and debouched on to Broad and Wall Streets on the morning of March 30, 1948.

Sign-carrying pickets were walking the pavements in front of the New York Stock Exchange, the Curb Exchange and some of the big brokerage houses. Most of the pickets looked like anything but the sun-starved clerks who labored in the skyscraper offices of the ticker tape industry. They were husky and suntanned. They wore dungarees and white caps and looked like the kind of friends you would like to have at your side in a tough beef. In fact, they were deep water sailors from the Seafarers International Union and the Sailors Union of the Pacific, whose offices and hiring halls were on nearby Beaver Street and Broad Street.

Add a Little Muscle

The United Financial Employees Union, Local 205, AFL, had gone on strike the day before for higher wages and a union shop. The AFL sailors had turned out to lend muscle and morale to the operation and keep the UFE pickets, many of whom were women, from being scared off the picket lines.

The office workers had never been on strike before and in fact it was the first strike action that had ever been seen on prestigious Wall Street, the money market of the world. The financial workers hardly knew how to set up a picket line, much less the kind of back-up organization that would be needed to make a dent in the powerful financial establishment of "the Street." They heard that the Seafarers were good at that sort of thing, and to the nearby SIU they went for help.

Paul Hall, secretary-treasurer of the SIU and the union's director of organization, was quick to respond.

The SIU hall on Beaver Street became strike headquarters for the financial workers, with a coffee bar, a kitchen, a command post to direct strategy and a printing operation which ground out leaflets and handbills to tell the Wall Street community what the strike was all about.

1,000 Seamen on Line

Some of the day's job calls in the hiring hall were suspended so that sailors waiting for ships could do duty on the picket lines. By April 1 some 500 "burly, white-capped members of the SIU and the SUP," as the *New York Times* called them, were pounding the pavements for fellow unionists.

Explaining why the SIU was helping a union so far afield from seafaring as

John Bunker is director of the Seafarers Historical Research Department.



Eight SIU members were arrested (charges later dropped) in 1948 while organizing non-union shops for the ILGWU.

the financial employees, Paul Hall put it this way:

"With us, the financial workers are just another union that needs help. We've hit the bricks for scores of unions, AFL and CIO. We just don't like to see people getting kicked around."

Within a few days the SIU-SUP were putting 1,000 men a day on the picket lines. By the end of the first week the sailors had written, printed, and distributed half a million pieces of literature for the strikers.

Strange as it may seem today, those

journal of the time, carried full pages of photos under this headline: "Battle Rages on the Stock Exchange Steps When Husky Seamen Help Out Striking Clerks."

According to the *Daily News*, "the fight threw the staid artery of the financial section into an uproar. Crowds jammed it from curb to curb, blocking traffic from Broadway to Broad Street."

The strike ended after 31 days with the union coming out on the short end because it did not have the money to carry on a protracted action. But it did win some increase in wages and, ac-

which made this union of seamen, very small in comparison with the many giant unions of the country, an organization of constantly increasing pres-



Seafarers hit the bricks for the ILGWU in Manhattan.

History of the SIU Part IX

financial workers of 1948, among the lowest paid skilled workers in the city, were asking for amazingly moderate wage boosts: \$9 a week for the hundreds who were making less than \$40 a week and \$15 for those making over \$40. The mighty Wall Street financial houses balked at these modest demands.

Cops Beat Pickets

Dragging on without results, the strike reached a climax on April 14, with the famous "battle of Wall Street."

Said the *Daily News* of April 15:

"Club swinging cops and fist flailing pickets exchanged clouts in front of the Wall Street entrance to the Stock Exchange as picket lines erupted into violent action at 4:01 pm yesterday."

Life magazine, the great picture

ording to UFE President David Keefe, gained valuable experience in strike organization and tactics.

SIU 1st to Pitch-In

The Wall Street beef added greatly to the SIU's growing reputation as the union to call upon when you needed a friend—fast.

The financial employees were by no means the first outfit which had called for help—and received it quickly—from the Seafarers.

In 1946 the SIU had gone to the aid of the Masters, Mates and Pilots, the Marine Firemen, Oilers and Watertenders, the International Longshoremen Association and the CIO Shipbuilders.

Under Paul Hall's leadership, the SIU was implementing a philosophy



The year 1947, the place, Baltimore, Md. as Seafarers walk the line in support of a shipyard workers strike.

Always Ready to Crack Tough Nuts



New York City cops beat pickets during the Wall Street beef in 1948. Many Seafarers took a club on the head for the financial workers in a beef.

tige and influence in the ranks of American labor. This philosophy could be expressed in a few words: "we help them and sometime we'll ask them to help us..."

The SIU, however, seldom had to call on the people it helped for reciprocal aid. The principal benefits it received for extending aid to others were prestige and respect. In both the labor movement and maritime management, the SIU became known as an outfit that knew where it was going and had the leadership and the troops to get it there.

Within a few years it had also gone to the aid of California farm workers, Canadian hat workers, New Orleans bakers, Philadelphia restaurant workers, airline maintenance workers in Tampa, and many others.

"Call the Sailors"

SIU help went far beyond expressions of sympathy. More than 300 sailors supported the CIO shipyard workers strike in New York in 1947 by walking picket lines.

In April of 1947, white-capped sailors of the SIU and SUP walked the picket lines with telephone workers in New Jersey.

"Call the Sailors" became a watch word anywhere a small union became snagged in a beef that was too big for it to handle. If the sailors were anywhere within practical commuting distance, they were soon on hand to help.

In November of 1947, Seafarers went to the aid of waiters and waitresses in Philadelphia after they had called the

union hall and asked for help. Within an hour Philadelphia Port Agent Bill Higgs had dispatched some 60 seamen to the picket line. Within hours, the owners decided to negotiate and the strike soon ended.

The SIU was able to help other unions, as well as handling its own beefs, because Paul Hall, a master strategist and tactician, was building a strong team of dedicated lieutenants undaunted by any assignment. And he was instilling a spirit of "can do" among the union membership.

Few other unions have developed the guts and guile which characterized the Seafarers in all the projects they undertook. Hall was building an organization which in later years took the field against one of the strongest and wealthiest unions in the world—James Hoffa's Teamsters. The Seafarers won.

Paul Hall's strategy in all he did with the SIU was directed toward making his small union of seamen a power to be reckoned with—to give it a voice that would be heard and respected in the councils of labor and the halls of Congress. It was in Congress, he knew, that the future of the American merchant marine would be decided.

By making friends, Hall was building power for the SIU.

Fighting the Mob

In 1948 mobsters and their hired hoodlums were muscling in on the New York garment industry. They did this by controlling a number of trucking

firms which hauled cut material from jobbers to the contractors, who sewed the cut pieces together into suits, dresses and other clothes. By controlling the trucks that hauled these goods, they were able to feed material to cut-rate shops either owned by the "mob" or willing to cooperate for the privilege of staying non-union.

When the International Ladies Garment Workers Union (ILGWU) began organizing about 30 of the non-union shops in Manhattan, it soon found out that it was up against gangsters who intimidated and beat union pickets, most of whom were women.

As in so many other cases, a call went out to the SIU for help.

On October 1, more than 50,000 ILGWU men and women attended an out-door rally in the mid-town garment district to protest attempts by Mafia-led mobsters to smash their union.

"Scattered throughout the crowd," said the *New York Times*, "were hundreds of white-capped Seafarers who drew enthusiastic cheers and applause for the aid they were giving the ILGWU in its war on the gangster hoodlums."

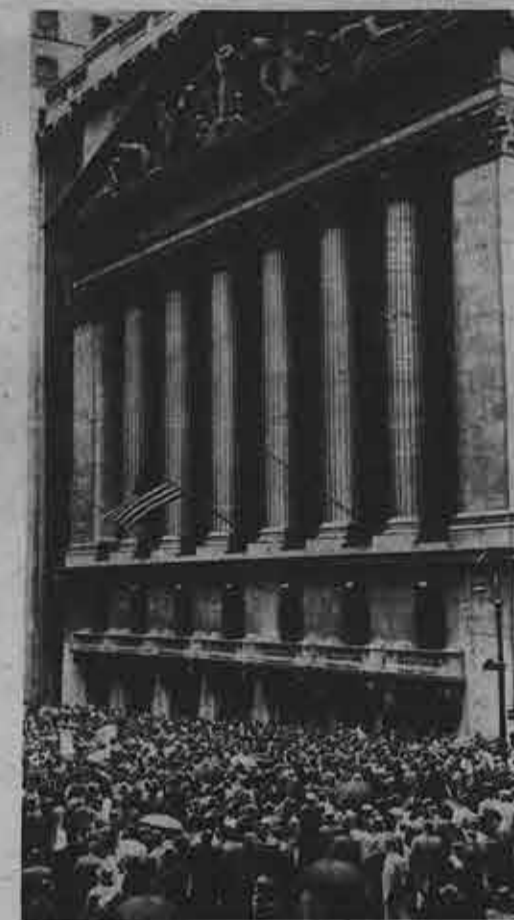
"The ILGWU," it continued, "plans to intensify its organizing drive until the industry is 100 percent organized despite any attempt at intimidation."

An article in the *Seafarers Log* of Oct. 15, 1948, noted that "terror in the garment district came to a halt with the appearance of Seafarers on the picket lines. Up to the time that the seamen appeared on the scene strong arm men had been terrorizing the garment workers at will."

Organizer Killed

But the "mob" had a good thing and wasn't about to give it up easily. Two Seafarers working as organizers for the ILGWU were knifed and warned to quit their organizing work. Another was sent to the hospital with head injuries. ILGWU organizer William Lurye was trapped in a phone booth and stabbed to death. More than 60,000 workers turned out for his funeral.

To cap it off, a squad of detectives rounded up Seafarers who were working as paid organizers for the ILGWU and trucked them off to jail because non-union shops had complained of their activities. This round-up mystified



Thousands rally in front of the N.Y. Stock Exchange April 13, 1948 during the Wall Street strike.

both the ILGWU and the SIU, who thought the district attorney and the police would have been more interested in rounding up mobster goons. Eight Seafarers were indicted on charges of coercion but were later released.



The late SIU Vice President Earl "Bull" Shepard addresses 50,000 workers at rally during ILGWU beef in 1948.

This did not scare Seafarers off the picket lines and they stayed with their ILGWU brothers and sisters as long as they were needed.

By the end of the 1940s the Seafarers had become well known as the outfit that would always respond to a legitimate call for help—an outfit that wasn't afraid of the odds.

Victor Riesel, the famous labor writer and columnist put it this way: "The AFL Seafarers are the shock troops of the weaker AFL unions which need shrewd strike leaders and manpower to win embattled walkouts."



Hundreds of white capped seafarers walked the picket line to aid the CIO Shipbuilders in 1947 in Brooklyn, N.Y.



Dispatchers Report for Deep Sea

MAY 1-30, 1981

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									
Boston	3	8	0	4	6	0	6	13	2
New York	104	54	6	102	77	0	161	77	18
Philadelphia	8	7	0	10	5	0	13	10	1
Baltimore	16	11	1	9	6	0	48	24	4
Norfolk	12	11	1	19	3	0	27	25	3
Tampa	10	14	2	12	18	1	16	17	4
Mobile	14	4	1	13	7	0	37	7	1
New Orleans	70	24	3	62	35	0	145	39	9
Jacksonville	31	18	0	31	12	0	79	28	3
San Francisco	48	11	0	69	25	13	57	21	9
Wilmington	32	11	3	17	11	0	45	27	23
Seattle	28	16	2	38	19	0	73	21	12
Puerto Rico	12	0	0	14	5	1	21	1	0
Houston	58	36	4	80	38	0	138	53	13
Piney Point	0	0	0	1	10	0	0	0	0
Yokohama	2	0	0	1	0	1	4	0	0
Totals	448	225	23	482	277	16	870	363	102
ENGINE DEPARTMENT									
Boston	0	3	0	2	5	0	3	3	2
New York	80	38	1	64	53	0	145	65	2
Philadelphia	10	3	0	6	1	0	13	5	0
Baltimore	12	9	1	12	6	1	26	18	3
Norfolk	5	8	0	7	4	0	18	15	0
Tampa	7	7	1	4	10	1	9	10	1
Mobile	11	1	1	14	7	0	40	3	1
New Orleans	45	16	0	58	23	0	98	41	0
Jacksonville	25	7	1	19	6	0	40	7	5
San Francisco	32	9	3	21	19	0	55	25	9
Wilmington	15	8	2	11	4	2	24	20	12
Seattle	30	8	5	19	15	0	49	21	13
Puerto Rico	10	2	0	11	6	1	13	4	1
Houston	55	12	4	25	17	0	111	36	10
Piney Point	0	0	0	0	10	0	0	0	0
Yokohama	0	1	1	0	0	1	1	1	2
Totals	337	132	20	273	186	6	645	274	61
STEWARD DEPARTMENT									
Boston	0	4	0	1	0	0	1	7	0
New York	29	24	3	34	73	0	56	35	5
Philadelphia	4	2	0	1	8	0	6	3	1
Baltimore	8	3	1	15	8	0	16	11	3
Norfolk	7	7	2	11	6	0	13	11	4
Tampa	3	4	0	6	6	1	8	2	3
Mobile	15	0	0	18	3	0	30	3	0
New Orleans	25	9	0	36	30	0	45	14	0
Jacksonville	15	9	0	16	8	0	23	10	0
San Francisco	27	7	7	32	36	19	41	19	10
Wilmington	8	4	3	10	1	0	20	6	9
Seattle	23	2	6	21	10	1	40	6	15
Puerto Rico	9	7	0	6	12	0	12	4	1
Houston	24	6	2	30	25	0	64	15	2
Piney Point	0	2	0	0	32	0	0	1	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	197	89	24	237	258	21	375	147	53
ENTRY DEPARTMENT									
Boston	1	10	3				6	21	8
New York	26	124	42				32	234	96
Philadelphia	3	23	3				6	37	4
Baltimore	7	34	2				17	85	12
Norfolk	6	25	3				9	58	12
Tampa	3	11	2				5	19	7
Mobile	5	10	0				8	41	1
New Orleans	27	57	11				51	119	29
Jacksonville	11	27	7				22	54	14
San Francisco	28	30	28				29	67	62
Wilmington	1	26	26				6	65	82
Seattle	13	24	29				17	58	58
Puerto Rico	5	23	1				14	29	7
Houston	9	57	7				18	96	24
Piney Point	0	53	0				0	15	0
Yokohama	0	1	0				0	1	0
Totals	145	535	164	0	0	0	240	999	416
Totals All Departments	1,127	981	231	992	721	43	2,130	1,783	632

