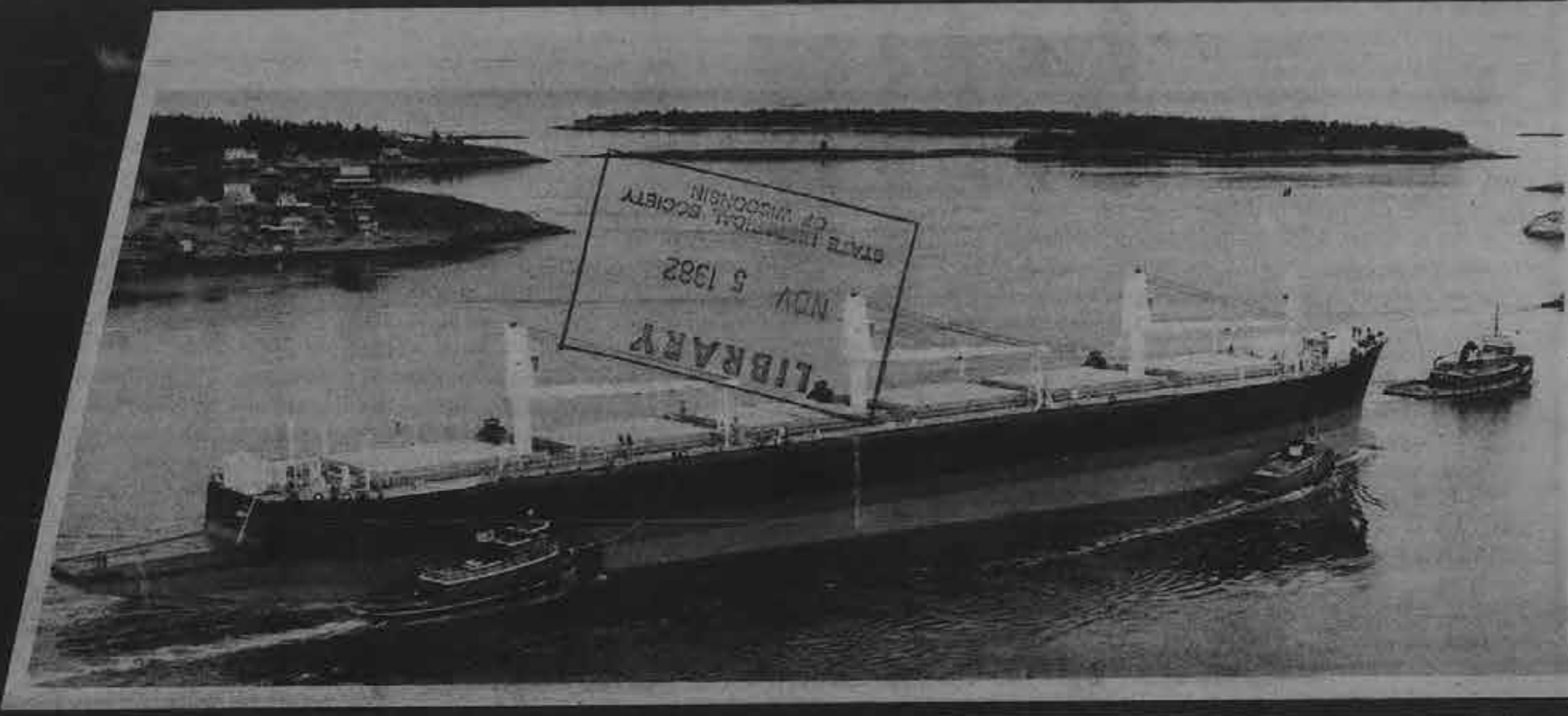


# LOG

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## SIU Crews New CATUG Moku Pahu in Mobile centerfold



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# President's Report

by Frank Drozak

## Turn the Tide

**R**IGHT now in America there are 11.3 million people—a staggering 10.1 percent of the work force—without jobs. This is the highest unemployment rate in the U.S. in 42 years since the end of the Great Depression.

Unemployment cuts at the heart of a nation's pride and dignity. And it creates untold hardships on the families of those without work—and in so many thousands of cases today, without hope of ever finding work.

America has endured numerous economic recessions and depressions in its history. But there is something particularly tragic and disgraceful about the situation the nation is in today.

In the past, the causes of high unemployment in America were mostly beyond the control of the Administration in office at the time.

Today, however, it is the Administration that has caused the jobless situation through economic policies that are driving American jobs overseas and that are threatening the very existence of important American industries.

A case in point is the American shipbuilding industry—an industry that has been an important source of employment, and an indispensable factor in our national defense virtually since the birth of our nation.

During his campaign, Ronald Reagan voiced often and loudly his "belief" in the necessity of a strong American merchant marine and shipbuilding base. Yet since he has taken office, he has consistently supported policies that in effect will erode the American shipbuilding industry to a point of no return.

In the past two years, a number of shipyards have either closed down or cut back by as much as 80 percent of their workforces. Sun Shipyard in Chester, Pa. and Bethlehem Steel of Baltimore—two fixtures on the American



shipbuilding scene for many years—are among the casualties.

The nation is rapidly losing more than its shipyards though. For every job lost in an American shipyard, two more are lost in supply and support industries in other parts of the nation.

Also, with the destruction of American shipyards comes the destruction of a vital work skill that will not be easily replaced.

Think about it. Reagan's policies encourage American shipowners to build their ships overseas in Korea and Japan while American shipyards close their doors and force skilled shipyard workers to find employment in a completely new industry—if they can.

What happens in a national emergency 10 or 20 years down the line? Will Japan and Korea build our ships? Not likely. But what's worse is that America will not have the needed pool of skilled shipyard manpower to get the job done on our own shores. It is a very grim picture indeed.

Reagan has been imploring the American public to "stay the course." The way I see it, if we "stay the course" there won't be one shipyard job left in America by 1984, and the national unemployment rate could be as high as 15 percent.

To me, when programs and policies simply don't work, change them—try something new.

That's what must be done in regard to the American maritime industry. We have to turn the tide, not "stay the course." This Administration must begin adopting programs to create jobs in America instead of exporting them to the Far East.

And this Administration must support a new approach in regard to maritime to keep our shipyards operating and a viable aspect of our national defense.

Such a new approach is now moving through Congress. It is called the Competitive Shipping and Shipbuilding Revitalization Act, better known as the Boggs Bulk Bill. So far 66 Congressmen—Democrats and Republicans—have put their names on this bill as co-sponsors. The bill would pave the way for the construction of 150 new bulk ships in American yards, to be manned by American crews over the next decade and a half.

The bill mandates that management and labor cooperate to reduce costs of construction and operation by 15 percent of projected costs.

We in the SIU support this bill and the concept of cooperating to reduce costs. Again, it is a new approach, but the times demand it.

At stake is the future of the American maritime industry. With the Boggs bill, we can steer a new course which will save our shipyards and create thousands of jobs in the process. It's time that Reagan comes to the realization that his course is the wrong course, and it's time to change.

## SIU Sees Danger in USCG Revamp of Safety Code

WASHINGTON, D.C.—In letters and Congressional testimony the SIU has voiced its opposition to the way in which the Coast Guard is proposing to recodify Title 46 of the United States Code.

This lengthy Code contains nearly the entire body of U.S. law dealing with merchant marine vessel safety and personnel.

SIU is not against the idea of recodifying these complex laws. It is the manner in which the laws are being recodified that the Union finds objectionable and potentially harmful to seamen.

According to the wording of a Senate bill, S. 2660, and an identical

House bill, H.R. 7103, the clarifications are supposed to be made without substantial change.

In letters to the Coast Guard and to Congressmen, and in testimony before the House Subcommittee on Coast Guard and Navigation, the SIU contended that, in fact, there are substantial changes.

SIU President Frank Drozak wrote, "recodification, as that term is normally used, means the rearrangement of existing statutes from haphazard placement in the law books to systematic classification without change in the substance of the law."

He continued, "Our review and analysis has shown that the Coast Guard has attempted to legislate significant changes in the law which are detrimental to marine safety and existing rights of merchant seamen."

The Union is particularly concerned with the dramatic increase in the powers given to the Secretary of Transportation. Such an increase, Drozak wrote, "may have the following adverse effects: 1) judicial review of agency action could be

far more limited; 2) public scrutiny of agency action could also be far more limited; 3) safety criteria aboard merchant vessels would be subject to a change of philosophies of persons holding the office of Secretary, and 4) the number of regulations could proliferate."

In testimony before the House Subcommittee, SIU Legislative Director Frank Pecquex said there are over 100 substantive changes in the recodification.

For instance, Pecquex pointed out that existing Section 239 of the Code, which provides for Coast Guard investigations of marine casualties, also provides for "parties in interest" to participate in hearings that are conducted on such accidents.

By adoption of regulations, the Coast Guard limited participation in the hearings solely to the owner and master of vessels involved and to other persons who might be responsible for causing the casualty.

The SIU felt that this was a terrible distortion of the statute and, after the SIU-contracted *Yellowstone*

was involved in a tragic collision in 1978, the Union brought a lawsuit in Federal District Court to obtain a ruling that it was a "party in interest" in the hearing the Coast Guard had conducted. The Union won. However, in subsequent cases the Coast Guard continued to deny the SIU its rights.

Now, as Pecquex told the Subcommittee "upon review of the Coast Guard's draft of the proposed recodification, the SIU was astounded to see that in proposed Section 5203 'parties in interest' in marine casualty investigations is defined as 'the owner and master of a vessel involved in a casualty, and any person whose conduct is under investigation.'"

This is only one of several examples cited by Pecquex of important revisions in the law. They show that "S. 2660 is not a bona fide recodification of Title 46, one without substantive change, but is in fact a bill that, in several respects drastically amends the existing law governing administration of our merchant marine."

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

# Boggs Bulk Bill Gains 30 New Sponsors in House

Washington, D.C.—The Congressional effort to revitalize the U.S. shipbuilding base and the American-flag merchant marine continued to gather steam last month as a total of 66 Congressmen signed on as co-sponsors of the SIU-supported Competitive Shipping & Shipbuilding Revitalization Act. This is an increase of 30 co-sponsors since the September issue of the *Log* went to press.

Rep. Lindy Boggs (D-LA), author of the bill numbered H.R. 6979 which she introduced last August, tallied 50 Democratic and 16 Republican co-sponsors of the measure as of Oct. 1. Additional Congressional supporters are expected to be announced when Congress re-convenes after Election Day although the bill itself is unlikely to be debated prior to the adjournment of this session of Congress.

Backing for H.R. 6979, which aims to revitalize both the U.S. shipbuilding and maritime industries by promoting "increased ocean transportation of bulk commodities in the foreign commerce of the United States in United States flag ships," also came from the AFL-CIO last month.

## AFL-CIO Support

In his speech accepting the United Seaman's Service 1982 Admiral of the Ocean Sea Award on Oct. 1, AFL-CIO President Lane Kirkland strongly endorsed Rep. Boggs' bill, saying H.R. 6979 "would do more to strengthen our national defense and our national economy than any other single proposal now before the Congress."

H.R. 6979 mandates that five

percent of all U.S. bulk cargoes be carried in U.S.-built, U.S.-flag ships by 1983, with the percentage to increase yearly until 1998 when the targeted goal of 20 percent U.S. flag carriage of American bulk cargoes should be achieved.

Coupled with the U.S.-flag cargo provision is the bill's aim of constructing 158 bulk ships of 120,000 dwt capacity in U.S. shipyards by 1998, a provision which would create thousands of jobs in U.S. shipyards and related supply industries.

Kirkland noted that this part of the bill "would provide jobs for seamen and shipbuilders. Minnesota iron miners and Michigan steelworkers and for marine supply and support industries in 26 states.

"It would produce billions for the federal treasury," added Kirkland, "and stimulate the economy right across the board."

Kirkland also addressed the national security benefits of H.R. 6979 which would increase the ability of both the American flag merchant marine and the nation's shipyards to fulfil their military auxiliary function if a national emergency should arise.

"... The biggest defense budget in the world cannot buy safety," said Kirkland, "unless America has... the sealift capability to deliver the material it needs in whatever quantity, anywhere in the world."

"The Boggs bill will not have easy sailing," Kirkland concluded, "but you can be sure that the AFL-CIO will be at your side in fighting for it every inch of the way."

