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Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 44 No. 11 Nov. 1982

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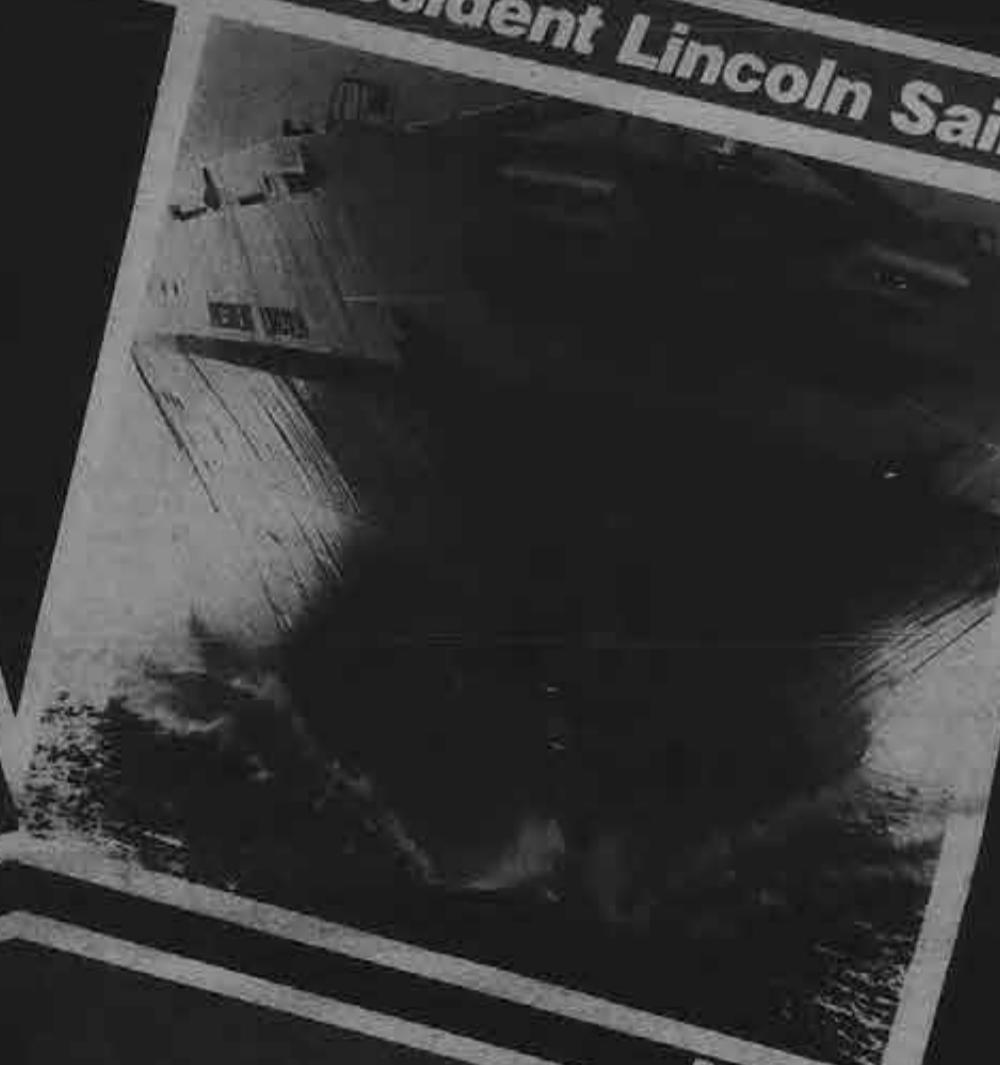
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President's Report

by Frank Drozak



THE 1982 elections are over, and the message to the President of the United States is clear: America needs to go back to work; American workers need jobs and job security.

Our Union was involved in 385 Congressional campaigns in this past election. We were with the winners in 345 of those key Congressional elections. All in all, we did quite well in terms of laying some solid political groundwork for preserving the jobs and job security of our membership.

We picked up many new friends in this new Congress which will go to work in January, and we cemented our friendships with many of the victorious incumbents.

Now we must settle down and go to work to persuade the Congress and the Administration that what is needed is a *national maritime policy*.

The "quick fix" won't work. Scrapping existing programs without providing any viable alternatives hasn't worked. Reaganomics, if it continues on its present course, will sink our industry and our jobs along with it.

* * *

Our industry is in troubled waters. Our shipyards are almost at the point of no return. Shipyard workers by the thousands are out of work. Steamship companies, and many tug and barge line companies are on the verge of bankruptcy. Equipment is laid up in every harbor, and on the rivers, and in ports around the Great Lakes. American seamen are unemployed.

There is no cargo for American-flag ships. Some of our ships are too old to compete and need to be replaced, yet there is no maritime policy which would encourage private investors to build these ships. And even our newer ships are being laid up because there is no cargo for them.

Our Great Lakes fleet is operating at only about 30 percent capacity.

and Lakes sailors from Duluth to Gary to Erie are on the beach. The reason? We are building our ships foreign, and allowing foreign producers to dump cheap steel onto our national marketplace.

* * *

I think the time is right for a new beginning. This nation, not just our industry, needs a national maritime policy. I've heard it time and again from our friends in Congress: Give us a program and we will support it.

Our friends in Congress don't want to see a hodge-podge maritime "program" consisting of quick-fixes and jury-rigged plugs being tampered with and picked apart a piece at a time any more than we do. We must stop going from one crisis to another.

* * *

What we must do now is to plan and draft a program that will cover all bases. We need to draft a major piece of legislation that will include both our international and our domestic maritime industry. It must be a program that has at its very foundation the promotion of cargo for American-flag ships. It needs a strong statement of intent: that the United States must have and maintain a strong Merchant Marine.

There are four main areas that must be dealt with: liner cargo; bulk cargo; protection of our domestic trade, including Alaska and Puerto Rico; and tightening loopholes that allow agencies of our government to evade existing cargo laws.

I believe that the mood of the country, and the mood of Congress is right for a change. The old ways never worked; something radically new has to be tried.

What will work, I believe, is a national cargo policy with bilateral shipping, cargo sharing, ratification of the UNCTAD Code of Liner Conduct, and passage of the Competitive Shipping and Shipbuilding Act.

What I am talking about ultimately is a program that will turn back the economic depression we are being swept into, and will put many thousands of Americans back to work. I am talking, too, about a maritime program that will revive our industry, promote jobs for American seafarers, and ensure our national security.

* * *

The elections are over, and now is the time to go to work. A new Congress will convene in January. We will need to educate this Congress, and provide them with a complete maritime program.

If we in this industry—labor and management—take time to think it out and work together, I believe we can succeed in building and securing a healthy and strong industry for all of us and for our nation.

The time is right.

Congress to Act on Legislation Early in 1983:

Boggs Bill Would Spark Jobs In Shipping and Shipbuilding

Seafarers and other workers in related industries can expect more jobs if Congress passes H.R. 6979, the Competitive Shipping and Shipbuilding Revitalization Act of 1982.

This legislation, better known as the Boggs Bill, has been sponsored by a bipartisan group of 66 Members of Congress, cutting across regional, political, and social lines. With unemployment reaching 10.4 percent nationally, Congress and the people want to get back to basics—jobs for American workers.

If passed, the Boggs Bill would

require exporters and importers of bulk commodities in the foreign commerce of the United States to ship 5 percent of their cargoes on US-crewed and US-built vessels in 1983. That percentage would increase by one percent each year until a target figure of 20 percent is reached.

* * *

According to projections made by the Transportation Institute, a non-profit organization aimed at promoting maritime research and development, the Boggs Bill would require the construction of 158 new ships by 1998.

For Seafarers on the beach, that means one thing: jobs and job security.

Construction of these 158 new bulkers would provide desperately needed work to the commercial shipyards of the following states:

Ohio, Wisconsin, Pennsylvania, Alabama, California, Connecticut, Louisiana, Maine, Massachusetts, Maryland, Rhode Island, Texas, Mississippi, Virginia, and Washington.

Employment resulting from passage of the Boggs Bill would give the government millions of dollars in tax revenue. It would also relieve the taxpayers of millions of dollars

in unemployment compensation payments.

The bill would also enhance American security without increasing the Defense Budget. It would decrease this country's dependence on foreign flag shipping for strategic materials. It would also build up this country's sealift capability.

Congress will be expected to act on this important maritime program on this important maritime program when the new Congress convenes in January.

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

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly.
Second Class postage paid at Brooklyn, N.Y. Vol. 44, No. 11, Nov. 1982. (ISSN #0160-2047)

A Reminder: SIU Headquarters Is Now Located In Washington

The new headquarters of the Seafarers International Union is now located in Washington, D.C. All Union business formerly conducted at the SIU's old headquarters in Brooklyn is now being handled at the new headquarters.

Here is the new address and

phone number of the Seafarers Headquarters:

Seafarers International Union
5201 Auth Way
Camp Springs, Md. 20023

Phone: (301) 899-0675

New Agreement on Strategic Petroleum Reserves Means More Jobs for Seafarers

An agreement signed by the Departments of Energy and Transportation earlier this month will put American seamen back to work by rectifying long term abuses in the Special Petroleum Reserve Program.

After much prodding from the SIU, Drew Lewis, Secretary of Transportation, and James Edwards, outgoing Secretary of Energy, agreed that the Energy Department would abide by the terms of the Cargo Preference Act of 1954. This law requires that at least 50 percent of all government generated cargo will be carried on American flag vessels.

The Energy Department has consistently failed to meet those standards when filling the Special Petroleum Reserve. As a result of this and the general slump in the economy, as many as 28 SIU contracted tankers now sit idle for lack of cargo. It is expected that a number of these ships will come out of layup to carry SPR oil.

The Energy Department has pledged to make up all 1981 shortfalls. It would do this by increasing American-flag participation in the SPR trade to at least 75 percent of all SPR oil until the shortfall is made up.

Peter Luciano, executive director of the Transportation Institute, a



Relief is on the way for idled U.S. tankers.

non-profit organization that promotes maritime research and development, said that the agreement reached by the Departments of Energy and Transportation would provide "badly needed employment for American-flag tankers that would otherwise lie idle."

In the past, the Departments of Energy and Transportation have had sharp disagreements on how to compute the American-flag share of the SPR trade. Seamen have an important stake on how the dis-

agreement is settled: jobs.

The Department of Transportation, reflecting the stand being taken by most of the maritime industry, would exclude Alaskan oil from being counted towards the 50 percent mandated figure. DOT argues that such oil falls under the jurisdiction of the Jones Act, and must be carried in U.S. bottoms. Energy wants to include Alaska oil.

Energy and Transportation have agreed to submit the matter to the Attorney General for an interpre-

tation of the law.

But even if the Attorney General decides against the Department of Transportation and the maritime industry, this recent agreement between the Departments of Energy and Transportation will still generate many jobs for seamen.

According to Department of Energy projections, the shortfall to be made up for calendar year 1981 could total as much as 35 million ton miles if Alaskan oil is excluded, and 10 million ton miles if it is not.

SIU to Press for Passage of Shipboard Convention Bill

Earlier this year, Rep. Frank Guarini (D-NJ) introduced a bill that would encourage organizations to hold their conventions aboard U.S.-flag cruise ships. If it is passed, it would mean hundreds of new jobs for American seafarers.

The bill (H.R. 3191) enjoys widespread support in Congress. Right now it is awaiting floor action in the House, and has been introduced in the Senate by Spark Mantsunaga (D-Hawaii).

Yet there is a problem: time. Congress has been caught up by Election year politics and in-fighting over the budget. It will meet again for two weeks in an emergency session that is scheduled to begin on Nov. 29.

The Guarini Bill stands at the top of maritime's agenda, along with the Boggs Bill. Its passage would ensure the long term viability of the American passenger vessel industry. It would also give American seamen the thing they most need: jobs and job security.

The passenger vessel industry has been one of the bright spots for the American-flag Merchant

Marine. During the past two years, the industry was literally reborn with the redocumentation of two historic ships, the *SS Constitution* and the *SS Independence*, both manned by SIU crews.

Hundreds of jobs have been created, and that is just a modest beginning for an industry that holds tremendous potential for the future.

It is remarkable for any industry to rise from the dead. Yet the fragile renaissance of the US passenger vessel industry is even more remarkable than it seems, because it has occurred in the face of intense discrimination by the Internal Revenue Service.

Tourist industries, whether they are land-based or at-sea, must attract a certain level of convention business in order to survive. Yet for the past two years, the IRS has denied tax-write-offs for conventions held on US passenger vessels, and allowed them for conventions held at land-based

hotels in the United States, Canada, and Mexico.

Owners of American-flag vessels employ US citizens, pay US taxes

and adhere to US safety standards. That's more than can be said for on-land conventions held in Mexico and Canada, or at-sea conventions held aboard foreign-flag vessels which are the principal beneficiaries of this oversight.

Drozak in Delaware



SIU President Frank Drozak talks with a campaign worker during an election eve swing through Delaware at the behest of the AFL-CIO. Drozak, accompanied by SIU members and SIU-manned sound trucks, visited factories and workshops around the state in support of AFL-CIO-endorsed candidates. Drozak is wearing the campaign button of Thomas Carper, the COPE-endorsed Democrat who won a resounding victory over the incumbent Republican.

S.S. Thomas Heyward to Supply U.S. Forces Abroad

Waterman gets Big Contract from MSC

The U.S. Military Sealift Command (MSC) late last month awarded a charter to convert a R/O R/O ship to Waterman steamship for \$108.4 million.

The charter is for one auxiliary cargo ship for the U.S. Maritime Preposition, Rapid Deployment Task Force (TAKX).

Waterman will convert one of their Roll-On/Roll-Off ships and then charter the ship to the MSC. The ship conversion will be done by National Steel and Shipbuilding Co. of San Diego, Calif., with delivery scheduled for December 1984. The ship is the *SS Thomas Heyward* (25,426 tons) built at Sun Shipyard, Chester, Pa.

The converted Roll-On/Roll-Off ship will be capable of prepositioning a balanced mix of supplies

and equipment to support 20-25 percent of a U.S. Marine Amphibious Brigade of 15,000 men.

Maritime prepositioned ships are designed to provide the capability to preposition the equipment and supplies of three Amphibious Brigades in areas of potential crisis.

When delivered, the 839-foot long TAKX ship will be operated for the MSC under long-term charter by a U.S. flag ship company using American merchant marine crews. The charter is for five years after delivery, with four options of five years each for a total of 25 years.

The MSC is responsible for providing the necessary sealift to deploy and sustain military forces overseas, as rapidly and for as long as operations require.

MSC also operates auxiliary ships

that deliver supplies to U.S. Navy combat ships while underway, oceanographic and survey ships,

tankers and dry cargo ships that deliver U.S. Defense Department cargo worldwide.



The S.S. John B. Waterman awaits assignment to TAKX position.

Congress Seeks to Close Jones Act Loophole On Toxic Waste Hauling

If certain amendments attached to the Senate and House versions of the Maritime Authorizations Bill are enacted into law, then vessels carrying toxic waste from American ports to dumping sites at sea will be manned by American crews.

Proponents of these amendments seek to close existing loopholes in the Jones Act which protects domestic commerce and shipping from harmful foreign competition.

Seafarers have a big stake in the outcome of this fight: jobs and job security. The at-sea toxic waste industry is a new one that holds tremendous potential for the future.

* * * * *
SIU members have been contracted to man the first American-flag vessel incinerator. Construction on this vessel is expected to begin shortly at the Tacoma Boatbuilding

Company shipyard in Tacoma, Washington.

Both versions of the Maritime Authorizations Bill would permit foreign-flag vessels already in operation to continue servicing the at-sea toxic waste trade. The House bill, however, would make those foreign flag vessels meet specific Coast Guard safety requirements.

The Senate bill makes no mention of specific safety standards, and could be construed to give foreign-flag vessels in operation or under construction an unfair economic advantage.

* * * * *
Foreign vessels have serviced the American toxic waste industry for the past several years, thanks to an

oversight in the Jones Act which did not specifically mention waste disposal.

Until earlier this year, no American company had the ability to service the trade. But several months ago, At-Sea Incinerator, Inc., a wholly-owned subsidiary of the Tacoma Boatbuilding Company of Tacoma, Washington, requested and received a Title XI Loan Guaranty from the Maritime Administration to build a new vessel.

* * * * *
At present, most hazardous waste is stored at land sites. Recent studies conducted by the Environmental Protection Agency in conjunction with other federal agencies suggest that these land sites pose a serious

threat to the public's welfare.

These same studies show that ocean incineration offers a cost-effective, environmentally safe means of disposing of this material as long as safety standards are set and enforced. Given those recommendations, the SIU feels that foreign flag vessels "grandfathered in" should have to meet the same safety standards as American vessels.

The Senate and the House have already passed their versions of the Maritime Authorizations Bill. A compromise will have to be hammered out in joint conference after the lame duck session begins Nov. 29.

SIU Assigns Minix To Open Subic Bay

SIU President Frank Drozak late last month assigned SIUNA West Coast Representative Ralph G. Minix Sr. as the SIU Far East Representative and he will open an office in the Subic Bay, Philippine Islands area.

SIU Rep. Minix left the port of San Francisco during the week of Oct. 18 for Subic Bay to handle any beefs on SIU ships undergoing annual inspections there by the U.S. Military Sealift Command (MSC).

He then plans to visit Japan where two MSC-1 tankers and several SIU LNG ships visit regularly.

Back at Subic Bay, Minix will work out of the Plaza Hotel until an office is found in Alongapo near the U.S. Naval Base.

Drozak Names Daschbach Aide for International Affairs

WASHINGTON, D.C.—SIU President Frank Drozak gave a "welcome aboard" to his new staff aide, former Federal Maritime Commission (FMC) Chairman Richard J. Daschbach on Oct. 26.

Drozak said: "In his capacity as assistant to the president, Daschbach's responsibilities will include coordinating and participating in all international affairs affecting this Union, particularly international trade and bilateral shipping agreements. He will also assist in developing legislation affecting maritime matters."

Daschbach was formerly Legislative and Research Assistant to U.S. Sen. Russell Long (D-La.)



Richard J. Daschbach

He served as Maritime Counsel to the Senate Committee on Commerce, Science, and Transportation for eight years.

Born in Columbus, Ohio in 1936, Daschbach received his B.A. from Georgetown University in 1958 and graduated from Georgetown Law Center in 1962.

He was appointed chairman of the FMC on Aug. 29, 1977. On Mar. 4, 1981 he stepped down as chairman remaining a member of the commission. Daschbach resigned from the commission Oct. 25.

At West Gulf Ports Council Meeting:

Drozak Paints Gloomy Picture Of Reagan's Maritime Policy



Don Horn, long-time member of the International Brotherhood of Electrical Workers, and now Secretary of the AFL-CIO in Harris County, Texas, is seen at left as he received a ship's wheel in recognition of his long service to the labor movement from Gordon Hyatt (center), president of the West Gulf Ports Council, and SIU Vice President Joe Sacco.

"Reaganomics has already put millions of Americans out of work, and many thousands more American workers will be heading for the bread lines because of this Administration's destructive maritime policies."

This is the gloomy economic truth expressed by Frank Drozak, president of the Seafarers International Union as he spoke to maritime and government leaders at the port of Houston, Texas late last month. The occasion was the 18th Annual Dinner of the West Gulf Ports Council held Oct. 23.

According to Drozak, the Administration has failed to live up to the campaign promises it made during the 1980 election when Reagan issued his famous eight-point program for maritime

recovery.

Since assuming office, the Reagan Administration has cut existing maritime programs to the bone, totally eliminated funding for the United States Public Health Hospitals, and effectively destroyed the vitally needed Construction Differential Subsidy Program.

In addition, the Reagan Administration has encouraged American operators to build their ships in foreign shipyards. They are now seeking to extend permanently the one year grace period allowing subsidized operators to build foreign, to the dismay of the entire maritime industry.

According to the widely respected *US News and World Report*, such a move could close as many of 14 of this nation's 26 shipyards.

Deadline Is Dec. 31 For Seamen 65 Plus in Medicare B Plan

Time is running out swiftly with a deadline of Dec. 31, 1982 coming up fast for seamen 65 and over who want to sign up now for Part B of the Medicare Program without being penalized.

If the seamen who are eligible for the program don't enroll by Dec. 31, they will get it in the neck with a 10 percent penalty for each year they fail to apply.

This deadline all came about when federal funding was cut off for the USPHS Hospitals in the 1981 Reconciliation Act. Thus seamen not only lost their free medical care, they also lost money when they didn't enroll in the Medicare Program, even though there was no reason for them to apply then.

Congress waffled around for a year before finally in September passing the Tax Equity and Fiscal Responsibility Act of 1982 which gave seamen, like you, until this Dec. 31, less than six weeks away, to enroll in the Medical Program Part B without being penalized.

GULF PORT MARITIME TRADES DINNER



SIU President Frank Drozak tells it like it is—"Reaganomics is killing the American maritime industry, and is driving American workers onto bread lines."

Drozak's sobering analysis of Reagan's maritime policies were well received by the audience, who was on hand to honor Don Horn, Secretary-Treasurer of the AFL-CIO in Harris County, Texas, for his outstanding contribution to the labor movement.

President of Local 716, Horn has been involved in a wide range of community affairs. He is the consumer representative on the State Board of Health, a member of the United Way, and a trustee of the Harris County Hospital District Board of Managers.

On hand at the Maritime Labor Dinner were Representative Jack

Brooks (D-Texas), and the wife of Rep. Jim Mattox, Democratic Congressman from Texas and candidate for Attorney General. Both speakers supported Drozak in his fight to turn the tide on the sagging fortunes of the American-flag Merchant Marine.

The West Gulf Port Council is regional headquarters for the Maritime Trades Department of the AFL-CIO in Houston, Texas. It is composed of labor organizations in maritime or waterfront areas as well as those unions that cooperate with workers in the maritime and related industries. The West Gulf Port Council represents 40,000 workers.

SIU 'Joins Hands For Jobs' with AFL-CIO



The SIU was there in strength with thousands of other AFL-CIO affiliates at a giant "Join Hands For Jobs" rally held across the street from the White House in Washington last month. Here, a group of SIU stalwarts posed for a photo with AFL-CIO President Lane Kirkland (center).

Area Vice Presidents' Report

East Coast, by V.P. Leon Hall



In the port of New York, the transfer of Union Headquarters that began last month is almost complete.

The Seafarers Welfare, Pension, and Vacation Plans have all been moved to the beautiful, new building in Camp Springs, Md. The address there is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20023. The new phone number is 301-899-0675.