*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 very good in all A&G deepsea ports. A total of 1,756 jobs were shipped in May to SIU-contracted deep sea vessels. That's an increase of 428 jobs shipped over the previous month. Of the 1,756 jobs, only 992 or about 60 percent, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

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201-7935



Dispatchers Report for Deep Sea

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
DECK DEPARTMENT									
Boston	3	8	0	4	6	0	6	13	2
New York	104	54	0	102	77	0	161	77	18
Philadelphia	16	11	1	10	5	0	13	10	4
Baltimore	12	11	1	9	3	0	43	24	3
Norfolk	10	11	1	19	3	0	27	25	3
Tampa	14	4	2	12	18	0	16	7	4
Mobile	14	4	0	13	7	0	37	7	1
New Orleans	70	24	3	62	35	0	145	39	9
Jacksonville	31	18	0	31	12	0	79	28	3
San Francisco	48	11	0	69	25	13	57	27	9
Wilmington	32	11	0	17	11	0	45	27	23
Seattle	28	16	2	38	19	0	73	21	12
Puerto Rico	12	0	0	14	5	0	21	1	0
Houston	58	36	4	80	38	0	138	53	13
Piney Point	0	0	0	1	10	0	0	0	0
Yokohama	0	0	0	1	0	0	4	0	0
Totals	448	225	23	482	277	16	870	363	102
ENGINE DEPARTMENT									
Boston	0	3	0	2	5	0	3	3	2
New York	80	38	1	64	53	0	145	65	20
Philadelphia	10	3	0	6	1	0	12	5	3
Baltimore	12	9	1	12	6	0	18	18	0
Norfolk	5	8	0	7	4	0	18	15	1
Tampa	11	1	1	4	10	0	9	10	3
Mobile	1	1	0	14	7	0	40	3	0
New Orleans	45	16	0	58	23	0	98	41	5
Jacksonville	25	7	1	19	6	0	40	26	5
San Francisco	32	7	0	21	19	4	55	25	9
Wilmington	15	8	0	11	4	2	24	20	12
Seattle	30	8	5	19	15	0	49	21	13
Puerto Rico	10	0	0	11	6	0	13	4	0
Houston	55	12	4	25	17	0	117	36	10
Piney Point	0	0	0	0	10	0	0	0	0
Yokohama	0	0	0	0	0	0	1	1	0
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Baltimore	8	3	1	15	8	0	16	11	3
Norfolk	3	7	0	11	6	0	13	11	4
Tampa	15	4	0	6	6	0	1	2	0
Mobile	3	4	0	18	3	0	30	2	0
New Orleans	25	9	0	36	30	0	45	14	0
Jacksonville	15	8	0	16	8	0	23	10	0
San Francisco	27	7	0	32	36	19	41	19	10
Wilmington	8	4	3	10	1	0	20	6	9
Seattle	23	7	6	21	10	1	40	4	15
Puerto Rico	9	2	0	6	12	0	12	4	0
Houston	24	6	2	30	25	0	64	15	2
Piney Point	0	0	0	0	32	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	197	89	24	237	258	21	375	147	53
ENTRY DEPARTMENT									
Boston	1	10	3	6	21	8	6	21	8
New York	26	124	42	32	234	96	32	234	96
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Baltimore	7	34	3	17	85	12	17	85	12
Norfolk	6	25	3	9	58	12	9	58	12
Tampa	3	11	2	6	19	7	5	19	7
Mobile	5	10	0	8	41	7	8	41	7
New Orleans	27	57	11	51	119	29	51	119	29
Jacksonville	11	27	7	22	54	14	22	54	14
San Francisco	28	30	28	29	57	62	29	57	62
Wilmington	1	26	26	6	65	82	6	65	82
Seattle	13	24	29	17	58	58	17	58	58
Puerto Rico	3	23	1	14	23	7	14	23	7
Houston	9	57	7	18	96	24	18	96	24
Piney Point	0	0	0	0	0	0	0	0	0
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Totals All Departments 1,127 981 231 992 721 43 2,130 1,783 632									

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At Sea & Ashore

Washington, D.C.

Renewed hope for the U.S. merchant marine is riding on President Reagan's Cabinet interdepartmental task force which will thoroughly review the country's maritime policy. The unit will view U.S. seapower as part of a total transportation policy.

ST Monticello Victory

Here's what the deck of the *ST Monticello Victory* (Victory Carriers) looked like after lightning struck her superstructure at the lay docks in Port Arthur, Tex. on June 1.



Fortunately, none of the crew was hurt, according to Seafarer Frank J. Smith aboard, but damage to the deck sent the ship into layup for repairs.

Maritime on TV

U.S. Propellor Clubs and shipping companies are raising \$50,000, to promote the industry on television. A TV producer has visited the Gulf, East Coast, Great Lakes and rode the *Delta Queen* on the Mississippi for color and film footage. Actor Leif Erikson will do the narration.

SS Point Susan

From Aug. 15 to Aug. 30, the *SS Point Susan* (Point-Shipping) will haul 26,000 long tons of grain to Haifa/Ashdod, Israel from a Gulf, Atlantic or Great Lakes port.

SIUNA Affiliated UIW and Cannery Workers Merge

By an overwhelming, majority members of the SIUNA-affiliated United Cannery & Industrial Workers (UCIW) union have voted to merge with another SIUNA affiliate, the United Industrial Workers (UIW).

The merger was approved by the UIW Executive Board in accordance with the provisions of the UIW Constitution.

The merger became effective last month, following the tally of secret ballots cast by mail and during regular UCIW membership meetings held the last week in May. The vote surpassed the two-thirds majority needed for approval of a merger under the terms of the UCIW Constitution.

"The merger marks a major step forward for both the UCIW and the UIW," said UIW National Director Leo Bonser. "Consolidation of the two



N.Y. Gov. Hugh Carey, left, shown at signing of the Tidal Gauge bill which was supported by the SIU. Sharing the platform with Carey are, among others, SIU N.Y. Port Agent Jack Caffey, (third from Carey's left) SIU N.Y.-N.J. Legislative representative Phil Piccigallo, (third from right, full face).

Port of New York

On July 14, N.Y. Gov. Hugh Carey signed into law the Ferris-Pisani Tidal Gauge Bill at ceremonies at the Battery in Manhattan.

Co-sponsor of the bill, Brooklyn Assemblyman Joseph Ferris says the computerized-linked system—which will be "installed and operating within a year"—will be a network of tide and wind measuring stations at key points in N.Y. Harbor and as far up on the Hudson River as the port of Albany, N.Y. which will give ships' masters accurate water depths in a radio printout every 6 minutes.

Captains now use tide tables and charts based on arithmetical averages to determine drift. Backers of the new system say it could bring in to the port \$64 million of cargo more yearly by cutting the need of ships to unload some cargo onto barges because the masters don't know exact water depths.

Also more than \$2 million would be saved, they say, by slashing waiting time for ships to offload cargo. Pilots would not have to hold tankers and freighters at anchor for 12 hours or more due to uncertain tide conditions.

The first three monitors will be installed at the Battery, Sandy Hook and Willet's Point. The other three will be installed later at Bergen Point, Haverstraw Bay and Albany.

SS Del Rio

From Aug. 25 to Sept. 10, the *SS Del Rio* (Delta Line) will sail from the Gulf to Matadi, Zaire with a cargo of 2,054 metric tons of bagged flour.

SS Pride of Texas

The new 35,000 bulk carrier, *SS Pride of Texas* (Asco-Falcon Shipping) carried the first shipload of American wheat to China's port of Qingdao on Bohai Bay southeast of the capital, Peking in the middle of July. The ship was the first U.S. vessel to carry the grain to China.

potential in the cannery industry in Puerto Rico alone "could add another 10,000 members to the Union." And, he added, "we'll be working to organize in other industries along the way."

AFL-CIO Exec. Council Clears UAW Reaffiliation

The AFL-CIO Executive Council has unanimously approved the reaffiliation of the UAW, effective July 1.

As of that date, UAW President Douglas A. Fraser said in a letter to AFL-CIO President Lane Kirkland, the union will be affiliating "our entire membership in the United States," which over the past year has averaged 1.12 million. Another 120,000 UAW members are affiliated with the Canadian Labor Congress.

Kirkland expressed his "personal appreciation" to Fraser and the UAW board for their leadership in ending a 13-year breach and securing reaffiliation.

"I am confident that both the AFL-CIO and the UAW will be strengthened and thus able to do a better job of representing the interests of America's working men and women," Kirkland wrote.

The certificate of affiliation will carry the UAW's full name, the International Union, United Automobile, Aerospace & Agricultural Implement Workers of America.

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

Pensioner's Corner



Ake Enock Andersson, 64, joined the SIU in 1946 in the port of New York sailing as a chief electrician. Brother Andersson sailed 40 years. He was chief crane electrician for Sea-Land from 1968 to 1975 and for the Puerto Rican Marine Shoregang, Port Elizabeth, N.J. from 1975 to 1981. Seafarer Andersson was born in Arboga, Sweden and is a naturalized citizen. He's a resident of Bradley Beach, N.J.



Luis Cepeda, 67, joined the SIU in 1943 in the port of Baltimore sailing as a chief electrician. Brother Cepeda hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He was born in Puerto Rico and is a resident of the Bronx, N.Y.C.



Omar William Elliott, 65, joined the SIU in the port of Mobile in 1951 sailing deck maintenance. Brother Elliott is a veteran of the U.S. Army in World War II. He was born in Alabama and is a resident of Batmett, Ala.



Isadore Charles Flaherty, 61, joined the SIU in 1947 in the port of Boston sailing as an AB. Brother Flaherty is a veteran of the U.S. Navy in World War II. Seafarer Flaherty is a karate expert. He was born in South Boston, Mass. and is a resident of Winchester, N.H.



Wilson Randolph Frampton, 65, joined the SIU in 1943 in the port of New Orleans sailing in the engine room. Brother Frampton was also a machinist for the Chrysler Corp. He was born in Huntington, W. Va. and is a resident of New Orleans.



Theodor Humal, 70, joined the SIU in 1943 in the port of New York sailing as a chief electrician. Brother Humal walked the picketline in the 1961 N.Y. Harbor beef. He was born in Estonia, U.S.S.R. and is a resident of Brooklyn, N.Y.



Karl M. Agnar Ingerbrihtsen, 65, joined the SIU in 1942 in the port of Baltimore sailing as a bosun. Brother Ingerbrihtsen is a veteran of the Norwegian Navy. He was born in Norway and is a naturalized U.S. citizen. Seafarer Ingerbrihtsen is a resident of Baltimore.



Michael Kalkis, 63, joined the SIU in 1947 in the port of New York sailing as a FOWT. Brother Kalkis is a veteran of the U.S. Army's infantry in World War II. He was born in Shenandoah, Pa. Seafarer Kalkis is a resident of San Francisco.



Robert William Blumlein, 62, joined the Union in the port of New York in 1960 sailing as a mate, bridgeman and floatman for the Brooklyn (N.Y.) Eastern District Terminal from 1945 to 1981. Brother Blumlein was a former member of the Association of Maritime Workers Union's Local 1 and the Masters, Mates & Pilots Union (MM&P) from 1945 to 1960. He is a veteran of the U.S. Army in World War II. Born in Yonkers, N.Y., he is a resident of Middle Village, Queens, N.Y.C.



David Neill, 65, joined the SIU in the port of Seattle in 1967 sailing as an AB. Brother Neill is a wounded veteran of the U.S. Army in World War II. He was born in Belfast, Northern Ireland and is a resident of North Bend, Wash.



Jack Oosse Jr., 56, joined the SIU in 1942 in the port of Mobile sailing as a bosun. Brother Oosse is a veteran of the U.S. Navy in World War II. He was born in Grand Rapids, Mich. and is a resident of Mobile.



George Markos Prekas, 65, joined the SIU in the port of New York in 1969 sailing as a FOWT. Brother Prekas also sailed a 3rd engineer in the Greek merchant marine. He was a sergeant in the Greek Army and also served in the Greek Navy in World War II. Seafarer Prekas was born in Greece and is a naturalized U.S. citizen. He is a resident of Brooklyn, N.Y.



Ralph Forest Rumley, 56, joined the SIU in the port of Baltimore in 1958 sailing as a QMED since 1976. He sailed 38 years. Brother Rumley is a 1972 and 1978 attendee of Piney Point Educational Crews Conferences. He is a veteran of the U.S. Navy in World War II. Seafarer Rumley was born in Winston-Salem, N.C. and is a resident of Jacksonville.



Maxwell Cunningham Wadlington, 66, joined the SIU in the port of New York in 1953 sailing as a bosun. Brother Wadlington is a veteran of the U.S. Navy in World War II. He was born in Kentucky and is a resident of Eustis, Fla.