The bill has already picked up support from all sectors of U.S. maritime, including industry, gov-

ernment and labor because of a key requirement in the bill that shipyard and seagoing labor and management as well as marine suppliers cooperate to achieve 15 percent cost reductions.

Because of H.R. 6979's stipulation that "... the actual cost of

United States flag bulk ship operation and United States bulk shipbuilding under this program shall be at least 15 percent below the estimates of projected costs," enactment of the bill would not entail any additional expense to the Federal government.

## Co-Sponsors of Boggs Bill

Members of Congress who co-sponsored the "Competitive Shipping and Shipbuilding Revitalization Act of 1982," (H.R. 6979), written by Rep. Lindy Boggs (D-LA) are:

Paul Trible, Republican, Virginia  
 Adam Benjamin, Democrat, Indiana  
 Charles E. Bennett, Democrat, Florida  
 David Bonior, Democrat, Michigan  
 Don Bonker, Democrat, Washington  
 Charles Dougherty, Republican, Pennsylvania  
 Trent Lott, Republican, Mississippi  
 Harold E. Ford, Democrat, Tennessee  
 Joseph M. Gaydos, Democrat, Pennsylvania  
 Tom Hartnett, Republican, South Carolina  
 Arlan Stangeland, Republican, Minnesota  
 Charles Wilson, Democrat, Texas  
 Don Young, Republican, Alaska  
 Leo Zeferetti, Democrat, New York  
 Barbara Mikulski, Democrat, Maryland  
 Gene Snyder, Republican, Kentucky  
 Glenn Anderson, Democrat, California  
 John Murtha, Democrat, Pennsylvania  
 Frank Annunzio, Democrat, Illinois  
 Jean Ashbrook, Republican, Ohio  
 Jack Brooks, Democrat, Texas  
 Phillip Burton, Democrat, California  
 Norm D'Amours, Democrat, New Hampshire  
 Ron Dellums, Democrat, California  
 Norman Dicks, Democrat, Washington  
 Frank Guarini, Democrat, New Jersey  
 Tony Hall, Democrat, Ohio  
 Cecil Hefelt, Democrat, Hawaii  
 Dale E. Kildee, Democrat, Michigan  
 Mike Lowry, Democrat, Washington

Nick Mavroules, Democrat, Massachusetts  
 Joe Moakley, Democrat, Massachusetts  
 Bill Nichols, Democrat, Alabama  
 Mary Rose Oakar, Democrat, Ohio  
 Don Pease, Democrat, Ohio  
 Mel Price, Democrat, Illinois  
 Matthew Rinaldo, Republican, New Jersey  
 Pete Stark, Democrat, California  
 Lyle Williams, Republican, Ohio  
 Bob Young, Democrat, Missouri  
 Edward P. Boland, Democrat, Massachusetts  
 Robert W. Davis, Republican, Michigan  
 Jack Edwards, Republican, Alabama  
 M. M. Heckler, Republican, Massachusetts  
 Marjorie S. Holt, Republican, Maryland  
 Thomas A. Luken, Democrat, Ohio  
 Bob McEwen, Republican, Ohio  
 Toby Moffet, Democrat, Connecticut  
 Joseph P. Addabbo, Democrat, New York  
 Douglas Applegate, Democrat, Ohio  
 Tom Bevill, Democrat, Alabama  
 William Clay, Democrat, Missouri  
 Tom Coelho, Democrat, California  
 M. M. Dymally, Democrat, California  
 Roy Dyson, Democrat, Maryland  
 Dennis E. Eckart, Democrat, Ohio  
 Robert W. Edgar, Democrat, Pennsylvania  
 Barney Frank, Democrat, Massachusetts  
 Tom Lantos, Democrat, California  
 Parren J. Mitchell, Democrat, Maryland  
 G. V. Montgomery, Democrat, Mississippi  
 Ronald M. Mottl, Democrat, Ohio  
 James L. Nelligan, Republican, Pennsylvania  
 Claude Pepper, Democrat, Florida  
 Al Swift, Democrat, Washington

## SIU Begins Move to New Headquarters: Dedication Planned

EFFECTIVE Oct. 18, 1982, SIU Headquarters began operating out of the Union's newly built facility in Camp Springs, Md. As of this date, all Union business formerly conducted out of the SIU's old headquarters in Brooklyn, N.Y., will be handled in Camp Springs.

The address of the SIU's new headquarters, which is located close to downtown Washington, D.C. is: Seafarers International Union, 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md., 20023. The new phone number is 301-899-0675.

Because of its proximity to the nation's capital and because of the carefully planned design and equipment of the new building, the Union will be able to serve the needs of the entire SIU membership from

the new headquarters more effectively than ever before.

The SIU hiring hall and clinic at 675 4th Avenue, Brooklyn, N.Y., will remain open as usual for job calls and medical examinations.

In addition, welfare, pension or vacation claims should still be filed at a Seafarer or Boatman's home port, as has been the case in the past.

While all claims will continue to be processed promptly as possible, the Union asks for the cooperation of all SIU members should short delays in receiving benefits occur during the brief transition period in which the new Headquarters building is set-up completely.

Once the transition is complete, the needs of the Union membership

will be taken care of even more quickly than before, owing to the installation of a new computer system in Camp Springs.

A dedication ceremony will be held to inaugurate the new SIU

Headquarters when the building is fully operational. All SIU members will be invited to attend and will be informed of the date of the dedication ceremony in an upcoming issue of the *Log*.



# Ocean Carriers Wins Bid for 2 New Tankers

Washington, D.C.—Job security for Seafarers and U.S. shipyard workers brightened last month when the Military Sealift Command awarded a multi-million dollar build-and-charter contract for two T-5 class tankers to SIU-contracted Ocean Carriers Inc.

The \$104,126,845 MSC contract went to Houston, Texas-based Ocean Carriers over eight other companies which competed in the lengthy bidding process.

The MSC contract calls for construction of two, 30,000 dwt clean product, ice-strengthened T-5 class tankers with an option for three additional vessels.

Congress can question the award

if either the House or Senate Appropriations Committees or the House or Senate Armed Services Committees request hearings on the provisions of the MSC contract within 30 days of the date the contract was awarded.

If there is no Congressional action within 30 days of the award date—which was Sept. 30—then the tanker construction can go forward.

The first two T-5's have been pencilled in for delivery in Nov., 1984 and Jan., 1985. Each will be chartered for an initial period of five years after which the MSC can exercise three additional five-year charter options.

MSC must also decide whether

or not to pick-up its option on the three additional tankers by April 1, 1983. The three would be delivered during 1985.

The new T-5's will be 615 feet in length with a beam of 86 feet and a maximum draft of 36 feet. Travelling at service speeds of 16 knots, the T-5's have a radius, or fuel capacity, of 12,000 miles.

Major parts of each ship will be built by divisions of American Ship Building Co. in Lorain, Ohio and Nashville, Tn., for assembly at American Ship Building's Tampa, Fla., yard.

The new tankers will replace the MSC's aging T-5 tanker fleet. All five of the T-5 class vessels currently

operated by the MSC are 25 years old.

Designed with economy in mind, the new fully-automated T-5's will be equipped with fuel efficient, slow speed diesel engines and cargo capacity approximately 12 percent greater than the old T-5's.

Like all tankers operated for the Military Sealift Command, the new T-5's will go "wherever their orders take them," said an MSC spokesman. "They will all operate worldwide, not on any specific run."

When delivered, the new tankers will be manned by a 23-member Union crew and operated under an SIU contract with Ocean Carriers Inc.

## At Propeller Club Convention:

# U.S. Maritime Needs National Cargo Policy

Long Beach, Ca.—The United States must fashion a national cargo policy to save its maritime industry from extinction, Frank Drozak, president of the SIUNA and the AFL-CIO Maritime Trades Department, told the 1982 Convention of the Propeller Club of the United States.

According to Drozak, US maritime policy has failed to take into account international realities. Policy makers have consistently espoused a free trade philosophy, much to the detriment of this country's "industrial base, its shipbuilding base, its merchant marine and its national security."

Things are getting worse, not better. He said the decision by Congress to eliminate the construction differential subsidy program further diminishes this country's existing shipbuilding base. So too would proposals permitting U.S. flag operators to build vessels in foreign shipyards, if they are enacted into law.

While Drozak complimented efforts to reform the confused maritime regulatory system, he noted that such a move "is basically a house keeping chore which will not develop the American maritime industry, will not create one new job, and will not stem the unemployment problem at this time."

What is needed, Drozak said, is an approach that takes into account a national cargo policy with bilateral shipping agreements, cargo sharing, ratification of the United Nations Conference on Trade and Development Code (i.e. 40-40-20 cargo sharing with out trading partners), and passage of the Boggs Bulk Bill.

The Boggs Bill, which already has 66 cosponsors, would require that 5% of all bulk cargo be carried on American flag ships built in American shipyards and manned with American crews in 1983.

The legislation requires an increase in bulk cargo carriage of 1% each year thereafter until the U.S. share is 20%.

The 1982 Convention of the Propeller Club was held in Long Beach on board the *Queen Mary*, which

employs members of the United Industrial Workers, an affiliate of the Seafarers International Union.

## Sea-Land Voyager Committee



Recertified Bosun Ralph Murry (standing right) ship's chairman of the containership *SS Sea-Land Voyager* stands by at a payoff with the Ship's Committee of (standing right) Chief Cook Yosuf Effendy, Steward Delegate and (seated l. to r.) QMEDs Daniel Johnson, educational director and Michael Begley, engine delegate and AB Scott Phillips, deck delegate. The vessel paid off at Port Elizabeth, N.J. on Sept. 22.

# Chuck Svenson Comes Aboard as New Log Editor

Starting Nov. 1, 1982, the *Log* will have a new editor. He's **Chuck Svenson**, a veteran of 30 years in the labor movement and a person of widespread experience and knowledge of the maritime industry.

He's no first tripper with the SIU either. He's been with the Union for the past 14 years in several capacities, including his most recent position as director of the new communications department at the Seafarers Harry Lundeberg School of Seamanship.

Svenson, a "sweet water" sailor from the 40s, who holds an endorsement as AB-Unlimited

Any Waters started with the SIU in 1969 as Director of Publications and P.R. at SHLSS. From 1974 to 1980, he worked with the SIU's legislative and political action team in Washington. From there he returned to SHLSS to assemble and direct the Communications Department.

Svenson replaces **Jim Gannon** who is unable to relocate with the SIU to Washington for personal reasons.

Gannon who has been with the *Log* for 10 years, the past four and a half as editor, said: "I truly feel sad about leaving the Union because I've developed so many

close friendships within the SIU. But I'm happy that I'm leaving the *Log* in good hands. Most of all, though, it has been a privilege to work for two great men, Frank Drozak and the late Paul Hall. I'll always have a special spot in my heart for the men and women of the SIU."

In addition to his experience with the SIU, Chuck Svenson has held posts as editor with the Hotel & Restaurant Employees in Detroit, the Textile Workers in New York and the American Federation of State, County and Municipal Employees in both New York and Washington, D.C.



Chuck Svenson

# Double Digit Unemployment: 10.1%

Unemployment in America reached a staggering 10.1% in September, the highest monthly rate in 42 years, according to statistics released by the Department of Labor.

The three tenths of one percent increase in the jobless rate sent shock waves throughout the country. Reaction to the worst unemployment rate since the Great Depression was immediate and heated, with Democrats blaming the Administration and Republicans blaming Jimmy Carter.

Almost every segment of American society had been hard hit by the increase in joblessness. And what was perhaps more ominous, the number of actual jobs declined last month from 99,839,000 to 99,270,000.

Dr. Janet Norwood, commissioner of the Bureau of Labor Statistics, told the Joint Economic Committee that the September increase in unemployment was

marked by more job losses in already hard hit manufacturing industries, by an unusual decline in wholesale and retail employment, and by a large decline in the number of workers who want full time jobs but who were forced to accept part-time employment.

## 'Real' Rate is 14%

According to Dr. Norwood, the 10.1% unemployment rate was worse than it seemed because it did not take into account discouraged workers (those not looking for jobs because they believe none are available) and those working part time. If these were added, she said, then the unemployment rate would have been closer to 14%.

The number of discouraged workers reached an alltime high, 1.6 million nationally in the third quarter of 1982.

Senator Ted Kennedy (D-Mass.) called the latest news "a national tragedy and a national disgrace".