Services to the members will be markedly improved by this move. But of course there will be a period of transition and we ask the members to be patient.

Also, I want to remind our Seafarers that New York is now a port like any other port. There will still be as many SIU representatives available to service you and your families and, just as in the past, we will help you out as much as possible with any problems you have. However, since Headquarters is no longer in New York, we cannot provide one day service on vacation checks.

In the political area, SIU-backed candidates did very well along the East Coast in the Nov. 2 elections.

The governorship of New York went to a man who the SIU has backed for many years—Mario Cuomo.

Up in Massachusetts, Senator Edward Kennedy (D) won comfortably—63 percent to 37 percent. Incumbent Democratic Congressmen Nicholas Mavroules and Barney Frank also won easily.

In Maryland we also did very well with Democratic Senator Paul Sarbanes winning with 63 percent of the votes cast. In fact the entire Congressional delegation in Maryland was retained, just as we wanted it. Among them were two strong labor supporters who are on the House Merchant Marine Committee, Barbara Mikulski and Roy Dyson.

Further down south in Florida, SIU-backed candidates won major races.

Governor Bob Graham is back in office and for the first time in Florida history a Lt. Governor has won reelection. He's Wayne Mixon.

According to SIU Jacksonville Port Agent Edd Morris both men have said that, if given good enough reason, they would take another look at the scheduled conversion to an oil pipeline of a gas pipeline that runs from Texas to Florida.

If the conversion takes place, Morris said, the line "would essentially wipe out tug and barge shipping between Texas and the rest of the Gulf."

Gulf Coast by V.P. Joe Sacco



In two years, when the Presidential elections are held, Texas will be a key state. For one thing, it's where the Republicans will hold their nominating convention. That's why, for the Nov. 2 elections that just passed, President Ronald Reagan and Vice President George Bush showed up almost every other week campaigning for Republican candidates.

Well, the people of Texas sent them back a message loud and clear. They are not buying **Reaganomics**. In a major upset, the Republican Governor Bill Clements—who spent over \$12 million on his campaign—was defeated by Democrat Mark White.

A former Texas attorney general, White was vigorously supported by the SIU. Not only did White win, but labor-backed candidates across Texas swept the ballot for the state offices.

We also picked up seats in the House with newly-elected Democratic Congressmen Mike Andrews, Solomon Ortiz, and Johnny Bryant. Reelected to Congress were our friends, Representative Jack Brooks (D) and Senator Lloyd Bentsen (D).

The election results in Texas marked a tremendous victory for the SIU. It was a victory because of the hard work on our part and that of the AFL-CIO's Central and State Labor bodies. The tremendous effort on the part of the SIU members, including the time they volunteered and the money they contributed to SPAD, played an important part in this victory.

In other Gulf states, Louisiana and Alabama, our candidates also did very well. For instance, in Alabama George Wallace was elected governor and Bill Baxley lieutenant governor. Of the seven U.S. Congressmen we supported there, six were elected, and as of LOG press time, the seventh race was still undecided.

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



The big news here this month, as with the rest of the country, is the Nov. 2 elections.

In Missouri we retained our friends in the Congress—Democratic Representatives Bill Clay, Bob Young, Dick Gephart, Ike Skelton, and Harold Volkmer. Besides holding on to these Congressional friends, we gained someone new in Kansas City—Democrat Allen Wheat.

Also we worked hard for the reelection of Democratic Senator James Sasser of Tennessee.

Our big disappointment in the midwest area was the defeat of Harriett Woods in her bid to become U.S. Senator from Missouri. But she came so close to winning that her campaign sent a strong message to her opponent, Republican Senator John Danforth. It was Danforth who had introduced legislation to eliminate the 50 percent American-flag carriage requirement for government generated P.L. 480 cargoes.

Woods, who is a Missouri State Senator, was given little chance to win against Danforth when she began her campaign. Just six weeks ago she was 35 percentage points behind. But with the help of the SIU and other labor unions, she came within two points of beating Danforth, losing by 20,000 votes out of a total of a million and a half cast.

Labor certainly let Danforth know that we're not happy with his record.

In Michigan, where the unemployment rate is the highest in the country, Democrats made a clean sweep of the state. For the first time in 20 years a Democrat, Jim Blanchard, was elected governor. Some good friends of the SIU were reelected, such as, Senator Don Riegle, and Representatives David Bonior, Dennis Hertel, and Howard Wolpe.

Concerning inland contracts, we've firmed up the date on the negotiations with Orgulf. They're set for Nov. 30, and Dec. 1 and 2.

Also, the new contracts will soon be aboard all of the SIU-contracted National Marine vessels.

West Coast By V.P. George McCartney



There were some big disappointments in the November election results on the West Coast, but on the whole, candidates supported by the SIU did very well.

In California, labor-backed candidate Tom Bradley, the mayor of Los Angeles, was narrowly defeated in his bid to become governor of the state. A former California Governor, Jerry Brown, also lost in his attempt to become U.S. Senator.

Both of these men are still strong, viable politicians and I'm sure we'll be hearing a lot more from them in the future.

In Congressional elections, labor-backed candidates in California did extremely well. In fact, one fourth of the gains made by the Democratic Party in the House of Representatives were made in California. Democratic Congressmen Tom Lantos, Phil Burton and Glenn Anderson were all reelected. Elected for the first time to the House were some good friends of labor, Democrats Marty Martinez and Mel Levine.

In the state of Washington, Senator Henry "Scoop" Jackson (D) won with 70 percent of the vote and two strong American merchant marine supporters both won reelection—Democrats Norm Dicks and Don Bonker. The Democrats also took over both of Washington's State Houses.

One disappointment in Washington state was the defeat of Beth Bland who was running for Congress for the first time.

Shipping had been pretty good in Seattle until the Teamsters went on strike against Sea-Land Service and five of their ships were laid up. However an agreement has now been reached between the company and Local 959 of the Teamsters and the work stoppage has ended.

In San Francisco, the SIU-contracted *Santa Magdalena* (Delta), which had been laid up for a few months, crewed up in early November and had a full load of passengers.

We also had a very successful Labor Parade in San Francisco Oct. 24 in which 71,000 people attended including 200 from the SIU. The slogan of the Parade was "Vote Labor for Jobs and Justice".

MV President Lincoln Sails On Inaugural Run to Asia and Far East

The *MV President Lincoln*, the largest containership ever built in the United States, sailed Nov. 7 from the Port of Los Angeles on her maiden voyage to the Far East.

The first of three new C-9 vessels commissioned by American President Lines to be put into service, the *President Lincoln* will be manned by members of the Seafarers International Union, A & G District, Sailors Union of the Pacific, and the Marine Firemen.

The *President Lincoln*, together with the *President Washington* and the *President Monroe*, are owned by the American President Lines. The APL ships are a part of the SIU-contracted fleet of deep sea ships within the Pacific Maritime Association (PMA). The SIU A & G District represents all steward department personnel sailing aboard APL ships.

The three new APL vessels have attracted widespread attention for their technological innovations and advanced design.

According to W.B. Seaton, president of American President Lines, the *President Lincoln* will service the Trans-Pacific route which has experienced a large increase in trade despite the worldwide recession.

The decision by American Pres-



The M/V President Lincoln on sea trials last month.

ident Lines to put the *President Lincoln* in the Far East-run reflects "the dynamic growth of the South-

eastern Asian economies, and the emergence of other nations of the Pacific and Indian Ocean regions as

"promising trade partners" Seaton said.

American President Lines has done its share to make the *President Lincoln* and her two sister ships economically competitive with foreign-flag vessels. The ship's design includes numerous features that will cut down on the overhead.

The 262 meter vessel is powered by a 43,200 BHP (metric) slow-speed marine diesel engine at 126 rpm. Fully loaded, she displaces 5028 metric tons. The company expects this engine to reduce energy costs by over 30 percent.

The bridge design and increased below-deck storage space make it possible for the *President Lincoln* to carry an increased load of containers—up to 1,250 40-foot boxes. The vessel is especially equipped to take advantage of the growing demand for refrigerated cargo. One-third of the *President Lincoln*'s cargo space can be used to carry refrigerated products.

The San Francisco based company's fleet includes 16 container ships, including the three new C-9 carriers, and five multi-purpose ships.

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

'Merchant Marine Is Keystone of Sea Power'

"A strong merchant marine is just as essential as a strong navy in forming the basis of a nation's sea-power," extolled Vice Adm. Kent J. Carroll, head of the Military Sealift Command (MSC) at the Savannah (Ga.) Propeller Club on Oct. 21.

"In fact," the admiral explained, "it's the keystone of this nation's basic military strategy. None of our nation's... plans can be carried out without adequate or reliable sealift." Adm. Carroll emphasized in his address that "a strong and viable merchant marine remains an absolute prerequisite to the deployment of any military force outside national boundaries."

He went on to say that the successful employment and sustainability of our ground power is transportation dependent and the transportation mode that must convey more than 90 percent of that life is sealift!

"To airlift an armored division would take the all-out effort of the

entire airlift fleet over a period of at least a month to deploy to the Persian Gulf," Carroll continued. "When the first 10 cargo ships arrive in the Persian Gulf, they deliver that same amount!"

The MSC chief said that sealift in merchant marine vessels would bring about 95 percent of all dry cargo and more than 99 percent of fuel shipments. And that fuel shipments would outweigh all categories of dry cargo combined, whether delivered by sea or air.

He further pointed out that "maritime prepositioning (of supply ships) provides an alternative to land based prepositioning (of men and supplies) when political considerations or the need for flexibility (and speed) constrain land-based prepositioning."

"We've established the (original) Near Term (Maritime) Prepositioning Force (NTPF). A little over two years ago, we had no ships positioned in the Indian Ocean. Today, we have 17 on station. All of these ships are chartered merchant

ships manned by civilians," the admiral said.

Carroll added that the dry cargo ships needed in case of a national emergency will be drawn from the MSC nucleus fleet, the "mothball" fleet of MARAD's National Defense Reserve Fleet (NDRF) and the active ships of the U.S. merchant marine.

In 1952, the NDRF had 1,853 ships. Today, it has 200. Less than 5 percent of this country's foreign commerce is carried in our mer-

chant marine now while in 1925, it carried nearly 35 percent. Then we had 1,400 private ocean vessels sailing. Today, we barely have 500 (430). Seagoing jobs declined to 18,000 jobs today from 70,000 30 years ago.

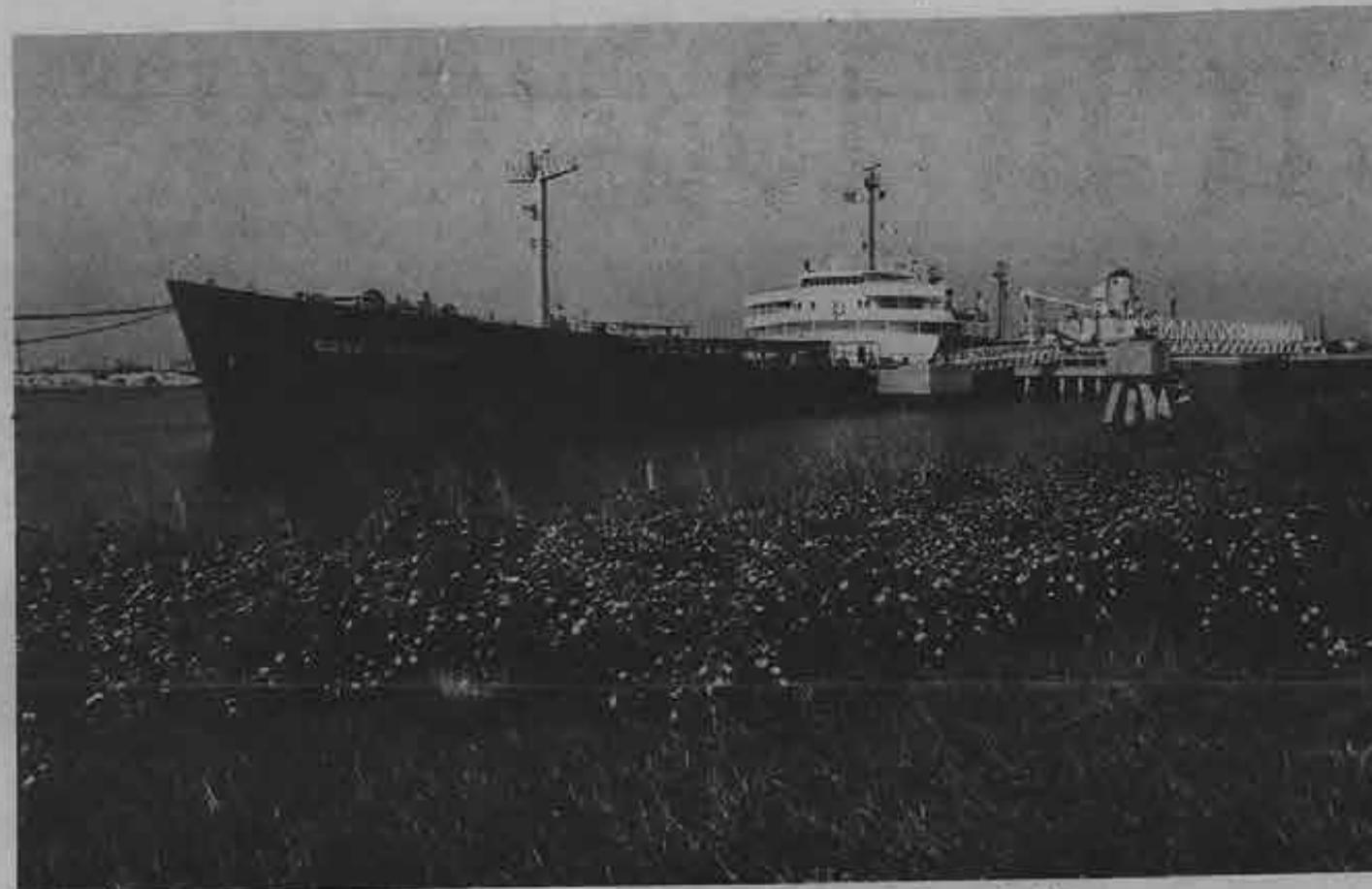
Adm. Carroll concluded that in 1950 the Soviet Union's merchant marine was 21st in the world with 400 ships. Now its fleet ranks 3rd with 2,500 vessels! The U.S. has dropped from 1st to 11th!

SIU Contract & Appeals Board Moving to Washington D.C. Dec. 1

Because of the move of SIU Headquarters from New York to Camp Springs, Md., the Seafarers Contract Department and the Seafarers Appeals Board are also being relocated.

Beginning Dec. 1, all inquiries to either of these departments should be addressed to SIU Vice President Angus Campbell at the Contract Department or the Seafarers Appeals Board at the following address: 5201 Auth Way, Camp Springs, Md. 20023.

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



Cove Tankers' Mariner at a refinery in Freeport, Texas.



Bos'n. Freddie Goethe (l.) and Chief Pumpman Clarence Crowder astern on the Cove Mariner.

Cove Mariner on the Freeport-Freeport Run



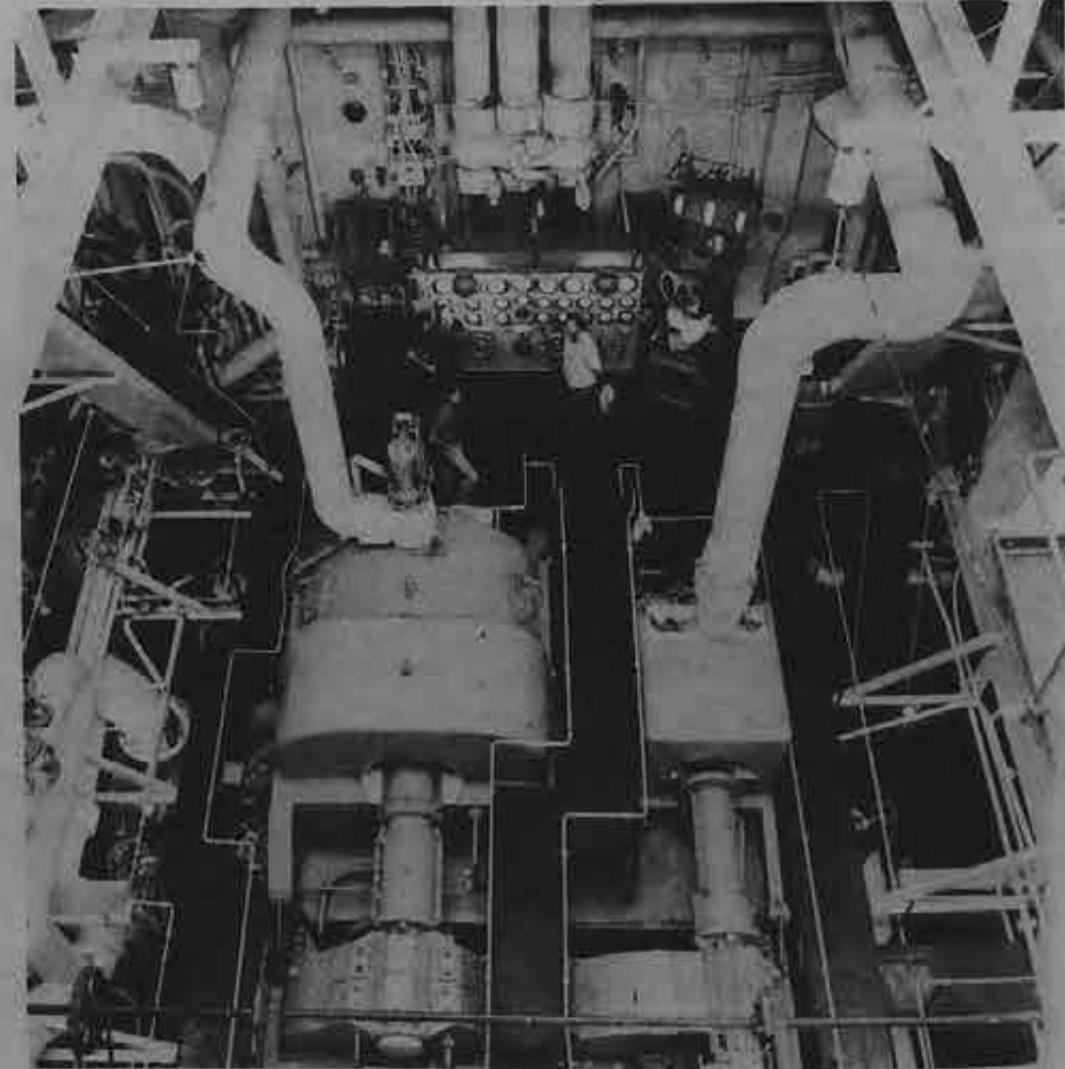
Joe Perez, SIU Rep./Houston (standing r.) poses with ship's committee of the S.S. Cove Mariner. They are (standing l-r): Ed Porter, messman; Rudy Shield, third cook/steward delegate; Marshall P. McGregor, AB/deck delegate; Freddie Gothe, Bos'n./ship's chairman. Seated in the foreground are: John S. Burke Sr., steward-baker/sec.-reporter and Ellis Young, oiler/engine delegate.

THE recently contracted tanker *Cove Mariner* (Cove Shipping) was captured by the LOG's photographer when the vessel paid-off in Freeport, Texas last month. The newly acquired tanker was purchased by Cove from the Sun Oil Corp. Built at Sun Shipyard in Chester, Pa., in 1955, the 31,878 dwt tanker is 615 feet long.

Under terms of an MSC charter, the *Cove Mariner* will be transporting crude oil between Freeport, the Bahamas and the Texas port of the same name.



Chief Cook Ed Hawkins doles out the victuals.



Here's how the Mariner's engine room looks to a cat in the rafters.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

November 1982

Legislative, Administrative and Regulatory Happenings

Maritime Authorizations

Congress is expected to meet in an emergency two week session beginning Nov. 29 to tie up loose ends.

Much of Congress' time is expected to be spent debating the merits of the remaining authorizations bills. The House and the Senate have already passed their versions of the Maritime Authorizations Bill for Fiscal Year 1983. A compromise will have to be hammered out between Senate and House conferees.

Though inadequate, the House version is far superior to its Senate counterpart. A complete description of both bills is published elsewhere in this issue of the LOG.

Legislative Update

Time is fast running out on several important pieces of maritime legislation. If these bills aren't passed between Nov. 29 and Dec. 13, they will die untimely deaths, victims of Congressional indifference and election year politics.

High on the list of bills that the maritime industry would like to see passed are the following:

- **HR 6979**, The Competitive Shipping and Shipbuilding Revitalization Act;
- **HR 3191**, the Guarini Tax Conventions Bill;
- **HR 4374**, the Regulatory Reform Bill;
- **HR 7038**, a bill to promote maritime safety on the high seas;
- Numerous port development bills, including S. 2857.

Anti-Maritime

Each session of Congress brings its fair share of bills that contain provisions unfavorable to the maritime industry.

The SIU is working hard to defeat the following bills:

- **HR 1489**, the Puerto Rican Passenger Vessel Bill;
- The President's Caribbean Basin Initiative;
- **HR 6752**, which seeks to eliminate US flag cargo preference requirements attached to the PL 480 "Food for Peace" Program;
- **S. 2660**, the proposed revamping of the United States Coast Guard Safety Code.

SIU Headquarters

The Seafarers International Union has moved its headquarters from Brooklyn to Camp Springs, Maryland, which is just twenty minutes from downtown Washington, D.C. The move was undertaken to streamline the union's operations so that the needs of the membership could be better served.

As a result of the move, the Union will have an impressive and a highly visible presence in this nation's capitol. That's a decided plus considering the changes that have occurred during the past few years. Massive budget cuts and deepening world-wide recession have made Congress more, not less, important in determining the fate of the American flag Merchant Marine.

Abandoned

Harold Shear, MARAD Administration Chief, defended the Administration's decision to allow subsidized US flag operators to build foreign. He told the Propeller Club that the Administration's maritime policies do not reflect "an abandonment of this essential industry."

David Klings, Vice President of Bethlehem Steel Corporation's Department of Shipbuilding, was not so impressed when he responded. "We (the maritime industry) have got no money. But go over to the Navy. They've got a wonderful program."

Klings then discussed how America's approach to its maritime industry differed from the rest of the industrialized world. Most foreign governments he noted, subsidize their maritime and shipbuilding industries so heavily in comparison to the United States that there is no way that the American flag Merchant Marine can remain competitive without government support.