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Price Collison Willoughby, 62, joined the SIU in the port of New York in 1951 sailing as a chief electrician. Brother Willoughby also sailed as a cook and baker. He was born in Baltimore and is a resident of Gettysburg, Pa.



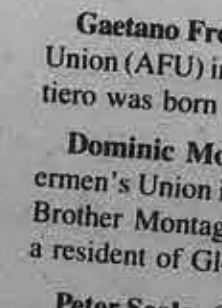
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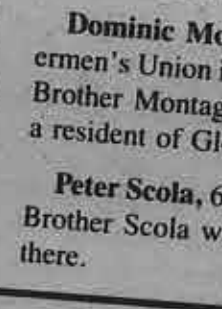
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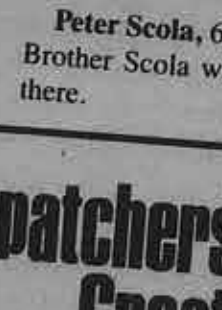
Alton Leedell Beais, 65, joined the Union in the port of Norfolk in 1961 sailing as a mate for Curtis Bay Towing Co. from 1945 to 1953 and for McAllister Brothers from 1969 to 1981. Brother Beais was a former member of the United Mine Workers Union (UMW) from 1953 to 1961. He was born in Columbia, N.C. and is a resident of Chesapeake, Va.



Gaetano Frontiero, 66, joined the Atlantic Fishermen's Union (AFU) in Gloucester, Mass. in 1967. Brother Frontiero was born in Gloucester and is a resident there.



Dominic Montagnino, 67, joined the Atlantic Fishermen's Union in Gloucester in 1965 sailing as a captain. Brother Montagnino was born in Boston, Mass. and is a resident of Gloucester.



Peter Scola, 65, joined the AFU in Gloucester in 1961. Brother Scola was born in Gloucester and is a resident there.



MAY 1-30, 1981

Dispatchers Report for Great Lakes

	*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
Algonac (Hdqs.)	43	7	3	58	35	0	89	19	16
Algonac (Hdqs.)	28	7	2	37	21	0	49	12	13
Algonac (Hdqs.)	4	5	1	19	10	0	14	5	3
Algonac (Hdqs.)	47	42	19	0	0	0	65	87	76
Totals All Departments	122	61	25	114	66	0	217	123	108

*"Total Registered" means the number of men who actually registered for shipping at the port last month.
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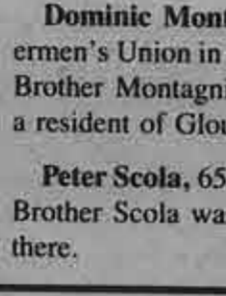
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Dispatchers Report for Great Lakes

MAY 1-30, 1981

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The Lakes Picture

ALGONAC

The problems which the SIU and others anticipated when the state of Michigan decided to fund construction of a tug-barge system for the Lakes have been mounting.

Launching of the first tug, under construction at the Upper Peninsula Shipbuilding Co. in Ontonagon failed to come off as scheduled on Apr. 1 because the Coast Guard reportedly had problems with the tug's design.

UPSICO then held up production, claiming a cash-flow problem. The end result of their production slowdown was release in May of \$3.6 million in state funds which had originally been targeted for a later stage of the project.

The tug/barge system is being built to move railroad cars across Lake Michigan. Expected to be finished in 1983, the tug/barges may phase out the Lakes' carferries. The Union vigorously opposed the tug/barge plan for several reasons, which included:

- studies have shown that a tug/barge unit is badly suited to Great Lakes weather conditions;
 - tug/barges can't carry autos and passengers;
 - the tug/barges will carry crews of inadequate size.
- The fact that construction is costing more than originally projected is yet another indication that the tug/barge plan was a misguided undertaking.

FRANKFORT

The Department of Transportation has once again postponed making a decision on whether to relocate the Frankfort-based SIU carferries to Ludington.

The SIU was represented at the annual Cherry Festival parade in Traverses City. SIU representatives were aboard the Grand Traverses Bay Labor Council's boat during two big Festival parades, held July 7 and 11.

The Ann Arbor carferry *Viking* left the Bay Shipbuilding yard after her

Ann Arbor Pact Okayed; Will Keep Carferries Running

GREAT Lakes SIU members employed on the Ann Arbor Railroad Carferries overwhelmingly ratified a new three-year contract which breaks new ground in labor-management relations.

By a vote of better than two-to-one, the SIU carferry crewmen approved a pact which will allow the carferries and the entire Ann Arbor Railroad system to stay in business. The agreement also includes several important gains for Union members.

The new contract, negotiated with the Michigan Interstate Railway Co., which operates the Ann Arbor Carferries and Railroads for the state of Michigan, covers about 110 SIU members. The contract was also approved by officials of 12 of 13 other unions under contract with the Railroad System, pending ratification by their memberships.

Michigan Interstate has been hard hit by the Federal government's curtailment of operating subsidies for all U.S. railroads. Michigan Interstate's budget was slashed in half and in order to operate, the

company had to reduce costs by \$1.2 million.

As a result, SIU members have okayed a wage increase deferral for the first year of the new contract. The SIU carferry crews, along with the other union members employed on the Ann Arbor system, agreed to defer the first 12 percent of any wage increases reached in the National Agreement. The National Agreement is the nationwide pact negotiated by the major national railroads and the unions which operate them. It is generally the pattern agreement for the industry.

In exchange for wage deferral, Michigan Interstate has made some vital concessions to the Union.

Key among those concessions is the company's pledge, written into the contract "that in the event that Michigan Interstate Railway Co. becomes the operator of other (railroad) lines in the State, such lines will be operated with union labor."

This is a landmark gain in light of the fact that Michigan Interstate will be bidding to operate other state

annual inspection visit sporting a new orange and black paint job.

CLEVELAND

Dave Rebert of the Seafarers Appeals Board on the Great Lakes is in the hospital. We all wish Dave a speedy recovery.

CHICAGO

It's been quiet on the Calumet River this season. That's because the SIU-contracted *Medusa Challenger* (Cement Transit Co.) hasn't been calling at Chicago this season. The *Challenger* is known locally as the "Jinx Ship" because bridges mysteriously malfunction when she's in town.

The reason the *Challenger* hasn't been seen on the Calumet River this year is because the Penn-Dixie Cement Dock closed down and the 75-year-old *Challenger* hasn't had a dock to call at. She's been running to Milwaukee, Wis., Charlevoix and Detroit, Mich., without any mishaps.

Recently, though, the Cement Transit Co. signed a 10-year lease with the Chicago Regional Port District to build a cement plant on the west side of Lake Calumet. When it's in operation, expected next year, the *Medusa Challenger* will once again be making a weekly run down the Calumet River.

The *John J. Boland* (American Steamship) is still laid up at Calumet Harbor.

WASHINGTON, D.C.

Rep. Walter Jones (D-NC) who became chairman of the key House Merchant Marine & Fisheries Committee at the start of the 97th Congress in January, has promised that the Committee "will not turn a deaf ear to the concerns of Americans whose livelihood depends on...the Great Lakes."

Writing in the Spring, 1981 edition of *Seaway Review*, a publication which covers the Great Lakes/St. Lawrence Seaway transportation system, Jones said "it is time to remember the Great Lakes in making key maritime decisions.

"The maritime policy of the United States is clear," he said. "It is a policy tied to the security, both military and economic, of the United States."

Referring to President Reagan's promise to develop a viable U.S. maritime policy, Jones said "given the appropriate signals from the White House, we in the Congress will move boldly to put in place a program for a policy...essential to the well being and future of our country.

"In proceeding on that course," Jones added, "we must take heed of the lamentable situation on the Great Lakes today and formulate strong policies which help, rather than hinder, the improvement of U.S.-flag operations on our northern waters."

necessary when the U.S. Public Health Service Hospitals close down.

Capt. 'Bow-Wow' Has Rough-Rough Job



A familiar sight to Seafarers on Sea-Land's Northern Europe/Spain run is "Captain Bow-wow," who regularly supervises docking and un-docking from a tug in Algeciras, Spain.

Ensign Visits L.A. From Gulf



The tug *Ensign* (Crowley) recently came into Los Angeles for a rare visit from her usual stomping grounds in the Gulf. The tug, with her SIU crew of course, was on hand to pick up a new barge for the Gulf run. Among her crew were, left to right, 1st mate Peter Green, AB Ronnie Johnson, 2nd mate R. Rothchild, AB Bobby James and OS Frank Harris.

Dispatchers Report for Inland Waters

MAY 1-30, 1981

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									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	0	2	0	0	0	17	2	4
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	6	0	4	2	0	0	12	1	8
Mobile	0	1	0	0	0	0	1	2	0
New Orleans	1	2	2	0	3	2	8	5	4
Jacksonville	0	0	1	0	0	1	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	2	1	0	1	1	4	4	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	1	1	0	1	0	0	5	2	2
Port Arthur	0	0	0	0	0	0	15	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	7	3	3	3	3	1	7	4	10
Piney Point	1	4	0	1	4	0	1	1	1
Paducah	10	2	9	3	4	4	9	3	27
Totals	32	15	23	10	15	9	80	26	67
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	2	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	1	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	1	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	4	1	0
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	1	0	0	0	0	1	1	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	1	0	0	0	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	1	0	0	0	0
Jacksonville	0	3	0	0	2	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	2	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	2	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	2	0	0	1	0	1	6
Totals	1	5	2	1	3	1	5	2	12
Totals All Departments	33	20	25	11	18	10	89	29	79

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 Tele. # (212) 279-9200

BALTIMORE, MD.

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

BOSTON, MASS.

Stephen J. Abarbanel
 Latti Associates
 95 Commercial Wharf
 Boston, Mass. 02110
 Tele. # (617) 523-1000

CHICAGO, ILL.

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

DETROIT, MICH.

Victor G. Hanson
 19268 Grand River Avenue
 Detroit, Mich. 48822
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GLOUCESTER, MASS.

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HOUSTON, TEXAS

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 Suite 510
 Houston, Texas 77002
 Tele. # (713) 659-4455 &
 Tele. # (813) 879-9842

LOS ANGELES, CALIF.

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

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
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ST. LOUIS, MO.

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John Paul Jennings
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Philip Weltin
 Weltin & Van Dam
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 San Francisco, Calif. 94105
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Ensign Visits L.A. From Gulf



The tug *Ensign* (Crowley) recently came into Los Angeles for a rare visit from her usual stomping grounds in the Gulf. The tug, with her SIU crew of course, was on hand to pick up a new barge for the Gulf run. Among her crew were, left to right, 1st mate Peter Green, AB Ronnie Johnson, 2nd mate R. Rothchild, AB Bobby James and OS Frank Harris.

Dispatchers Report for Inland Waters

MAY 1-30, 1981

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									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	17	0	0
Tampa	0	0	0	0	0	0	12	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	15	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	32	15	23	10	15	9	80	26	67
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	1	5	2	1	3	1	5	2	12
Totals All Departments	33	20	25	11	18	10	89	29	79

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INLAND LINES

Algonac, Mich.

Great Lakes Towing Co. management and Boatmen ratified their contract early this month. Besides a new wage package, the contract features Major Medical coverage for the very first time.

Keithsburg (Ill.) RR Bridge

Upper Mississippi River grain barge traffic was temporarily paralyzed for a week in early July following the burning and collapse into the river of the 70-year-old, abandoned 500-ton, 220-foot Keithsburg (Ill.) Railroad Bridge on June 29.

The privately-owned flaring span's wood control house caught fire in the early morn after three juveniles allegedly set off firecrackers.

The bridge—20 miles north of Burlington, Ia.—burned for a couple of hours before it snapped at one end of its open vertical lift and plunged 60 feet into the stream's bottom shortly before dawn. The blaze had damaged the span's lifting 200-ton counterweights and lowering cables.

Within a few hours a massive backlog of five northbound tows of 48 barges and a downstream tow of 12 barges were stalled at the bridge. Later 23 tows of 193 barges were blocked at the toppled span.

However, 15 loaded grain barges were able to pass downstream and 27 upstream through an unobstructed channel near the wreckage.

On July 6, a U.S. Corp of Engineers-Coast Guard hired demolition crew blasted the burnt-out bridge into five pieces of 900 tons of debris for removal by two huge barge-mounted cranes by July 9 as 1,000 spectators looked on.

The debris was loaded onto flatbed barges and shipped upriver. It cost \$240,000 to bring down the former Minneapolis & St. Louis RR Bridge with 30-pounds of dynamite, which took 18 hours to set the charges.

A Showboat Cookbook

The daughter of the noted Capt. Billy Bryant of Mississippi showboat fame, Betty Bryant has written a cookbook entitled "Showboats, Sugar and Spice!"