Senator Daniel Patrick Moynihan (D-NY) said, "This could be the first day of the second great depression of this century."

Donald Regan, secretary of the Treasury, told reporters that the Administration was saddled with problems created by the Carter Administration, and that progress had been slow, but that "the stage is set for an economic recovery."

When asked to comment on Regan's comment, Walter Mondale, former Vice-President, noted that employment during the Carter Administration had never exceeded 7.8%, and that the number of overall jobs had dramatically increased between 1976 and 1980. "More jobs were created during the Carter years than during any comparable four

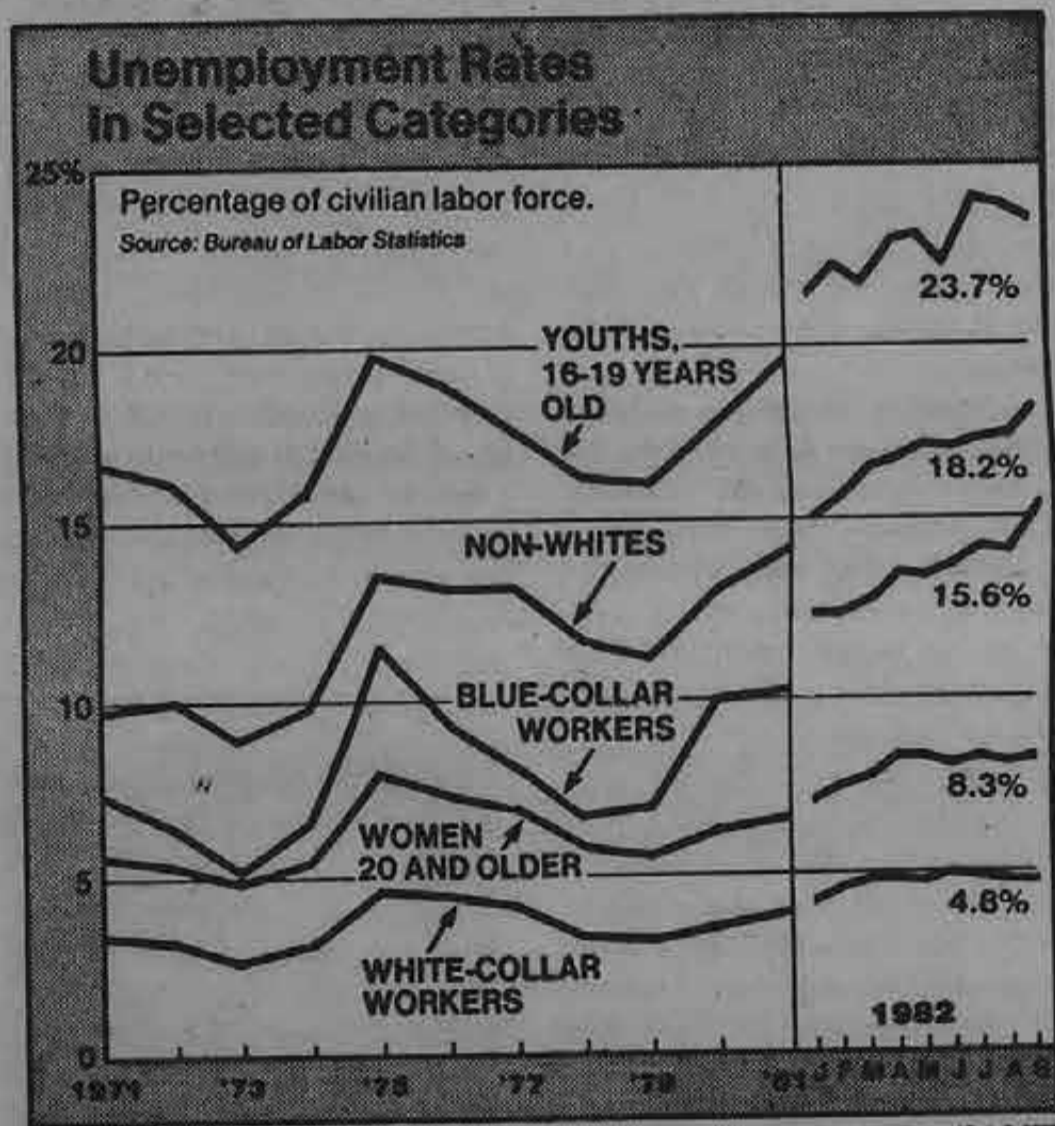
year period in this country's history."

Lane Kirkland, president of the AFL-CIO, condemned the recent economic news. In his 1982 Labor Day Speech, Kirkland called unemployment "the disease that withers the human potential. Because of its disruptive and disintegrating effects, it is the most dangerous force, short of famine, pestilence, war and death, that can be loose in the world. A rational society, in sheer self-defense, should strive to overcome it with all the resources it can find or invent."

"The ultimate goal of the American labor movement is, and always has been, to bring about the healthiest, best educated, most creative and most productive society that is possible to achieve."



AFL-CIO President Lane Kirkland blasts the economic policies of the Reagan Administration as the cause of the highest unemployment in the United States in 42 years at a demonstration near the White House.



## A MESSAGE FROM YOUR UNION



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

# Area Vice Presidents' Report

## Gulf Coast, by V.P. Joe Sacco

**T**HE big push for us in October was voter registration. The last day for registration in Texas was Oct. 19 and we, along with other unions, the State Federation and the Central Labor body made an all-out effort to get Texas residents to register.

Political activity is continuing at a fast pace here in Texas and at other ports in the Gulf. On Oct. 19 we held a demonstration in the newly created 25th Congressional-District for labor supporter Mike Andrews (D).

The strong backing of the SIU membership in our political activities has been really impressive. The members in Houston put out over 50,000 election signs and helped to distribute them.

In Alabama we've been heavily involved in the elections. Most of our friends won in the primaries.

Also in Alabama, during the week of Oct. 18 in the port of Mobile a new CATUG, the *Moku Paku*, was crewed by the SIU for Pacific Gulf Marine.

Deep sea shipping out of the port of Houston has been good in the last few weeks but it continues to be slow in New Orleans. However, in the latter port we crewed the 860-foot long C-9 containership *President Lincoln* (APL). The SIU-A&G District represents the steward department seamen on the APL ships.

Concerning inland shipping in the port of New Orleans, nine to twelve Dixie Carrier boats are being laid up. In Houston there are also a number of boats laid up, so it's a good time for SIU Boatmen to upgrade at the Lundeberg School.

The annual dinner-dance of the West Gulf Port Council will be held in Houston on Oct. 23 and SIU President Frand Drozak will be the main speaker.

I want to end this report by reminding our members and their families that they can see an SIU Representative from 12 to 5, Monday through Friday, about Welfare claims or concerning any questions they may have about the Plans or about shipping. I want to encourage our members' families to come around and get to know us.



## East Coast, by V.P. Leon Hall

**A**N historic event took place this month in the port of New York. The move began to transfer SIU Headquarters from New York to Camp Springs, Md., just outside Washington, D.C.

This is the longest and biggest move the SIU has ever made in its 42-year history. In the early days of the Union we transferred from one location in Manhattan to another and in 1951 we moved from Manhattan to Brooklyn.

Since those beginning days the Union's operations have expanded immensely. The move this month has been a major operation but we are doing it as smoothly and quickly as possible so that there will be little disruption in services.

Of course the Hiring Hall will remain just where it is and just as many SIU Representatives will be available to service you and your families.

Washington is the place where the livelihood of Seafarers will be enhanced or destroyed. That's why it is necessary to have our full weight and presence felt there.

The Headquarter's move may seem a little strange at first, especially for our old-timers, but I think you'll find that it is in the best interest of the members.

This month I attended the membership meetings along the East Coast. I'm happy to report that shipping has picked up in Baltimore as well as in the port of New York.

Political activity is strong in the port of Gloucester where Port Agent Bob Stephens says that "people are getting fed up with Reaganomics."

In the port of Norfolk the SIU crewed up the *George Wythe* (Waterman) which is heading for the Indian Ocean island of Diego Garcia.

Activity on inland contracts in the port of Norfolk include the extension for one year of the Allied-Oceans agreement as well as a six month extension on the NBC Line contract. A three-year contract was signed with Cape Fear Towing.



## West Coast, by V.P. George McCartney

**A**S the November elections draw nearer, the SIU's political activity is reaching a fever pitch on the West Coast.

We have set up phone banks in the SIU and UIW Halls in Wilmington for some of the candidates we are supporting. They are Tom Bradley who's running for governor, Democrat Jerry Brown who wants to be U.S. Senator, and incumbent Congressional Representative Glenn Anderson (D).

In Seattle the SIU is taking an active role in the campaign for Beth Bland, a Democrat who's running for Congress for the first time. Currently the mayor of Mercer Island, Bland has always been a strong labor supporter and she looks like a very viable candidate in the upcoming election.

The incumbent Congressmen we are supporting all look like they have more than a 60 percent chance of winning. Your union is also working very hard in the campaign to reelect Democratic Washington Senator Henry Jackson.

In the port of Seattle we've registered a lot of members to vote at the booth we set up in the Hall. Further, our Seattle Port Agent George Vukmir has been elected as a delegate to the Multoamauh Labor Council in Portland, Oregon.

Shipping is still slow in Seattle but we did crew up the *Ogden Hudson* (Ogden Marine) and we will be crewing the supertanker *Maryland* (Interocean) later this month. She will be working in the Alaska oil trade.

In San Francisco I'm happy to report that the *Santa Magdalena* (Delta), which has been laid up, will be crewing the first week of November.

In Wilmington late last month the first Los Angeles County COPE Fall Labor Carnival was a big success. Over 5,000 people attended the affair whose refreshment booths were manned by SIU stewards. The Union was the moving force behind the Carnival.



## Great Lakes and Western Rivers, by V.P. Mike Sacco

**A**FTER some bleak months, the picture on the Western Rivers has been looking up in recent weeks. SIU-contracted National Marine is re-crewing some boats that will provide jobs for many of our members who have been laid off.

Also, another SIU-contracted company, Heartland Transportation, has nine of twelve boats running. Considering the bad state of the economy nowadays, which has resulted in poor shipping on the Rivers and Lakes, Heartland's showing is quite impressive.

It was also a good season for the two popular paddle wheelers under contract to the SIU—the *Delta Queen* and the *Mississippi Queen* (Delta Queen Steamboat Co.) which provide hundreds of jobs for our members. After taking their passengers on trips up and down the Mississippi during the warmer months, the two vessels are now in the milder southern waters of the River.

There is another encouraging development concerning the *Delta Queen* and the *Mississippi Queen*. The owners of the two vessels attended the recent Towboat Advisory Board meeting that I chaired at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. They were so impressed with the programs offered at the School that they want to set up a hotel management and food service course there for their vessels. Don Nolan from the SHLSS is riding the vessels right now in preparation for the course.

I found from the very productive Towboat Advisory Board meeting that our inland companies are glad to have a gathering like this where they can air their problems and needs.

In the area of contracts, I'm happy to say that the members at National Marine have overwhelmingly ratified a new agreement. The vote was 92 to 17.

At Orgulf, contract negotiations will begin the latter part of November or in early December. The employees at Orgulf are now electing three rank-and-file members for the contract committee.



# Lane Kirkland Gets 1982 AOTOS

New York—AFL-CIO President Lane Kirkland received the 1982 Admiral of the Ocean Seas Award (AOTOS) here Oct. 1 for his contributions to the advancement of the U.S. maritime industry. In accepting the industry's highest award he charged that U.S. government policies have let the merchant marine deteriorate as foreign-flag fleets carry most of this country's ocean-borne commerce.

"Like you, I have watched the mightiest merchant fleet the world has ever seen dwindle to a shadow of its past and proper size and capacity," Kirkland declared at the annual award dinner.

The AFL-CIO chief added that



AFL-CIO President Lane Kirkland addresses AOTOS dinner in New York.

he was honored to accept the award, instituted in 1970, from the United Seamen's Service (USS) and thus "...to be counted among men of the stature of Paul Hall..." deceased head of the Seafarers International Union who received the award posthumously in October, 1981.