Boggs Bulk Bill

The Competitive Shipping and Shipbuilding Revitalization Act, better known as the Boggs Bulk Bill, is one of the most important bills to be introduced in Congress this year. If the bill is enacted, then American participation in the bulk trade would rise from 5% in 1984 to 20% by the year 2000.

The Boggs Bill is picking up steam in the House of Representatives (more than 66 Congressmen have agreed to sponsor it).

Guarini Tax Conventions Bill

Legislation that would give this nation's fledgling passenger vessel industry a big boost is expected to be considered during the lame duck session.

H.R. 3191, which was introduced by Rep Frank Guarini (D-NJ), would amend provisions in the Internal Revenue Code that discriminate against US passenger vessels.

Current law allows corporate tax deductions for expenses incurred at conventions held at landbased hotels in the United States, Canada, and Mexico. Yet the IRS denies tax write-offs for conventions held on US flag passenger vessels, even though the owners of those vessels employ US citizens, pay US taxes, and adhere to US safety standards.

The Guarini Tax Convention Bill is pending floor action in the House. A similar bill has been introduced in the Senate by Senator Spark Matsuaga (D-Hawaii).

California

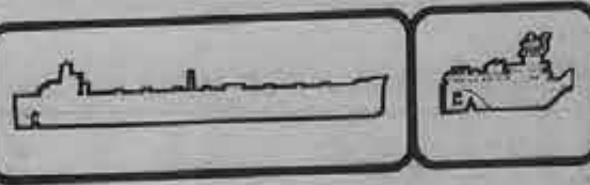
One of the few bright spots for Republicans this year was California, where Republicans picked up a Governorship and a Senate seat.

Ironically, even these gains were a repudiation of Reagan's economic policies. Pete Wilson and George Dukjemian, Republican candidates for Senator and Governor, were running behind their democratic opponents until they persuaded President Reagan to stay out of California, his home state, until after the election.

Bosuns Visit Washington to See SIU Political Action in Action



Members of last month's bosun recertification program were in Washington, D.C. to take in the sights and to personally inspect the union's political operations. Accompanying them on a trip to the capitol were SIU Washington Representative Liz DeMato and James Kosey, a union official in training. Pictured above are SIU Bosuns Perfecto Amper, Steven Coker, Fred Findahl, Willis Gregory, Perry Kellikos, Jim Spencer, Leroy Temple, Maurilio Lipeda, Cesar Gutierrez, Robert Callahan, Klaus Tanksley,



Unemployment

As expected, the big issue in this year's elections was unemployment which hit 10.1% last month, the highest rate since the Great Depression. Americans of all types and economic backgrounds were affected by the bad news.

Congress will reconvene on Nov. 29 for an emergency two-week session. It should heed the wishes of the electorate by passing two maritime bills that would create hundreds of jobs without requiring any outlay of federal monies. The two bills are the Competitive Shipping and Shipbuilding Revitalization Act of 1982, HR 6979, and the Guarini Tax Conventions Bill, HR 3191.

Let Them Eat Cake

The Reagan Administration has gone on record as opposing subsidies in any form. Yet when it comes to the comfort of its own high-ranking officials, it has a habit of bending its iron-clad principles.

According to a story published in The New York Times, taxpayers pay nearly \$2.3 million so that top government officials can dine comfortably at prices way below cost. The Pentagon alone operates six private dining rooms where employees can order a broiled halibut steak luncheon for \$2.95. For those with a hearty appetite, there are ice-cream sundaes with all the frills for less than \$1.

This is the same Administration that says there is no waste in the Pentagon budget. It is also the same Administration that lobbied heavily against the vitally needed Construction Differential Subsidy program on the grounds that Federal monies could be better used elsewhere.

Sorely Missed

The trade union movement suffered a tragic loss last month with the deaths of Martin Ward and David Dubinsky. Both men left lasting imprints on American society.

Dubinsky, retired head of the International Ladies Garment Workers Union, put together a formidable political machine that secured many important workers' benefits now taken for granted.

Ward, President of the Plumbers' Union and Chairman of the AFL-CIO's Committee on International Relations, spoke out forcefully on behalf of workers everywhere.

Taken together, their careers demonstrate the scope of the modern trade union movement. Although a generation apart, both men were the epitome of labor dedication and forcefulness. They will be sorely missed.

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

Stewards Learn Political Recipes



Twelve Recertified Stewards take time to pose on the steps of the Capitol Building during a quiet moment on their trip to Washington. Accompanying them were Tyler Womack, SIU official in training, and SIU Washington Representative Liz DeMato, who talked about the union's legislative program. Pictured above were the following members: Robert Boyd, Jose Chacon, Guy DeBaers, H.L. Gardner, Joseph Hicks, William Higgs, Jr., Victor Romolo, Cleo Jones, Rafael Maldorado, Edward Miller, Roosevelt Sampson, and John Samuels.



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**

Maritime Authorization Bills Await Action

Washington, D.C.—The Senate and the House have passed their respective versions of the Maritime Authorizations Bill for Fiscal Year 1983, and a compromise bill is expected to be passed during the two-week emergency session of Congress scheduled for November 29.

The annual authorizations bills have always been important to the maritime industry. Funding for maritime programs translates directly into jobs for American seamen.

Funding levels for both bills are inadequate: \$572.4 million in the Senate bill, and \$553.5 million in the House version. The current economic recession has made Congress reluctant to embark on any new programs.

Construction Subsidies Killed

Both bills authorize \$454 million

for the Operating Differential Subsidy program, a small increase over last year. Neither restores funding for the vitally important Construction Differential Subsidy program which was cut in last year's fight over the budget.

While the House bill makes no mention of the Construction Differential Subsidy program, it does take note of the problems facing the American shipbuilding industry by increasing funding levels for the Title XI Loan Guaranty program from \$12 to \$15 billion.

* * *

While neither bill addresses the long-term problems facing the American flag merchant marine, industry experts feel that the House bill is a much better piece of legislation.

According to neutral sources, such as the widely respected *US News and World Report*, the Senate

bill has the potential to do serious harm to the American shipbuilding industry. Fourteen of this nation's 26 shipyards can be expected to close down within the decade if the Senate bill is enacted in its present form.

The Senate bill seeks to freeze Title XI Loan Guaranty funds at present levels, and contains language that would actually encourage American flag operators to build their vessels in foreign shipyards.

The Senate bill extends for two years, until September 30, 1984, a stop-gap provision allowing US companies receiving Operating Differential Subsidies to build overseas. It would also permit reflagged vessels to carry preference cargo immediately instead of observing the traditional three year waiting period.

* * *

The House bill, on the other hand,

would let lapse the one year experiment allowing subsidized operators to build their vessels overseas. It would also leave unchanged the year waiting requirement on reflagged vessels.

The Senate bill would permit subsidized and non-subsidized US flag carriers to use Capital Construction Funds to build overseas. It also subjects the FMC to annual authorizations. The House bill makes no mention of either issue.

* * *

Both bills seek to broaden the scope of the Jones Act to include at-sea incineration of toxic wastes, which is discussed in detail elsewhere in this issue of the LOG.

The budget has absorbed most of Congress' attention this year. Most other legislation has been slighted while Congressional combatants try to figure out how to slice up a shrinking Federal pie.

Safety Board Revises Conclusions On Cause of S.S. Poet Sinking

Rules Out 'Synchronous Rolling'



This is one of the last known photos of the S.S. Poet.

was compared to a riotous crowd rocking a car until it overturns.

This possibility was supported by computer programming that tried

to duplicate the weather conditions and the characteristics of the ship at the time of her disappearance.

Now the Board contends in a

follow-up report that errors discovered in the wave-height data of the program rule out "synchronous rolling."

Another possible cause for the sinking has not been suggested by the Board.

However, a similar U.S. Coast Guard report using corrected computer information has suggested that the *Poet* may have sunk because of a hole developing in the hull. This could have caused the ship to capsize after the flooding of a hold or because of increasing instability in rough seas.

In Congressional hearings held last year concerning the loss of the *Poet*, SIU President Frank Drozak attacked the Coast Guard's lax attitude toward inspections. He also said that the vast majority of Coast Guard inspectors are not qualified for their jobs.

He called for a complete Congressional investigation of the Coast Guard and its activities for the purpose of developing new regulations to protect seamen.

Congress to Consider Extension of Deep Seabed Mining

The U.S. Congress next month in a lame duck session will consider the extension of the Deep Seabed Mining Law whose programs are due to expire this year.

The act, before the Reagan Administration refused to sign the U.N. Conference on Law of the Sea Treaty, established a temporary system for U.S. participation in the international exploration of the

seabed for hard minerals. It also set up a program to process applications for deep seabed mining by American companies.

The continuation of the law's programs might give the companies the incentive to start up operations.

The law contains the principle of substantial U.S.-flag vessel participation in American mining operations. It requires all mining and

processing vessels used in commercial recovery of deep seabed minerals to be U.S.-documented and U.S.-manned. And that at least one ore carrier at each mining site be similarly regulated and that such vessels be eligible for both Operating Differential Subsidy (ODS) and Construction Differential Subsidy (CDS).

One proposal Congress will con-

sider involves 1983 appropriations for the National Oceanic and Atmosphere Administration (NOAA) which oversees the programs, to continue its Exploration License Process-Program.

Another is to expand the agency's research into the feasibility of exploiting recently discovered deposits of polymetallic sulfides on the ocean floor.

Procell Gets a \$1G a Month Pension!

If you would have told Brother Jack Procell when he began sailing in the 1940's that he'd be retiring on a \$1,000 a month pension, he probably would have had a few choice words for you.

The same would have been true for most of our old-time Seafarers. But now, under the wage-related pension established in 1981, Seafarers like Brother Procell can retire on a pension that reflects their base monthly wage.

Of course if Seafarer Procell would have been better off under

the old pension system, which is still in effect, then he could have chosen that method of calculation. But for Jack Procell, the new system gave him hundreds of dollars more per month.

Also, since all of the old pension benefits are still available under the new system, Seafarer Procell got a lump sum Pension Supplement amounting to \$12,000, representing 12 times his monthly pension. He was entitled to that money because he was eligible for an Early Normal Pension and decided to work at least

two years (730 days) beyond the age of 55.

The wage-related pension came out of a Crew Conference that was held in April 1981 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Sixty-nine active SIU members elected by their fellow Seafarers made 20 major proposals. Among them were recommendations for the 1981 deep sea contract negotiations, including the wage-related pension proposal.

The SIU negotiating team won this proposed pension system and it went into effect 125 days after the signing of the deep sea contracts on June 16, 1981.

For Seafarers like Jack Procell the wage related pension has proved to be a boon.

Brother Procell writes, "after 29 plus years of actual seafaring, I want to thank the Union officials for a job well done." He remembers the days when the pension was \$157 per month.

Recounting how he came to join the SIU, Procell told the *LOG* about his days in the Navy during World War II when he served as a first-class bosun mate on the cruiser *Pittsburgh*.

He helped fuel the Third Fleet from a merchant tanker and was alongside the carrier, *Franklin*

"when she was hit by a Japanese suicide plane approximately 60 miles from Tokyo Bay." Procell fought the fire and as bosun mate he had "to put out the tow wire and tow her out to safety at sea."

That wasn't the end of his trouble. He was also aboard the *Pittsburgh* when a 1945 typhoon struck and "she lost approximately 120 feet of her bow."

When the War ended, Procell got his AB ticket in New Orleans and went to the National Maritime Union hall there. But "no one there could speak English." So, "I went next door to the Paradise Bar on Decatur Street and had a couple of beers and asked the bartender if there were any other sailors' halls around."

The bartender sent Procell to the SIU Hall on Chartiers St. where the dispatcher was "Big" Garcia. "He said 'don't let that man get away.' The board was full of jobs with no ABs available."

Brother Procell did much more than ship out. Over the years he was a militant Union man, taking part in SIU strikes and organizing drives. During the 1946 strike he came off the tanker *Baldwin Hill* to be picket captain.

He went aboard five Isthmian ships to help organize the company for the SIU.

"In the Canadian seamen's beef of 1949, I was aboard the *Alcoa Pegasus* in Montreal and Paul Hall and the gang came down and asked me and Louis O'Leary to go ashore in Montreal and Halifax to help out," Procell writes.

In 1955 and then in 1963 he served on organized status aboard the *Samuel F. Miller* (Boston Steamship) and the *Warm Springs* (Columbia Steamship).

Brother Procell decided to come ashore in the summer of 1971 and became bosun of the Waterman shore gang in New Orleans where he remained until his retirement.

But during that time the Union called on him for a special project. Former SIU Vice President Lindsey Williams asked Procell "to pick a crew and take them to the West Coast to make a first trip after Delta Steamship Lines acquired the Prudential Cruise Line passenger ships."

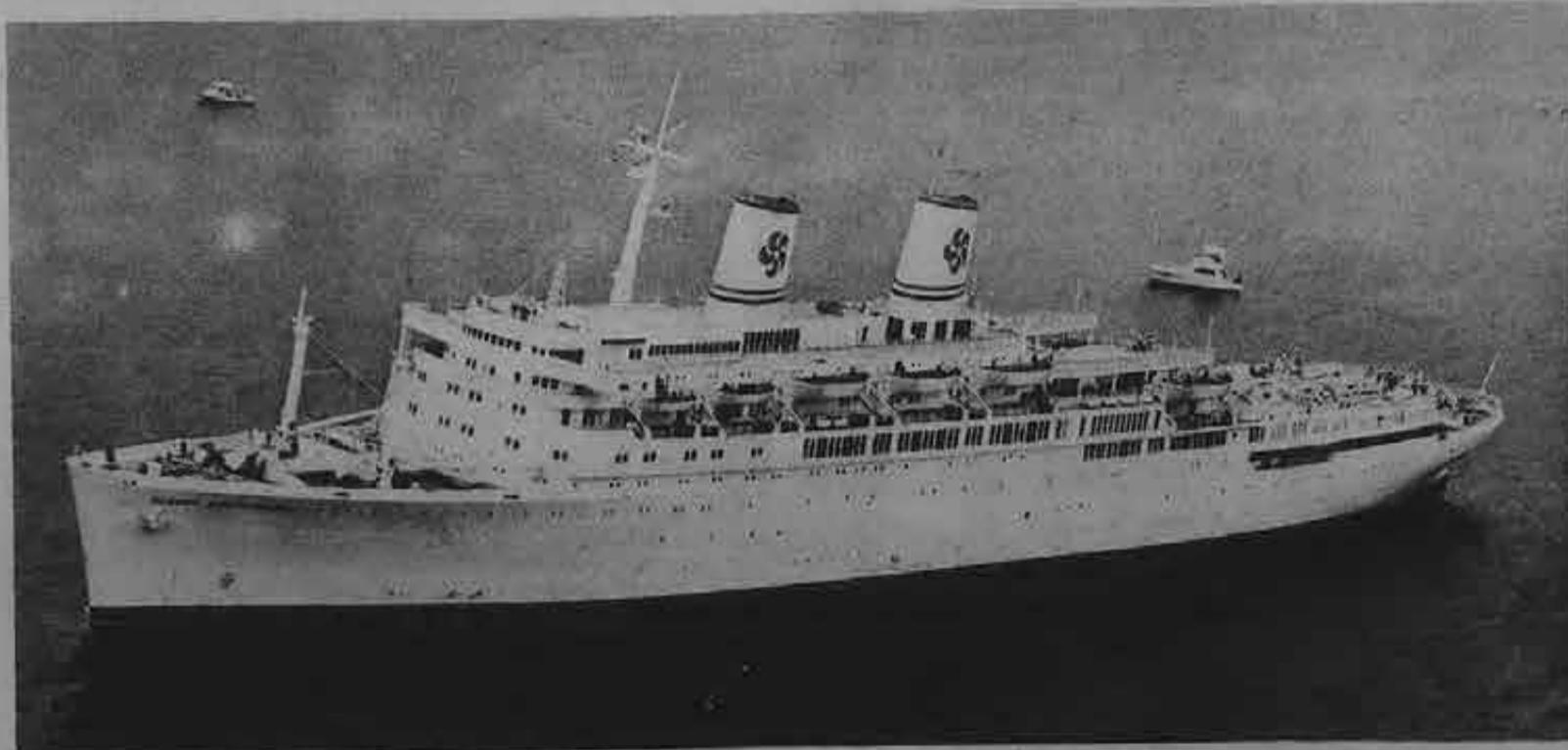
Brother Procell is an active and committed Seafarer who worked very hard throughout his long career. He deserves the highest pension he can get. With the choice between the standard pension plan and the wage-related plan he was able to get the best pension to make his voyage through his pension years as smooth and enjoyable as possible.

Stonewall Jackson Committee



Ship's Committee members and a fellow crewman got together for this photo aboard the *Stonewall Jackson* (Waterman) in November at Pier 7 in Brooklyn, N.Y. In the front row, from the left, are: Bosun Carl Lineberry, chairman; Steward A.J. Bobie, secretary-reporter; Electrician C. Hemby, educational director, and William Gonzalez, crewman. In the rear are AB Steve Thompson (left), deck delegate, and QMED Lex Shaw, engine delegate.

A 'Fabulous Cruise' On the Independence



A letter to the travel editor of the San Francisco Sunday Examiner and Chronicle last month was brought to our attention. Beverly Richards of Lafayette, Calif. wrote:

"My grandparents, my mother and I have recently returned from a fabulous cruise on the American Hawaii's ship *Independence*. It was surprisingly comfortable, cozy and friendly. The cruise experience of our group covers most of the other cruise lines and yet we found this

relatively new line to be among the best.

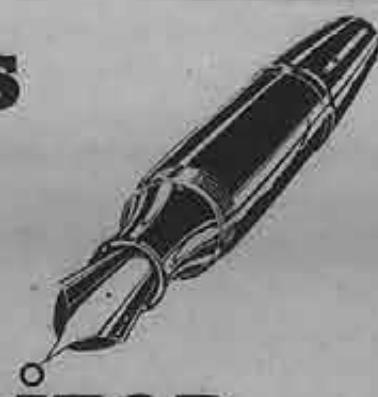
"Our room steward met us on arrival and from that point on he was at our beck and call, doing everything from folding pajamas to finding extra postcards. The food was excellent and unending, starting with breakfast on deck if you wanted to watch the sun rise to overwhelming midnight buffets. The meals themselves were a delightful experience in fine dining with out-

standing service and very attentive waiters.

"The beautiful Hawaiian Islands are always gliding by along with a sea filled with jumping porpoises and delightful (although sometimes wet) weather. With a different island waiting at the foot of the gangway each morning, it is a fascinating trip for the first-time Hawaii visitor or even for a longtime fan of this tropical paradise."

LETTERS

TO THE EDITOR



'I am deeply grateful'

Like many others who reached adolescence during the troubled '60s, academic achievement had been low on my list of priorities.

However, I applied for and received a scholarship at Seafarers Harry Lundeberg School of Seamanship. I had many doubts because of my educational background as to my ability to master the subjects I would be taking.

But, thanks to the patience and high caliber of the instructors and the fine atmosphere at Piney Point, I received a diploma from SHLSS and a Coast Guard license for Towboat Operator, Inland and Oceans, 200 miles offshore.

I am deeply grateful for having had this opportunity to improve myself. I intend to return for more training, and I respectfully urge others who want to improve their skills to do the same.

Steven R. Frantz

'I will always be grateful'

I would like to thank the Seafarers Welfare Plan for the death benefit check for \$5000 that I just received in the mail.

I also want to thank the SIU for all the medical bills you paid for my late husband, Manuel Silva. We could not have made it without you.

I will always be grateful to the Seafarers for this.

Sincerely,
Mrs. Manuel B. Silva

'...beyond anything we had hoped for'

I would like to express my sincere thanks to the Seafarers Medical Plan. It helped my wife and I above and beyond anything we had hoped for. Truly it is a beautiful plan. I am now retired and enjoying my SIU pension very much.

In the years that I had been a member of the SIU (33 years) I really enjoyed it. Never again can we turn the clock back on those great times.

I enjoy the Log very much but it seems that I received it only about once every two months.

Thank you all for a job well done.

Michael J. Dunn D-206

Editor's Note: Address has been checked and the above discrepancy resolved.

'I've had the best of care'

This is a short message of appreciation.

I retired in the beginning of 1979 after 43 years at sea starting in 1936 on the old *City Service Oklahoma*. I joined the SIU in Mobile in 1938 and received my book Jan. 1, 1939 while on the old *West Madaket* on the United Kingdom run.

At that time our medical needs were taken care of in the Marine Hospital and later turned over to Public Health. When the Public Health hospitals were closed and their services no longer attainable it gave me great concern because I had suffered a heart attack since retiring.

I am still under doctor's care and I have to say I have had the best of care with all of my bills paid for by the SIU Welfare Plan.

All of us retirees that came through this period, are very fortunate to have this insurance from the SIU Welfare and I am sure that all the future SIU members will have the same benefits and care.

Respectfully,
Jake Longfellow L-404

Note of Thanks from a 'Pill Roller'

I was glad to read in a recent SEAFARERS' LOG that brother Bill Kaiser (Steward) is still making waves. I've sailed with many good stewards but the outstanding one in my mind is Mr. Kaiser.

When thinking of a ship, the first question to come to mind, even before the run, was "Who is the steward?" With brother Bill, you knew the department would be organized in true Union manner and that the bed and board would be excellent.

He is a fair task-master and impartial friend. Behind his back, I mentally called him "Willie Sutton" because he seemed a step ahead of one. He is Union.

After more than ten years I'm still not sure what his motive was to recommend to me to sit for the exam for the Union scholarship. (I won and became a pill roller.) "Did he think I'd be a better pill roller than bread maker?" I'll never really know.

Good sailing to all!

George F. Johnson (R. PH.)
1318 Page St. #1
San Francisco, Ca. 94417

'You can depend on the SIU'

Belatedly, I would like to thank the Seafarers International Union staff at headquarters in New York for their efforts on my behalf in notifying me of my father's terminal illness in April of this year.

Due to their help and especially the aid of Edward X. Mooney, retired headquarters representative, I was contacted at sea on the CS Long Lines by my family in St. Louis, Missouri. Because of this I was able to direct funeral and burial sites for my father while at sea and to be of some comfort and assistance to my family.

I want to respectfully thank you all and let my brothers of the sea know publicly that—when you need help—you can depend on the SIU.