The 64-page paperback is a collection of river recipes, sketches



Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Aug. 3	2:30 p.m.	7:00 p.m.
Philadelphia	Aug. 4	2:30 p.m.	7:00 p.m.
Baltimore	Aug. 5	2:30 p.m.	7:00 p.m.
Norfolk	Aug. 6	9:30 a.m.	7:00 p.m.
Jacksonville	Aug. 6	2:00 p.m.	—
Algonac	Aug. 7	2:30 p.m.	—
Detroit	Aug. 7	2:30 p.m.	—
Alpena	Aug. 10	2:30 p.m.	—
Houston	Aug. 10	2:30 p.m.	7:00 p.m.
New Orleans	Aug. 11	2:30 p.m.	7:00 p.m.
Mobile	Aug. 12	2:30 p.m.	—
San Francisco	Aug. 13	2:30 p.m.	—
Wilmington	Aug. 17	2:30 p.m.	—
Seattle	Aug. 21	2:30 p.m.	—
Piney Point	Aug. 8	10:30 a.m.	—
San Juan	Aug. 6	2:30 p.m.	—
Columbus	Aug. 15	—	1:00 p.m.
Chicago	Aug. 11	—	—
Port Arthur	Aug. 11	2:30 p.m.	—
St. Louis	Aug. 14	2:30 p.m.	—
Cleveland	Aug. 13	—	—
Honolulu	Aug. 13	2:30 p.m.	—
Duluth	Aug. 19	2:30 p.m.	—
Paducah	Aug. 20	2:30 p.m.	—
Jeffersonville	Aug. 21	2:30 p.m.	—
Frankfort	Aug. 21	2:30 p.m.	—
Tampa	Aug. 20	2:30 p.m.	—
Boston	Aug. 17	2:30 p.m.	—
Gloucester	Aug. 18	2:30 p.m.	—
Jersey City	Aug. 19	2:30 p.m.	—

and anecdotes of cooks who toiled on the Bryant river showboats and of events of the floating theaters.

St. Paul, Minn.

Inland traffic here totaled 3,547,890 tons in May on the Minnesota, St. Croix and Upper Mississippi Rivers. For the year so far, 8,088,810 tons moved on these rivers.

New Orleans

The ship-docking harbor *Tug Providence* (Crescent Towing) out of the shipyard went back into service in the middle of the month here. The tug was repowered with a new 2400 hp engine.

Lock A

Lock A—one of the 10 set for the 232-mile Tennessee-Tombigbee Waterway—was dedicated late last month. It cost \$23.8 million to build and is the fourth major structure completed on the 56 percent-finished Tenn-Tom.

Jacksonville

The privately-owned flaring span's wood control house caught fire in the early morn after three juveniles allegedly set off firecrackers.

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Contact the Seafarers Harry Lundberg School of Seamanship or see your SIU Field Representative.

Course starts August 10

The teachers at SHLSS give every student all the individual help he needs to succeed. So SHLSS is the place to learn Celestial Navigation. The staff is there to help you get ahead.

Thousands Flock to Gloucester for SIU Fishermen, As Always are Focal Point of Affair

**"Viva San Pedro!
Viva San Pedro!"**

As the 600-pound statue of St. Peter, patron saint of Fishermen, was carried through the streets of Gloucester, Mass. on June 28 this Italian salute was heard over and over again. And once again, it was Fiesta time!

For the past 54 years fishermen, townspeople, and visitors from far and wide have converged on this otherwise quiet New England town to give thanks to St. Peter, to pray for his protection in the coming year, and to... well, to have one heck of a good time.

This year's Fiesta also had special meaning for the Seafarers since it was held in honor of a departed member of the SIU—fisherman Nick Novello of Gloucester, who died last year.

Though the Fiesta has evolved over the years to include fireworks, concerts, seineboat races, a greasy pole contest and carnival-type rides and games, it is still essentially a religious festival. This year's Solemn Concelebrated Pontifical Mass in honor of St. Peter was celebrated by the Most Reverend Charles P. Greco, Bishop of Alexandria, La. Mass was followed by a colorful religious procession during which the statue of St. Peter was carried through the streets of Gloucester, past the Our Lady of Good Voyage



The Statue of St. Peter seems to be saluting the famous Gloucester Fisherman following the Blessing of the Fleet ceremony. Church, and ending at the St. Peter's Club on Rogers Street near the SIU hall. The annual Blessing of the Fleet, given in front of the famous Gloucester Fishermen's Monument, came immediately after the procession. It, in turn, was followed by the Pontifical Benediction by Bishop Greco in the town square. Throughout the Fiesta the real focal point was the statue of St.



These youngsters perched atop the Gloucester Fishermen's Memorial had the best view in town!



Statues? No, these were real live "angels" in the Fiesta's religious procession.



A member of the winning seineboat crew enjoys the glory with Old Glory.

Thousands Flock to Gloucester for

"Viva San Pedro!
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A member of the winning seineboat crew enjoys the glory with Old Glory.

54th Annual St. Peter Fiesta

Mike Morrissey, Dan Leaville; and Phil Quince.

Peter, which was brought to Gloucester by fisherman Salvatore Favazza from Italy in the late 1920's. He promised St. Peter he would do this if his wife recovered from a serious illness. Needless to say, she did.

Members of the SIU played a prominent role in this year's Fiesta, in both the procession and seineboat races. Most of the fishermen carrying the statue of St. Peter through the streets were Union members. These included Leo Sabato, SIU rep in Gloucester and a member of

the statue escort for more than 30 years; Steve D'Amico (of the *F/V Ida and Joseph*); Ambrose Parisi (*Rosanne-Marie*); Tony Testeverde (*Holy Family*); Sam Lovasco (*St. Joseph*); Larry Billante (*Debbie Rose*); and Jerry Lovasco (*St. Joseph*).

Perhaps the most exciting event of the Fiesta was the seineboat competition. Using traditional 38-foot seineboats named the *Nina*, the *Pinta* and—what else—the *Santa Maria*, the 12-men crews of each boat raced over a one-mile course

(a half mile out and a half mile back) with the beach as the finish line.

Defending champion was the team known as "The Kids", consisting of two SIU members—Joe Balbo (*F/V The Hunter*) and Vito Giacilone (*St. Peter*)—plus the following sons, grandsons and nephews of Union members: Vince Orlando, team captain and son of SIU Gloucester Port Agent Mike Orlando; Sam Scola, coxswain; Tony Frontiero; Tony Testeverde; Phil Parisi; Joe Curcuro; John Shields;

It was a close race, with an overflowing crowd on the beach to cheer on their favorite. But when it was all over, and the boats had come to a screeching halt on the beach, it was... "The Kids!" They had done it again!

The citizens of Gloucester can be proud of the job they do each year with their ever-popular and well organized Fiesta.

So, too, can the SIU be proud of its Gloucester members, for their role in the Fiesta—and for their efforts year-round as American commercial fishermen.



SIU rep Leo Sabato, right front, has been an escort of the St. Peter statue for more than 30 years.



Some of the thousands who attended St. Peter's Fiesta this year.



Bishop John Mulcahy, center, conducts Blessing of the Fleet ceremony as Bishop Charles P. Greco looks on.



Next year's religious procession will pass right by the SIU's new Gloucester Hall, now under construction.



Racing home in the *Pinta* to a second championship in the seineboat races were "The Kids!"

AMERICAN HERITAGE (Apex Marine), May 17—Chairman, Recertified Bosun Joseph Bourgeois; Secretary M. Deloatch; Educational Director C. Landa; Engine Delegate Eric Fisher; Steward Delegate James Barclay. No disputed OT. Chairman reported that this has been a fine trip and everything is running smooth. Noted the importance of donating to SPAD. All communications received from headquarters were read and posted. Also encouraged everyone to read the *Log* in order to keep up with what is going on in the Union. Secretary reminded all members that we have a great school at Piney Point and any members who qualify to upgrade should take advantage of it. A vote of thanks from the steward to the deck department for keeping the galley and pantry clean at night. A vote of thanks to the steward department for making this the best feeding ship in the fleet and keeping everything so clean. Next port Stapleton.

SEA-LAND FREEDOM (Sea-Land Service), May 16—Chairman, Recertified Bosun T. E. Kelsey; Secretary C. M. Modellas; Educational Director L. D. Disarno; Deck Delegate J. Legg; Engine Delegate K. Hansen; Steward Delegate Warren C. Martin. Some disputed OT in steward department. Chairman gave a talk about safety procedure and fire prevention aboard ship. Everyone was reminded to report all hazardous conditions immediately and to wear the right clothing and use the right safety equipment available for the particular job you are doing. It is very important to know your job thoroughly and to avoid panic in time of emergency. The final analysis of the above recommendations is to use good common sense and practice good housekeeping as these are the key factors in preventing fire and serious accidents. Secretary reminded everyone to read the *Log* so you will know what is going on in the Union. Also discussed the courses that are being offered in Piney Point for all those who have the necessary requirements. A vote of thanks to the steward department for a job well done.

SEA-LAND LIBERATOR (Sea-Land Service), May 24—Chairman, Recertified Bosun James Pulliam; Secretary B. L. Scarborough; Educational Director K. E. Langdon; Deck Delegate R. Graham; Engine Delegate M. Stewart; Steward Delegate J. Primero. No disputed OT. Chairman reported on the courses that are being offered at Piney Point and the new contract. A vote of confidence and thanks was extended to Frank Drozak, President, and Red Campbell our contract officer for their work on our new contract. It is noted that there is a very good SIU crew on this ship. Observed one minute of silence in memory of our departed brothers. Next port Yokohama.

SEA-LAND OAKLAND (Sea-Land Service), May 10—Chairman T. G. Butarakos; Secretary S. Kolasa; Educational Director William R. Thomas; Deck Delegate Robert Tallman; Engine Delegate Mark Lawrence; Steward Delegate R. Crawford. No disputed OT. Educational Director discussed the benefits of going to Piney Point to upgrade and that all those who qualify should attend. Applications for these courses are available. A special vote of thanks to the ship's chairman and all department delegates for a job well done in helping to make this a good trip. Observed one minute of silence in memory of our departed brothers. Next port Suez Canal.



SEA-LAND EXPLORER (Sea-Land Service), May 31—Chairman L. C. Cope; Secretary Henry W. Martin; Educational Director M. E. Sabin; Deck Delegate C. Callahan; Engine Delegate R. Becraft; Steward Delegate J. Johnson. No disputed OT. Chairman reported that the deck work lights are in working order now, forward, but are still too low and cast shadows aft. This item will be continually brought up at the monthly safety meeting. There was a discussion on the careful handling of film tapes. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Long Beach.

INTREPID (Coscol Marine), May 3—Chairman Frank Schwartz; Secretary C. E. Bell; Educational Director Bill Strode; Deck Delegate Danny Littlefield; Engine Delegate Eric Wallace; Steward Delegate John Forbes. No disputed OT. \$55 in ship's fund. The chairman stressed the importance of maintaining a strong presence in Washington. All communications received were posted. A vote of thanks to the steward department for a job well done.

DEL MUNDO (Delta Steamship), May 10—Chairman, Recertified Bosun Donald Pressly; Secretary Juan Oquendo. No disputed OT. Chairman reported that everyone should, at all times, wear proper shoes to avoid unnecessary accidents. For sanitary reasons, garbage cans should be covered. A vote of thanks to the steward department for a job well done.

LNG ARIES (Energy Transport), May 17—Chairman Clarence Burgo; Secretary F. Motus; Steward Delegate David A. Pappas. No disputed OT. At the most recent safety meeting, the chief mate mentioned the importance of avoiding misconduct and injury while ashore in Indonesia. There was no shore leave in the Port of Arun and some of the crew of the *LNG Leo* came on board and brought some books and played basketball. We really appreciated their thoughtfulness. There will be a poolside dinner on the way up North. Report to *Log*: "On May 14, 1981 at about high noon the *LNG ARIES* picked up 25 Vietnamese people on a small boat who had been drifting for about four days along the South China Sea. All of the crew were very kind to them and did their best to make them feel comfortable." Observed one minute of silence in memory of our departed brothers.

SEA-LAND BOSTON (Sea-Land Service), May 17—Chairman, Recertified Bosun Frank Teti; Deck Delegate A. Donnelly; Engine Delegate B. Hoffman, \$14 in ship's fund. No disputed OT. Chairman reported that most major repairs have been taken care of. Thanked all departments for their cooperation and for making this a pleasant trip. Secretary gave a special vote of thanks to Sister Marbrook who has been with us for six months. She does an excellent job. A vote of thanks from the steward department for a job well done.

OVERSEAS BOSTON (Maritime Overseas), May 25—Chairman, Recertified Bosun Joseph San Filippo; Secretary Floyd Mitchell Jr.; Educational Director Frank T. Kreamer; Deck Delegate Alfredo Verona; Engine Delegate Alan T. Derosier; Steward Delegate Edward Singleton. No disputed OT. Captain reported that he would like all of the crew to practice safe seamanship and tanker living. All no smoking signs are to be respected and adhered to. Safety movies when they are available will be shown and all who can, should attend. Any communications that were received from headquarters have been posted on the bulletin board. A special vote of thanks to the Chief Steward and Chief Cook for the exceptionally good meals that have been prepared. Next port Port Angeles.

OVERSEAS MARILYN (Maritime Overseas), May 24—Chairman, Recertified Bosun T. Foster; Secretary R. A. Cobb; Educational Director R. Painter; Steward Delegate L. Price. Chairman advised all members to read the reports put up on the bulletin board concerning the payoff and arrival times which are signed by the Master of the vessel and also the notice about no launch service. A discussion was also held on the importance of good safety habits aboard ship, the need to upgrade and donating to SPAD. No disputed OT. The steward and his crew want to thank everyone for making this trip around to the West Coast a very enjoyable one. Observed one minute of silence in memory of our departed brothers. Next port Portland.

ARECIBO (Puerto Rico Marine), May 10—Chairman, Recertified Bosun William Velazquez; Secretary J. G. Guilles; Educational Director D. Meafe; Deck Delegate E. Slantik; Engine Delegate G. Doest; Steward Delegate J. Bermudez. A thank you from all members to Mr. Red Campbell for taking care of the transportation in Puerto Rico. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SANTA LUCIA (Delta Steamship), May 31—Chairman, Recertified Bosun H. Pacheco; Secretary J. Bermudez; Educational Director V. Cover. Some disputed OT in engine department. Chairman reported that the fresh water conditions aboard the ship were critical and requested everyone to cooperate in conserving as much as possible. All repair lists must be prepared in triplicate and submitted to the Captain. A vote of thanks to the steward department for a job well done. Next port Newark.