## Supports Boggs Bill

Kirkland, a 1942 graduate of the U.S. Merchant Marine Academy who sailed as a mate in World War II, also said "the bill introduced by Congresswoman Lindy Boggs (D-La.) to restore America's bulk shipping capacity would do more to strengthen our national defense and our economy (jobs for seamen) than any other single proposal now before Congress."

Thomas W. Gleason (a 1974 AOTOS winner) head of the International Longshoremen's Assn., presented the award.

Christopher Columbus got the title (Admiral of the Ocean Seas) from Spain's King Ferdinand and Queen Isabella in 1493 after he discovered America in 1492 proving the globe was round.

Other award winners in years past were Sen. Daniel K. Inouye (D-Hawaii) in 1980, Joseph T. Lykes Jr. in 1979, Rep. John M. Murphy in 1978, James J. Farrell in 1977, Robert J. Blackwell in 1976, Sen. Warren G. Magnuson (D-Wash.) in 1975, Rep. Leonor Sullivan in 1973, Andrew E. Gibson in 1972, Helen D. Bentley in 1971, Spyros P. Skouras in 1970 and special Aotos Awards in 1973 for Joseph Curran and in 1980 for Edward J. Sette.

Five Mariner's Plaques and five Mariner's Rosettes presented later at the dinner by Rear Adm. Thomas A. King, chief of the U.S. Merchant



Among the SIU representatives on hand to honor AFL-CIO President Lane Kirkland at AOTOS dinner was Jack Caffey, (right) Exec. Asst. to the President, SIU.

Marine Academy in Kings Pt., L.I., N.Y. and a Kirkland academy classmate, for "outstanding seamanship in rescues at sea" and "outstanding courage and devotion to duty."

Badly burned aboard the *USNS Tuluga* (MARAD) on Apr. 3, 1981 was "Engineer Julianne Ahlgren after a blast and fire in the ship's engine room. She ordered the FOWT to safety and began shutting down the fuel oil valve. Despite her burns, she began notifying shipmates of the emergency in an inspirational example of personal courage."

Seafarers of the *SS Delta Norte* getting the rosette were the late Keith Seille, Thomas Burke, Edward May and Julius Mizell who in May 1981 in "an outstanding example of bravery, donned oxygen masks and manned firehoses in the hold of the ship when fire broke out in a LASH

barge aboard the vessel."

Boatmen Dave Grafton, Raymond Rooney and Leroy Laurent of the *M/V National Freedom* on Oct. 7 1981 got a rosette for actions when "Crewmate Tim Gurley was overcome by fumes in an empty asphalt tank."

Getting a Mariner's Plaque was the *USNS Narragansett* (MSC) for going to the rescue of a seafarer. On Aug. 7, 1981, "in very rough seas following the passage of Typhoon Bay near Subic Bay, P.I., the *USNS Narragansett* rendezvoused with the *LNG Virgo* (Energy Transport) one of whose crewmembers had suffered a heart attack. In a superb display of seamanship, Capt. Gene E. Cox maneuvered to form a lee while an auxiliary boat made repeated trips between the *Narragansett* and the *Virgo* with a U.S. Navy Medivac team."

## Log Wins Top Award in ILPA Journalistic Contest

THE *Log*, the official publication of the Seafarers International Union, won top honors in the 1982 AFL-CIO International Labor Press Association Journalistic Awards Contest. The 1982 contest, open to all AFL-CIO affiliated union publications, judged issues printed during 1981.

In the category of General Excellence for International and National Union newspapers of fewer than 100,000 circulation, the *Log* was judged First Award winner. The second place award went to *The Guild Reporter*, the publication of The Newspaper Guild.

In a Sept. 10 letter informing the SIU that the *Log* had been awarded First Place in the contest, ILPA

Secretary-Treasurer Susan Dunlop said "there were 1,084 entries from 129 publications and 142 winners in the 1982 contest."

AFL-CIO President Lane Kirkland stressed the important role played by the labor press in a recent speech. Especially in this election year, Kirkland said, labor publications must explain to union members and their families the truth about the Reagan Administration.

The public press is "not really reporting what they daily observe about Ronald Reagan," charged Kirkland, adding that the labor press must "hammer away at the truth with a sense of urgency, because the radical right has an agenda it wants to lock into place before the

inevitable reaction from the mainstream of America sweeps them out of office."

Kirkland said the public press has shied away from subjecting the Reagan Administration to "the searching examination previous governments were given." He said it was up to the labor press to remind union members of the Administration's efforts to gut Social Security, prevailing wage rules, child labor laws and job safety standards, on one hand, while tolerating record unemployment levels on the other.

"In a real sense, this is a battle over communications," said Kirkland. "This is a struggle to see just how much distortion and deception can be delivered to the American

people," by the Administration, before the people "start rejecting it."

By putting the fact of Reaganomics into the hands of union members, the labor press can help put a stop to the policies of this Administration and "fill Congress with men and women who will help us turn back the radical right."

The *Log* staff in 1981, the year for which the 1982 ILPA First Award was made, included: Editor, James Gannon; Assistant Editors Ray Bourdus, Edra Ziesk, Marietta Homayonpour, Don Rotan and Max Hall; Photographers Frank Cianciotti and Dennis Lundy; Art Director George Vana and Administrative Assistant Marie Kosciusko.



# Bosun Recertification



**T**HE final 1982 class of the Bosun Recertification Program took their graduation bows at the October membership meeting in New York after completing a full two-month schedule in Piney Point and Headquarters.

The veteran group of 12 seamen spent a month at the Seafarers Harry Lundeberg School of Seamanship reviewing technological changes in the industry, as well as studying the latest social, economic and political problems facing the modern American merchant marine. A highlight of the first month at SHLSS was a field trip to Washington, D.C. to meet with the Union's legislative and political action team.

The trip to Washington also enabled the bosuns to get a gander at the SIU's brand new Headquarters building in Camp Springs, Md.

which will be dedicated in the near future.

During the second month of the

program, the bosuns met with supervisors of all the Union's plans and various other departments to

complete their well rounded education of how the SIU functions on behalf of the membership.



Perfecto Amper



Leroy E. Temple



Steven Coker



Jim L. Spencer



Klaus Tankersley



Robert Callahan



Perry Kellikoa



Jack B. Rhodes



Maurilio Zepeda



Fred Findahl



Willis Gregory



Cesar Gutierrez

## Seafarers Brave Flames on Ogden Yukon

**T**HE SIU-contracted *Ogden Yukon* (Ogden Marine) was in the middle of the Atlantic Ocean, 24 hours out of the Canary Islands, and heading for Texas when what could have been a disaster "fire broke out.

Quick and efficient work on the part of the crew averted that disaster. Below is an account of the incident submitted by two of the SIU crew-

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

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

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

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

members—AB James Darda and QMED John Anderson:

"Aboard Ogden Marine's *S.T. Ogden Yukon* on September 3, 1982 at 1400 hrs., a half-hour after the ship's weekly fire and boat drill was finished, a fire broke out in the ship's pumproom. Clouds of smoke were billowing from the ship's pumproom port exhaust ventilation fan.

Within moments of the fire's initial sighting by a crewmember, the bridge was informed about the fire. The fire emergency alarm bell was sounded, and was answered immediately by the well co-ordinated efforts of the SIU crew. Hoses were rolled out and everybody pulled together as a team.

The manner in which the crew fought the fire was a calm and well thoughtout procedure.

The blaze was fought for three continuous hours in which extreme temperatures of heat caused bulkheads and deckplates in the pump and engine rooms to expand and contort out of shape.

The blaze was eventually extinguished by using various firefighting equipment and techniques. The concentrated efforts of the SIU crew's performance was outstanding. There were no casualties or accidents during the entire emergency. The fire was extinguished and operations were back to normal by 1700 hours.

The SIU crewmembers responsible for their courageous firefighting actions were:

**Deck Department**—Bosun Stan Lindsey; ABs James Darda, Rudy Samoan, D. R. "Mac" McFarland, H. Whitman, Abdul Ahaba, and

Mike Shiek; OSs Kaz Kazamo, and Ron Williams.

**Engine Department**—QMEDs John "Andy" Anderson, Tennessee Williams, and Wayne Rivers;

QMED Pumpman Steve Shroan.

**Steward Department**—Steward C. Kester, Chief Cook Henry Primribs, Messman Tiny Pollack, and BR Sammy DeSham.

Here are some very good reasons for QMED's to take the Automation Course at HLSS



It All

### Starts November 8

Enroll today so you can earn more on your job.

Contact the Harry Lundeberg School of Seamanship or fill out the application in this issue of the Log.



# The SIU in Washington

Seafarers International Union of North America, A.F.L.-C.I.O.

October 1982

Legislative, Administrative and Regulatory Happenings

## Maritime Authorizations

A Senate-House Conference Committee is meeting to hammer out a compromise between the House and Senate versions of the Maritime Authorizations Bill for Fiscal Year 1983. While both bills fall far short of what is needed to restore the maritime industry to good health, the House version is far superior to its Senate counterpart. If the Senate version is enacted it would accelerate the deterioration of the American flag merchant marine.

Both bills do the ailing shipbuilding industry a grave injustice by failing to authorize funding for the Construction Differential Subsidy program. But at least the House version tries to compensate for that omission by raising the ceiling on the Title XI Loan Guarantees for new construction by \$3 billion.

The Senate bill gives U.S. operators a blank check to build their vessels in foreign shipyards.

This provision would cause a great deal of personal pain in the form of increased unemployment. It would also make the national defense more vulnerable by diminishing our strategic shipbuilding base.

## Awaiting Action

Three important pieces of maritime legislation—the Boggs Bill, the Shipping Act of 1982, and the Guarini Tax Conventions Bill (See stories on these bills in this issue)—are pending action in the House and Senate. While all three enjoy widespread support, there is a problem: time.

Little can be done right now to bring these bills closer to passage because Congress has recessed. It will not reconvene until after the November election, when it will meet in an executive, or lameduck, session.

Executive sessions are a time-honored Washington institution. They are characterized by frenetic last minute activity, log rolling, and a great deal of unpredictability. That is why the SIU is in Washington: to make sure that seamen and the maritime industry don't get lost in the shuffle.



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

## Legislative Update

Two new bills were recently introduced, one in the House, the other in the Senate, both dealing with important maritime issues.

**H.R. 7038**, a bill introduced by Representative **Walter Jones** (D-NC), seeks to promote maritime safety on the high seas. It would establish strict inspection requirements for vessel operators and would levy fines on vessels found to have violated these standards. The bill was referred to the Committee on Merchant Marine and Fisheries.

The other bill, **S. 2857**, which was introduced by Senator **Robert C. Byrd** (D-WV), would establish a Customs Revenue Sharing Trust Fund for public work projects for the development and maintenance of the nation's ports. The bill was referred to the Committee on Finance.

## Decline Continues

Recent statistics published in *U.S. News and World Report* paint a grim picture for the American flag merchant marine.

According to the report, only 3.6% of U.S. oceanborn foreign trade is carried on American flag vessels. In 1950, when the American flag merchant marine was at its peak, the figure was 42.6%.

To nobody's surprise, employment in the maritime industry has fallen dramatically. In 1950 there were 54,000 jobs. Today there are fewer than 20,000.

The U.S. fleet, which was ranked 11th in the survey, has only 578 vessels (70 of them owned by the government). The average age of those ships is 17.4 years, which is close to the end of their estimated useful life. Proposed cutbacks in the Reagan budget suggest that many of these ships will not be replaced.

An increasing number of American military planners view this development with alarm. The recent Falkland Islands dispute underscored the importance that a private merchant fleet plays in an overall defense effort.

To make matters worse, the Soviet Union now possesses the world's second largest fleet. It has 2,500 vessels registered under its flag, and is rapidly growing. Most of the Soviet ships are new, and can be easily converted for military purposes.

## Mexican Oil

Mexico is selling the United States \$1 billion worth of oil in exchange for American assistance in renegotiating outstanding Mexican debts. The oil, which is earmarked for the Strategic Petroleum Reserve, will be carried on American flag vessels.

The agreement between Mexico and the United States is expected to reverse a disturbing trend. Since the Reagan Administration has taken office, U.S. flag operators have carried only 36% of foreign oil deliveries to the SPR, far less than the mandated 50%.

**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**

# Plumbers President Ward Dies at 64

**M**MARTIN J. WARD, president of the 380,000 member Plumbers' Union, died at the age of 64 on October 9, apparently the victim of a heart attack. He was one of organized labor's leading spokesmen, as well as one of its most popular.