Fraternally yours,
Timothy J. Fitzgerald F-829

At Sea/Ashore

Tamara Gilden, Delta Caribe, Pride of Texas, Off to Israel

From Nov. 12 to Nov. 30, sailing from a Gulf or Atlantic Coast ports, the bulk carriers SS *Tamara Gilden* (Transport Commercial) SS *Delta Caribe* (Delta Line) and the SS *Pride of Texas* (Titan Navigation) will each carry from 22,000 to 32,500 dwt of grain to the Israeli ports of Haifa and Ashdod.

Maritime Hall of Fame Museum Picks 4 "Greats", 4 Ships

Four "great" American merchant marine heroes and four "great" U.S. ships were selected last month out of 72 judged for entry into the new National Maritime Hall of Fame Museum at the Merchant Marine Academy, Kings Point, N.Y.

The museum's first inductees were: Robert Fulton (1765-1815) inventor of the first workable steamboat; Nathaniel Bowditch (1773-1838) father of modern navigation; Clifford Mallory (1881-1941) operator of coastal shipping and founder of Mystic (Conn.) Seaport Museum, and Capt. Alexander McDougall (1845-1923) designer of an innovative style of Great Lakes vessel.

The "great ships" inducted this year were: Fulton's famous paddle-wheeler, the *Clermont*; *Walk-in-the-Water*, one of the early first Great Lakes steamers; the SS *Savannah*, first steam vessel to cross any ocean and the *Princess*, an elegant sidewheeler in the Atlantic coastal trade.

"The maritime industry," Curator Frank O. Braynard said, "has its great people and its great ships and the public hardly knows them. The museum is the first step in getting their contributions recognized."

OBO Ultramar Back to Chittagong

From a Gulf port from Nov. 12 to Nov. 22, the OBO *Ultramar* (Westchester Marine) carried a 65,000 metric ton cargo of bulk wheat to Chittagong or Chaitna, Pakistan.

Upgraders Learn About SIU in Washington



SIU Legislative Representative Mark Riehl, pictured at the upper left hand corner, takes time out from a busy schedule to explain the inner workings of Washington, D.C., to members of the A Seniority Class. Riehl talked about the union's political operations and how job security depends on the active participation of each member. Pictured above on the steps of the Capitol are Walter E. Ensor, Roger Gary Griswold, Peter Lup, Dan Brown, William Burdette, Kenneth A. Hagan, Steven R. Hamilton, Timothy Lee Ellis, Robbynson H. Suy, T.M. Murphy, Douglas Greiner, SIU Representative Jim Battle, and SIU Washington Representative Liz DeMato.

Delta Ships Will Bring S.A. Fruit to Philly

Delta Line ships will soon bring fruit from South America to the port of Philadelphia.

Laid Up Golden Endeavor to Be Ready Soon

The superanker *Golden Endeavor* (Apex Marine) laid up with extensive water damage in the tanks since Oct. 1 in the port of Norfolk according to SIU Rep Mike Palladino, should be ready for sailing in either late this month or early December.

Jacksonville to Crew-Up

The SS *Jacksonville* (Sea-Land) laid up with extensive engine damage is expected to be ready for crewing up late this month.

Kids Enact the Battle of Trafalgar

Visitors to the United Kingdom National Maritime Museum were startled recently by the sound of naval gunfire.

It seems children who wanted to know what it was like to be a naval gunner at the Battle of Trafalgar were given the chance to find out.

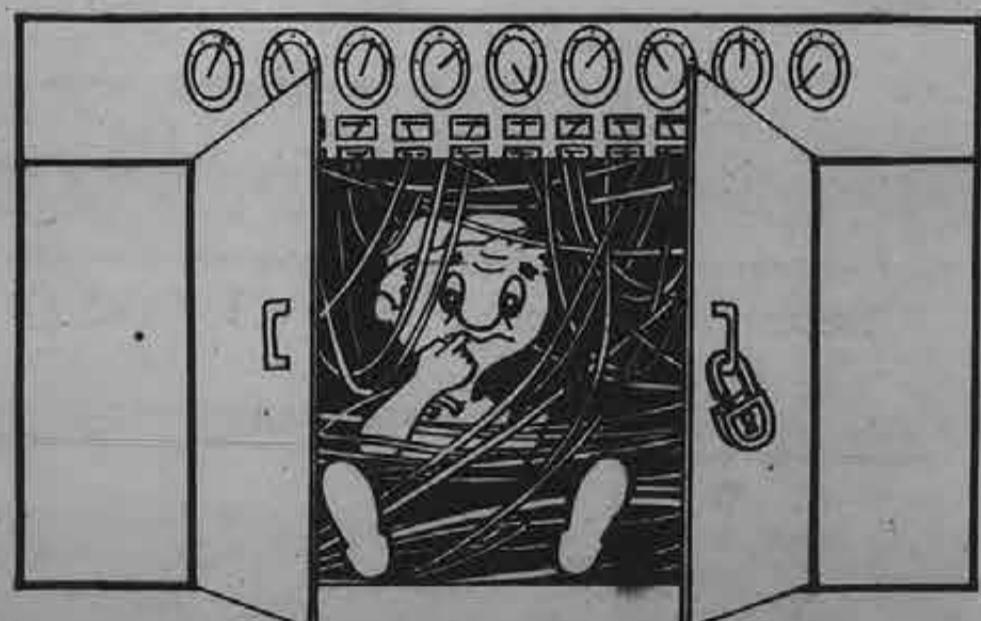
The gun drill of British Adm. Horatio Nelson's time was reenacted on the Half Deck, the junior center of the museum, using a half size model of a ship's cannon firing blanks.

Matson Line's SS Lurline Back in Service

The SS *Lurline* (Matson Line) is now back in service after being converted to a combo R/O R/O Lift/On Lift/Off ship.

A 126 ft. 6 inch midbody was inserted into the vessel to stretch her length to 826 ft. 6 inches. Her cargo space was increased from 434 to 1178 24-ft. container equivalents. She is 38,450 tons.

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 Marine Electronics Course at SHLSS.

In this six-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 Today!

Course starts January 4

Contact the Seafarers Harry Lundeberg School of Seamanship or see your SIU Field Representative for details.

Mal de Mer: It Isn't 'All in Your Head'

Since Man (and woman) first ventured out onto the briny deep and experienced the ups and downs of sailing, "seasickness" has been a fact of maritime life. Remedies range from peanut butter and crackers to transcendental meditation. Now comes Commander A. M. Steinman, Chief of the Special Medical Operations Branch of the U.S. Coast Guard to calm the troubled waters:

The End of the Seasick Blues

This article is addressed to all those crewmen who, for some reason, think that seasickness is a problem that's "all in your head," and that the medications to prevent seasickness are nothing but sugar and water. There are even some people who think that there is something "unmacho" about having to take anti-seasickness medications or that "experienced sailors don't get seasick."

Let me set the record straight. It is a medical fact of life that anyone will get seasick under the right conditions. This has been demonstrated over and over again at a United

States Navy medical laboratory in Pensacola, Florida.

The Pensacola facility performs research on motion sickness using a special rotating room which can simulate any desired degree of pitch, roll, and yaw. Technicians there often encounter swaggering, macho-type personnel who can bench-press a Volkswagen, do one-handed push-ups with refrigerators on their backs, exude the "right stuff" from every pore, and claim they can't be made seasick. A few minutes in the rotating room is about all it takes to reduce the "macho man" to heaving jelly. So much for seasickness being unmacho.

Now as for the notion that seasickness is "all in your head" (meaning it's only a psychological problem and not a "real" problem) baloney! Seasickness is caused by overstimulation of the vestibular apparatus of your inner ear, which sends nerve impulses along the eighth cranial nerve to your brain and initiates nausea and vomiting.

In other words, it's a real physical problem, not some imagined psychological phenomenon seen only in the fainthearted. So it doesn't make any sense to scoff at your shipmates for getting seasick, any more than it would to scoff at them for getting the flu.

OK, you say, so what if I admit to being seasick? What can you do to cure it? Granted, common remedies such as fresh air, soda crackers, watching the horizon, and sucking on lemons provide little lasting



relief. Even modern medicine has been remarkably unsuccessful in curing and preventing this age-old malady; traditional medications are only partially effective and may leave you feeling drowsy.

An end to *mal de mer* may be on the way, however. Recent medical research has shown a combination of two drugs is by far the most effective treatment available for preventing seasickness. These two drugs (neither of which, incidentally, works well by itself) are "promethazine" (an anti-histamine) and "ephedrine" (a common decongestant). For maximum effectiveness the medications should be taken one to two hours before you get underway and at six-hour intervals as needed thereafter. The dose is 25 mg. of each. Promethazine and ephedrine should be available from your ship's doctor.

The medications just described are effective, they work for the majority of people. Many crewmen are reluctant to use the medications, however, because they are afraid to let the master or their shipmates know they need them.

And so these individuals go out on ships or boats, get sick, and become incapacitated or perform in a sub-par manner. This is obviously not what is expected from professional sailors.

If you know you are prone to seasickness, by all means take advantage of the available anti-motion-sickness medication. You're no help at all to your shipmates if you're leaning over the rail half the time.

I speak from personal experience—I've been there. I used to get

seasick. Not anymore, though—now I take advantage of the available medications. I can't afford to be seasick. I don't really care whether anyone knows I get seasick and that I require medications to prevent it. My major concern is putting out my best effort. I hope you feel the same way.

There are a few people for whom the anti-seasickness medications do not work. They either get seasick despite the side effects (drowsiness, etc.) of the medications.

A new anti-motion-sickness drug has recently been marketed which seems to work for some of these people. This drug is contained in a small patch which is worn behind the ear, and the medication is slowly absorbed through the skin. The chemical name of the drug is scopolamine. This medication, too, has side effects (dryness of mouth, drowsiness, etc.), and they may appear more frequently than those of the other drugs. However, some people who get no relief or experience side effects after taking the most commonly prescribed medications have reported good results with the topically applied scopolamine.

I hope that after you've finished reading this article you'll feel a little less hesitant about seeking relief from a malady that's been around as long as there have been ships on the sea. There's no need to feel embarrassed about getting seasick. You should feel embarrassed, however, if you are letting seasickness interfere with your performance, especially when the means exist to prevent it.

DON'T MISS YOUR CHANCE

to Improve Your Math Skills

HOW?

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

I am an SIU member. Yes No
Book Number is _____ Social Security No. _____
I joined the SIU in 19_____ Department Sailing In _____
Please send me the area(s) checked below.
() Fractions () Decimals () Percents
() Geometry () Algebra

Send my area(s) here:

Name _____

Street _____

City _____

State _____ Zip _____

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

Send it today!

SIU Crew Earns Praise For Rescue at Sea

Once again SIU members showed both their skill and their camaraderie with their brothers of the sea when, in the early morning hours of Aug. 6, they rescued nine people adrift on a liferaft.

The Seafarers, who helped rescue seven Jamaican fishermen and two U.S. Air Force parachutists, were crewmembers of the SIU-contracted *Ambassador* (Coordinated Caribbean Transport).

In a letter from the Master of the RO/RO trailership to his officers and crew, Captain J. E. Watson wrote, "Congratulations on a job well done. The rescue . . . was efficiently accomplished exhibiting the good seamanship skills of the Ambassador crew."

He continued, "Your endeavor

during the preparation, skill in the execution and obedience to the direction in the operation is a credit to you and your profession."

The Captain gave particular thanks to the lifeboat crew. SIU members on board the lifeboat were: Able Seamen Robert Lewis III, Segundo Luna, and Randy Dale, and QMED Gustavo Guerrero and Wiper William Kane.

Events leading up to the rescue began late on the night of Aug. 5. The 8,995 dwt *Ambassador*, which was more than 600 miles from her home port of Miami and over 500 miles from her destination of Las Minas, Panama, was contacted by the Coast Guard and asked to divert from her course.

Coast Guard rescue aircraft

"1504" told the ship to pick up the survivors of the Jamaican fishing vessel *Lady Blythe* along with two U.S. Air Force rescue parachutists who had earlier jumped to assist the stricken vessel.

At one o'clock on the morning of Aug. 6 the crew prepared starboard lifeboat No. 2 and lowered the stern ramp. Within one hour after the lifeboat was lowered, the

lifeboat crew, the fishermen and the paramedics were safely on board the *Ambassador* which then headed for Georgetown on Grand Cayman Island.

By 6 a.m., the *Lady Blythe* survivors and the Air Force personnel had disembarked to a Cayman Island police launch and the *Ambassador* was moving full ahead for Las Minas.

That Cargo Has Gotta Move!

...And you're the one who makes it happen

Responsibility. Respect. And more money, too. These are the things you can earn when you are good at what you do.

AND THERE'S MORE — JOB SECURITY

Why settle for less? You're an SIU Seafarer—the most professional maritime worker in the world. You're the best—make it pay.

UPGRADE YOUR SKILLS.

Sign up for the Pumproom Maintenance and Operations Course at SHLSS.

To enroll, contact SHLSS or fill out the application in this issue of the Log.

Course starts January 4



KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
5201 Annapolis Way and Britannia Way
Prince Georges County
Camp Springs, Md. 20023

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drosak at Headquarters by certified mail, return receipt requested. The address is 5201 Annapolis Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20023.



Reefer Maintainer John A. Speer works on one of 22 reefer boxes he repaired while St. Louis was in transit from San Juan to Port Elizabeth.



Chief Steward Humberto Ortiz is up to his elbows in stores.



I. Reed, cook and baker, prepares some sandwiches in the galley.

Sea-Land St. Louis on the Crescent Run

SEA-Land's containership *St. Louis* was in port Elizabeth, N.J., for a late October payoff. On hand to oversee the activity and to provide necessary services to the crew were SIU patrolmen Joe Air and George Ripoll.

The *St. Louis* has been carrying containers for Sea-Land on the 'Crescent Run' among the ports of New Orleans, Houston and Elizabeth, as well as San Juan, Puerto Rico and Kingston, Jamaica. The container vessel formerly operated in Sea-Land's European feeder service before being brought back for the coast-wise trade route.



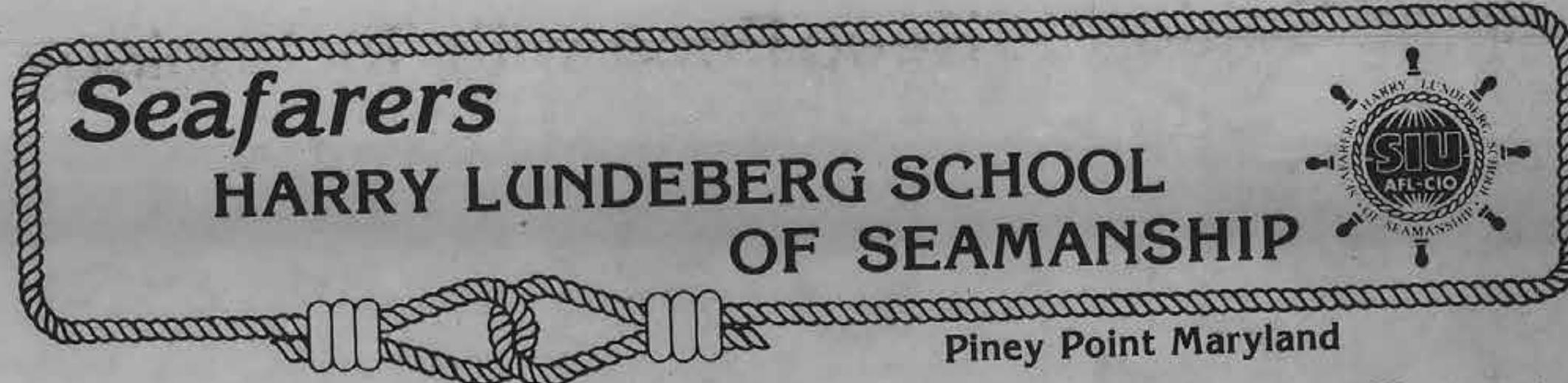
The *St. Louis* dockside at Sea-Land's Elizabeth, N.J. facility.



Fireman Frank King (l.) and Ch. Electrician John Speer have a chat in the mess hall.



ABs Bill Lough (l.) and Allan Parkhurst take a coffee break.



Piney Point Maryland

Keep Your Cool: Take the Refrigeration Course

With the revival of the passenger liner trade the seaman skilled in refrigeration and air-conditioning systems is becoming more and more in demand.

The six-week course offered at SHLSS in Refrigeration Systems Maintenance and Operation includes hands-on and classroom experience in operating, troubleshooting and

servicing air conditioning and refrigeration systems aboard SIU contracted vessels.

This course is open to Seafarers with a QMED-Any Rating

endorsement, a Refrigeration Engineer and Electrician endorsement, or equivalent Inland experience.



Manuel Rodriguez, of New York, charges a refrigeration system using a manifold gauge.



Checking the high and low side pressures with a manifold gauge is demonstrated by Dan Doyle of New York, and Bill Gizzo of Wilmington.



Hermus Patrick, at left, and Luciano Alfeo, both from New York, connect a low suction line from an evaporator to a compressor.

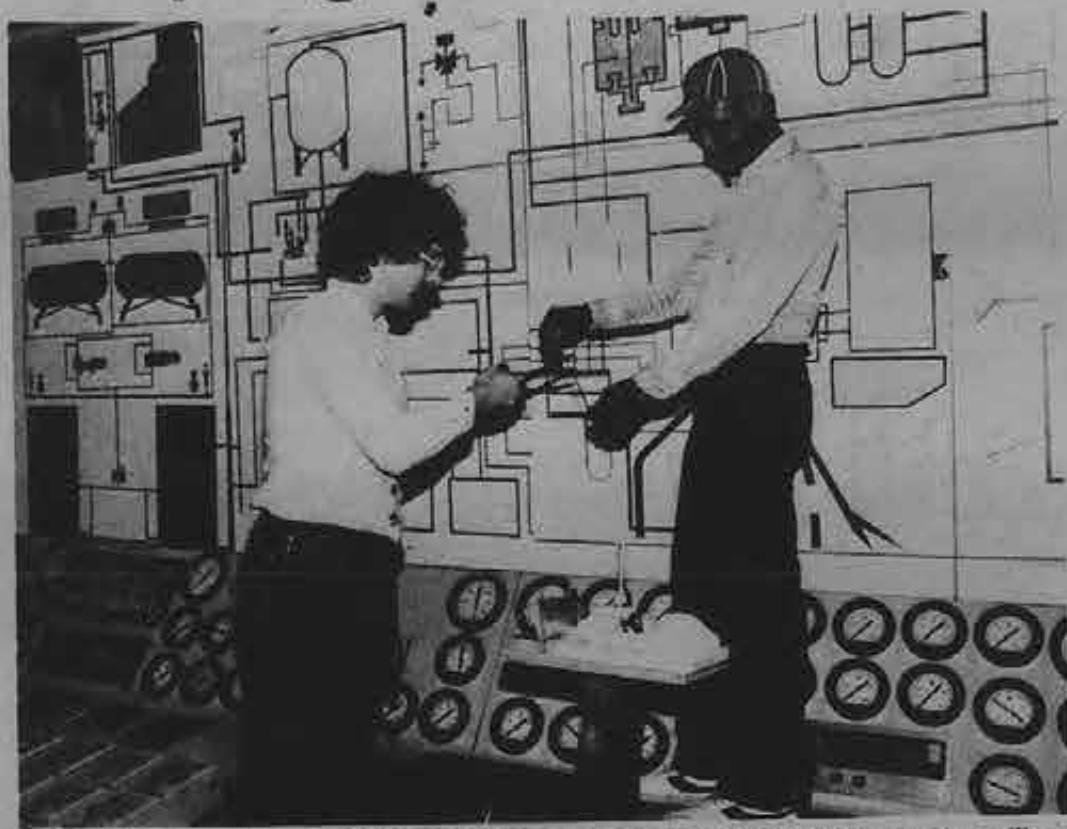


Frank Monteiro of New York, uses a tubing cutter.



Troubleshooting the high side is practiced by Don Busby from New Orleans.

Helping Seafarers Keep Pace with Technology



Robert Ivanauskas, and Prince Wescott, both from New York, are installing condensate lines on the new Automation Mimic Board.



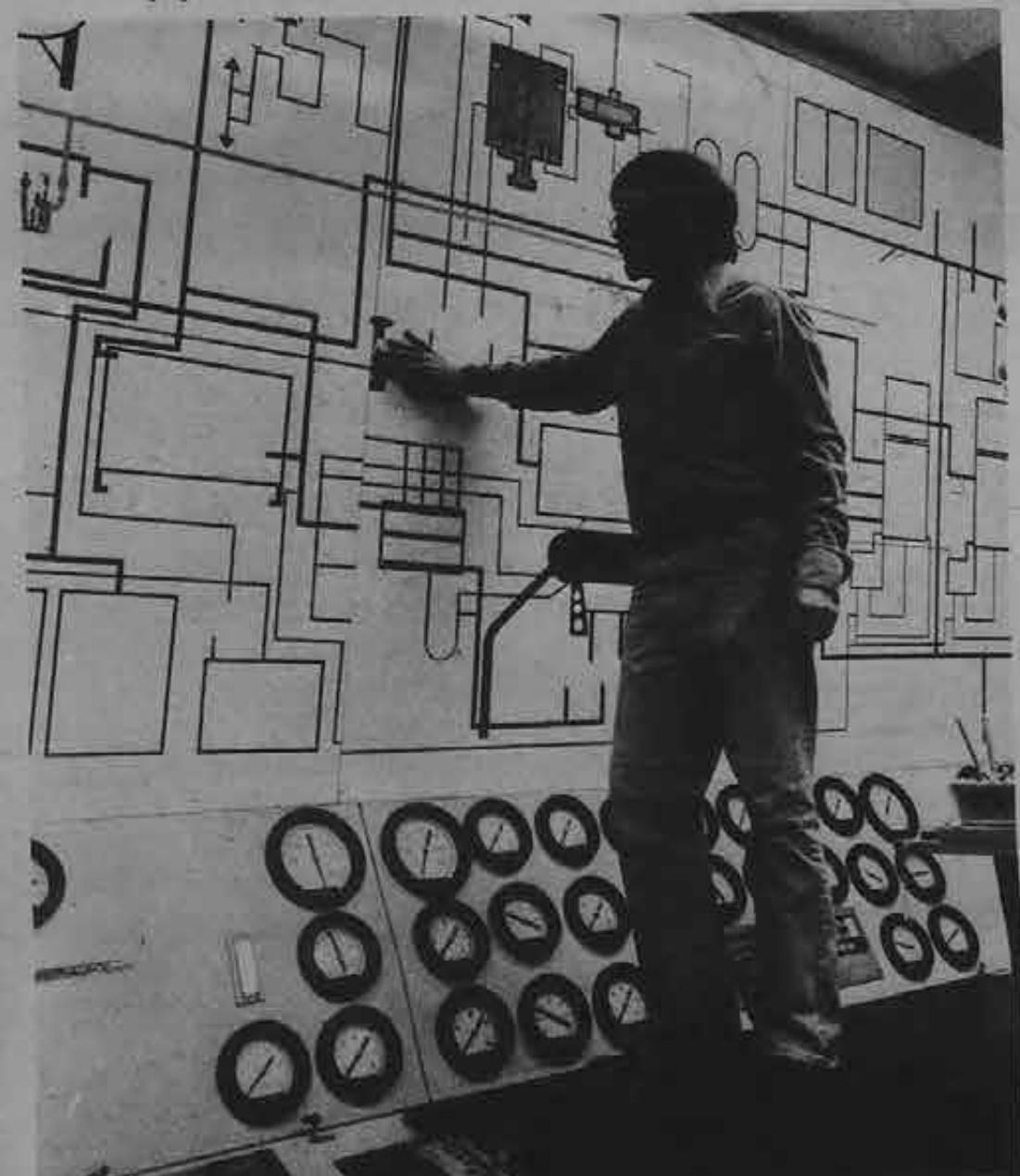
Instructor Calvin Williams demonstrates to Gene Speckman of Seattle the operating procedures of the new Salinity Indicating System which was donated by McNab, Inc.