BORINQUEN (Puerto Rico Marine), May 24—Chairman, Recertified Bosun Alfonso S. Armanda; Secretary C. B. Carter Jr.; Educational Director Jack C. Marcario; Steward Delegate W. Miranda, \$10 in ship's fund. No disputed OT. Chairman reported that a reply was received from Red Campbell on the subject of a proposed merger of the SUP with the SIU. Next port Elizabeth.

TRANSCOLORADO (Hudson Waterways), May 17—Chairman Thomas W. Lasater; Secretary D. Chafin; Educational Director R. E. Bacon; Steward Delegate O. Williams. No disputed OT. \$40.25 in ship's fund. Chairman reported that the ship's itinerary is posted. Discussed the new contract which is coming up in June to be voted on by the membership. A letter to the Congress of the United States is posted for everyone to sign and will be mailed in the next port in the Azores. It was suggested that everyone use the company address for mailing. The latest *Log* was received and passed around for all to read. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Bremerhaven.

LNG TAURUS (Energy Transport), May 10—Chairman, Recertified Bosun David C. La France; Secretary J. Gibbons; Educational Director Douglas K. McLeod; Steward Delegate Patrick Geary, \$650 in ship's fund. No disputed OT. Chairman discussed the importance of practicing safety at all times aboard ship. Secretary extended a vote of thanks to each department for working together and for making this a fine trip. A vote of thanks to the men for a fine boat race with the officers while at Arun, Indonesia. The training at Piney Point has turned out a group of fine young men as proven by their performance in this race.

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

Stuyvesant
Golden Dolphin
Rose City
Del Campo
Long Beach
Cove Trader
Sea-Land Developer
Puerto Rico
Del Monte
Virgo
Sea-Land Market
Sea-Land Innovator
Coastal Kansas
Sea-Land Venture
Caguas
Del Viento
Sea-Land Adventurer
Tamara Guilden
Sea-Land Voyager
Charleston
Overseas Aleutian
Del Sol
Golden Endeavor
Point Revere
Merrimac
Sea-Land Independence
Montpelier Victory
Tampa
Overseas Arctic
Santa Clara
Sea-Land Endurance
Robert E. Lee
Sea-Land Pacer
Philadelphia
LNG Aquarius
Point Milton
LNG Capricorn
Sea-Land Galloway
Sea-Land Finance
Delta Norte
Ogden Potomac
Penny
Sea-Land Economy
LNG Libra
Great Land
Overseas Marilyn
Ogden Traveler

AMERICAN HERITAGE (Apex Marine), May 17—Chairman, Recertified Bosun Joseph Bourgeois; Secretary M. Deloatch; Educational Director C. Landa; Engine Delegate Eric Fisher; Steward Delegate James Barclay. No disputed OT. Chairman reported that this has been a fine trip and everything is running smooth. Noted the importance of donating to SPAD. All communications received from headquarters were read and posted. Also encouraged everyone to read the *Log* in order to keep up with what is going on in the Union. Secretary reminded all members that we have a great school at Piney Point and any members who qualify to upgrade should take advantage of it. A vote of thanks from the steward to the deck department for keeping the galley and pantry clean at night. A vote of thanks to the steward department for making this the best feeding ship in the fleet and keeping everything so clean. Next port Stapleton.

SEA-LAND FREEDOM (Sea-Land Service), May 16—Chairman, Recertified Bosun T. E. Kelsey; Secretary C. M. Modellas; Educational Director L. D. Disarno; Deck Delegate J. Legg; Engine Delegate K. Hansen; Steward Delegate Warren C. Martin. Some disputed OT in steward department. Chairman gave a talk about safety procedure and fire prevention aboard ship. Everyone was reminded to report all hazardous conditions immediately and to wear the right clothing and use the right safety equipment available for the particular job you are doing. It is very important to know your job thoroughly and to avoid panic in time of emergency. The final analysis of the above recommendations is to use good common sense and practice good housekeeping as these are the key factors in preventing fire and serious accidents. Secretary reminded everyone to read the *Log* so you will know what is going on in the Union. Also discussed the courses that are being offered in Piney Point for all those who have the necessary requirements. A vote of thanks to the steward department for a job well done.

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Puerto Rico
Del Monte
Virgo
Sea-Land Market
Sea-Land Innovator
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Sea-Land Venture
Caguas
Del Viento
Sea-Land Adventurer
Tamara Guilden
Sea-Land Voyager
Charleston
Overseas Aleutian
Del Sol
Golden Endeavor
Point Revere
Merrimac
Sea-Land Independence
Montpelier Victory
Tampa
Overseas Arctic
Santa Clara
Sea-Land Endurance
Robert E. Lee
Sea-Land Pacer
Philadelphia
LNG Aquarius
Point Milton
LNG Capricorn
Sea-Land Galloway
Sea-Land Finance
Delta Norte
Ogden Potomac
Penny
Sea-Land Economy
LNG Libra
Great Land
Overseas Marilyn
Ogden Traveler

International Lifeboat Race:

SHLSS Kids Battle Royal Naval Lifeboat Institute



The race is on, with the SHLSS team in the middle.

THOUSANDS of rain soaked New Yorkers were treated to another stirring battle in this year's International Lifeboat Race pitting a team of kids from SHLSS against the always tough rowers from the Royal Naval Lifeboat Institute of Newquay, England.

Two years ago a team from the Lundeberg School rowed away with the championship beating a somewhat startled Royal Naval Lifeboat team. But last year, the SHLSS team was beaten a boatlength by the Royal Navalists.

And this year—the Royal Naval team did it again. They beat the SHLSS team of nine strong young men by about a boatlength in the first heat of the race.

The NMU had a team in the same heat (but alas, finished out of the money again.)

Overall, there were six teams competing in two heats and a final on a hot, muggy, rainy July 4th. In the second heat there were teams from two Dutch naval ships and a team from *Her Majesty's Ship Arrow*.

But the real excitement was in the first heat between the arch rivals from SHLSS and the Britains. In the end, the SHLSS team had the second best time of the day.

The SHLSS team was understandably upset by the close defeat.

SHLSS Nine

Here's the names of the nine young trainees from SHLSS who rowed in this year's International Lifeboat Race in New York: Joe Kennan, James Buerkle, Raymond Dailey, Jay Beach, Eric Doughty, Robert Halkerston, Jr., Bryan Hoar, Paul Wheat and Cory Meredith.



The toughest duty of the day! Posing with Playboy Bunnies. The SHLSS team are: Joe Kennan, James Buerkle, Ray Dailey, Jay Beach, Eric Doughty, Robert Halkerston, Jr., Bryan Hoar, Paul Wheat and Cory Meredith. The Bunnies, from the left, are Eileen, Delfina, Melissa and Debra.



Rowing their hearts out!

59th St. There, the teams gathered together for team photos with some Playboy Bunnies. Tough duty. All in all, it was a great day. Once again, the SIU and SHLSS demonstrated the calibre of young

seamen being turned out by the school. And once again, the word was out—we'll be back, next year.

But most important, a good time was had by all in the best traditions of the sea and good sportsmanship.

S-L Pioneer Saves 3 in Sea 3 Days Off Wrecked Yacht

On passage recently to Rotterdam, "three days out of Charleston, S.C. about 6 p.m.," says Recertified Bosun Jose L. Gomez of the *M/V Sea-Land Pioneer*, 2nd Mate M. P. Ryan first sighted a small object and later as the ship drew nearer saw it was some type of sailing boat which had broken up and was upside down.

Capt. A. J. Stewart of the *S-L Pioneer* says "the mate had spotted the wreckage of the *Yacht Menta* which had been sailing from Bermuda to the Azores."

When the ship came closer, Seafarers saw "there were living occupants aboard who turned out to be two men and a woman."

In the tradition of the SIU's long record of rescues at sea, a lifeboat crew was mustered by 1st Mate R. A. Hoff-

man as the *S-L Pioneer* was maneuvered nearer to the wreck.

Then the boat was lowered onto "moderately rough seas and confused swells" to pick up (in 24 minutes) the survivors—all Dutch nationals: Maria A. G. Vrugt, John Kohlar and Niels Tans.

Bosun Gomez observed that the "weather-beaten crew of the ill-fated sailing craft didn't know of the ship's approach for sometime." He thinks the ship's whistle general alarm brought them to life.

Gomez mused that "being in the water three days and trying to hold onto the wreckage at the same time is not a very easy task."

Reaching the ship's deck, the survivors got all available medication and a place to rest. In turn, they thanked

the crew. The ship's chairman, on behalf of the survivors and the SIU, also thanked all of the crewmembers for a "most outstanding job."

The master had this to say of the speedy rescue:

"Throughout the rescue effort and afterward this crew conducted themselves as proper seamen. By this I mean they exhibited skill and courage in handling and manning the boat and they were considerate and kind to the survivors for the balance of the voyage."

"This they did without asking for or expecting reward or thanks other than the satisfaction of a job well done. This, I feel, is in the best tradition of the men of our profession."

The SIU can be proud of them."



Pensioner Thomas Harold Fleming, 68, died of cancer in the Rose Hawthorne Home, Fall River, Mass. on Dec. 30, 1980. Brother Fleming joined the SIU in 1944 in the port of New York sailing both as a FOWT and bosun. He also sailed 38 years, during the Vietnam War and as a ship's delegate. Seafarer Fleming was awarded the World War II Maritime Medal of Valor for his action after being torpedoed on the *SS Arthur Sewall* in January 1945. Born in Boston, Mass., he was a resident of Assonet, Mass. Cremation took place in the Swan Pt. Crematory, Providence, R.I. His ashes were buried at sea. Surviving are his widow, Helen and two daughters, Maureen and Eileen.

Pensioner Eugene William Repsch, 63, succumbed to cancer in Pennsylvania Hospital, Philadelphia on Dec. 18, 1980. Brother Repsch joined the Union in the port of Philadelphia in 1960 sailing as a cook for IOT, McAllister Brothers from 1950 to 1956, Curtis Bay Towing and the P.F. Martin Co. from 1956 to 1969. Boatman Repsch was a former member of the NMU and Tilesetters Union from 1946 to 1952. He was born in Minersville, Pa. and was a resident of Philadelphia. He was also a veteran of the U.S. Army in World War II. Interment was in Greenmount Cemetery, Philadelphia. Surviving is his widow, Audrey.

Pensioner Charles A. M. Firman, Sr., 80, passed away from a heart attack in Union Hospital, Baltimore on Dec. 11, 1980. Brother Firman joined the Union in the port of Baltimore in 1956 sailing as a bargeman. He was born in Maryland and was a resident of Baltimore. Interment was in Meadowridge Cemetery, Baltimore. Surviving are his widow, Caroline and a son, Charles Jr.



Pensioner Chalmers O. Money, 77, passed away on May 24. Brother Money joined the Union in 1947 in the port of Mobile sailing as a deckhand. He sailed 39 years. And was a former member of SIU Marine Allied Workers Division MAWD. Boatman Money was a veteran of the U.S. Coast Guard in World War II. A native of Columbus, Ga., he was a resident of Mobile. Surviving are his daughter, Mrs. Bessie L. Leon of Mobile and a granddaughter, Shirley Lanier of Mobile.

Robert Edward Ernest Thomas, 75, passed away in April 1980. Brother Thomas joined the Union in the port of Norfolk in 1965 sailing as a chief engineer for MEBA from 1959 to 1977, Curtis Bay Towing and McAllister Brothers. He was a veteran of the U.S. Navy. Boatman Thomas was born in Gloucester County, Va. and was a resident of Chesapeake, Va.

Mike Troy, 40, was dead on arrival of natural causes at the Sandusky (Ohio) Memorial Hospital on Sept. 25, 1980. Brother Troy joined the Union in the port of Cleveland sailing as a quartermaster for the American Steamship Co. and the Erie Sand Co. from 1976 to 1978. He was a veteran of the U.S. Army in the Vietnam War. Born in Poland, he was a resident of Wickliffe, Ohio. Burial was in Holy Cross Cemetery, Cleveland. Surviving is his widow, Kathryn.

Pensioner Clyde Ernest Hiers, Sr., 78, passed away from lung failure in the University Community Hospital, Tampa on Jan. 30. Brother Hiers joined the SIU in 1948 in the port of Tampa sailing as a chief steward. He also sailed during the Vietnam War. Interment was in Garden of Memories Cemetery, Tampa. Surviving is his widow, Jewell.

Pensioner Leonard Balthesofer, 79, passed away from arteriosclerosis in Good Samaritan Hospital, West Islip, L.I., N.Y. Brother Balthesofer joined the Union in the port of New York in 1960 sailing as a deckhand and 1st mate for the N.Y. Central Railroad from 1921 to 1966. He was born in Brooklyn, N.Y., and was a resident of Bay Shore, L.I., N.Y. Burial was in St. Charles Cemetery, Pinelawn, L.I., N.Y. Surviving is his widow, Elizabeth.



Pensioner Wilson Glenwood Thomas, 52, succumbed to a heart attack at home in Slidell, La. on Nov. 12, 1980. Brother Thomas joined the SIU in 1948 in the port of New York sailing as a bosun for Sea-Land. He was a veteran of the U.S. Army during the Korean War. Seafarer Thomas was born in Onancock, Va. Interment was in Forest Lawn Cemetery, Slidell. Surviving are his widow, Williamina; a son, Mitchell; two daughters, Dawn and Delilah and his parents, Mr. and Mrs. Elmer and Lola Thomas.