In recent years, he used the influence he had accrued during his long and productive career to speak out on behalf of workers everywhere, from the unemployed in America, to Solidarity members in Poland, whose fight for freedom and economic dignity he felt represented trade unionism at its best and most courageous.

In many ways Martin Ward was the prototype of the successful union president. He remained close to his membership to the last, securing decent benefits and wages during his 11 year stint as president.

As president of the influential Plumbers Union, he was able to exert considerable pressure on behalf of the people he represented. As a member of the Executive Council of the AFL-CIO, he served on numerous Committees and boards, gaining a considerable reputation for expertise in international affairs.

At his death, he was serving his

third term as head of the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry. He was first elected its president in August, 1971.

Mr. Ward started out in 1937 at the age of 19 as an apprentice plumber. He cemented his ties to his fellow workers and perfected his trade, becoming a journeyman pipe fitter in 1942. After serving in the Navy during World War II, he joined Local 597 as a business representative.

He was considered to be a highly effective business representative, in the mold of George Meany, who also served in the same capacity for the Plumbers' Union. Indeed, Marty Ward was a protege of the late labor leader, being one of the first people to nominate Meany as President of the newly merged AFL-CIO in 1955.

In July 1958 he was elected general secretary-treasurer of the Plumbers International Union, which had its headquarters in Washington. He became active in the highest levels of the labor movement.

Mr. Ward was senior vice-president of the American Federation of Labor—Congress of Industrial



Martin J. Ward

Organizations. He sat on its Executive Council, which determines policy for the entire labor movement, and headed its committee on international relations.

Soon after being named to the Executive Council of the AFL-CIO, he became one of the leading lights of the American labor movement. Fellow council members were impressed by his seemingly endless capacity for work and his ability to quickly master complex issues.

He worked closely with Lane Kirkland, especially on behalf of Solidarity. He viewed the success of the fledgling labor movement in Poland as nothing less than a moral imperative.

Mr. Ward travelled throughout the country and overseas as a representative of the American trade union movement. He was instrumental in the behind-the-scenes discussions that led the Federation to rejoin the International Confederation of Free Trade Unions.

From 1974 until his death, Mr. Ward served as the American labor movement's representative at the International Labor Organization in Geneva.

Jean Ingraio, Secretary Treasurer of the Maritime Trades Department, who worked closely with Marty Ward on questions dealing with the ILO, summed up the feelings of many in the labor movement when she said, "Marty Ward was one of the most effective men in the labor movement, and one of the most decent. He was a loving father and husband. He will be sorely missed."

The Plumbers' Union has long been a loyal affiliate of the Maritime Trades Department. Ward had served with SIU President Frank Drozak on the Department's General President's off-shore committee, as well.

Mr. Ward is survived by his wife Winnifred, and seven sons: Martin H. Ward Jr., Patrick, Terence, Kevin, Brian, Dennis and Phillip.

## SIU Opposes Loophole in P.R. Passenger Bill

**Washington, D.C.**—A bill originally conceived for humanitarian reasons has turned into a serious threat to the American maritime industry. It has passed the House and awaits action in the Senate.

If enacted, HR 1489, the Puerto Rico Passenger Bill, could seriously

weaken a 100-year old law which prohibits foreign passenger ships from transporting passengers between American ports.

When first introduced in January 1981, HR 1489 was intended to provide an alternative mode of transportation for those citizens of Puerto Rico who for medical or personal reasons were unable to fly to the mainland United States.

However, because of subsequent changes in the bill's language, it is now unclear whether a foreign flag vessel could pick up passengers in one U.S. mainland port, stop at Puerto Rico, continue to another U.S. mainland port, and then have all of its passengers disembark.

U.S. Customs has already gone on record as saying that it sees nothing wrong with that interpretation.

There are other problems with the bill. It gives the Secretary of Transportation excessive leeway in determining when foreign flag participation must be phased out in favor of U.S. ships. The bill also places the onus on U.S. operators to continue serving a potentially unprofitable trade but leaves foreign interests free to enter and leave the trade at will.

SIU President Frank Drozak, in a letter to the Senate Commerce committee, summed up the Union's position on the matter:

"The Seafarers International Union has worked diligently over the past several years to rebuild the U.S. passenger cruise industry. We

are pleased that we have met with so much success in this endeavor and we will, of course, continue in those efforts. However, the enactment of HR 1489 as it now stands would seriously deter the ability to initiate an operation in the Puerto Rico to mainland market."

### Personals

#### Don Spencer

Please contact Bay Tankers.

#### James Larry Brock

Write me at home, your father, H. H. Johnson.

#### Anthony S. Rotunda

Please contact, your mother, as soon as possible.

#### Marcus Leigh Thomas

Please contact, your sister, Nancy, at P.O. Box 104, Calpella, Cal. 95418. Urgent!!

#### Fred Hawes

Please contact, Denis Woody, 800 E. South Street, Apt. 508, Alvin, Texas 77511.

#### Bill Luth, Frank DiVenti

Please contact, Edwin A. Holcombe, 816 W. Perkins St., Hartford City, Indiana 47438. Would like to hear from you both.

#### Al Alverado

An old shipmate on the SS Steel Age wants to get in touch with you. Contact David Kemdrick, 2318 Second Ave., Seattle, Wash. 98121.

### Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Nov. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Nov. 9	2:30 p.m.	7:00 p.m.
Baltimore	Nov. 10	2:30 p.m.	7:00 p.m.
Norfolk	Nov. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Nov. 11	2:00 p.m.	—
Algonac	Nov. 12	2:30 p.m.	—
Detroit	Nov. 12	2:30 p.m.	—
Houston	Nov. 15	2:30 p.m.	7:00 p.m.
New Orleans	Nov. 16	2:30 p.m.	7:00 p.m.
Mobile	Nov. 17	2:30 p.m.	—
San Francisco	Nov. 18	2:30 p.m.	—
Wilmington	Nov. 22	2:30 p.m.	—
Seattle	Nov. 26	2:30 p.m.	—
Piney Point	Nov. 13	10:30 a.m.	—
San Juan	Nov. 11	2:30 p.m.	—
Columbus	Nov. 20	—	1:00 p.m.
St. Louis	Nov. 19	2:30 p.m.	—
Honolulu	Nov. 11	2:30 p.m.	—
Duluth	Nov. 17	2:30 p.m.	—
Jeffersonville	Nov. 18	2:30 p.m.	—
Gloucester	Nov. 23	2:30 p.m.	—
Jersey City	Nov. 24	2:30 p.m.	—

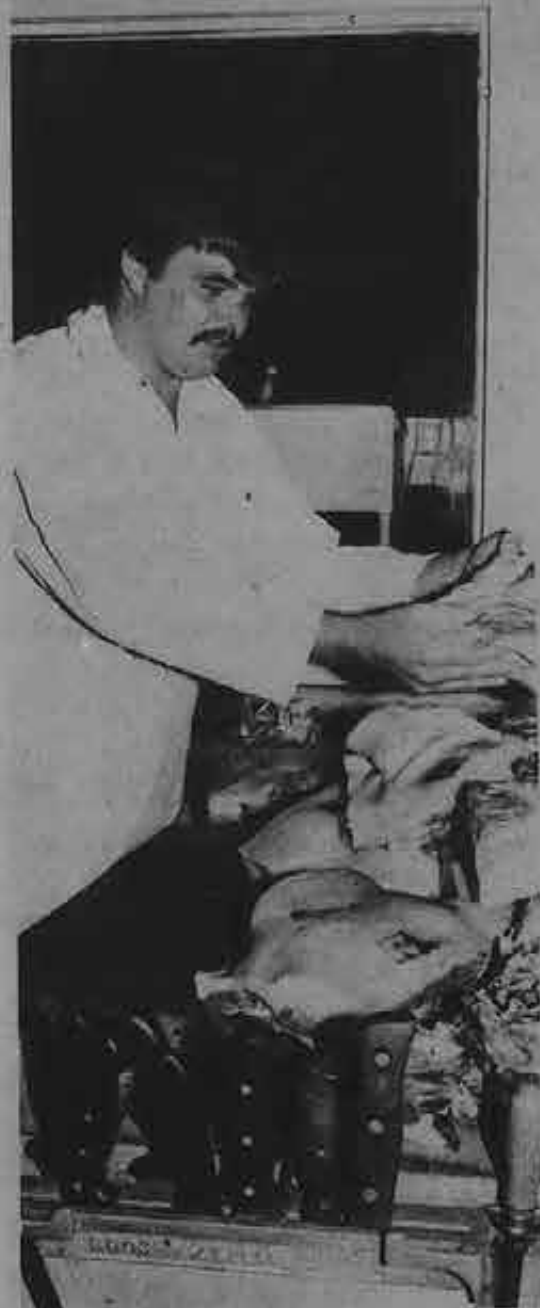
# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

### Doughs Guys Are Really Cooking Now!



Chief Steward Steven Wagner from New York slices pork chops. Pork is supplied by SHLSS' own farm.



The art of pastry making, practiced by Cook and Bakers George Kenny (left) and Mark Polyansky, both of New York.



Assistant Cook Ralph Edmonds from N.Y. (right) and Trainee Cook Don Loglisci prepare a meal in the galley.



Chief Cook Bill Winters from New Orleans at work in the galley.



Man does not live by bread alone...so here are lemon meringue pies prepared by Cook and Baker Mike Lee from Jacksonville and Kimberly Allen from Honolulu.

Raffaele Ascione is helping to keep alive the ancient seafarers art of model ship building.

He is currently working on a ship entitled "The Sea Gypsy." This ship,



Raffaele Ascione at work on the "Sea Gypsy."

### Raffaele Ascione: Model Ship Builder

which is his own design, is being made entirely out of kitchen match sticks and glue. Completed it will have over 130 guns (also made of match sticks) on its decks.

"This ship," said Ascione, "is about one-half 17th century design and about half modern design." Because of this, he is working without any formal plans or directions. Upon completion Raffaele will have used over 5,000 matchsticks.

Raffaele has built seven other model ships including "The San Felipe" which is on display at the SHLSS Paul Hall Library and Maritime Museum. This 17th century Spanish ship is made from mahogany wood and took about eight months to complete. It was dedicated to the SIU June 1974.

Raffaele joined the SIU in 1968. He is originally from Italy and his



Model ship builder Raffaele Ascione.

TODAY'S Seafarer will put up with a lot, but one thing he demands is good food! It's the job of the men and women in the Steward Department to fulfill that demand and many of them are taking advantage of the courses offered at SHLSS to upgrade their skills.

Classes in the Steward Department include Towboat Cook, Assistant Cook, Cook and Baker, Chief Cook, and Chief Steward. There is also a program for Recertified Stewards.

Classroom instruction is coupled with on-the-job training to provide the students with the best possible opportunity to sharpen their skills under the watchful eyes of the instructors, all of whom have a background in culinary art.

family are Cameo makers, a skill Raffaele also has mastered.

He is presently enrolled in the Chief Cook upgrading program at SHLSS.

# Pumproom Maintenance Keeps Pace With Changes

**A**BOUT the only constant in seafaring today is change: equipment changes, jobs change, and the skills needed for those jobs change, too.

Pumprooms and engine rooms become increasingly automated and Seafarers have to constantly upgrade their skills if they want to keep up.

Realizing that, SHLSS offers a six-week course in pumprooms operations and maintenance. In this course the student learns how to use an engine lathe, precision tools, and gets a chance to work with those same tools in the machine shop. This kind of hands-on experience is vital to the modern Seafarer.

Other skills learned and practiced are the operation and maintenance of pumps, taking measurements, and the disassembly and reassembly of various types of pumps and valves.