The four-week Automation course at SHLSS uses a full scale automated engineroom simulator to give students classroom instruction and hands-on experience at the controls of the same type of equipment that they will use aboard ship.

Using the simulator, the instructor can set up problem situations for

the students to solve and give them experience in coping with emergencies. The course also covers the operation and control of all engine-room components.

Seafarers who hold a QMED-Any Rating or equivalent Inland experience may apply for enrollment in the course.



A diaphragm regulating valve is being placed on the Automation Mimic Board by Lamy Croes, from New York.

Welding Bonds the Future

This SHLSS four-week course is designed to teach you all you need to know about basic welding and cutting aboard ship. Classroom time

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

Shoptime concentrates on oxy-

acetylene brazing, welding and cutting, and electric arc welding and cutting in all positions on plates and pipes.

The Welding course is available to any engine or deck-rated seafarer working Deep Sea, Great Lakes, or Inland.



Braze-welding steel plates is demonstrated by welding instructor Bill Foley. Onlookers are from left Joseph Busalacki, from Jacksonville, Jan Foley, from Michigan, and Eric Rossi, from New York.



Monte Beck from Jacksonville and Dan Ficca from Norfolk inspect their handy work in horizontal welding.

Get Your Future Moving:

Take the Diesel-Regular Course at SHLSS

Familiarizing students with both high and low-speed diesel engine operations is the goal of the four-week Diesel-Regular course at SHLSS. Upon completion of the course, the student will be able to completely overhaul a diesel engine and its auxiliary equipment.

The course has both classroom and shop training and covers both types of diesel engines as well as their construction and principles of operation. The operation and maintenance of diesel plant auxiliary systems is also taught.

In addition, the student receives training in the various systems of diesel engines: fuel, air, lubrication, and exhaust. The use of guages, meters, and test instruments is covered too.

This course is open to Seafarers who hold a QMED endorsement or have six months of service in the engineroom onboard a tugboat.



Thomas Herbert (left) and Silvano Giacalone, both from New York, carefully remove a piston.



Thomas Herbert from New York checks the head clearance on a rocker arm.



Charles (J.R.) Oniell-Jones, from San Francisco, demonstrates the importance of accuracy as he takes a micrometer reading of a journal bearing.



Instructor Larry Ryan (left) advises Jim Varela from New York on the importance of accuracy in checking the bearing clearance of a piston rod.



Working together, Jay Mattingly, from Piney Point, turns the crank shaft while Charles (J.R.) Oniell-Jones removes the piston.



Trainees Perry McCall and Matthias Irving prepare the salads in the SHLSS galley.



Loading supplies is part of trainee Bob Brown's training.



Getting right to his work, trainee Jack Coleman mops the floor in front of the SHLSS Anchor Room galley.



Trainees get on-the-job experience in all areas of galley sanitation including clean-up, as Delilah Forslund demonstrates.



Trainees Charles Yancey and Peggie Boyle restock the table supplies in the Trainee Galley.

Steward Department Trainees Get On-the-Job Experience

Trainees entering SHLSS have the opportunity to go into the Steward Department and take a six-week training course that will qualify them to be Messmen, Pantrymen, Bedroom Stewards, General Steward Utilities, or Steward Assistants. At the completion of the

program, they may elect to take an additional eight weeks of training in the Third Cook class.

Entry into the program is restricted and the students are evaluated to determine their qualifications and abilities.

The course includes both class-

room and on-the-job training and concentrates on the preparation of vegetables, salads, sandwiches, breakfast foods, and night lunches.

Graduates of the program are qualified to ship out with the rating of Third Cook, a higher-paying and more responsible job.





Upgrading Course Schedule Through March 1983

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



Course schedules for January through March 1983 are announced by the Seafarers Harry Lundeberg School of Seamanship. Once again, the course offerings are designed to upgrade the skills of SIU Seafarers and Boatmen, and to promote America's maritime industry by providing it with the best trained and most highly skilled workers in the maritime world.

For convenience of the membership, the course schedule is separated into four categories: engine department courses; deck department courses (*inland waters*); deck department courses (*deep sea*); and steward department courses.

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

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

Class schedules may be changed to reflect membership demands.

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

Engine Department Courses

Course	Starting Date	Completion Date
QMED, Any Rating	January 17	April 7
Tankerman	February 15	February 24
Diesel—Regular	January 10 February 28	February 3 March 24
Diesel—Scholarship	January 10 March 28	February 25 May 13
Third Assistant Engineer	January 4	March 11
Marine Electrical Maintenance	February 28	April 21
Marine Electronics	January 4	February 10
Pumproom Maintenance & Operations	January 4 March 14	February 10 April 21
Automation	February 15	March 10
Refrigeration Systems, Maintenance & Operations	February 15 March 28	March 24 May 5
Conveyorman	January 17	February 10
Welding	February 15 March 28	March 10 April 21

Deep Sea Deck Department Courses

Lifeboat	January 31 March 14	February 11 March 25
Able Seaman	March 28	May 6
Quartermaster	February 15	March 24
Third Mate	March 14	May 20

Inland Deck Department Courses

Towboat Operator Scholarship	January 10 March 28	February 25 May 13
First Class Pilot	January 4	February 18
Mate/Master Freight & Towing Vessels on Oceans	January 17	March 11
Radar Observer	February 28	March 4

Steward Department Courses

The Steward Programs are open-ended on starting dates and course length.

COURSE	
Assistant Cook	Open-ended
Cook and Baker	Open-ended
Chief Cook	Open-ended
Chief Steward	Open-ended
Towboat Cook	Open-ended

Upgrading at SHLSS



Oxy-acetylene cutting is practiced by Jeff Yarmola of Brooklyn.

Apply Now for an SHLSS Upgrading Course

(Please Print)

Seafarers Harry Lundeberg School of Seamanship Upgrading Application

(Please Print)

Name _____
(Last) _____

(First) _____

(Middle) _____

Date of Birth _____

Mo./Day/Year _____

Address _____
(Street) _____

(City) _____

(State) _____

(Zip Code) _____

(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

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

- LNG
- LNG Safety
- Welding
- Lifeboatman
- Fire Fighting
- 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 _____

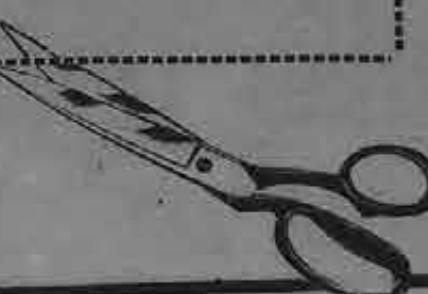
DATE OF DISCHARGE _____

SIGNATURE _____

DATE _____

Please Print:

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



AMCO Trader on the North Atlantic Run

EARLY in October a newly contracted SIU company, American Costal Lines Joint Venture Inc., (AMCO), began operations in the U.S. East Coast to Europe trade. The company is starting out with

two ships the *AMCO Trader* and the *AMCO Voyager*. Both of these vessels were formerly owned by the Puerto Rican Maritime Shipping Authority (PRMSA) and were known as the *Mayaguez* and the

Aguadilla respectively. The LOG was on hand as the *AMCO Trader* arrived in Port Newark on Nov. 1 to begin loading for its second voyage.

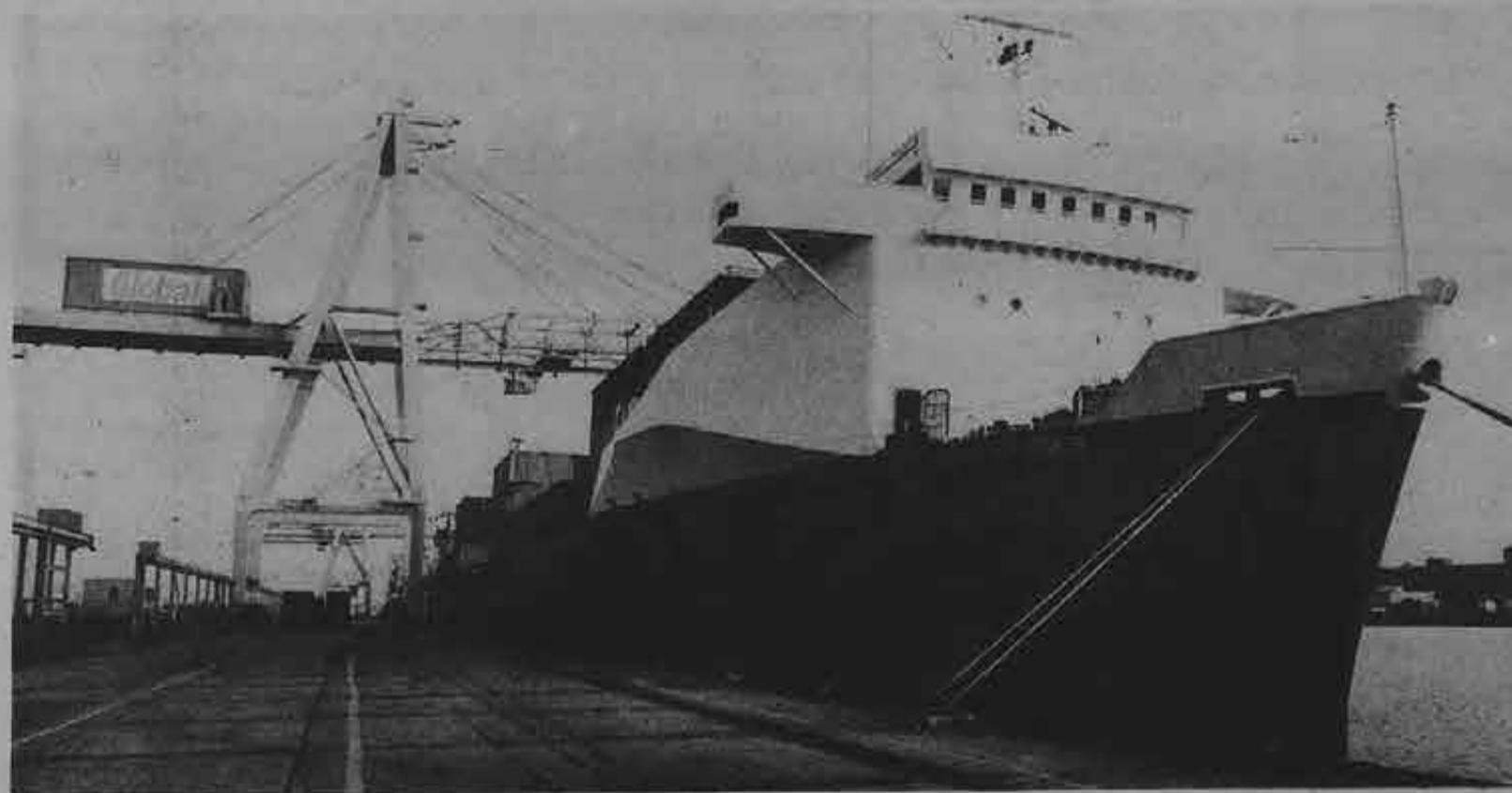
Most of the cargo for the two

vessels will be generated by the Military Sealift Command (MSC). AMCO was awarded a six-month contract from the government agency as a result of its being low bidder on MSC cargo to be carried over the North Atlantic trade route. AMCO is the first newcomer to the U.S.-European route in 15 years and had to outbid two other U.S. flag companies to get the cargo.

According to usual MSC policy AMCO would be carrying 60 percent of the government cargo during the duration of the agreement; meanwhile, the other 40 percent would be divided between the second and third low bidders.

MSC expects to save about \$2 million as a result of its contract with AMCO, although the new company will probably only be able to handle about 25 percent of the cargo.

The *AMCO Trader* and *AMCO Voyager* will have bi-weekly sailings for Europe and the U.K. and Ireland. The *Voyager* is due in Newark around mid-November.



The newly named *AMCO Trader* (American Costal Lines, Joint Venture Inc.) at her first visit to Global Terminals in Newark, N.J. The vessel was formerly called S.S. *Mayaguez* and belonged to PRMSA.



SIU Reps Joe Air (far left) and George Ripoll (far right) check books of the AMCO Trader's ship's committee, who are (l-r): Secretary-Reporter Jay Edwards, steward; Educational Director John McAvoy, chief electrician; Deck Delegate W.C. Byrd, AB, and Chairman Al Whitman, Boatswain.



OMU Jerome Sumlin takes readings on the *AMCO Trader*. Jerome won't find any "cool breeze" in this engine room.

Over 1,500 Seafarers HAVE DONE IT!

Join the crowd
and get your
HIGH SCHOOL DIPLOMA



The GED program at the Seafarers Harry Lundeberg School of Seamanship offers small classes with lots of individualized help from the teachers.

If you are interested in getting a Maryland State High School Diploma to fill out your life, fill out the coupon below and mail it to:

Academic Department
Seafarers Harry Lundeberg
School of Seamanship
Piney Point, Maryland 20674

NAME _____

ADDRESS _____ Street _____

City _____ State _____ Zip _____

SIU Book Number _____

- Please send me a GED application kit and pretest packet.
 Please send me more information on the GED program.



Dispatchers Report for Deep Sea

OCT. 1-30, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		All Groups	Class A	Class B
DECK DEPARTMENT										
Gloucester	2	2	0	2	0	0	0	7	13	0
New York	66	21	2	68	15	0	0	190	85	5
Philadelphia	0	0	0	0	0	0	0	8	1	0
Baltimore	10	4	1	9	6	0	0	48	14	1
Norfolk	13	12	0	18	23	0	0	32	15	1
Mobile	10	4	0	21	6	0	0	24	6	0
New Orleans	68	16	0	39	2	0	0	58	30	0
Jacksonville	28	15	0	17	11	0	0	77	33	7
San Francisco	8	5	2	13	2	0	0	44	26	1
Wilmington	15	11	0	12	9	0	1	68	23	8
Seattle	25	7	1	33	13	0	1	13	3	0
Puerto Rico	5	3	0	7	4	0	4	76	34	8
Houston	48	23	3	82	44	0	0	0	0	0
Piney Point	0	0	0	0	9	0	0	785	345	33
Totals	298	123	9	321	144	0	7			
ENGINE DEPARTMENT										
Gloucester	0	1	0	0	1	0	0	3	6	1
New York	74	27	0	57	10	0	0	167	79	2
Philadelphia	0	0	0	0	0	0	0	3	1	0
Baltimore	9	0	0	9	2	0	0	31	7	0
Norfolk	8	11	0	14	12	0	1	14	15	1
Mobile	10	4	0	11	2	0	0	22	6	0
New Orleans	40	12	0	28	1	0	0	110	32	1
Jacksonville	23	8	0	21	8	0	0	37	22	0
San Francisco	7	4	0	7	2	0	0	68	11	3
Wilmington	13	7	0	8	4	0	0	31	18	0
Seattle	16	9	0	22	9	0	1	48	19	5
Puerto Rico	5	2	0	8	1	0	0	15	4	0
Houston	29	19	0	34	16	0	3	67	33	0
Piney Point	0	1	0	0	5	0	0	0	0	0
Totals	234	105	0	219	73	0	5	618	253	13
STEWARD DEPARTMENT										
Gloucester	1	1	0	0	0	0	0	2	4	0
New York	29	24	0	41	32	0	0	72	48	0
Philadelphia	0	0	0	0	0	0	0	2	2	0
Baltimore	5	2	0	6	3	0	1	26	11	2
Norfolk	13	3	2	13	9	0	0	16	1	0
Mobile	9	0	0	13	6	0	0	61	12	1
New Orleans	23	3	0	22	10	0	1	21	10	10
Jacksonville	12	8	1	11	8	0	0	30	41	10
San Francisco	2	4	1	5	8	0	0	14	19	0
Wilmington	2	7	0	5	6	0	0	31	12	1
Seattle	9	4	0	11	13	0	1	9	5	0
Puerto Rico	4	3	0	4	4	0	0	45	5	0
Houston	28	4	0	38	23	0	2	0	0	0
Piney Point	0	1	0	0	21	0	0	345	174	15
Totals	137	64	4	169	143	0	5			
ENTRY DEPARTMENT										
Gloucester	0	3	0	0	0	0	0	2	20	0
New York	26	101	13	43	32	0	0	43	313	34
Philadelphia	0	0	0	0	0	0	0	3	5	1
Baltimore	8	12	0	6	3	0	0	14	54	3
Norfolk	3	22	0	13	9	0	1	11	51	2
Mobile	2	1	1	13	6	0	0	4	18	2
New Orleans	23	38	1	22	10	0	0	47	104	6
Jacksonville	7	20	0	11	8	0	1	17	52	2
San Francisco	8	22	9	5	6	0	0	34	131	73
Wilmington	0	25	2	5	6	0	0	3	64	14
Seattle	4	28	5	11	13	0	1	10	67	26
Puerto Rico	3	7	1	4	4	0	0	14	23	6
Houston	21	42	3	38	23	0	2	29	86	8
Piney Point	0	32	0	0	21	0	0	0	0	0
Totals	105	353	35				231	892	177	
Totals All Departments	774	645	48	709	360	0	17	1,977	1,764	238

"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 October was down slightly from the month of September. But still a total of 1,086 jobs were shipped in October on SIU contracted deep sea vessels. Of the 1,086 jobs shipped, 726 jobs or about 70 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 17 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 223 relief jobs have been shipped.

Directory of Ports

Frank Drozak, President
Ed Turner, Exec. vice president
Joe DiGiorgio, secretary-treasurer
Leon Hall, vice president
Angus "Red" Campbell, vice president
Mike Sacco, vice president
Joe Sacco, vice president
George McCartney, vice president

HEADQUARTERS

5201 Auth Way
Camp Springs, Md. 20023
(301) 899-0675

ALGONAC, Mich.

520 St. Clair River Dr. 48001

(313) 794-4988

BALTIMORE, Md.

1216 E. Baltimore St. 21202

(301) 327-4900

CLEVELAND, Ohio

1290 Old River Rd. 44113

(216) 621-5450

COLUMBUS, Ohio

2800 South High St.,

P.O. Box 0770, 43207

(614) 497-2446

DULUTH, Minn.

705 Medical Arts Building 55802

(218) 722-4110

GLoucester, Mass.

11 Rogers St. 01930

(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813

(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002

(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206

(904) 353-0987

JERSEY CITY, N.J.

Digest of SIU Ships' Meetings



LNG ARIES (Energy Transport), September 19—Chairman, Recertified Bosun Pete Water; Secretary F.T. Motusi; Engine Delegate Carlos Rodriguez; Steward Delegate James Johnson; Deck Delegate S. Hill. \$84 in ship's fund. No disputed OT. Chairman reported: "LNG ARIES did it again—we picked up 39 refugees including one infant and all in good condition as they were only three days at sea. This was my first experience with the boat people and I was very proud of the whole department and for all the help that was given. The clothes the people were wearing had to be washed and the crew gave them some of their clothes to wear. They were fed and taken to a safe port." A vote of thanks was extended to the steward department for a fine poolside dinner which everyone enjoyed.

DEL SOL (Delta Steamship), September 12—Chairman, Recertified Bosun George Annis; Secretary Bill Kaiser; Educational Director Donald Peterson; Deck Delegate George Allen; Engine Delegate John Vieira; Steward Delegate Isaiah Gray. Some disputed OT in steward department. Chairman reports that this has been a good trip and the ship is scheduled to go to New Orleans, Pensacola, Lake Charles and then to Africa from Houston. A vote of thanks to George Annis for the use of all his cassette movies. A collection was taken up for our Brother Donald Peterson as he lost all of his possessions when his home burned up a week after we sailed from the U.S.A. A vote of thanks to the steward department for a job well done. Next port New Orleans.

ULTRASEA (Apex Marine), September 26—Chairman, Recertified Bosun William L. Robinson; Secretary John A. Darrow; Educational Director E.C. Colby; Deck Delegate Thomas Vain; Engine Delegate A. Vaughan; Steward Delegate W. Harris. Some disputed OT in steward department. The steward made note of the fact that a GSU by the name of Colon Rose was hospitalized in Ras Shukheir, Egypt for a bleeding ulcer. He had complained about this condition since the ship left Jacksonville and I told him that he should not have taken this trip but a coastwise trip if he had this problem. There are no facilities onboard to take care of this condition if an attack had taken place at sea. The chairman and secretary explained to the members present at this meeting that the best way to help certain maritime laws pass and to maintain the strength of the maritime industry is to support the politicians that support the laws to benefit the Merchant Marine. Write to your congressman, whenever possible, to let him know your feelings. A vote of thanks to the steward department for a job well done. Next port Freeport, Texas.

SEA-LAND PATRIOT (Sea-Land Service), September 26—Chairman, Recertified Bosun J. Curlew; Secretary A. Reasko. No disputed OT. \$30 in ship's fund. \$255 in movie fund. Chairman reports that all repairs were handed in to the head of each department. The headquarters report was posted on the bulletin board for all hands to read. Secretary reported that the chief steward has applications for upgrading courses in Piney Point. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

DEL CAMPO (Delta Steamship), September 15—Chairman B. Saberson; Secretary O. Paschal; Educational Director K. Katsalas; Deck Delegate E.J. Cokichi; Steward Delegate Terry Harding. Chairman requested all members to report any conditions that they deemed were unsafe on board ship to him or the mate. There were questions asked and a discussion held concerning the change in ownership of Delta Lines and its effect on future operation. Secretary gave a talk on the importance of donating to SPAD. All officers and crew members were required to receive an inoculation as a result of the hospitalization of J. Rudolph in Cartagena. The members would like a UPH official or doctor to follow-up on the serum contained in the inoculation called Beriglobina-Gammablobulina Humana 1 ml. Observed one minute of silence in memory of our departed brother and sisters.