Pensioner Wallace Joseph La Nasa, Sr., 73, passed away from cancer at home in Westwego, La. on Nov. 9, 1980. Brother La Nasa joined the SIU in the port of New Orleans in 1952 sailing as a FOWT. He was born in Westwego. Interment was in Restlawn Cemetery, Avondale, La. Surviving are his widow, Marie; four sons, Jack, Douglas, Edward and Wayne and two daughters, Myra and Morita.

Perry Wayne Walker, 31, died of multiple injuries in Manchac, La. when his car turned turtle on Nov. 20, 1980. Brother Walker joined the SIU in the port of New Orleans in 1974 sailing as a FOWT. He was born in Independence, La. and was a resident of Hammond, La. Interment was in Walker Cemetery, McComb, Miss. Surviving are a son, Perry Jr. and his mother, Edith of Hammond.

Pensioner Stuart James "Barney" Masters, 80, passed away from cancer in the Eugene (Ore.) Care Center. Brother Masters joined the MC&S in the port of San Francisco sailing as a chief cook. He first sailed on the West Coast in 1941. Masters was a resident of Portland, Ore. Cremation took place in the Chapel of Memories Crematorium, Eugene.

Pensioner Jess Salasar Regaldo, 80, died of arteriosclerosis at home in Seattle on Feb. 7. Brother Regaldo joined the MC&S in the port of Seattle. He first sailed on the West Coast in 1937. Regaldo was a veteran of the U.S. Armed Forces. He was born in the Philippine Is. Cremation took place in the Washelli Crematory, Seattle. Surviving are his widow, Beth; a son, James and a brother, Lucio of Kalibo Aklan, P.I.



Pensioner Pat W. S. Woo, 76, passed away from lung failure in the San Francisco USPHS Hospital on Feb. 4. Brother Woo joined the Marine Cooks & Stewards Union (MC&S) in 1947 in the port of San Francisco sailing as a chief cook. He was a graduate of the Union's School in Santa Rosa, Calif. Woo was a veteran of the U.S. Army in World War II. He was born in Canton, China, was a U.S. naturalized citizen and a San Francisco resident. Burial was in Woodlawn Cemetery, Colma, Calif. Surviving are his widow, Min Yung; five sons, Henry—a MC&S member—of Oakland, Calif.; Eddie, Paul, George and Jack and three daughters, Eva, Elaine and Nancy.

Pensioner Albert William Hembury, 76, passed away from natural causes in the Albert Einstein College of Medicine Hospital, the Bronx, N.Y. on May 5, 1977. Brother Hembury joined the Union in the port of New York in 1960 sailing as a floatman for the New York, New Haven and Hartford Railroad from 1926 to 1967. He was born in the Bronx and was a resident there. Interment was in Woodlawn Cemetery, the Bronx. Surviving are a brother, Sidney; and a sister, Mrs. Madeline H. Cowles.

Ornie Albertson McCoy, Sr., 59, died from a lung ailment in Albemarle Hospital, Elizabeth City, N.C. on Oct. 16, 1980. Brother McCoy sailed as a tankerman for American Towing. He was born in North Carolina and was a resident of South Mills, N.C. Interment was in Memory Gardens Cemetery, Elizabeth City. Surviving are his widow, Jacqueline and a son, Ornie Jr.

Jerry Wayne Price, 41, drowned when he fell off a barge into the Mississippi River near Natchez, Miss. on Oct. 26, 1980. Brother Price joined the Union in the port of St. Louis in 1979 sailing as a lead deckhand for Northern Towing and ACBL. He was a former member of the Firemen and Oilers Union, AFL-CIO. Boatman Price was born in Springfield, Tenn. and was a resident of Louisville, Ky. Burial was in Louisville Gardens Cemetery, Shively, Ky. Surviving are his son, Jerry Jr.; three daughters, Dorothy, Rhonda and Karen and his mother, Ada of Jeffersonville, Ind.

A MESSAGE FROM YOUR UNION



**DON'T
BE
SHACKLED
TO
DRUGS!
THEY'RE
DUMB
DANGEROUS
DESTRUCTIVE
DEADLY**

**...AND YOU
LOSE YOUR
PAPERS
FOR LIFE!!**



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Pensioner Eugene William Repsch, 63, succumbed to cancer in Pennsylvania Hospital, Philadelphia on Dec. 18, 1980. Brother Repsch joined the Union in the port of Philadelphia in 1960 sailing as a cook for IOT, McAllister Brothers from 1950 to 1956, Curtis Bay Towing and the P.F. Martin Co. from 1956 to 1969. Boatman Repsch was a former member of the NMU and Tileseters Union from 1946 to 1952. He was born in Minersville, Pa. and was a resident of Philadelphia. He was also a veteran of the U.S. Army in World War II. Interment was in Greenwood Cemetery, Philadelphia. Surviving is his widow, Audrey.

Pensioner Charles A. M. Firman, Sr., 80, passed away from a heart attack in Union Hospital, Baltimore on Dec. 11, 1980. Brother Firman joined the Union in the port of Baltimore in 1956 sailing as a bargeman. He was born in Maryland and was a resident of Baltimore. Interment was in Meadowridge Cemetery, Baltimore. Surviving are his widow, Caroline and a son, Charles Jr.



Pensioner Chalmers O. Money, 77, passed away on May 24. Brother Money joined the Union in 1947 in the port of Mobile sailing as a deckhand. He sailed 39 years. And was a former member of SIU Marine Allied Workers Division MAWD. Boatman Money was a veteran of the U.S. Coast Guard in World War II. A native of Columbus, Ga., he was a resident of Mobile. Surviving are his daughter, Mrs. Bessie L. Leon of Mobile and a granddaughter, Shirley Lanier of Mobile.

Robert Edward Ernest Thomas, 75, passed away in April 1980. Brother Thomas joined the Union in the port of Norfolk in 1965 sailing as a chief engineer for MEBA from 1959 to 1977. Curtis Bay Towing and McAllister Brothers. He was a veteran of the U.S. Navy. Boatman Thomas was born in Gloucester County, Va. and was a resident of Chesapeake, Va.

Mike Troy, 40, was dead on arrival of natural causes at the Sandusky (Ohio) Memorial Hospital on Sept. 25, 1980. Brother Troy joined the Union in the port of Cleveland sailing as a quartermaster for the American Steamship Co. and the Erie Sand Co. from 1976 to 1978. He was a veteran of the U.S. Army in the Vietnam War. Born in Poland, he was a resident of Wickliffe, Ohio. Burial was in Holy Cross Cemetery, Cleveland. Surviving is his widow, Kathryn.

Pensioner Clyde Ernest Hiers, Sr., 78, passed away from lung failure in the University Community Hospital, Tampa on Jan. 30. Brother Hiers joined the SIU in 1948 in the port of Tampa sailing as a chief steward. He also sailed during the Vietnam War. Interment was in Garden of Memories Cemetery, Tampa. Surviving is his widow, Jewell.

Pensioner Leonard Balthesofor, 79, passed away from arteriosclerosis in Good Samaritan Hospital, West Islip, L.I., N.Y. Brother Balthesofor joined the Union in the port of New York in 1960 sailing as a deckhand and 1st mate for the N.Y. Central Railroad from 1921 to 1966. He was born in Brooklyn, N.Y., and was a resident of Bay Shore, L.I., N.Y. Burial was in St. Charles Cemetery, Pinelawn, L.I., N.Y. Surviving is his widow, Elizabeth.



Pensioner Wilson Glenwood Thomas, 52, succumbed to a heart attack at home in Slidell, La. on Nov. 12, 1980. Brother Thomas joined the SIU in 1948 in the port of New York sailing as a bosun for Sea-Land. He was a veteran of the U.S. Army during the Korean War. Seafarer Thomas was born in Onancock, Va. Interment was in Forest Lawn Cemetery, Slidell. Surviving are his widow, Williamina; a son, Mitchell; two daughters, Dawn and Delilah and his parents, Mr. and Mrs. Elmer and Lola Thomas.

Pensioner Wallace Joseph La Nasa, Sr., 73, passed away from cancer at home in Westwego, La. on Nov. 9, 1980. Brother La Nasa joined the SIU in the port of New Orleans in 1952 sailing as a FOWT. He was born in Westwego. Interment was in Restlawn Cemetery, Avondale, La. Surviving are his widow, Marie; four sons, Jack, Douglas, Edward and Wayne and two daughters, Myra and Morita.

Perry Wayne Walker, 31, died of multiple injuries in Manchac, La. when his car turned turtle on Nov. 20, 1980. Brother Walker joined the SIU in the port of New Orleans in 1974 sailing as a FOWT. He was born in Independence, La. and was a resident of Hammond, La. Interment was in Walker Cemetery, McComb, Miss. Surviving are a son, Perry Jr. and his mother, Edith of Hammond.

Pensioner Stuart James "Barney" Masters, 80, passed away from cancer in the Eugene (Ore.) Care Center. Brother Masters joined the MC&S in the port of San Francisco sailing as a chief cook. He first sailed on the West Coast in 1941. Masters was a resident of Portland, Ore. Cremation took place in the Chapel of Memories Crematorium, Eugene.

Pensioner Jess Salazar Regaldo, 80, died of arteriosclerosis at home in Seattle on Feb. 7. Brother Regaldo joined the MC&S in the port of Seattle. He first sailed on the West Coast in 1937. Regaldo was a veteran of the U.S. Armed Forces. He was born in the Philippine Is. Cremation took place in the Washelli Crematory, Seattle. Surviving are his widow, Beth; a son, James and a brother, Lucio of Kalibo Aklan, Pi.



Pensioner Pat W. S. Woo, 76, passed away from lung failure in the San Francisco USPHS Hospital on Feb. 4. Brother Woo joined the Marine Cooks & Stewards Union (MC&S) in 1947 in the port of San Francisco sailing as a chief cook. He was a graduate of the Union's School in Santa Rosa, Calif. Woo was a veteran of the U.S. Army in World War II. He was born in Canton, China, was a U.S. naturalized citizen and a San Francisco resident. Burial was in Woodlawn Cemetery, Colma, Calif. Surviving are his widow, Min Yung; five sons, Henry—a MC&S member—of Oakland, Calif.; Eddie, Paul, George and Jack and three daughters, Eva, Elaine and Nancy.

Pensioner Albert William Hembury, 76, passed away from natural causes in the Albert Einstein College of Medicine Hospital, the Bronx, N.Y. on May 5, 1977. Brother Hembury joined the Union in the port of New York in 1960 sailing as a floatman for the New York, New Haven and Hartford Railroad from 1926 to 1967. He was born in the Bronx and was a resident there. Interment was in Woodlawn Cemetery, the Bronx. Surviving are a brother, Sidney; and a sister, Mrs. Madeline H. Cowles.

Ornie Albertson McCoy, Sr., 59, died from a lung ailment in Albemarle Hospital, Elizabeth City, N.C. on Oct. 16, 1980. Brother McCoy sailed as a tankerman for American Towing. He was born in North Carolina and was a resident of South Mills, N.C. Interment was in Memory Gardens Cemetery, Elizabeth City. Surviving are his widow, Jacqueline and a son, Ornie Jr.

Jerry Wayne Price, 41, drowned when he fell off a barge into the Mississippi River near Natchez, Miss. on Oct. 26, 1980. Brother Price joined the Union in the port of St. Louis in 1979 sailing as a lead deckhand for Northern Towing and ACBL. He was a former member of the Firemen and Oilers Union, AFL-CIO. Boatman Price was born in Springfield, Tenn. and was a resident of Louisville, Ky. Burial was in Louisville Gardens Cemetery, Shively, Ky. Surviving are his son, Jerry Jr.; three daughters, Dorothy, Rhonda and Karen and his mother, Ada of Jeffersonville, Ind.

Summary Annual Report SIU PD-PMA Supplemental Benefits Fund, Inc.

This is a Summary of the Annual Report for the SIU PD (Pacific District)-PMA Supplemental Benefits Fund, Inc., Employer Identification No. 94-1431246, for the year ended July 31, 1980. The Annual Report has been filed with the Internal Revenue Service, as required under the Employee Re-

irement Income Security Act of 1974, ERISA.

Basic Financial Statement

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$8,851,159.00. These expenses included \$204,787.00 in administrative

expenses and \$8,646,372.00 in benefits paid to participants and beneficiaries. A total of 2,775 persons were participants in or beneficiaries of the Plan at the end of the Plan Year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was a deficit of \$98,677.00 as of the end of the Plan Year compared to \$85,909.00 as of the beginning of the Plan Year. During the Plan Year, the Plan experienced a decrease in its net assets of \$184,586.00. The Plan had total income of \$8,666,573.00 including employer contributions of \$8,328,681.00, and earnings from investments of \$114,275.00.

362-8363. The charge to cover copying costs will be \$4.00 for the full annual report, or \$0.10 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, and/or statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full Annual Report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan, 522 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room N4677
Pension and Welfare Benefit Programs
Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216

Cove Communicator Committee



Late last month Recertified Bosun William E. Reeves (seated front) ship's chairman of the *ST Cove Communicator* (Northville Industries), led the Ship's Committee at a payoff at Linden, N.J. Seated with him at the table are (l. to r.) AB Red King, deck delegate and Chief Pumpman T. G. Clark, educational director, Standing Rear (l. to r.) are 3rd Cook James Bogucki, steward delegate and Chief Steward/Baker R. F. Devine, secretary-reporter.

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
275 - 20th Street, Brooklyn, N.Y. 11215

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

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

KNOW YOUR RIGHTS

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.

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.