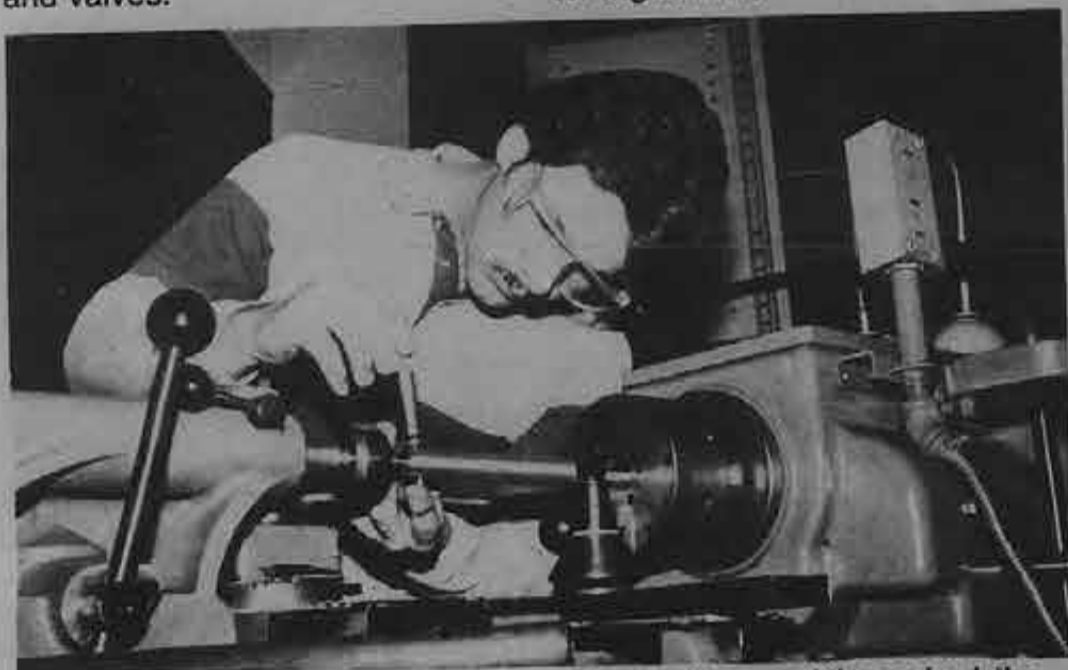
In addition, one week of the six-week course is spent on basic

hydraulics and troubleshooting. Tanker construction, loading pro-

cedures, firefighting, first aid, and oil pollution are also covered.



Peter Sorenson of Jacksonville (left) watches as SHLSS instructor Calvin Williams demonstrates proper cleaning procedures for engine lathe.



Jon N. Anderson of San Francisco demonstrates the use of the engine lathe.



Agustin Castelo cleans an engine turning lathe.

## Father and Son Learn Together

John E. Samuels and his son Anderea E. Samuels are both attending classes at SHLSS. John Samuels joined the SIU in 1956 as a messman and worked his way up to the position of Steward. He is presently enrolled in our Steward Recertification Program.

Anderea Samuels is going through our Training Program and hopes to become a Steward

someday. The Samuels are from Mobile, Alabama.

John Samuels credits the instructors at SHLSS for helping him greatly improve his reading and academic skills as well as providing him with the vocational training he needs to do his job. "The instructors," said Samuels "are the best in the world," and he smiled, "the food is great!"



John E. Samuels (left) and his son, Anderea E. Samuels, both attended classes at SHLSS this month.



Here are (l.-r.): Williard Verzone from Houston (left), John Rabbi (New Orleans) and George Darney of Houston getting ready to use the engine turning lathe.

# Seafarers in Upgrading Look Toward the Stars

**W**HEN man first began to sail the seas, the stars were his guides. Even today, with satellites, radar, and computers, a Seafarer must learn how to navigate as his forefathers did: by the stars.

The Celestial Navigation class offered at SHLSS is a six-week course that covers all the navigation requirements for licensing as a Towboat Operator-Oceans; Master/Mate of Uninspected Vessels (not over 300 gross tons); and Master/

Mate of Freight and Towing Vessels.

Students in the course learn how to determine compass error by azimuth and amplitude, how to use a sextant, and how to find a latitude from a sighting of polaris.

All candidates who are eligible for license as Master or Mate of Uninspected Vessels, or Freight and Towing Vessels, as well as those eligible for license as a Towboat Operator may enroll.



Gregory White from Houston studies for a Celestial Navigation exam.



Paul Dudnikov (left) and Spillos J. Kosturos, both from N.Y., discuss a problem in Celestial Navigation class.



A pocket calculator is a big help to Robert Fryett in the Celestial Navigation course.

## Marine Electronics Course Is Right On the Button

**C**ARGO handling equipment has advanced from levers and foot pedals to electronic push button controls. As equipment becomes more automated, trained personnel are needed to maintain it.

The SHLSS offers a six-week course in Marine Electronics. The

course includes electronic control of direct current motors and specifically deals with the LASH gantry crane.

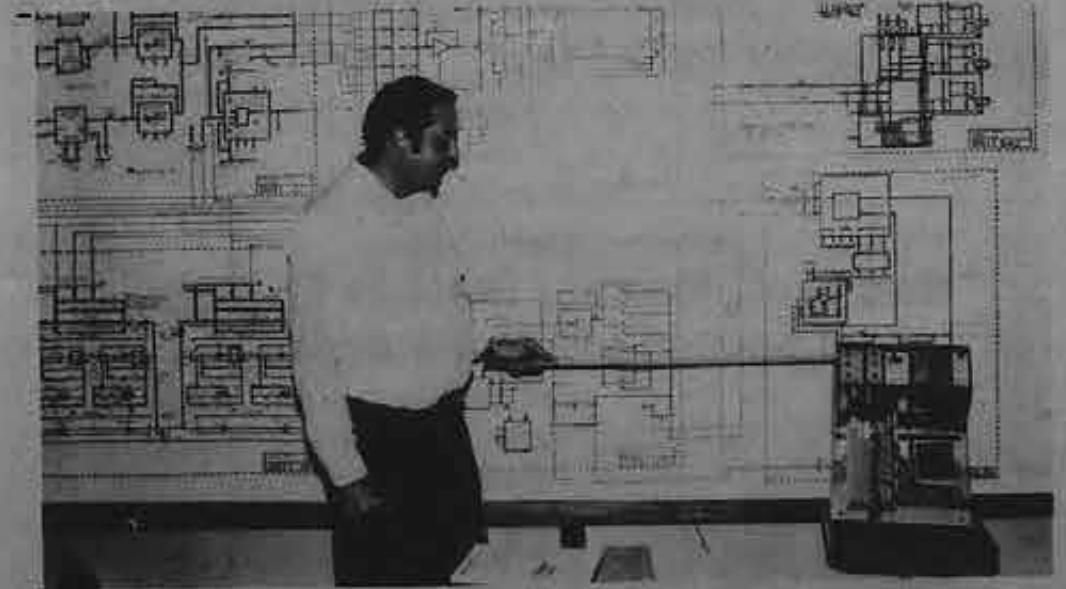
It's necessary that the electrician knows how the crane operates and how to trouble-shoot the equipment. The first few days of the course is

spent on the operation of the crane and the remainder of the course concentrates on understanding diagrams, schematics, and preparing sequential operating charts.

Upon completion the electrician will know how to: line up the crane if a gantry motor or burst motor fails, how to light off the crane, set the

crane up for emergency operation and how to trouble-shoot the various systems in the crane.

Marine Electronics is a continuation of the Marine Electrical Maintenance course. It's primary function is to teach the student how to use a manufacturers service manual.



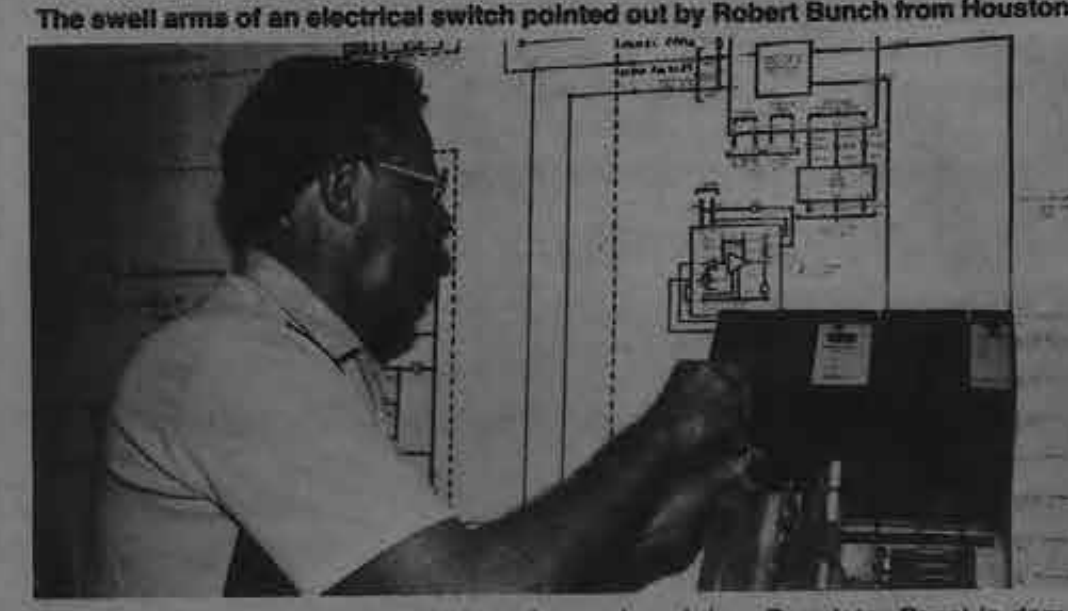
The regulator panel is pointed out by John Right from San Francisco.



The swell arms of an electrical switch pointed out by Robert Bunch from Houston.



Dan Mitchell, who ships out of San Francisco, points out the hoist motors on a Gantry.



The careful removal and installation of a card pack in a Regulator Panel is demonstrated by Ray Nugent from Wilmington, Ca.



# 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

Welcome Karen Owens

### New Staff Member Teaches English As a Second Language at SHLSS



Karen Owens teaches English as a second language.

Realizing the communication problems of our non-English speaking brothers and sisters, the SHLSS will be offering a course entitled English As a Second Language.

The instructor for this course, Karen Owens, received a Bachelors of Science degree in Secondary Education majoring in Spanish from Clarion State College in Clarion, Pennsylvania.

At the age of 15, Karen participated in an exchange student program and lived in Argentina for three months. During her college years she spent a summer in Spain to improve her language skills. Karen, who is originally from McMurray, Pennsylvania, is a welcomed addition to our staff.

# Apply Now for an SHLSS Upgrading Course

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

Upgrading Application

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

Address \_\_\_\_\_  
(Street)

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

Deep Sea Member  Inland Waters Member  Lakes Member

Book Number \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) or License Now Held \_\_\_\_\_

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

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_  
(dates attended)

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

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

Dates Available for Training \_\_\_\_\_

I Am Interested in the Following Course(s) \_\_\_\_\_

<p style="text-align: center;"><b>DECK</b></p> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Limited <input type="checkbox"/> AB Special <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More Than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Mate Inspected Towing Vessel <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate Celestial Navigation <input type="checkbox"/> Third Mate	<p style="text-align: center;"><b>ENGINE</b></p> <input type="checkbox"/> FOWT <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Marine Electronics <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	<p style="text-align: center;"><b>STEWARD</b></p> <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook  <p style="text-align: center;"><b>ALL DEPARTMENTS</b></p> <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting <input type="checkbox"/> Adult Basic Education
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**No transportation will be paid unless you present original receipts upon arriving at the School.**

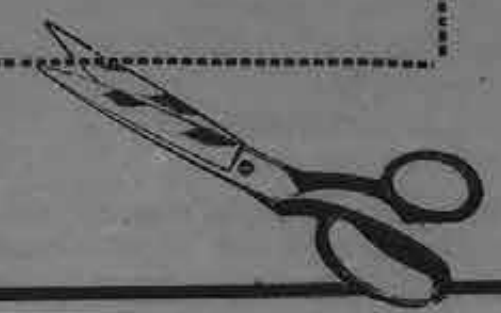
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Please Print

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



# Study: Ships \$ Competitive With Gas Pipeline

Washington, D.C.—A newly released study, commissioned by the Maritime Administration, holds the possibility of a significant source of new jobs for American workers, including seamen. The study concludes that the maritime industry offers "a viable alternative" to the much delayed Cross-Canada Alaskan gas pipeline.

According to the study, the cost of exporting Alaskan natural gas or shipping it south to the lower 48 would be "economically competitive" with the cost of piping the

gas from Alaska through Canada to the U.S.

The two-volume technical report, "Alaska Natural Gas Development: An Economic Assessment of Marine Systems," was prepared under contract by ICF Inc., Washington, D.C. for MarAd.