SEA-LAND CONSUMER (Sea-Land Service), September 19—Chairman, Recertified Bosun Walter Cousins; Secretary Lee de Parlier; Educational Director Robert Tompkins. No disputed OT. Chairman advised crewmembers that there was a new safety film aboard and it would be shown by the steward. He urged everyone to attend. The life you save may be your own. He further advised that this is an election year and you should check with your SIU representatives as to names of candidates that are running and go out and vote. Absentee ballots would be available for those who made out application for same. Secretary told all members to contact their nearest SIU Hall to find out the location of an SIU approved clinic for use of and by themselves and their families. The educational director strongly recommended that all engine ratings apply for training in diesel at SHLSS as that mode of propulsion is being used in almost all new construction. The President's report from the Log was posted for all hands to read. The entire crew extended a sincere and proud vote of congratulations to the SIU rowing team that took first place in the event in New York. Next port, Port Everglades.

SEA-LAND DEVELOPER (Sea-Land Service), September 12—Chairman J.R. Touart; Secretary V. Dixon; Educational Director E. Money-maker; Deck Delegate James W. Fultz; Engine Delegate George E. Renale; Steward Delegate Macario Caampued. No disputed OT. Chairman discussed the necessity to upgrade and advised that the forms for upgrading are available aboard ship. Observed one minute of silence in memory of our departed brothers and sisters. Next port Long Beach.

SEA-LAND FREEDOM (Sea-Land Service), September 19—Chairman, Recertified Bosun Tom E. Kelsey; Secretary Ray C. Agbulos; Educational Director Larry J. Harris; Deck Delegate Robert J. Trainor; Engine Delegate John P. Murray; Steward Delegate Howard G. Schnieder. \$55 in ship's fund. No disputed OT. Chairman reminded all members to practice all precautionary measures of safety and fire prevention throughout the ship at all times. Secretary thanked the crew for making this a good trip. Next port Seattle.

LNG GEMINI (Energy Transport), September 12—Chairman G. Miller; Secretary E. Haber. \$110 in ship's fund. No disputed OT. Chairman reported that two letters were sent to headquarters regarding contract questions and we are awaiting an answer. Captain advised the crew on the problems that can occur in a foreign port as far as drugs are concerned. There will be no backing from the company or the Union for those who do not comply. A vote of thanks to the steward department for doing a good job and also for the fine pool parties. Report to LOG: "We picked up some Vietnamese boat people (46 of them) on August 26th and put them ashore in Singapore on August 28th. The crew provided them all with clothes and personal effects. They had been in the boat for fifteen days and two babies died while in the boat. Many other ships passed them by and were close enough to read the name on the ship but would not stop." Next port Arun, Indonesia.

OVERSEAS ULLA (Maritime Overseas), September 12—Chairman, Recertified Bosun Hubert Cain; Secretary R. Liegel. No disputed OT. Chairman gave a vote of thanks to all departments for the good work they did in cleaning the ship for the shipyard. He requested all members to bring their linen up from their rooms and put all lifejackets on your door. He discussed the importance of donating to SPAD and the need for all those who qualify to upgrade at Piney Point to secure their own future and earn more pay. The steward department delegate reported that the chief missed the ship in Baytown, Texas and the crew messman Mr. Clarke said it was his pleasure to wait on the crew. A vote of thanks to the steward department for a job well done.

OVERSEAS HARRIETTE (Maritime Overseas), September 12—Chairman, Recertified Bosun John Bergeria; Secretary R.A. Cobb; Educational Director F.G. Moseback. No disputed OT. Chairman reported that the next port would be Rotterdam. Held a question and answer period concerning anything Unions did to help its members. Also discussed safety habits aboard ship and the importance of donating to SPAD. The secretary welcomed all new crewmembers aboard and thanked all hands for leaving the mess area clean after each watch. The benefits to be derived from upgrading at Piney Point for a more secure future and more pay were outlined by the secretary. A vote of thanks to the steward department for a job well done.

OGDEN CHARGER (Ogden Marine), September 10—Chairman Frank Schwarz; Secretary S. Gutierrez; Educational Director B. Tims; Steward Delegate Peter Hammel. No disputed OT. Educational Director reported that the crew of the Ogden Charger would like to thank President Frank Drozak for not accepting a cut in wages. This has been a good trip and the chairman thanked the crew for their cooperation. A vote of thanks to the steward department for a job well done. Next port Baytown.

St. Louis Committee



The Ship's Committee and two other members of the crew of the S.S. St. Louis (Sea-Land) sat for this photo during a pay-off earlier this month in Port Elizabeth, N.J. Seated from left are Deck Delegate James Browne, Chairman J. J. McHale, Education Director John A. Speer, Engine Delegate Frank King, and Secretary-Reporter Humberto Ortiz. Looking on are AB Allen Parkhurst and Bill Lough.

ROVER (Ocean Carriers), September 26—Chairman, Recertified Bosun Sven Jansson; Secretary E.M. Douroudbus; Educational Director W. Liesengang; Deck Delegate J. Stanton; Engine Delegate S. Miller. No disputed OT. Chairman explained the responsibilities of B Seniority members and discussed the need to support SPAD. He further advised all of the difficulties of shipping at this time. Again, the Captain has issued orders that the galley is not to be used as a passage way. It is for authorized personnel only. The educational director gave a talk on the advantages of upgrading at Piney Point. He said that Seafarers who have a problem with alcohol and who need help should register at the Rehabilitation Center. A vote of thanks to the steward department for a job well done. Next port Diego Garcia.

OGDEN DYNACHEM (Ogden Marine), September 12—Chairman, Recertified Bosun H. Rains; Secretary D. Collins; Deck Delegate D.T. Davis; Engine Delegate A. Bligren; Steward Delegate F.W. West. Some disputed OT in engine, deck and steward departments. Chairman reported that the first relief under the permanent job system has proven very successful according to the Steward/Baker, QMED Pumpman. Secretary reported that the LOG was brought aboard ship and everyone should read the LOG to find what is going on in the Union. The reading of the President's report is a must. Educational Director advised all members to take advantage of the programs offered by the SHLSS. Also, that everyone should write to their Congressman and Senate member to support the BOGGS sponsored bill. (HR 6979). This has been a very good voyage and the steward reports that he has nothing but good luck with the Sisters who have been sent out of SHLSS. Thanks to all in the SHLSS who had a hand in teaching our future members. A vote of thanks was given to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Next port Tiverton.

INGER (Reynolds Metal), September 10—Chairman, Recertified Bosun John T. Adams; Secretary L. Tinkham; Educational Director Paul Aubain; Steward Delegate George Berry. \$22.67 in ship's fund. No disputed OT. Secretary reported that information concerning time off after thirty days of sea time was discussed with Jessie Solis, Long Beach patrolman who said, "I will obtain clarification from Red Campbell at SIU headquarters." A radiogram was received on September 16, 1982 requesting isolation of tuna labeled Bumble Bee Mid/Pacific Cloverleaf or Coral due to potential illness. This was posted with statement that none of this tuna has been on board. The deck delegate requested that items for safety like glasses, breathing purification masks, etc. be supplied by the company or made available in the slop chest. Observed one minute of silence in memory of our departed brothers and sisters. Next port Newark.

DEL ORO (Delta Steamship), September 26—Chairman, Recertified Bosun R. Broadus; Secretary G. Trosciar; Educational Director N. Bathia. Some disputed OT in deck department. Chairman reported that the company has been sold and we are awaiting word from headquarters as to what changes, if any, will occur. Observed one minute of silence in memory of our departed brothers and sisters. Next port New Orleans.

SEA-LAND INDEPENDENCE (Sea-Land Service), September 12—Chairman W. Martier; Secretary Roy R. Thomas; Educational Director H. Wilson; Engine Delegate Robert Diaz. \$34.50 in ship's fund. No disputed OT. Chairman reported that everything is going well on board. He read and posted communications that were received from headquarters and thanked the crew for a job well done. The importance of donating to SPAD to insure the continued strength of the maritime industry was further discussed. Observed one moment of silence in memory of our departed brothers and sisters. Next port Elizabeth.

Ogden Hudson Committee



Four members of the Ship's Committee of the S.S. Ogden Hudson (Ogden Marine) got together in the ship's galley for this hurry-up photo during a busy pay-off. From left are Ship's Chairman Carl Thompson, Education Director Whitey Clark, Engine Delegate Paul Whalen, and Secretary-Reporter Ruben Gallequillios.

Digest of SIU Ships' Meetings



SEA-LAND ENDURANCE (Sea-Land Service), September 6—Chairman, Recertified Bosun E. Christiansen; Secretary J. Reed; Steward Delegate Leonard Russi. No disputed OT. \$27 in ship's fund. Chairman reported that the Union patrolman came aboard and discussed time off at the payoff. Secretary read the minutes of the last meeting and was sending them into headquarters with the crew list. Chairman will make up a list of the crewmembers that want to donate for a video movie machine for the members only. A vote of thanks to the steward department for a job well done.

SEA-LAND PACER (Sea-Land Service), September 12—Chairman, Recertified Bosun J. Corder; Secretary T. Maley; Educational Director J. Dillinger; Deck Delegate C. Walker; Engine Delegate Frank Keller. \$10 in ship's fund. Some disputed OT in engine department. Chairman reported that Brother Thomas Brand was advised that his wife passed away during the voyage and he must leave the vessel in Elizabeth. He will be missed. The crew extended their sincere sympathy to Brother Brand in his bereavement. A collection is being made to be given to Tom on arrival. A vote of thanks to the steward department for a job well done. The bosun and several members commented that they had never seen the lounges, messhalls and passageway decks as clean and as highly polished as this trip. Next port Elizabeth.

ROBERT E. LEE (Waterman Steamship), September 5—Chairman, Recertified Bosun J. Hilburn; Secretary A. Estrada; Educational Director E.F. Armstrong; Engine Delegate A. George. No disputed OT. Chairman advised all members who are interested in upgrading at Piney Point that they should register for the class they are interested in as soon as they qualify. He requested all members to clean up after themselves and try to keep the ship in good shape at all times. A vote of thanks to the steward department for a job well done. Next port Suez.

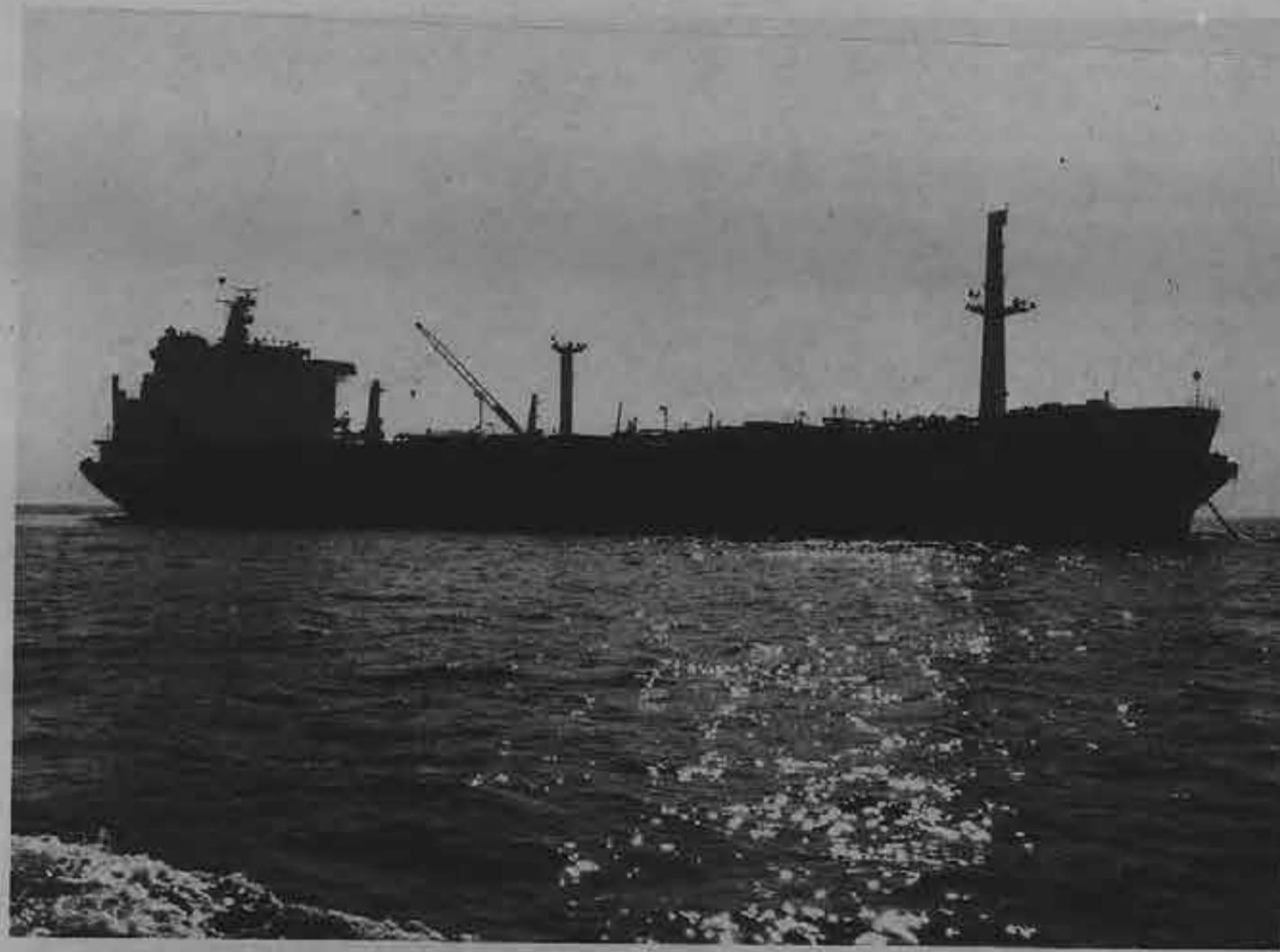
PONCE (Puerto Rico Marine), September 5—Chairman M. Silva; Secretary C. Rice; Educational Director R. Dell. No disputed OT. Chairman urged all members to write to their congressmen about matters pertaining to the maritime industry. He will gladly supply addresses for those who need them. The chairman will also take up with the company involved the poor quality and bad state of repair that existed when the TV tape movies were received. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters.

STUYVESANT (Bay Tankers), September 26—Chairman T. R. Reading; Secretary R. Fluke; Educational Director B. Stockman; Deck Delegate T. Henry; Engine Delegate Richard Roening; Steward Delegate F. Fried. No disputed OT. Chairman reported that the ship is running well and advised all members who qualify to upgrade themselves as soon as possible. Secretary extended a vote of thanks to the crew for keeping the ship clean. Next port Long Beach.

WORTH (Apex Marine), September 26—Chairman, Recertified Bosun T. Walker; Secretary G. Stearns; Educational Director M. Posomostitis; Deck Delegate D. Palumbo; Engine Delegate D. Kopp; Steward Delegate R. Enriquez. Some disputed OT in engine and deck department. \$5 in ship's fund. Chairman has reported on the lodging and subsistence that has been disputed for all departments and advised that his matter will be taken up with the patrolman. Also, the work done in the double bottoms again to be taken up with the patrolman and to find out about safety with no men on deck while working down in the tanks and double bottoms. Secretary reported that there are insufficient medical supplies on this ship. We need more of an assortment and valid medicines, not out-of-date ones. A vote of thanks to the steward department for a job well done.

SEA-LAND LONG BEACH (Sea-Land Service), September 19—Chairman, Recertified Bosun Emilio V. Sierra; Secretary S. Amper; Educational Director W. Stevens; Deck Delegate Elmer Annis; Engine Delegate S. B. Woodell. Chairman reported that we have had a good trip so far and the weather has been cooperative with us on the way home. \$5 in ship's fund. Some disputed OT in engine department. A vote of thanks to the steward department for a job well done.

GROTTON (Apex Marine), September 25—Chairman, Recertified Bosun Fred Cooper; Secretary M. Delaplain; Educational Director A. Gardner; Steward Delegate Ronald E. Dawson. Some disputed OT in deck department. Chairman stressed the importance of donating to SPAD to keep a strong Maritime industry. Secretary advised all members if you want to keep in touch with Union activities and the status of the maritime industry, the best source of information you have available is the Log. Educational Director discussed safety matters and also suggested that everyone should keep the water tight doors closed and dog down at all times. A vote of thanks to the steward department for the best gourmet meal ever served. Next port New



The Ogden Hudson is silhouetted in the sparkling waters of Brooklyn's Gravesend Bay.



QMED Paul Whalen putting away engine room stores.



Chief Steward Ruben Galleguillos likes to keep the galley pristine.



Frozen vegetables are necessarily a large part of any seafarer's diet. Here Chief Cook Jules Moor opens up a package of frozen broccoli.

With Well-Trained SIU Crew

Ogden Hudson Visits

The M/V *Ogden Hudson*, one of two ultra modern commodity carriers crewed by the SIU in the past year, made its first call to the port of New York last month. The 40,000 dwt vessel was here to deliver a shipload of heating oil to help keep New Yorkers warm in their homes this coming winter.

Like her sistership, the *Ogden Dynachem*, the *Ogden Hudson* is a shallow draft vessel built for fuel efficiency and cargo handling versatility besides being able to haul crude, the two carriers can handle other products such as chemicals, animal fats, vegetable oils and numerous varieties of petroleum products. Additionally, 18 cargo tanks with 12 segregations enable the ship to carry different products at the same time.



Eyeing the engine room's control board is QMED Mike Fester.



AB Steve Copeland wheels out the deck stores.



Bos'n. Carl Thompson surveys the Hudson's forward end from the catwalk.

Port of New York

The *Ogden Hudson* is powered by a fuel-thrifty slow speed 16 cylinder diesel engine. Ever rising costs have made traditional steam ships fueled by bunkers too costly to operate and low-speed diesel engines are becoming the trend in ocean-going vessels.

Since being crewed by the SIU late last year, the *Ogden Hudson* had been making her run on the West Coast but, starting with her present assignment, she will spend some time visiting East Coast ports.

Next stop for the all-purpose tanker is the Amerada Hess Terminal in the U.S. Virgin Islands where she will load either chemicals or fuel oil bound for the mainland.



"Whitey" Clark, Chief Pumpman, at cargo control board.



AB Harry Larson awaits the word from the bridge.



Seagulls (none of whom answered to the name Jonathan) form a frame for the *Ogden Hudson* as they dive into the bay in search of food.



Pensioner Edward Patrick Malue, 70, succumbed to heart-lung failure in the Medical Arts Hospital, Houston on June 29. Brother Malue joined the Union in the port of Cleveland, Ohio in 1968 sailing as an AB. He also sailed during World War II, sailing a total of 40 years. Laker Malue was a former member of the AFL Painters Union, Local 867 of Cleveland. Born in Pittsburgh, Pa., he was a resident of Houston. Cremation took place in the Brookside Crematory, Houston. Surviving is a son, Michael of Cleveland.

Pensioner Norman A. Longtime, 78, passed away from heart-lung failure in St. Jude's Hospital, Fullerton, Calif. on July 8. He joined the Union in the port of Houston in 1963. Brother Longtime was born in Michigan and was a resident of Fullerton. Cremation took place in the Loma Vista Crematory, Fullerton. Surviving is a sister, Mrs. Ceil Redemann of Fullerton.

Pensioner Robert John Sutter, 49, died at the Paul Oliver Hospital, Frankfort, Mich. on July 3. He joined the Union in the port of Alberta, Mich. in 1955 sailing as an AB. Brother Sutter sailed for the Ann Arbor (Mich.) Carferry Railroad. Laker Sutter was a veteran of the U.S. Army after the Korean War. Born in Frankfort, he was a resident there. Burial was in the Crystal Lake Twp. (Mich.) Cemetery. Surviving is a sister, Mrs. Elizabeth Charters of Frankfort.

James Harold Buntin, 56, died of heart failure in the Marshall County (Ky.) Hospital, Benton on July 27. Brother Buntin joined the Union in the port of Paducah, Ky. in 1970 sailing as a lead deckhand and tankerman. Boatman Buntin also sailed deep sea as a quartermaster on LNGs in 1981. He was a veteran of the U.S. Navy in World War II. A native of Charlestown, Mo., he was a resident of Jeffersonville, Ind. Cremation took place in the Memorial Park Crematory, St. Louis. Surviving are his widow, Goldie and his mother, Mrs. Beulah C. Morris of Benton.

Ireland Dean Pulley, 52, succumbed to cancer in the Naval Regional Medical Center, Portsmouth, Va. on July 29. Brother Pulley joined the Union in the port of Norfolk in 1981 sailing as a chief engineer on the tugs *Dorothy H.* and *Olive H.* (NBC Lines) from 1974 to 1982. He was a veteran of the U.S. Navy in World War II. A native of Clifton, Tenn., he was a resident of Virginia Beach. Burial was in Princess Ann Cemetery, Virginia Beach. Surviving are his widow, Alice and his parents, Mr. and Mrs. A. Paul and Roxie Pulley.

Pensioner John Clifford Williams, 63, died of heart-lung failure in the New Hanover (N.C.) Hospital on July 21. Brother Williams joined the Union in the port of Norfolk in 1962 sailing as a chief engineer for Stone Towing from 1948 to 1973. He was a former member of the United Mine Workers Union, District 50 from 1953 to 1962. Boatman Williams was a veteran of the U.S. Army in World War II. A native of New Hanover, he was a resident of Wilmington, N.C. Burial was in Greenlawn Cemetery, Wilmington. Surviving is his widow, Georgia Lee.

Pensioner Louis Humberto Barrera, 81, passed away from kidney failure in the Marin General Hospital, San Rafael, Calif. on May 8. Brother Barrera joined the MC&S in the port of San Francisco sailing as a chief cook. He first sailed on the West Coast in 1937. Barrera sailed 40 years. Born in Chile, South America, he was a naturalized U.S. citizen and was a resident of Kentfield, Calif. Interment was in the Bahia Valley Cemetery, Novato, Calif. Surviving are his widow, Bessie; a brother, Arturo and a sister, Elena, both of Santiago, Chile.