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If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

A MESSAGE FROM YOUR UNION



DON'T BE SHACKLED TO DRUGS! THEY'RE DUMB DANGEROUS DESTRUCTIVE DEADLY ...AND YOU LOSE YOUR PAPERS FOR LIFE!!



Christopher John Kirchhofer

Seafarer Christopher "Chris" John Kirchhofer, 23, graduated from Piney Point in 1978. Brother Kirchhofer upgraded to cook and baker there the same year. He also got his GED there. And he has the CPR, firefighting and lifeboat endorsements. Kirchhofer was born in Orange, Calif., where he resides and ships out of the port of Wilmington.

Clarence Lacey

Seafarer Clarence Lacey, 26, graduated from Piney Point in 1974. Brother Lacey upgraded to assistant cook there. He holds the lifeboat, firefighting and CPR endorsements. Lacey was born in Mobile, resides in Brooklyn, N.Y. and ships out of the port of New York.

Harold Winfield Perkins Jr.

Seafarer Harold Winfield Perkins Jr., 26, is a 1977 Piney Point grad. Brother Perkins upgraded to FOWT there. He holds the firefighting, lifeboat and CPR tickets. A native of Plant City, Fla., he resides there and ships out of the port of Tampa.

Richard Robertson Jr.

Seafarer Richard Robertson Jr., 27, was graduated by the SHLSS in 1977. He upgraded to QMED there. Brother Robertson earned the firefighting, lifeboat and CPR endorsements. Robertson is a veteran of the U.S. Navy in the Vietnam War. And he boxes and does karate. Born in St. Louis, Mo., he lives there and ships out of all ports.

Jon Francis Bailey



Seafarer Jon Francis Bailey, 26, graduated from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1978. He upgraded to AB there last year. He also took the LNG course. Brother Bailey has the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) endorsements. Bailey also attended Nassau (L.I., N.Y.) Community College, N.Y. Tech and the B.O.C.E.S. Photography School. Born in Amityville, N.Y., he lives in Floral Park, N.Y. and ships out of the port of New York.

Nicholas Grogard



Seafarer Nicholas "Nick" Grogard, 27, was graduated by the SHLSS in 1974. Brother Grogard upgraded to fireman-watertender (FOWT) there this year. He holds the firefighting, CPR and lifeboat tickets. His father, Andrew is a merchant marine master. A native of Staten Is., N.Y.C., he resides in Bowie, Md. and ships out of the ports of Baltimore and New York.

Robert David Hess



Seafarer Robert David Hess, 26, graduated from Piney Point in 1977. He upgraded to FOWT there the next year. Brother Hess earned the lifeboat, firefighting and CPR diplomas. And he was a member of the Montgomery (Md.) County Supporting Services Employees Union. Hess also went to the Montgomery Jr. College to study photography. Born in Livingston, Mont., he lives in Gaithersburg, Md. and ships out of the port of Baltimore.

Michael Albert Hartung



Seafarer Michael Albert Hartung, 25, is a 1978 graduate of the SHLSS Trainee Program. Brother Hartung upgraded to FOWT there. He has the firefighting, lifeboat and CPR endorsements. His father, William is a retired lieutenant-colonel of the U.S. Air Forces. A native of Bryan, Tex., he lives in Sacramento, Calif. and ships out of the port of San Francisco.

Harold Ray Markowitz



Seafarer Harold Ray Markowitz, 25, is a 1978 grad of the SHLSS. Last year, he upgraded there to cook and baker. Brother Markowitz has the firefighting, lifeboat and CPR tickets. Markowitz was a chef apprentice in a French restaurant and studied Food Administration at Baltimore Community College. And he skis. A native of Baltimore, he lives there and ships out of that port.

Matthew Dennis Horan



Seafarer Matthew Dennis Horan, 27, was graduated by the SHLSS in 1977. He upgraded to AB there also. Brother Horan also earned his General Education Diploma (GED) at the Point. And he holds the lifeboat, firefighting and CPR tickets. Hess is also a chess player. Born in Brooklyn, N.Y., he lives in Cape Canaveral, Fla. and ships out of the port of Jacksonville.

Stephen Leroy Peek



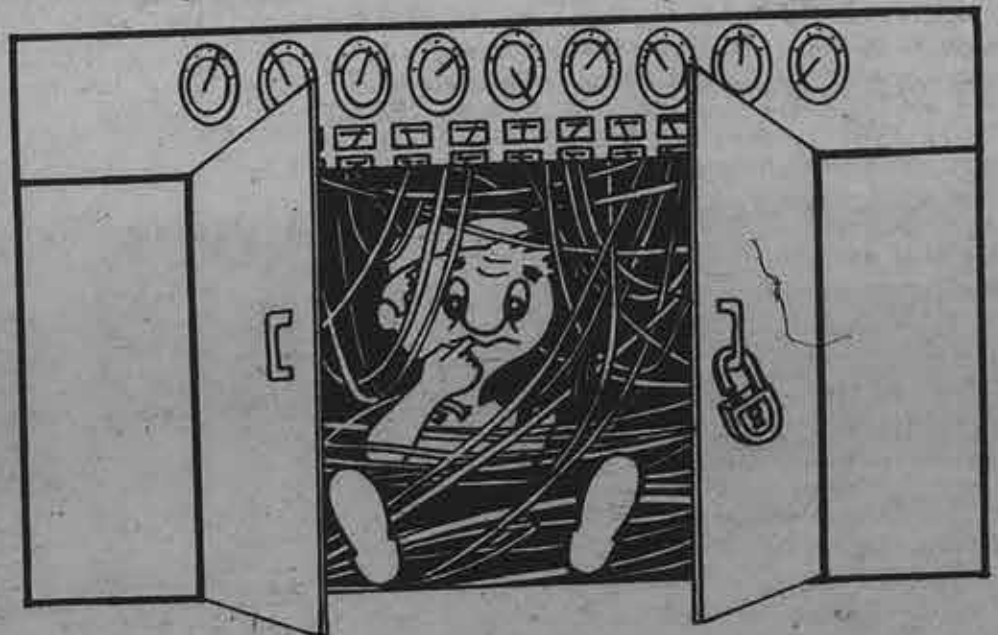
Seafarer Stephen "Steve" Leroy Peek, 25, graduated from the SHLSS in 1978. He upgraded to AB there. Brother Peek, a former resident of Alaska, has the CPR, firefighting and lifeboat tickets. And he is a veteran of the U.S. Air Forces during the Vietnam War. His father, Luther is a U.S. Navy captain. Peek also does scuba diving. Born in Quantico, Va., he lives in Charleston, S.C. and ships out of the port of Jacksonville.

Notice On Job Call Procedure (Inland)

When throwing in for work during a job call at any SIU Hiring Hall, boatmen must produce the following:

- membership certificate (where possessed)
- registration card
- clinic card
- seaman's papers

Don't Get Tangled Up In Shipboard Electronics



EVERY SIU ship has electronic gear that QMED's need to know how to handle. Now you can learn how!

Take the new Marine Electronics Course at SHLSS.

In this 6-week course you'll get the skills you need to work on:

- Electronic systems in the Engine Room
- Winch controls
- Anchor windlass controls
- Cargo control boards

Sign Up Now!

Course starts September 14

Contact the Seafarers Harry Lundeberg School of Seamanship or see your SIU Field Representative for details.



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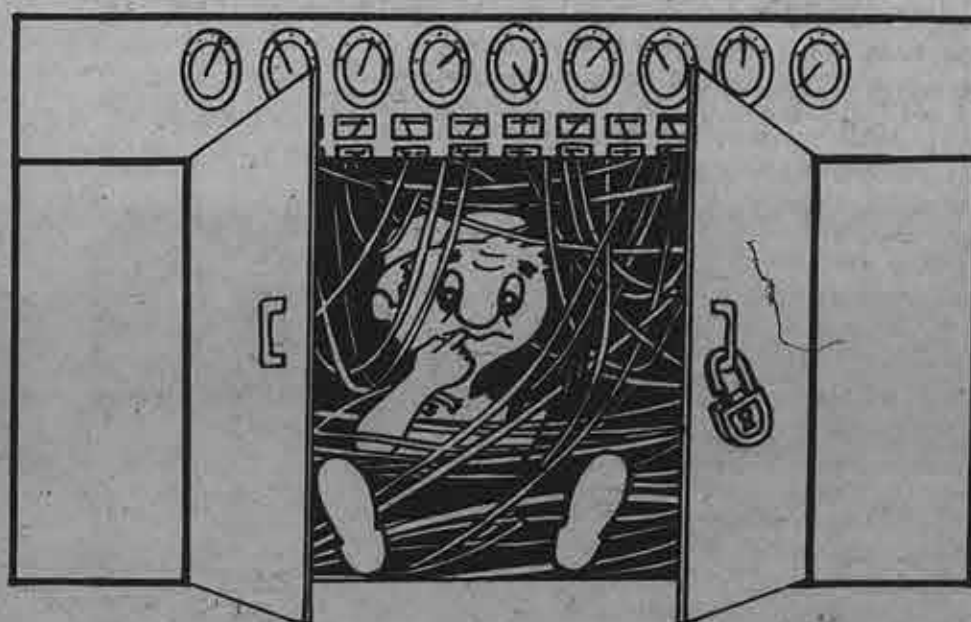
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Percival Shauger

Jesse Thrasher

Ray H. Mann

Courtney Rooks

Paul Hunt

Anthony Gregoire

Edwin Vieira

Melvin Newson

Steward Recertification

HAVING completed a rigorous two month program, 12 stewards received their diplomas of recertification at the July Membership meeting at Headquarters.

The Stewards had spent six weeks at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. and two weeks at Headquarters learning about important issues affecting the maritime industry and their Union.

The Stewards also spent one day in Washington learning about the Union's Washington operations. They met with members of the Maritime Trades Department who

explained the role that organized labor plays in protecting the rights of American seamen and workers.

As one of the key unlicensed ratings onboard American-flag vessels, Stewards have a special obligation to be acquainted with a broad spectrum of issues, for their fellow shipmates look to them for leadership.

In addition to learning about the general state of the maritime industry, the Stewards met with representatives of the pension and welfare plans to discuss pension eligibility requirements, welfare benefits and contractual obligations.

Several hundred of the Stewards fellow union members were on hand to see them receive their diplomas of recertification. The Stewards were also privileged to see Ray McKay, president of District 2 of the Marine Engineers Beneficial Association, present a plaque to Frank Drozak honoring the late SIU President Paul Hall, to be placed in the new library in Piney Point. As long time members of the maritime industry, the Stewards could appreciate this tribute, and use the knowledge they gained from the recertification course to link the SIU's past with its present.



William Kaiser



William Field



Robert Forshee



Eddie Jackson

Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

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

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

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

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

Alcoholic Rehabilitation Center

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

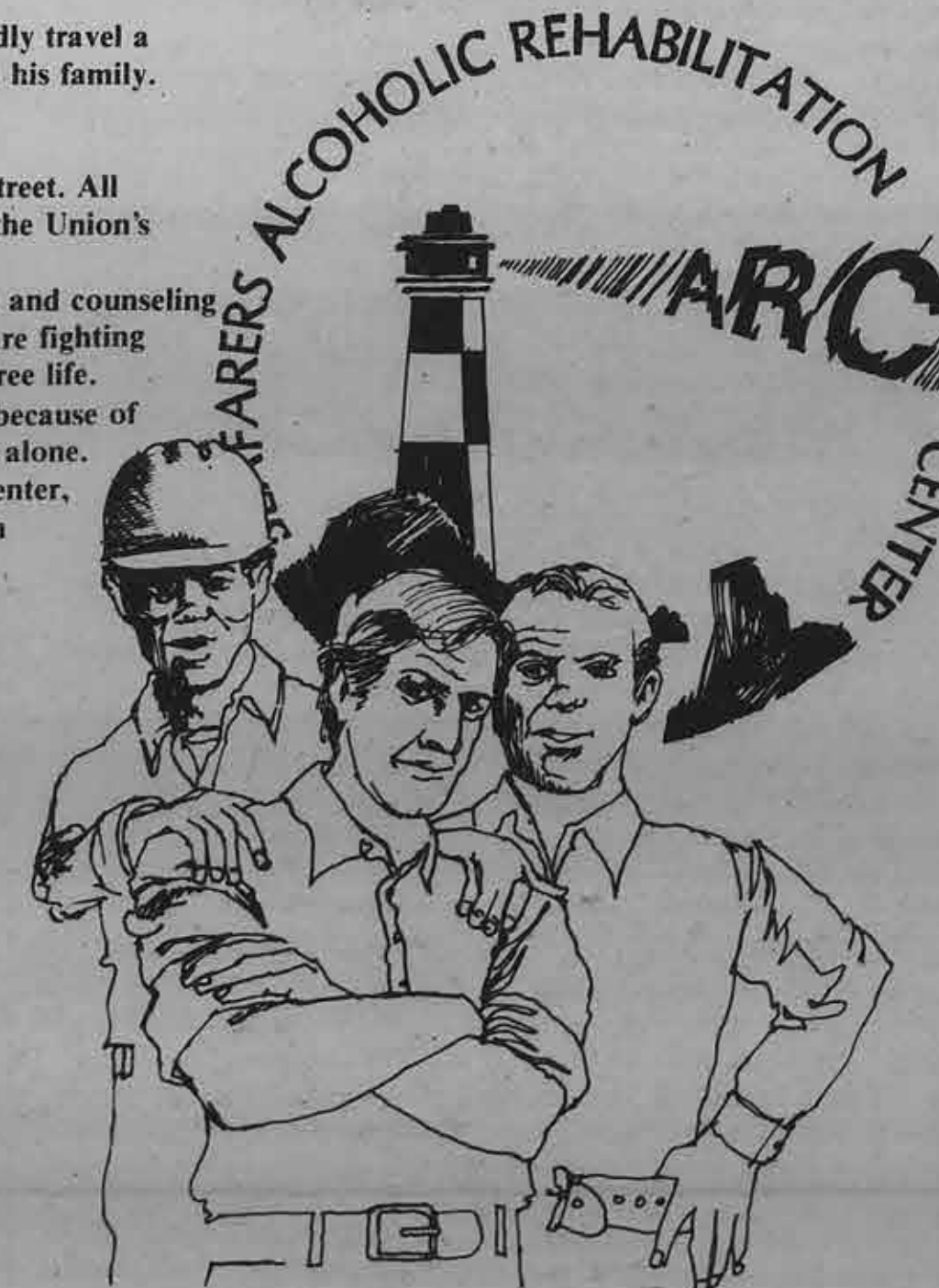
Name Book No.