The report concluded the most economically attractive system for developing Prudhoe Bay natural gas would be to pipe it to South Alaska, liquefy it on barge-mounted plants and ship LNG to Japan. It further indicated that if development

options are limited to supplying the lower 48 states, which is not the case under current law, then a marine LNG system would be economically competitive with other pipeline systems.

Development of the Alaskan gas industry has been hampered by the numerous delays in the building of the Alaskan gas pipeline through Canada. Expansion will be difficult even when the pipeline is built, because future gas reserves are expected to be found at sites far removed from the pipeline.

According to the study, the "barge-mounted" gas processing facilities would be ideally suited to the peculiarities of the harsh Alaskan landscape. They would allow gas developers mobility, something the pipeline does not do, and could produce liquified natural gas for costs far lower than land-based plants.

At present, the export of Alaskan natural gas is not governed by the same laws that prohibit the export of Alaskan oil.

## 50,000 U.S. Tuna Industry Jobs Threatened

THE American labor movement is opposed to President Reagan's proposed Caribbean Basin Economic Recovery Act, because it threatens the existence of several American industries that supply thousands of jobs.

A case in point is the tuna industry, which accounts for nearly 50,000 American jobs centered in Southern California, Hawaii, American Samoa and Puerto Rico.

Thousands of SIUNA affiliated union members depend on tuna industry jobs on boats and in canneries.

The Reagan plan could destroy these tuna industry jobs by allowing duty-free imports of tuna from Caribbean nations.

In submitting the legislation, President Reagan discussed his belief that something has to be done to shore up the sagging economies

of the underdeveloped nations of Central America and the Caribbean Basin.

SIU President Frank Drozak has called for the Administration to exclude tuna imports from the provisions of the Caribbean Basin Recovery Act.

Other labor leaders have questioned some of the fine print in the bill, which they feel will cause American workers a great deal of hardship without doing much to help the economies of the countries eligible for aid.

The "AFL-CIO News," the official publication of the AFL-CIO, noted that the wording of the bill makes it possible for countries outside the Caribbean Basin and Central America to take advantage of the legislation without contributing to the infrastructure of the countries in question.

Under the terms of the bill, a country like Japan can have its products enter the United States duty-free if it assembles a small percentage of the finished product in one of the countries in the Car-

ibbean Basin.

That would mean that Japan, who is this country's major competitor for the world's tuna market, would benefit without making any long term investment in the region.

## Shipboard Convention Bill Awaits 'Lame Duck' Action

Washington, D.C.—With Congress in recess through Election Day, all pending legislation has been left on the back burner until legislators return to Washington for a "lame duck" session of Congress next month.

Included in the sheaf of bills tabled until after the elections is H.R. 3191, the bill to allow the same tax deductions for conventions aboard U.S.-flag cruise ships as are currently allowed for conventions at hotels.

Passage of this bill, introduced in early 1982 by Rep. Frank Guarini (D-N.J.) has been a top priority of the SIU because H.R. 3191 could determine the future of the fledgling U.S.-flag passenger ship industry.

Tax deductions are presently allowable for conventions held at hotels—including hotels in Canada or Mexico. Without the ability to

lure the multi-million dollar convention business, it is questionable whether the U.S.-flag passenger ship industry will be able to survive.

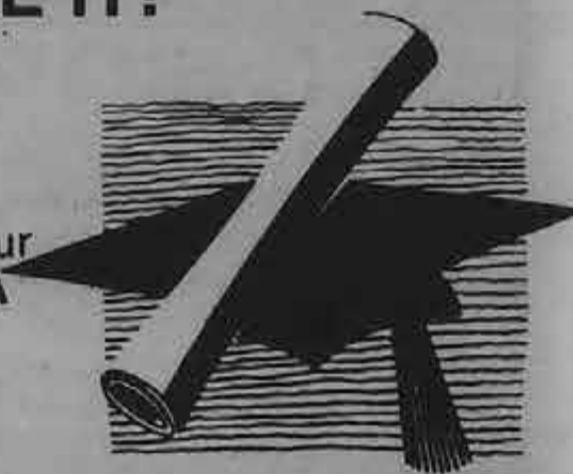
Rep. Guarini's bill will eliminate the current tax law inequity by amending the Internal Revenue Code to allow the same corporate tax deductions for conventions aboard U.S. flag cruise ships as are currently allowed for conventions hosted by hotels.

The bill has been steadily picking up bipartisan support in Congress as more and more representatives recognize H.R. 3191 as a necessary means of making the U.S. passenger ship industry competitive in the important convention trade arena.

Committee hearings on H.R. 3191 are almost certain to be scheduled as soon as Congress returns to Capitol Hill, followed by consideration by the full House before the end of the year.

## Over 1,500 Seafarers HAVE DONE IT!

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City

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SIU Book Number \_\_\_\_\_

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



# SIU Will Oppose 'Build Foreign' in Marad Budget

Washington, D.C.—As the Congress began its election recess, the differences between the House and Senate versions of the 1983 Maritime Authorizations bill had yet to be resolved.

Also, the last minute elimination in the House bill of \$100 million in Construction Differential Subsidy (CDS) funds was a blow to U.S. maritime interests. The Senate version never contained the CDS monies.

A conference committee that would have worked out variations in the two bills failed to materialize before the Congressional recess and must therefore meet when the lameduck Congress returns in November. Such a committee will consist of representatives from the House and the Senate.

The House bill (H.R. 5723), which was passed on Sept. 28, differs in two major ways from the Senate version (S. 2336).

The Senate bill contains a measure—strongly opposed by the

SIU—that would extend a build-foreign provision which expired Sept. 30. The provision, which had been in effect for two years, allowed U.S. companies receiving operating subsidies to build overseas.

A higher ceiling for available monies under the Maritime Administration (MARAD) construction loan and mortgage insurance program—also known as Title XI—is the other major difference in the two bills.

The House wants a \$3 billion increase—from \$12 billion to \$15 billion—in Title XI loan guarantees. Also, limits on how high the ceiling could go would be eliminated. The Senate bill contains neither of these provisions.

In other respects, however, the two bills are similar. For instance, both bills authorize \$454 million for the Operating Differential Subsidy Program. Both also authorize appropriations of over \$16 million for research and development.

The build-foreign law which the

Senate wants to extend will be very detrimental to the already badly hit American shipbuilding industry.

For instance, in the days just before the current expiration date of Sept. 30, seven companies had their build-foreign applications approved by MARAD. Among them were the following:

- Delta Steamship Lines, in conjunction with Crowley Maritime, wants to construct up to 10 self-sustaining containerships in Japan or another foreign country at a cost of about \$35 million each.

- Equity Maritime wants to construct six Panamax-type ore/bulk/oil carriers of approximately 80,000 dwt each. Three are to be built at Hitachi Zosen, Japan and three at Hyundai Corp. in Korea at a total cost of \$168 million.

- Moore McCormack will reconstruct three tankers, probably in Norway, at a cost of approximately \$7.3 million.

Previously announced build-foreign approvals included permission

for American President Lines to reconstruct three containerships in Japan; for Margate Shipping Co. to retrofit three tankers in Portugal; for Ogden Marine to build two dry-bulk carriers in Japan; for United States Lines to build 14 Jumbo Econsip container vessels in South Korea, and for a Phoenix LNG conversion project.

The build-foreign provision became a temporary law on Aug. 13, 1981 as part of the Omnibus Budget Reconciliation Act of 1981. It was designated as section 615(a) of the 1936 Merchant Marine Act.

Section 615 permits recipients of or applicants for ODS to build, reconstruct or acquire vessels in foreign shipyards upon certification from MARAD that funds are not available in the agency's CDS account.

For the past ten years, America's shipyards have been rapidly declining. Continuation of the build-foreign provision might easily be their death knell.

## ILGWU Pioneer David Dubinsky Dies

New York, N.Y.—David Dubinsky, a powerful force in organized labor and New York politics during his 34 year reign as president of the International Ladies' Garment Workers Union died here on Sept. 17 after a long illness. He was 90 years old.

Dubinsky took over the presidency of the ILGWU in 1932 at the height of the Depression era when the union was on the brink of bankruptcy. Upon his retirement in 1966, Dubinsky had built the ILGWU into a strong, active union with 450,000 members.

Speaking of Dubinsky, an AFL-CIO vice president for 14 years, Federation President Lane Kirkland said: "We have lost a leader of national stature in all of the social and economic struggles of his time."

In his message of condolence to ILGWU President Sol Chaikin, SIU President Frank Drozak praised Dubinsky's "enormous vitality and intellect [which] brought so many major achievements to garment workers and the rest of the American labor movement."

The SIU takes "special pride" Drozak said, in the close and "mutually beneficial relationship... that was developed by President Dubinsky and our own late President Paul Hall in the 1940's and 50's—a relationship," he added, "that has continued between our two organizations right up to the present time."

"We knew and respected Brother Dubinsky for his courage and



The late David Dubinsky at an ILGWU convention some years ago.

astuteness in shaping a vital part of the American work force." Drozak continued, "into a politically and socially sensitive instrument that functioned not only for the good and welfare of the ILGWU's own membership, but for the labor movement generally and, in fact, all of America."

Born in Lodz, Poland, Dubinsky

became a master baker by the age of 15. Before he turned 17, Dubinsky had been twice arrested for union activism by the czar's police in Russian-occupied Poland—once for leading a strike against his father's bakery.

Sentenced to indefinite imprisonment in Siberia, Dubinsky spent 18 months being shuttled from one prison to another before escaping with his father's help.

In his autobiography Dubinsky wrote of his prison experiences, saying "in an important way it was the richest part of my education, for some of the czar's jails were kind of a labor college where I could learn... from men of great brilliance."

Arriving in New York in 1911, Dubinsky became a cloak cutter and joined the ILG's Local 10. He became chairman of his Local in 1920, an ILGWU vice president in 1922 and secretary-treasurer of the union in 1929. After a short stint as acting ILGWU president, Dubinsky was elected to the union's top post in 1932 and held the office until retiring in 1966 at the age of 74.

Dubinsky engineered many collective bargaining firsts for the Ladies' Garment Workers in an industry where unsafe, unregulated sweatshops were the rule when he joined the union. In 1933 he won the first industry contract for a 35 hour work week. Other important firsts included an employer-paid

vacation fund (1937), health and welfare funds (1938), a pension fund (1943) and severance pay (1950).

To Dubinsky, union activism and political activism went hand-in-hand. He helped found the American Labor Party in 1936 which later became New York's Liberal Party, a force in state and national Democratic party politics.

A recipient of many citations and awards, Dubinsky received the U.S. Medal of Freedom, the nation's highest civilian honor, from President Johnson for advancing "the cause of the workingman in America and the broader cause of social justice in the world with unfailing skill and uncommon distinction."

Dubinsky is survived by his daughter Jean Appleton and one granddaughter. His wife, Emma, died in 1974.

The ILGWU held a memorial service for Dubinsky at the Fashion Institute of Technology on Sept. 26.

*"The challenges change. So do the tools needed to meet them. But one thing cannot change: the conception of trade unionism as morally clean in a way that no business is. Business is profit; the union is idealism, commitment, service. Without the faith of our members, we lose what we have built. That will not happen to our union."*

—DAVID DUBINSKY



Talking about the cruise to the Far East are (left) SIU Rep Frank Gill and Steward Moses Peacock Jr.



At the frying pan is 2nd Cook Richard Casuga (left) with Asst. Cook Roger Linason doin' the heckling.

## SS President Truman On 43-Day Far East Runs



The containership SS President Truman (American President Line) tied up in Los Angeles harbor.

On a visit last month to the container-passenger ship SS *President Truman* (American President Line) anchored in the port harbor of Los Angeles, Calif., our LOG photog snapped some of the steward department and a few of the passengers. The *President Truman* has a 43-day run across and back over the Pacific to ports of call at Kobe and Yokohama, Japan; Pusan, Korea; the British crown colony of Hong Kong and Taiwan. The SIU-A&G District represents steward department members on APL ships.



Having a laugh in the galley are (l. to r.) Steward Moses Peacock Jr., Rep. Frank Gill, Asst. Cook Roger Linason, 2nd Cook Richard Casuga and Crewsman Clarence Williams.



Making up the beds is officer B. R. Marchial Garcia.



3rd Pantryman Justo Lopez (right) serves a drink to Sylvia Stoddard of Carson City, Nev. (center) as another passenger Mildred Czock of Oakland, Calif. looks on.