Pensioner Peter Maddaluna, 82, passed away on June 24. Brother Maddaluna joined the Union in the port of New York sailing as a steamlighter and deckhand aboard the tug *Rochester* for the Erie-Lackawanna Railroad from 1920 to 1964. He was born in Italy and was a resident of Bernardsville, N.J.

Drexel C. Brister died on May 3. Brother Brister joined the Union in the port of New Orleans sailing as a pilot and captain for the Baroid Co. He also sailed deep sea. Boatman Brister was a resident of Jayess, Miss. Surviving are two sons, Darryl and Robert; two daughters, Lisa and Maggie of Jayess and a sister, Mrs. Dean R. Saavedra of New Orleans.



Pensioner Edgar William Kurz, 81, passed away on Dec. 12, 1981. Brother Kurz joined the SIU in 1942 in the port of New York sailing as a waiter. He hit the bricks in the 1961 Greater N.Y.

Harbor beef. Seafarer Kurz was born in Switzerland and was a resident of New York City. Surviving are a brother, Alfred of New York City and two sisters, Flora and Freda also of New York.

Michael Clarence Linde, 41, died of cancer in the Swedish Hospital, Seattle on May 1. Brother Linde joined the SIU in the port of Seattle sailing as a chief pumpman. He was born in Seattle and was a resident there. Cremation took place in the Forest Lawn Crematory, Seattle. Surviving are his parents, Mr. and Mrs. Gene and Dorothy Linde.

Yehia Mohssein Meftah, 37, succumbed to a hemorrhage aboard the SS *Santa Magdalena* (Delta Line) enroute to Valparaiso, Chile on Oct. 19, 1981. Brother Meftah joined the SIU in the port of San Francisco in 1977 sailing as a wiper. He was born in Aden, Yemen and was a naturalized U.S. citizen. Seafarer Meftah was a resident of San Francisco. Surviving are his widow, Muzn; five sons, Nahr, Abdul, Musid, Mohammed and Qassim; two daughters, Malkeh and Muniera and a brother, Ahmed of San Francisco.

Pensioner Michael Leo Kraft, 77, passed away from a heart attack in the Alpena (Mich.) General Hospital on Apr. 18. Brother Kraft joined the SIU in 1938 in the port of Wyandotte, Mich. sailing as a FOWT for 35 years. He was born in Alpena and was a resident there. Burial was in Holy Cross Cemetery, Alpena. Surviving are a son, Wayne of Alvin, Tex. and a daughter, Shari.

Pensioner Evaristo Carera Tandoc, 82, passed away from a hemorrhage in Marshall Hale Hospital, San Francisco on Aug. 29. Brother Tandoc joined the MC&S in the port of San Francisco sailing as a chief cook for the American President Line and the Pacific Far East Line for 40 years. He first sailed on the West Coast in 1944. A native of the Philippine Islands, he was a resident of San Francisco. Burial was in Holy Cross Cemetery, Colma, Calif. Surviving are his widow, Dominga; a son, Nelson of San Jose, Calif. and a daughter, Mrs. Henry.



Pensioner Anthony "Big Tony" Mravec, 69, passed away from a stroke in the Swedish Hospital, Seattle on Sept. 3. Brother Mravec joined the SIU in the port of Wilmington, Calif. in 1962 sailing as a wiper. Seafarer Mravec began sailing in 1939. He was born in Cleveland, Ohio and was a resident of Seattle. Cremation took place in the Belitz Crematory, Seattle. His ashes were scattered at sea. Surviving are three brothers, Martin of Lakewood, Ohio; Amel of Westlake, Ohio and Charles of Berkeley, Calif.

Pensioner Bernard Oscar Toupin, 65, died of heart failure in the Mt. Zion Hospital, San Francisco on July 5. Brother Toupin sailed as a chief steward for the Pacific Far East Line. He first sailed on the West Coast in 1945. Born in Canada, he was a naturalized U.S. citizen and a resident of San Francisco. Cremation took place in the Hidden Valley Crematory, Pacheco, Calif. and his ashes were scattered at sea. Surviving are two sisters, Mrs. Jacqueline Holcome of San Mateo, Calif. and Monique of Champlain, Quebec, Canada.

Pensioner Thomas Pepito Yuson, 81, passed away from cancer in the San Francisco General Hospital on July 30. Brother Yuson joined the MC&S in 1975 sailing as a cook. He first sailed on the West Coast in 1942. Yuson was born in the Philippines and was a resident of San Francisco. Interment was in Woodlawn Cemetery, Colma, Calif. Surviving are his widow, Pacita; a daughter, Maria of La Fayette, Calif. and two sisters, Matilda of Letey, P.I. and Leana of Bahol, P.I.

Pensioner Roy Glenn Howell, 63, died of heart failure in the Tift (Ga.) General Hospital on Aug. 14. Brother Howell joined the Union in the port of Norfolk in 1961 sailing as a cook and mate on the tug *Joan McAllister* (McAllister Brothers) from 1952 to 1978. Howell was a former member of the United Mine Workers Union. He was a veteran of the U.S. Army in World War II. Boatman Howell was born in Georgia and was a resident of Adel, Ga. Interment was in Rosewood Gardens Cemetery, Virginia Beach, Va. Surviving are his widow, Venia; two sons, James of Norfolk and Frederick of Moultrie, Ga. and his father, Frederick Howell of Bayard, Fla.

A MESSAGE FROM YOUR UNION



YOUR SEAMAN'S PAPERS WILL BE LIFTED



... AND YOU'LL BE BEACHED FOR LIFE !!



THERE'S NO PLACE FOR DRUGS IN A PROFESSIONAL SEAMAN'S LIFE !

"Sharing His Experience, Strength and Hope"

Darrel Porter Is Series MVP In Second Year of Sobriety

This year's World Series lived up to its nickname, the Fall Classic. Sports fans didn't have time to mourn the passing of the football season. Instead, they were treated to baseball at its exciting best.

Robin Yount hit like a young Mickey Mantle. Relief pitcher Bruce Sutter dazzled fans by striking out Brewer after Brewer. But the series MVP was a quiet catcher named Darrel Porter, who hit .286 during the 7 game stint, made several dramatic plays behind the plate, and impressed both teams with his expert handling of the Card's pitching staff.

Darrel Porter is a hero in more than one way. Until this Series, he was best known for having been hospitalized at the beginning of the 1980 baseball season with severe drug and alcohol abuse.

Like many alcoholics, Porter didn't even drink until he was out of high school. He started drinking when he joined his first minor league club. "I was flat lonely," he said. "Frustrated and lonely. A couple of guys invited me out to have some beers. People always told me that drinking was not good for me, but the first day I drank four or five beers and couldn't believe how good I felt. That's the scary thing."

Porter started out as a social drinker, but didn't remain one for long. He slowly graduated to other things: cocaine, marijuana, uppers, downers and always alcohol. One day he looked out an open window and thought to himself, "I could end it all."

It was a long and courageous climb back to the real world. His personal life was in a shambles. People doubted if he could ever play baseball again. And the whole mess was public.

The hardest thing, however, was



Darrel Porter Blasts a homer in the fourth game of the World Series.

admitting to himself that he was an alcoholic. Until he did that, there was no hope for a better life.

But he did it. Contrary to his fears, his teammates were understanding. So too were most fans. And he had what every recovering alcoholic needs: good medical treatment and the support of fellow alcoholics in the Alcoholics Anonymous program.

There are many similarities between Darrel Porter's life and the lives of many seamen.

As a major league catcher, Darrel Porter spends most of the year on the road in different cities. Seamen by the nature of the job, must do the same thing.

The rewards are similar: good pay, great companionship, interesting sights. The problems are the same too: lonely nights spent away from family and friends, too much time on one's hands. Liquor and

drugs become an easy escape.

Not surprisingly, alcoholism has claimed its fair share of Seafarers. But there's hope for our Brothers and Sisters of the Sea: all they have to do is admit that they have a drinking problem, and reach out for the help that is there and waiting.

Seafarers who are alcoholics have an important asset at their disposal: the Alcoholic Rehabilitation Center at the Seafarers Harry Lundeberg School of Seamanship. There, Seafarers have developed a program of recovery that has already saved the lives of many of our Brothers and Sisters who sail deep sea and on the inland waterways.

There is no stereotypical alcoholic, for they come in all shapes and sizes. They're old, they're young. They're male, they're female. Some can play baseball like Darrel Porter, others have trouble tying their shoes.

Alcoholism is a universal tongue.

It makes no difference if you speak English, Spanish, or Greek. You can still be an alcoholic.

There is just one requirement for going to the Alcoholic Rehabilitation Center: a desire to stop drinking. People come in at different stages. Some are obvious alcoholics: stumbling-down drunk. Others have a drinking problem they can still hide from the outside world. But they are smart enough to realize that if they don't do something quick their drinking will get worse, and they will lose everything they've worked hard to attain.

A case in point: a young kid from New York was given the chance of his life. He was too old by several months to enroll in Piney Point, so he haunted the hiring hall every day for seven or eight weeks until he hit paydirt: a job.

He found that he loved shipping. He made more money than he knew existed. There were added benefits: travelling, companionship. But he had a drinking problem, and it flared up. He got drunk, made a scene, and was thrown off the ship. His chance for a better life was ruined.

There are other examples. The oldtimer who develops cirrhosis of the liver. The QMED whose wife left him because she can't live with his drinking. The pretty young cook who starts drinking because she's away from home and she's scared. There are many others. You see them every day onboard ship, and in the Union Hall.

But there's hope.

This year, Seafarers who have a drinking problem have a hero they can look up to: Darrel Porter. In his own quiet, courageous way, he's given them more than just a good Series, he's shown them how to save their lives.

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.

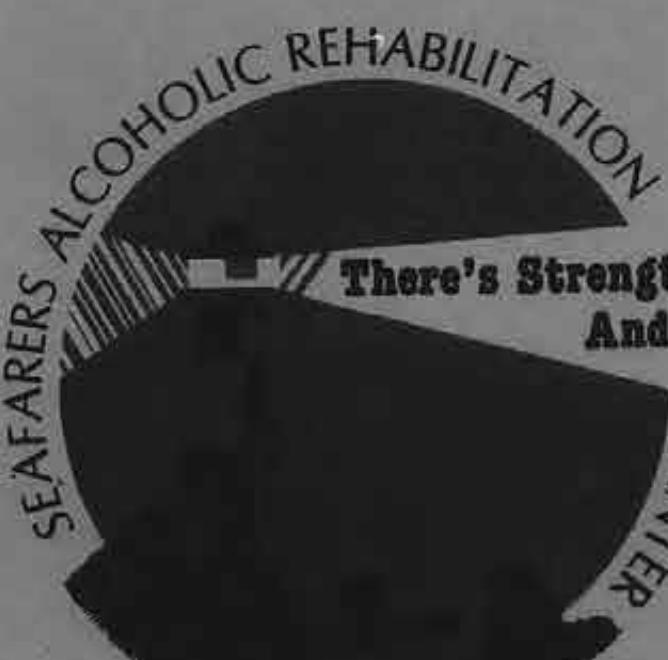
Name Book No.

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



Pensioner's Corner



Eugene Owen Conrad, 59, joined the SIU in 1946 in the port of Galveston sailing as a bosun. Brother Conrad sailed 37 years. He was born in La Crosse, Wisc. and is a resident of Cashton, Wisc.



Allen Baker Lynn, 63, joined the SIU in 1948 in the port of Mobile sailing as an AB. He was born in Malone, Fla. and is a resident of Youngstown, Fla.



Aurelio Arteaga Flores, 67, joined the SIU in the port of Baltimore in 1955 sailing as a 3rd cook. He sailed 31 years. And he is a veteran of the U.S. Army in World War II. Seafarer Flores was born in Mexico City, Mexico and is a resident of Pasadena, Tex.



Fred Rudolph Hicks, Jr., 55, joined the SIU in 1945 in the port of New York sailing as a chief steward and junior assistant purser. Brother Hicks also sailed during the Vietnam and Korean Wars. He is a graduate of the Union's Steward Recertification Program and attended two AFL-CIO Maritime Trades Department seminars in Washington, D.C. Seafarer Hicks is a PFC veteran of the U.S. Army's 86th Engineers Construction Battalion, Co. B in 1955. He was born in Wilmington, N.C. and is a resident of Norfolk.



Walter Lemon, 67, joined the SIU in the port of San Francisco in 1966 sailing as a chief cook. Brother Lemon sailed 24 years. He was born in Baton Rouge, La. and is a resident of San Francisco.



Ruben Perez Negron, 60, joined the SIU in the port of Miami in 1955 sailing as a 3rd cook. Brother Negron sailed 35 years. He was born in Puerto Rico and is a resident of Bayamon, P.R.



Julian Sawyer, 66, joined the SIU in the port of Norfolk in 1956 sailing as an AB. Brother Sawyer sailed 32 years and during the Vietnam War. He was born in Norfolk and is a resident there.



Theodore Harry Katros, 68, joined the SIU in 1953 in the port of Philadelphia sailing as a cook. Brother Katros upgraded at Piney Point in 1972. He was a former member of the AFL Waiters Union, Local 611, N.J. Seafarer Katros was born in Weed, Calif. and is a resident of Rio Linda, Calif.



Alf Olaf Olsen, 62, joined the SIU in 1944 in the port of New York sailing as an AB. He walked the picketline in the 1965 District Council 37 strike. Brother Olsen was born in Norway and is a naturalized U.S. citizen. Seafarer Olsen is a resident of Boothbay Harbor, Me.



Ira Ceacel Brown, 54, joined the SIU in 1945 in the port of San Francisco sailing as a chief steward on the CS Long Lines (AT&T) for 11 years. Brother Brown sailed 38 years. He graduated from the Union's Steward Recertification Program in August 1980. Seafarer Brown was born in Natchez, Miss. and is a resident of Ponchatoula, La.



Bivens Bestor Henderson, 61, joined the SIU in 1939 in the port of Mobile sailing as a chief steward. Brother Henderson sailed 43 years. He hit the bricks in the 1965 MEBA Staten Is., N.Y. Ferry Boats beef. Seafarer Henderson also sailed during World War II. Born in Mobile, he is a resident of Brooklyn, N.Y.



Casimiro Bidot Pamia, 65, joined the SIU in 1955 in the port of New York sailing as a wiper. Brother Pamia was born in Camuy, P.R. and is a resident of Rio Piedras, P.R.



Andrew Arthur Thompson, 60, joined the SIU in 1943 in the port of Norfolk sailing as a bosun. Brother Thompson was born in Mobile and is a resident there.



Leonard Carl Walberg, 65, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Walberg sailed 40 years. He was born in Chicago, Ill. and is a resident of New Orleans.



Paul Murray, 70, joined the SIU in 1950 in the port of Detroit, Mich. sailing as a QMED. Brother Murray sailed 32 years. He upgraded at Piney Point in 1976. Seafarer Murray was born in Krydon, Saskatchewan, Canada and is a resident of Detroit.



James Rogers Bradley, 65, joined the SIU in 1938 in the port of Mobile sailing as a chief cook. Brother Bradley was born in Mobile and is a resident there.



Mac Anderson, 57, joined the SIU in 1944 in the port of Galveston sailing as an AB and deck delegate. Brother Anderson was born in Georgia and is a resident of Jacksonville.



Charles Thomas Hamlin Jr., 66, joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for Allied Towing in 1959 and for G & H Towing from 1959 to 1982. Brother Hamlin was a former member of the United Mine Workers Union. He was born in Wakefield, Va. and is a resident of Surry, Va.



Benigno Regueira Abad, 65, joined the SIU in the port of Baltimore in 1960 sailing as a deck engineer. Brother Abad sailed 39 years. He was born in Spain and is a resident of Vineland, N.J.



Francis Michael Gavin, 60, joined the Union in the port of Cleveland, Ohio in 1956 sailing as a deckhand for Merritt, Chapman & Scott in 1956 and for Great Lakes Towing from 1956 to 1982. Brother Gavin was a former member of the Teamsters Union, Local 407 from 1946 to 1955. He is a veteran of the U.S. Navy in World War II. Laker Gavin was born in Cleveland and is a resident of North Royalton, Ohio.



Frederick William Brown, 55, joined the SIU in 1946 in the port of Philadelphia sailing as an AB. Brother Brown sailed 40 years. He is a PFC veteran of the U.S. Army after the Korean War earning the National Defense Service Medal. Seafarer Brown was born in Swampscott, Mass. and is a resident of Wilmington, Calif.



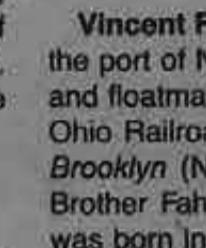
Chester Albert Yow, 65, joined the SIU in 1946 in the port of Jacksonville sailing in the steward department. Brother Yow was on the picketline in the 1961 N.Y. Harbor strike. He was born in Missouri and is a resident of Jacksonville.



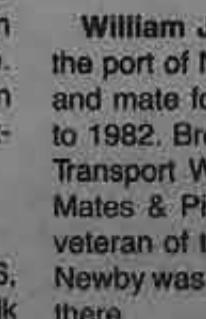
Walter Wayland West, 63, joined the Union in the port of Houston in 1957 sailing as a chief engineer for G & H Towing from 1956 to 1982. Brother West was a former member of the Marine Allied Workers of the Atlantic and Gulf Union. He is a veteran of the U.S. Army in World War II. Boatman West was born in Rockdale, Tex. and is a resident of Galveston.



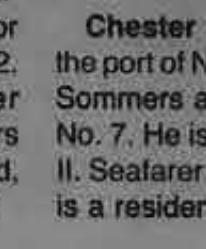
Grant Lester Saylor, 63, joined the SIU in the port of New York in 1951 sailing as a wiper. Brother Saylor is a veteran of the U.S. Army Infantry before World War II. He was born in Cedar Rapids, Ia. and is a resident of Mobile.



Vincent Francis Fahrion, 50, joined the Union in the port of New York in 1960 sailing as a deckhand and floatman on the tug Roy B. White (Baltimore & Ohio Railroad) from 1955 to 1976. And on the tug Brooklyn (N.Y. Dock Railroad) from 1976 to 1982. Brother Fahrion is a veteran of the U.S. Army. He was born in Bayonne, N.J. and is a resident there.



William Joseph Newby, 62, joined the Union in the port of New York in 1960 sailing as a deckhand and mate for the Penn-Central Railroad from 1946 to 1982. Brother Newby is a former member of the Transport Workers Union (TWU) and the Masters, Mates & Pilots Union from 1950 to 1960. He is a veteran of the U.S. Army in World War II. Boatman Newby was born in Jersey City, N.J. and is a resident there.



Chester Louis Sommers, 65, joined the SIU in the port of New York in 1968 sailing as an AB. Brother Sommers attended Piney Point's Crew Conference No. 7. He is a veteran of the U.S. Navy in World War II. Seafarer Sommers was born in Mayville, N.Y. and is a resident of Ocala, Fla.



On the deck of the Tug *Adm. Semmes* are (l. to r.) ABs William Esquerre and Hubert House and SIU Patrolman Ray Singletary.



Capt. Pete Burns (left) and Engineer Charles Francis take a break on the stern of the *Mobile Bay*. Behind them is the *ITB Moku Pahu*.



The *Mobile Bay* awaits her next shipdocking assignment.



Crescent Towing and Salvage Co.'s *Adm. Semmes* and *Fort Conde* are moored alongside a large freighter in Mobile Harbor.



The crew of the *Gatco Florida* stand poised on her forward deck. They are (l. to r.) Francis Wallace, chief engineer; Edward Schaffhauser, asst. engineer; Wayne Nicholas, AB; Tommy Burser, chief mate; Pete Popour, captain and Tony Richardson, AB.



The bulk carrying Barge *CARIBe* follows the Tug *Gatco Florida* throughout the waters of the Gulf of Mexico and the Caribbean Sea. The vessels have worked in tandem for 20 years.

Crescent Towing's Tugs Get Mobilian Names

While the *LOG* was in the port of Mobile last month for the crewing of the SIU's brand new ITB, the *Moku Pahu* (Pacific Gulf Marine), we also took the opportunity to visit some of our old friends in Mobile's inland fleet.

On hand were crewmembers from three of Crescent Towing and Salvage Co.'s boats: the *Adm. Semmes*, *Fort Conde* and the *Mobile Bay*. These boats were all formerly stationed in the port of New Orleans and were known by other names at that time. They were, respectively: the *Brian*

Smith, *Lillian Smith* and *Duane Smith*. The company changed the names to give the boats more of a local Mobilian flavor.

Another vessel in the port was the *Gatco Florida*. This tug is on a regular run hauling commodities (sugar, grain, etc.) between Mobile, New Orleans, Florida and Puerto Rico. The *Gatco Florida* pulls the Barge *CARIBe* (sic) on a hawser. This type of tug/barge combination was the forerunner to the modern integrated units. Like the *ITBs*, the *CARIBe* is outfitted with its own heavy cranes.

WANTED

Steward Department Upgraders

Upgrading means JOB SECURITY.

**Assistant Cook
Cook and Baker
Chief Cook
Chief Steward**

Fill out the application in this issue of the Log,
or contact

**Admissions Office
Seafarers Harry Lundeberg School
of Seamanship
Piney Point, Maryland 20674**



Legal Aid

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

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

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

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

DETROIT, MICH.
Victor G. Hanson
19268 Grand River Avenue
Detroit, Mich. 48222
Tele. # (313) 532-1220

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

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

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

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

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

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

PHILADELPHIA, PA.
Kirschner, Walters, Willig,
Weinberg & Dempsey Suite 1100
1429 Walnut Street
Philadelphia, Pa. 19102
Tele. # (215) 569-8900

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

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

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

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

Dispatchers Report for Inland Waters

OCT 1-30, 1982

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	1	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	7	0	0	0	0	0	25	1	2
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	2	1	0	0	1	0	5	1	0
New Orleans	2	0	0	1	1	0	5	1	4
Jacksonville	2	4	0	3	1	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	9	0	0	0	0	0	24	3	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	0	0	0	0	0	0	1
Houston	9	1	2	0	1	0	25	4	5
Algona	0	0	0	0	0	0	0	0	0
St. Louis	0	0	4	0	2	1	4	1	11
Piney Point	0	1	0	0	1	0	0	0	0
Totals	33	7	6	4	9	2	93	16	26
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	3	1	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	1	0	1	0	0
Jacksonville	2	1	2	1	2	1	2	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	1	1	0	0	0
Houston	2	0	0	0	0	0	5	0	0
Algona	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	1	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	4	2	4	2	4	2	12	1	2
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	1	0	0	0	0
Jacksonville	1	1	0	2	0	0	4	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	2	0	0
Algona	0	0	0	0	0	0	0	0	0
St. Louis	0	1	4	1	2	2	2	1	5
Piney Point	0	0	0	0	0	0	0	0	0
Totals	2	2	5	3	3	2	8	2	7

Totals All Departments

38 11 15 9 16 6 113 19 35

"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.