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

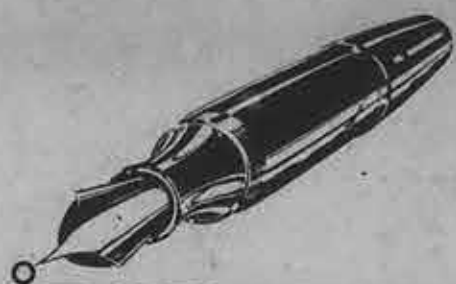
Telephone No.

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

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



LETTERS TO THE EDITOR



Flat Busted, SIU Came to Rescue

My name is Stephen Patton, P-1104, and I won an SIU college scholarship in 1979. I've been in school straight from Jan. 1980 to now, and will be in school this summer and fall. I'm too far from any port to come into a hall to do this personally. But I want to donate \$100 to SPAD. Since I'm not going to sea while in college, no checkoff for SPAD is being taken out, and I figure with Reagan in office we will need all the help we can get.

My engineering training is going well and it's great to understand the hows and whys of the engine room. I never would have been able to learn this if it weren't for the scholarship that was given me.

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I really don't know how to thank all my SIU brothers. I feel at times like I owe the SIU so much for taking a crazy 19-year old off the street, teaching him a trade and giving him the respect every person deserves. The SIU made a hell of a difference in my life. Sometimes I talk myself blue in the face trying to explain to these ignorant anti-union college kids just what "Brotherhood of the Sea" means.

Once again, thanks for being there when I was flat busted and didn't know where I was going.

Fraternally,
Stephen M. "Mike" Patton, P-1104
Madison, Wisconsin

Earl Gray Doing a Job

For the past two years, Mr. Earl N. Gray, G-859, has been aboard the *SS Ogden Leader* as chief cook. He has gone to Piney Point and upgraded himself to the highest standards of culinary excellence. His record is the best and his goals are to do better in his field of work. He intends to go back to Piney Point to upgrade himself to chief steward one of these days.

This letter is to inform you of the caliber of men that the School is turning out today.

Earl is very thankful for the opportunities he's had and so is his family. After all, where else could a working man today earn the kind of money needed to send his children to college and provide a decent home. Certainly not working shoreside.

I've worked with Earl for a long time. And I know him to be the kind of man who speaks out in favor of his Union, and believes that a person who puts something extra into his Union will reap and enjoy the benefits we have today that much more.

It's a real pleasure working with people like Earl.

Fraternally,
Tony DeBoissiere, Chief Steward
Ogden Leader, at sea



The crew of the *S-L Economy* gather for the at sea burial service of the late Art Lesh enroute to Rotterdam.

Burial at Sea for Art Lesh

On March 28th, Art Lesh, a long time member of the SIU and Port Steward for Sea-Land in New Orleans, died of a heart attack.

Since Art had always been very close to the Union, his wife Nancy asked if it would be possible to have a memorial service at the hall in New Orleans. Port Agent Gerry Brown agreed and made all the arrangements.

At the service, Gerry gave a touching tribute which said in part: "Art enjoyed his life with his family, his shipmates and fellow workers. He had a nature about him in which we all knew him to be sincere. He had a unique sense of humor that always brought a quick smile and lingering good will. Art was a worker who had served in a wide variety of jobs in a wide variety of locations in this world. He became very rich in his understanding of people from all these experiences. His family, friends and fellow workers all became richer in having known, loved and worked with him."

Art was cremated. And then on May 3, 1981 the last remaining ashes of Arthur Lesh were cast to the four winds of the world to be carried to its seven seas in accordance with tradition and the wishes of a person who lived with and loved the sea. This act was conducted on the good ship *S-L Economy* in latitude 38-33 N, 063-17 W while bound for Rotterdam.

Mrs. Nancy Lesh was very happy at the manner in which these circumstances were carried out and has asked me to pass on to all SIU members, Gerry Brown in particular, her sincere thanks and appreciation for all that was done.

Yours Very Truly,
Capt. E. C. Savage,
Manager Vessel Operations
Sea-Land Service, New Orleans

Thrash, McFarland Bar-B-Qs Outa' Sight

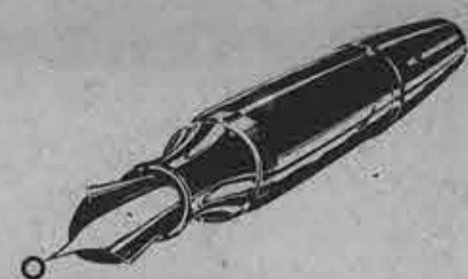
Steward/Baker Milton Thrash and Chief Cook Chris McFarland whip up outstanding semi-monthly barbecue cookouts for the crew of the *MV Sugar Islander*. This is just one of the many extras provided by the steward department on this ship. There is always some "gourmet" item on the menu each day (example: eggs benedict, dessert crepes, baked stuffed pork chops, arroz con polla, prime rib with homemade popovers). Their personal touch makes an ordinary meal seem like something special.

A special vote of thanks from all of us on the *MV Sugar Islander* to our very special steward department for feeding us like passengers.

Fraternally,
M. Beeching, Bosun, and the
Entire Crew
MV Sugar Islander, at sea

LETTERS

TO THE EDITOR



Flat Busted, SIU Came to Rescue

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2nd Try in a Month to Sabotage PL-480 Begins

An attempt last month by the Senate Agriculture Committee to wipe out the 50 percent U.S.-flag cargo preference requirement for government-generated PL-480 cargoes was blocked by the SIU and others in government, labor and industry.

The Committee had voted an amendment, sponsored by Chairman Jesse Helms (R-NC) that would have eliminated the cargo preference requirement for "Food for Peace" cargoes and destroyed a significant sector of the U.S. merchant fleet in the process.

The Reagan Administration, in the midst of preparing a comprehensive U.S. maritime policy, said the Helms' amendment was ill-timed.

Sen. Slade Gorton (R-Wash.) who led the successful effort to ax Helms' amendment on the floor of the Senate argued that altering cargo preference laws would have a profound effect on the U.S. merchant marine. "Such an action," Gorton charged, "should not be taken without extensive hearings...with the active and full participation of the Senate Commerce Committee, charged with oversight of the U.S. flag fleet."

This Union, along with other maritime labor organizations and U.S. shipping companies which belong to the Council of American-Flag Ship Operators blasted the Senate Committee for taking an action which would destroy the dry bulk fleet and a number of the nine remaining U.S. flag liner companies.

But a subcommittee of the Senate Agriculture Committee has launched the second attempt in less than a month to sabotage cargo preference.

Acting in total disregard of the objections raised by their colleagues on both sides of the Senate, as well as those voiced by the Administration, U.S. maritime labor and industry, the Subcommittee on Foreign Agricultural Policy commenced hearings to consider shifting the transportation segment of the cost of PL-480 out of the Agriculture Dept., to either the Dept. of State, Transportation, Defense or Commerce.

Advocates of this proposal argue that agriculture appropriations should not be used to meet cargo preference requirements even though PL-480 cargoes are agricultural. Approximately \$75 million, or five percent of the total PL-480 budget per fiscal year is set aside to pay U.S.-flag carriers the difference between prevailing U.S. liner rates and cut-rate foreign flag rates.

Offering sometimes bizarre and often contradictory reasoning, a clutch of witnesses sounded off during the Subcommittee's hearings against the use of PL-480 monies to guarantee the U.S. fleet an equitable share of U.S. aid cargoes.

PL-480 Subsidizes Farmers
Branding cargo preference an unfair maritime relief act they apparently ignored the fact that the PL-480 program consists largely of indirect subsidies to U.S. farmers by guaranteeing them favorable rates for much larger quantities of grain than they could sell were there no "Food for Peace" program.

Shifting cargo preference funding out of the Agriculture Dept. is a major administrative change for an inconsequential percentage of the agriculture budget.

Approximately five percent of the PL-480 budget is spent on the freight differential. Of the total agricultural budget, only 3/10ths of one percent is spent ensuring the survival of the U.S. fleet—a small price for the immeasurable return of having a national fleet that plays a key role in U.S. commercial and national security.

Shifting freight differential funding out of the Agriculture Dept. makes absolutely no sense. No other government-impelled cargo program separates transportation costs from commodity costs. To set such a precedent with the PL-480 program would make it impossible for that program to function smoothly, scuttling both U.S. foreign aid objectives and the U.S. law which calls for a strong, viable U.S. merchant marine.

That law—the Merchant Marine Act of 1936—was passed by the U.S. Congress. It was signed by a U.S.

President. And it was meant to be binding and all-encompassing.

We think Sen. Boschwitz had better yield to those who have studied cargo preference. To those like the Secretary of Transportation, the nation's maritime unions and shipping companies and the majority of his colleagues from both sides of the Senate, who know that U.S. cargo preference laws are crucial to the survival of the American merchant marine. And who know, finally, that the U.S. merchant marine is crucial to the survival of America.



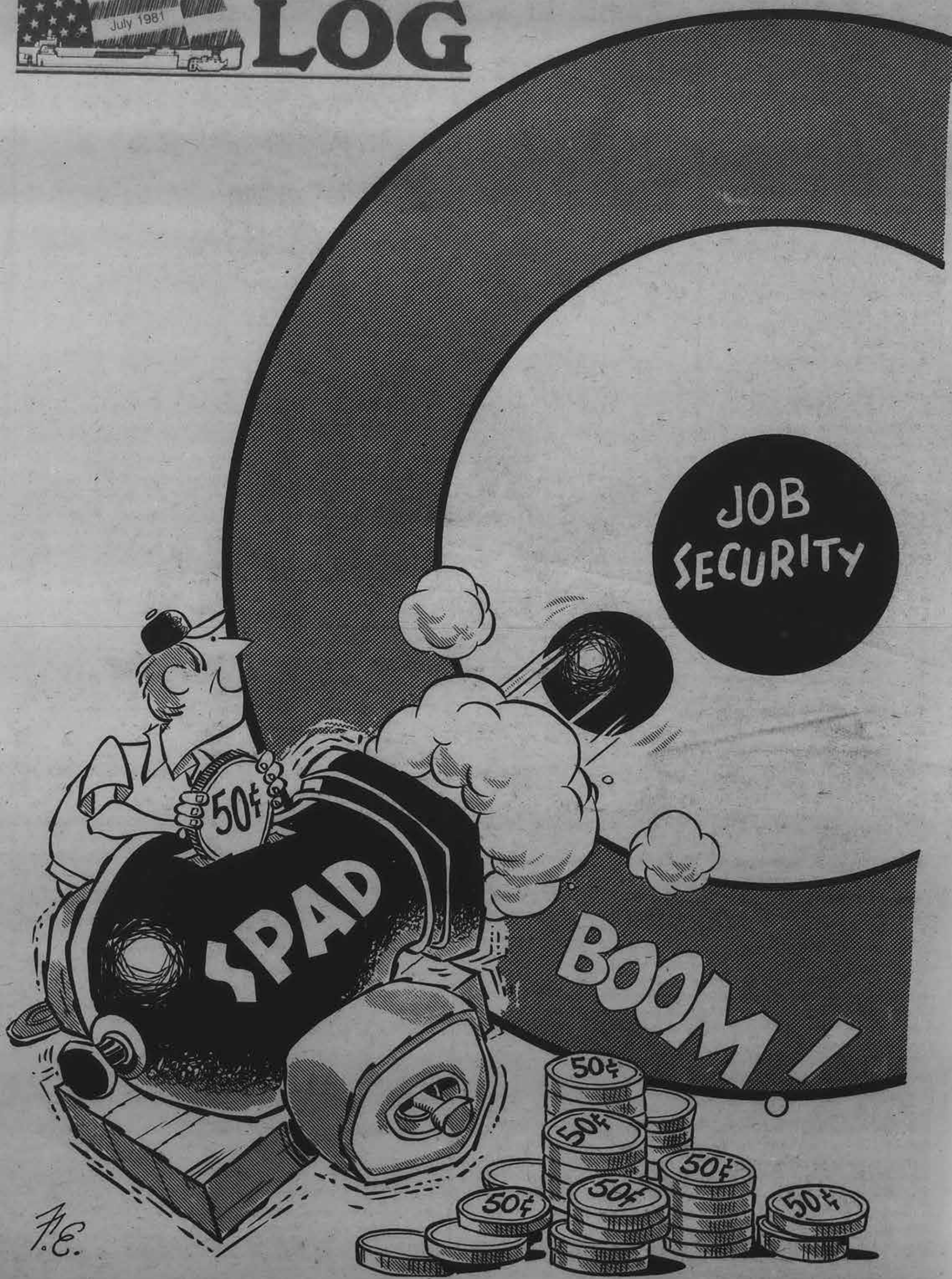
Frank EVERS S.I.U.

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July 1981

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