Quality of Training Is Praised

British Trade Unionists Visit Piney Point

A delegation of British trade unionists journeyed to the Seafarers Harry Lundeberg School of Seamanship in Piney Point last month to see for themselves the maritime training school they had heard so much about.

With them on their visit was Jean Ingrao, executive secretary of the AFL-CIO Maritime Trades Department (Jean is in the center of the photo with her arm around SHLSS Vice President Frank Mongelli), and Michael Boggs of the AFL-CIO International Affairs Department.

Our brother unionists from across the seas included officials from a variety of labor organizations. They included: John Walsh, Mine Workers; John Foley, Iron and Steel Trades; Paul Gallagher, Electricians and Plumbers; Keith Standring, Professional, Clerical and Computer Workers; John Floof, Shop and Distribution Workers, and John Raywood, Civil and Public Service Workers.

During their visit, the British delegation toured all of the school's training and upgrading facilities, and they expressed admiration for the quality of the training programs and the skill and dedication of the

school's leadership and faculty.

During their tour, the group posed for this picture in the Paul Hall

Library and Maritime Museum. Also in the picture are SIU Vice President Mike Sacco (third from

left), SIU member Dominic Orsini, and SIU Port Agent Carl Peth (far right).



British Trade Unionists posed for this photo in the Paul Hall Library and Maritime Museum during a recent visit to SHLSS.



Dispatchers Report for Great Lakes

OCT. 1-30, 1982

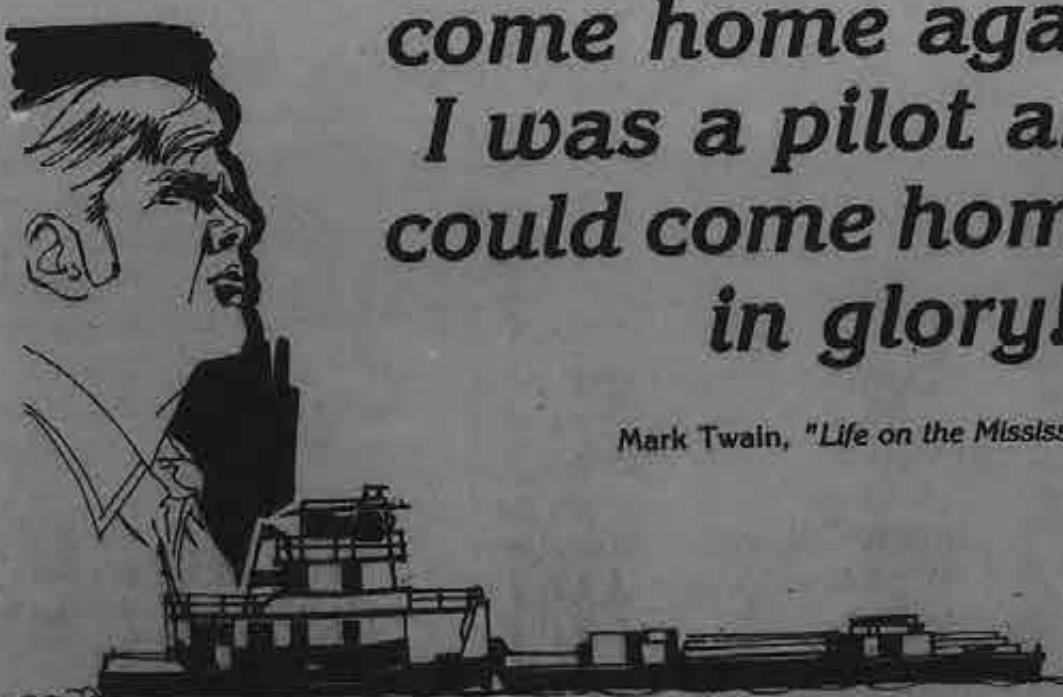
Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	27	2	0	28	11	0	60	7	3
ENGINE DEPARTMENT									
Algonac	14	3	1	19	9	0	26	9	1
STEWARD DEPARTMENT									
Algonac	2	2	0	6	2	0	10	2	0
ENTRY DEPARTMENT									
Algonac	10	13	1				40	32	6
Totals All Departments	53	20	2	53	22	0	136	50	10

**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.

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

Mark Twain, "Life on the Mississippi"



To enroll, contact the Seafarers Harry Lundeberg School of Seamanship, your SIU Field Representative, or fill out the application in this issue of the Log.

Yes, you can pass the Coast Guard exam for First Class Pilot! At SHLSS, we'll give you all the help you need to earn your pilot's license. When you leave SHLSS, you'll go home to a better job and higher pay.

Course starts January 4

Come to SHLSS
Take the Pilot's Course
We'll help you
go home in glory!

White-Capped Seafarers Battled Heavy

By John Bunker

With the rapid movement of industry into largely-agricultural Puerto Rico after World War II, the island became a "natural" for union organization.

The SIU was one of the first states-side unions to realize this potential. In 1954 Keith Terpe, the SIU's director of organization, was sent to San Juan to set up the Puerto Rico division of the SIU's Atlantic and Gulf District, with the principle objective of organizing truckers and other businesses serving marine transport.

This became very important to the union when John L. Lewis' American Coal Shipping Co. bought out the Bull Line in 1956. A firm hand on land-based cargo-feeder services would help the SIU fight any attempt by Lewis to displace the SIU on Bull Line ships.

After setting up this organization, Terpe turned its operation over to SIU Vice President Cal Tanner, with Alphonse "Frenchy" Michelet as headquarters representative. Sal Coles was port agent.

Teamsters Move In

By 1958 the Puerto Rico Division had logged considerable progress, organizing workers in trucking and many other industries. In fact, its success had been so spectacular that Teamster boss Jimmy Hoffa decided to cut a big slice of the cake and sent his top organizer, Frank Chavez, to the island with orders to raid any and all AFL-CIO unions.

The Teamster invasion alarmed Puerto Rico's Governor Luis Munoz Marin, who knew of the Teamsters' underworld leanings and was afraid



Paul Hall speaking at 10th Biennial Convention. Left to right at the head table are Lester Balingen, Andrea Gomez, John Hawk, Al Kerr.

that this unsavory influence would permeate island labor if the Teamsters got a strong foothold.

The Governor appealed to George Meany, president of the AFL-CIO, and Meany turned to Paul Hall and his Seafarers, an organization that wasn't afraid to tackle the big ones.

In Puerto Rico the SIU took on the biggest with a directive from Meany to "stop Hoffa." Hoffa retaliated with "Bust the SIU in Puerto Rico!"

The Seafarers soon discovered that the Teamsters were muscling in on SIU contracts and the fight was on. Before it ended some nine years later there were hundreds of bitter confrontations between SIU and the Teamsters all over the island, with head-busting picket line battles where white-capped sailors and

green-capped Teamsters mixed it up with clubs, chains, fists and baseball bats. There were bullets and fire bombs, too.

SIU Representative Terpe once stepped out of his house in the morning to be met by shots from a waiting car that then quickly sped away. The bullets missed him by inches.

Shortly after this, the SIU met with Hoffa and Chavez in Miami in an attempt to head off these costly and bloody fights, but this came to naught.

The Battle Heats Up

As the battle heated up, Paul Hall moved to San Juan, bringing with him a crew of sailors who had fought on many a picket line. There was Vice President Earl "Bull" Shepard, who became manpower coordinator; Vice President Cal Tanner, who turned to as chief negotiator, and Fritz Thorsch, chief organizer.

There were many other SIU veterans there, too: Eddie Bonafont, George McCartney, Pat Marinelli (later a bodyguard for Frank Sinatra), Frankie Boyne, Mike Colucci, big George Ripoll, six-foot-five-inch Arnie Bjornsen, Johnny Lombardo (who fought Sugar Ray Robinson), George Moroz, tough little "Baby" Miller, the Cuban prizefighter, and others who weren't about to be intimidated by Teamster goons.

To emphasize the importance of Puerto Rico to the AFL-CIO, the Federation's Executive Council held its annual meeting in San Juan in September of 1959. Hall was a member of the Council. (In 1961 Hall took the SIU's international convention to San Juan, marking

the first time that a major labor union had ever convened there. The meeting made a strong impression on Puerto Rican labor).

The SIU and Camioneros

To counteract Teamster moves, Hall, Terpe and Peter McGavin, executive secretary-treasurer of the Maritime Trades Department of the AFL-CIO, set up a union called the *Camioneros*, meaning "drivers." Louis Llorca was loaned by the United Auto Workers to be general coordinator. Needing a native who was trusted by the governor and respected by island labor to head this organization, they picked Raimundo Suarez Lazu, colorful and aggressive islander who had progressed from being a 40 cents-a-day sugar cane cutter to being a school teacher, lawyer and prominent spokesman for Puerto Rican labor.

With the *Camioneros*, an all-out drive was started to battle the Teamsters for the island's truckers.

Crucial to this was the Valencia-Baxt Trucking Co., biggest on the island, and the Maritime Express Trucking Co. Both of these had been SIU for several years but the contracts were about to expire and the Teamsters were moving in. It promised to be a close fight.

These companies were considered so important by Hoffa that he sent Harold Gibbons, head of his Central States Conference and his closest lieutenant, to personally direct the Teamster drive.

The Milk Truck Caper

Only SIU officials were allowed into the V-B yards, so Paul Hall devised the "milk truck caper." A



Governor Munoz of Puerto Rico and Paul Hall at 1961 Convention held at La Concha Hotel, San Juan, PR.

Odds to Bring Unionism to the Caribbean

number of rented milk trucks were loaded with sailors and SIU literature for distribution to the company's drivers and other employees. After watching milk trucks go through the guarded gates every morning for several days, cops became suspicious, wondering why V-B employees consumed so much milk. They finally stopped the trucks, discovered the sailors inside, and put an end to this "caper." But it had been effective in getting the SIU story to V-B workers. When the NLRB called for a vote, the SIU won both outfits.

The SIU and the Teamsters were battling on many fronts: for canneries, refineries, municipal workers, hotels and other industries.

For months the Teamsters and the SIU had been mounting a show of strength on the street outside *El Imparcial*, a daily newspaper for which the SIU held contracts and where the Teamsters wanted to take over.

The Battle of San Juan

These daily confrontations finally exploded in the famous "battle of San Juan," when Paul Hall decided that the time had come for a showdown.

With his usual flair for tactics, the SIU chief mustered his sailors into three groups. He commanded the center, with Bull Shepard leading the left flank and Terpe the right.

At about 5 a.m. one tropical morning, just as a full moon was giving way to another bright and hot island day, more than 500 combatants faced each other in Puerto



Keith Terpe greets labor leaders at SIU hall in Santurce, PR.

de Tierra near the ancient city gate of old San Juan with the Teamsters on one side, SIU sailors on the other. Hoffa had been invited at Paul Hall's personal over-the-phone invitation to "meet me on the picket lines,"

By the time every cop in San Juan had come screaming to the scene to stop the battle there was blood, bruises and broken bones. Shots had been fired by Teamster hoods but, miraculously, no one had

A History of the SIU Part XXII

but he didn't show up. Gibbons was there in his place.

As the two "armies" waited in tense expectation, "Baby" Miller walked across the street, let go a roundhouse on a big Teamster and laid him out on the bricks. "I'm coming for you, Gibbons," shouted Paul Hall. "Let's go," yelled Terpe and the white caps and the green caps converged in furious combat.

been hit. In the NLRB election that followed, the SIU won the drivers, compositors, editorial workers and other employees at *El Imparcial*.

The SIU Wins Big

Over all in Puerto Rico, the SIU won some, the Teamsters won some and the other local labor groups won some. But by 1970 the SIU de Puerto Rico, El Caribe y Latin-

america, to use its full name, had 20,000 members in 82 industries and was the largest labor organization in the Caribbean.

And then an amazing event occurred, probably for the only time in the history of labor organizations. At the request of AFL-CIO President George Meany, the SIU de Puerto Rico turned over many of its members to their respective stateside unions: among them the Newspaper Guild, Hotel and Restaurant Workers, Leathergoods Workers, Communications Workers, Airline Employees, Retail Clerks, Sheet Metal Workers, and others.

A Labor Council is Formed

In 1963 Terpe enlisted Tomas Martinez of the National Maritime Union, AFL-CIO Regional Director Augustin Benetiz, George Trevino of the Steelworkers, and others in formation of a Central Labor Council to eliminate raiding and set up ground rules for inter-union cooperation instead of costly competition.

The Council was formed and chartered in 1964, with Terpe as president and Martinez as secretary-treasurer. It was an important example of SIU-NMU cooperation. Eventually, more than 30 unions became affiliated with the Council.

In 1972 Terpe withdrew his name for another term as CLC president, believing that the Puerto Rican AFL-CIO unions had achieved their goal of unity and common aspirations. Feuding and in-fighting, he said, had given way to cooperation and mutual assistance throughout the entire range of union activity on the island.

Besides winning better wages and pioneering welfare benefits for thousands of island workers, making them the best paid by far in all of the Caribbean, the Puerto Rico battle had even more far-reaching effects. It had kept runaway American industries from exploiting Puerto Ricans as a cheap source of factory labor and providing unfair competition for workers in similar plants in the States.

There is an important postscript to the SIU-Teamster battle in Puerto Rico. For nine years the little SIU had tied up the huge Teamsters in a battle that almost stifled Teamsters organizing in the States.

The battle surged over into the mainland, with Teamsters and sailors fighting it out in Philadelphia, Chicago, Detroit and other points from coast to coast. The battle of David vs Goliath went on.



The Teamster Invasion alarmed Puerto Rico's Governor Luis Munoz Marin. Gov. Munoz shown here with Keith Terpe and other officials.

The Journal of Commerce

A Start for the Bulk Fleet?

Editor's Note:

The following editorial is reprinted in its entirety. This remarkable and astute analysis of the *real* problem which has long plagued the U.S. maritime industry was published in the Nov. 3 edition of *The Journal of Commerce*.

THE NATIONAL VOTING is over and there are so many issues on the agenda of the lame-duck session of Congress it is a safe bet that only a few will be acted on. That will leave a variety of proposals, some more important than they might look, facing the new Congress when it meets next year.

Key among them, as far as the maritime industry is concerned, is a seven-page bill introduced this summer by U.S. Rep. Lindy Boggs, D-La. The measure, which has more than 60 cosponsors, would guarantee a share of the United States' bulk-cargo trade to American-flag ships in a proportion that would start at 5 percent and be increased to 20 percent over the following 15 years.

The multi-faceted result, the Louisiana Democrat maintains, would be a revitalization of the nearly extinct U.S.-flag bulk ship fleet, a shot in the arm for the ailing American commercial shipbuilding industry, and a strengthening of the U.S. merchant marine's roles in commerce and as a military auxiliary in time of emergency.

Mrs. Boggs, who won re-election to her congressional seat in September under an unusual Louisiana law, has promised to reintroduce the bill, known as the Competitive Shipping and Shipbuilding Act. She should; although the measure in itself would hardly be a panacea for the U.S. bulk shipping industry, it merits close attention by Congress.

THAT THE U.S.-FLAG bulk shipping fleet is in a sorry state is well known. More than 96 percent of the United States' imports and exports of bulk cargoes, many of them strategically vital commodities, are carried in foreign-flag bottoms. The U.S.-flag bulk fleet has shrunk to a virtual handful of ships, several of them aging leftovers from World War II. And U.S. shipyards that do not specialize in naval vessels also face a crisis now that construction subsidies have been suspended and U.S.-flag ship companies allowed to build overseas.

In the best of all worlds, cargo-sharing would be dismissed as unwarranted government interference with the marketplace. But in the real world, most governments subsidize their merchant fleets in a wide range of ways, including reserving for them a healthy share of cargo. The U.S. government would be naive indeed to ignore this reality, and indeed it does not.

Mrs. Boggs' overall approach is not new. Cargo-preference measures have been tried and still exist to some extent, such as in the carriage of U.S. foreign aid cargoes; historically they have had inconsequential impact because the high cost of operating U.S.-flag ships has made profits all but impossible.

But what would be different about the Competitive Shipping and Shipbuilding Act, Mrs. Boggs says, is that it would require the maritime industry to cut costs. The bill would mandate the secretary of transportation to consult ship owners, operators, builders and labor unions and come up with estimates of the cost of building and operating U.S.-flag bulk ships. The actual costs must be 15 percent lower than the estimates before the guaranteed share of bulk cargoes could take effect.

Just how those cuts would be made remains a subject for debate and negotiation, the congresswoman says. But, she adds, shipyards maintain that a steady stream of orders would enable them to produce ships for up to 15 percent less money than it takes to build a single vessel now. And maritime unions have pledged a variety of cost-cutting concessions if the bill goes through including reductions in manning scales, higher productivity levels and no-strike clauses for long-term contracts.

THE BILL THUS DESERVES the close attention of Congress. Precedent for it exists, and its adoption could be a start toward rebuilding a foundering sector of the American merchant marine.

But adoption would only be a beginning. If the bill's goal—revitalization of the U.S.-flag bulk fleet—is to be realized, the economics must be present. And, in today's environment of worldwide recession, government cost-cutting, and the availability of relatively cheap bulk vessels on the depressed world ship markets, that would be more difficult than ever to achieve.

The Reagan administration has slapped a moratorium on ship construction subsidies and has said it will provide no ship operating subsidies beyond those already authorized. Potential builders and operators of bulkers would start cost-reduction efforts from ground zero, without the cushion that government subsidies have provided in the past.

Can the goal of revitalization be reached? Yes, but only with great effort. All involved sectors of the maritime industry, from builders to operators to labor unions, would have to press ahead from the start embodied in the Boggs bill with good faith and with vigor.

Bulk shipping is a business that operates on razor-thin margins. If, and only if, the industry can reduce its costs to a point where shipping bulk cargoes on U.S.-flag vessels is a profitable endeavor, then and only then will the U.S.-flag bulker fleet be revitalized.

Robert E. Lee Committee (et al.)



It was standing room only when the LOG photographer came by to take a picture of the Ship's Committee aboard the *Robert E. Lee* (Waterman) at the pay-off at Pier 7 in Brooklyn earlier this month. Standing from left are: Frank Conforto, steward utility; Robert Hester, AB; Gilbert Sanchez, wiper; Les Bryant, QMED; Ship Secretary-Reporter Albert Estrada; Steward Delegate Isaac Gordon; Nelson Rojas and Reggie Green, ordinary seamen; Deck Delegate Al Oremba, and QMED Victor Rodriguez. Seated clockwise from left are Theophilis Jordan, QMED; SIU Representatives Joe Air and George Filipp; Ship's Chairman T. J. Hillburn, and AB John Cateido.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Dec. 6	2:30 p.m.	7:00 p.m.
Philadelphia	Dec. 7	2:30 p.m.	7:00 p.m.
Baltimore	Dec. 8	2:30 p.m.	7:00 p.m.
Norfolk	Dec. 9	9:30 a.m.	7:00 p.m.
Jacksonville	Dec. 9	2:00 p.m.	—
Algonac	Dec. 10	2:30 p.m.	—
Detroit	Dec. 10	2:30 p.m.	—
Houston	Dec. 13	2:30 p.m.	7:00 p.m.
New Orleans	Dec. 14	2:30 p.m.	7:00 p.m.
Mobile	Dec. 15	2:30 p.m.	—
San Francisco	Dec. 16	2:30 p.m.	—
Wilmington	Dec. 20	2:30 p.m.	—
Seattle	Dec. 24	2:30 p.m.	—
Piney Point	Dec. 10	3:00 p.m.	—
San Juan	Dec. 9	2:30 p.m.	—
Columbus	Dec. 18	—	1:00 p.m.
St. Louis	Dec. 17	2:30 p.m.	—
Honolulu	Dec. 9	2:30 p.m.	—
Duluth	Dec. 15	2:30 p.m.	—
Jeffersonville	Dec. 16	2:30 p.m.	—
Gloucester	Dec. 21	2:30 p.m.	—
Jersey City	Dec. 22	2:30 p.m.	—

Let's Put America Back to Work

"The unemployment increase to 10.4 percent is an economic and social disaster. This cold statistic portends a grim holiday season for millions of Americans. Those millions of Americans standing in unemployment lines cannot wait for a new Congress to write a new jobs program. The election returns were a clear call for change in the nation's economic direction . . ."

—A statement by Lane Kirkland, president of the AFL-CIO on Nov. 5, 1982

"The mood of this country is right for a change!"

—SIU President Frank Drozak, October 21, 1982

American workers and their families turned out in numbers unprecedented for an off-year election to send a message to President Reagan and his Administration. The message was clear and unmistakable: American workers want to go back to work.

Unemployment climbed to a record 10.4 percent last month. That's the cold statistic. Behind those numbers are heartbreak and despair as millions of American men and women search in vain for the dignity of work.

Here are some of those statistics: more than 11½ million workers out of a job; 16 percent of all blue collar workers without jobs; more than 20 percent of black workers unemployed; 23 percent of construction workers on the street.

Some more grim numbers: a record 4.7 million idled Americans are receiving unemployment compensation. And the hardship: 60 percent of America's unemployed workers—nearly 7 million men and women—are stranded without any unemployment benefits.

Clearly, the mood of this country is right for a change. Clearly, we can no longer "stay the course."



America's working—and its unemployed—men and women have just elected a new Congress. In terms of labor's hopes, the new 98th Congress can be the vision and energy that will put America back to work.

We're not talking about only Seafarers, or even just those who are the heart and muscle of America's labor unions. We are talking about putting back to work every American who is ready and willing to work.

It will be a shame if President Reagan stubbornly resists the change in course that is clearly charted by economic realities and the mandate of this recent election. It will be a shame if Congress puts politics

before the very real needs of the people.

It is our hope that the President and the Congress will now set the course that will put America back to work.

Notice to Readers of The LOG

Beginning Nov. 15, all correspondence to the *LOG* should be sent to our new SIU Headquarters in Washington, D.C.

Written correspondence should be sent to:

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Camp Springs, Md. 20023

The new phone number for the *LOG* is: (301) 899-0675.

LOG

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO
Vol. 44, No. 11 November 1982

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