Chief Steward Moses Peacock Jr. types out his menus and reports.



Pacific-Gulf Marine's new integrated unit the tug *Moku Pahu* and the HSTC-1 the largest bulk-carrying barge ever built for an ITB, are moored at the Alabama State Docks in Mobile.

## New ITB Moku Pahu Hawaii Bound



AB Norwood Geno guides one of the *Moku Pahu's* store-loading cranes.

Seafarers crewed a brand new ITB (integrated tug/barge) this month at the Alabama State Dock in Mobile, Ala.

She's the *Moku Pahu*, owned by the Pacific Gulf Marine. She will work a regular run from Hawaii to Crockett, Calif carrying sugar.

The *Moku Pahu's* SIU crew left Mobile on Oct. 19 for a short trip to Pascagoula, Fla. where the vessel will be delivered to the company. From there, she heads to the West Coast through the Panama Canal and on to Hawaii, where the company plans to hold a big bash to celebrate the ITB's maiden run.

Integrated tug/barge is a rapidly growing trend in the U.S. maritime industry. Seafarers have crewed three new ITB's in recent months including the *Moku Pahu*. The other two are operated by Apex between the Virgin Islands and New York carrying oil.



The ITB's deck-gang spent a good deal of their first day loading stores. Topside are AB's Sam Solomon (l.) and Norwood Geno; dockside are AB Billy Joe Lockhart and Bos'n Ray Todd.



Another view of the Hawaii bound *Moku Pahu*. The name means "push-boat" in Hawaiian.



Chief Steward Robert Spencer (l.) and Chief Cook Ed Singleton, in the galley, preparing the mid-day meal...which was delicious.



A shipyard worker applies some finishing touches with his paintbrush near the point where tug and barge lock together.



Preparing to load stores are (l. to r.): AB's Billy Joe Lockhart, Norwood Geno and Sam Solomon.



SIU patrolman Ray Singletary (l.) and QMED Dave Norris share a laugh on the Moku Pahu's stern.

# Seafarers Take New ITB Moku Pahu on Maiden Run to Hawaii

A topside view of the huge cranes and hatches of sugar-toting barge HSTC-1.



AB Sam Solomon is a fan of Alabama's "Crimson Tide".



From the pier, the massive barge looks every inch a ship.



SIU Mobile Port Agent Tom Gildewell (standing far right) poses with the M.P.'s crew in the mess hall, they are (standing): Chief Steward Robert Spencer (l.) and Chief Cook Ed Singleton; Seated are (clockwise from l.) ABs Sam Solomon and Norwood Geno, Bos'n Ray Todd, QMED Dave Norris and AB Billy Joe Lockhart.



Securing stores is Boatswain Ray Todd.

**LONG BEACH** (Sea-Land Service), August 29—Chairman, Recertified Bosun Emilio V. Sierra; Secretary S. Amper; Educational Director W. Stevens; Deck Delegate Elmer Annis; Engine Delegate S. Woodell. \$5 in ship's fund. No disputed OT. The Log and some reading materials were received from our home port in Oakland, Ca. The Chief Mate will be getting off the ship by the end of this voyage in Oakland for a long vacation and we will all miss him. He has been a gentleman at all times, cooperating and treating everybody well. We wish him a lot of luck on his forthcoming vacation. At payoff in Oakland, SIU representative Steve Troy held a meeting and informed us of the position of the maritime industry as it exists in Washington today. He urged all members to donate to SPAD. A note of thanks to the steward department for a job well done. Next port Naha.

**LNG VIRGO** (Energy Transport), August 1—Chairman, Recertified Bosun F. Pehler; Secretary C. L. Shirah; Deck Delegate Donald Walsh; Engine Delegate Kenneth Linah; Steward Delegate Nurdjaja Udjang. Some disputed OT in deck, engine and steward departments. Chairman reported that a letter was received from headquarters noting that "fit-for-duty" status slips will only be valid from the SIU clinic as of August 1, 1982. Secretary advised all members who qualify to go to Piney Point to upgrade themselves to provide for their own future security. All communications were posted and the Log was passed around for all to read. A vote of thanks to the steward and his crew for the pool parties and the great food served at the tables. Observed one minute of silence in memory of our departed brothers and sisters and our departed President Paul Hall.

**M/V GROTON** (Apex Marine), August 15—Chairman, Recertified Bosun Fred Cooper; Secretary M. Deloatch; Educational Director E. Plaksin; Deck Delegate Billy Lockhart; Engine Delegate Jerome Sumlin; Steward Delegate A. Hydern. No disputed OT. Chairman reported that he is pleased with the conduct of the men and their effort to make this a good trip. The steward Marvin Deloatch complimented the bosun Fred Cooper for a fine job that he has done in keeping down the beefs and training men for a new vessel. The Union needs more brothers like him. A vote of thanks to the steward department for fine food. Next port Stapleton.

**SANTA BARBARA** (Delta Steamship), August 1—Secretary Robert Outlaw. Some disputed OT in deck department. Chairman discussed the need for all crewmembers to work together to make this a good trip. Nothing can be gained from making problems for each other. Secretary advised anyone who qualifies to upgrade at Piney Point. This is a step in the right direction and can only lead to a more secure future for you with higher pay. He gave a talk on his experiences at Piney Point and how much he gained from it. 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.



**OGDEN LEADER** (Ogden Marine), August 8—Chairman W. Babbit; Secretary N. Johnson. \$90 in ship's fund. Some disputed OT in deck department. Chairman extended a vote of thanks to the steward department and to the finest deck gang he ever sailed with. All communications that were received were posted on the bulletin board. Secretary discussed the importance of donating to SPAD and the advantages to be obtained from upgrading at Piney Point. Next port Houston.

**SANTA MARIANA** (Delta Steamship), August 11—Chairman, Recertified Bosun Thomas Lasater; Secretary Peter Martin; Educational Director H. Ulrich; Deck Delegate Mike Ingram; Engine Delegate Ed Boyce; Steward Delegate John Osorio. Some disputed OT in steward department. Brother Lasater urged all members who qualify to upgrade themselves at Piney Point. He further discussed the importance of donating to SPAD and President Reagan's destructive policy toward the merchant marine and maritime subsidies. Crewmembers requested time off to renew clinic cards as Delta Lines require a valid card for the whole trip. Report to Log: "California State Senator Milton Marks was a passenger on Voyage No. 23 and attended a crew party." Next port Los Angeles.

**LNG GEMINI** (Energy Transport), August 15—Chairman, Recertified Bosun G. Miller; Secretary G. De Baere; Educational Director K. Conklin; Engine Delegate Paul Wolf. No disputed OT. \$110 in ship's fund. Educational Director talked to the members on the advantages of upgrading as soon as you can for your own future. He also has some video on centrifugal pumps and tapes on tools and how to use them. The letter received in regard to no roll back was posted for all to read. Thanks to Frank Drozak and the SIU staff for good representation. A vote of thanks to the steward department for the great pool parties. Next port Nagoya.

**BALTIMORE** (Sea-Land Service), August 1—Chairman, Recertified Bosun G. R. Kidd; Secretary George W. Gibbons; Educational Director J. A. Tagliaterra; Deck Delegate Peter Missette; Steward Delegate Ralph Edmonds. \$15.25 in ship's fund. No disputed OT. In the Chairman's report he reminded the crewmembers that they must use the Union clinic for examinations. The benefits of donating to SPAD to strengthen the maritime industry were also contained in this report. The Chief Engineer stressed the need to keep doors and port holes closed at all times because of the air conditioning. A note of thanks to the crew for keeping the ship clean and to the steward department for doing a good job. Next port Philadelphia.

**SEA-LAND FREEDOM** (Sea-Land Service), August 19—Chairman, Recertified Bosun T. Kelsey; Secretary Robert W. Ferrandiz; Educational Director L. Harris; Deck Delegate Robert Trainor; Engine Delegate John P. Murray; Steward Delegate Howard G. Schneider. \$25 in ship's fund. Some disputed OT in steward department. Brother Ferrandiz reported that there were some problems to be taken up with the Union representative at payoff. He also discussed the need to upgrade. Report to Log: "For the first time in 37 years of sailing I can report that we have a pregnant AB aboard." Next port Seattle.

**SEA-LAND PATRIOT** (Sea-Land Service), August 22—Chairman, Recertified Bosun J. Curlew; Secretary A. Reasko. No disputed OT. \$30 in ship's fund. Brother Curlew reported that the communications and letters that were received from Headquarters were posted for all members to read. The applications for those who want to upgrade at Piney Point and for those who want to contribute to SPAD to maintain the continuing strength of the maritime industry are available from the Chief Steward. Observed one minute of silence in memory of our departed brothers and sisters.

**OVERSEAS HARRIETTE** (Maritime Overseas), August 8—Chairman A. Maben; Secretary R. Cobb; Educational Director H. Reed. No disputed OT. Chairman gave a brief lecture on safety habits aboard ship and how important it is to know first aid so you can help yourself and your shipmate. Secretary thanked all crewmembers for keeping the messhall clean. Report to Log: "If you enjoy grilled Bar-B-Queed food, then the *Overseas Harriette* under the command of H. Von Rettberg is the ship for you. One of our Captain's hobbies is gourmet cooking. Thanks to him and the engine department, we now have a "top shelf" Bar-B-Que grill and accessories. The entire crew has Bar-B-Queed steaks, chops, chicken, ham and other items on the evening menu about twice a week. Captain H. Von Rettberg personally makes enough of his own Bar-B-Que sauce (hot and sweet) at the beginning of each voyage to last the round trip. Our Chief Cook "Hard Way Joe" has wheedled the Skippers Bar-B-Que sauce recipe and can't wait to try it out on his numerous relatives when he signs off to go home. That will not be until November because we both want to stay on until Captain H. Von Rettberg signs off. Meanwhile our Skipper is teaching "Hardway Joe" to create sour cream pork gravy and German style meat balls with capers which should give you some idea of how we eat aboard the *Overseas Harriette*." Russell A. Cobb, Steward/Baker.

**LNG ARIES** (Energy Transport), August 1—Chairman, Recertified Bosun A. Waters; Secretary F. T. Motus; Engine Delegate Carlos Rodriguez; Steward Delegate James Robinson. No disputed OT. \$11 in ship's fund. Chairman reported that since we temporarily have no representatives in Japan the ship's chairman will handle most of the beefs that may occur on board. Anyone who has a problem please do not hesitate to see your delegate and the ship's chairman. Some of us will be out here for four months and some for six months and we must do what we are supposed to do to protect our jobs. Secretary reported that a pollywog ceremony was held at the pool when the ship crossed the equator. Pete Waters was King Neptune; they had spaghetti for the worm. Brother Motus advised all members that to keep up with activities in the Union and the progress the maritime industry is making you must read the Log. Next port Osaka.

**DEL RIO** (Delta Steamship), August 15—Chairman Andrew Hudimac; Secretary I. Fletcher; Educational Director B. Dunagoole; Deck Delegate Robert H. Clifford; Steward Delegate Walter J. Pratter. No disputed OT. \$79 in ship's fund. Brother Hudimac requested that all radios be kept at low volume at night for men resting. For those who enjoy shipboard movies he suggested contributing to the movie fund. The Log was received and passed around for all to read. A vote of thanks from officers and crew to the steward department. The passengers, officers and crew gave a thank you to Mr. F. Howard H-607, for the fine food served and to Mr. T. Fields F-170 for his delicious baking. Report to Log: "The crewmembers wish to report bad treatment in Monrovia as it is unsafe. We need better security in the harbor area."

**SEA-LAND DEFENDER** (Sea-Land Service), August 29—Chairman, Recertified Bosun Hans S. Lee; Secretary Ceasar F. Blanco; Educational Director Patrick Warrick; Deck Delegate Jabez Pegg; Engine Delegate Bruce Swisher; Steward Delegate Robert Pattee. \$17.50 in ship's fund. No disputed OT. Secretary reported that anyone desiring to go to Piney Point for upgrading should see the Chief Steward and he will supply the application blanks needed. Chief Steward thanked all department delegates for their time and effort in keeping the crew lounge clean and neat. Observed one minute of silence in memory of our departed brothers and sisters. Next port Seattle.

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

Sea-Land Leader	Charleston
Sea-Land Independence	San Pedro
Del Viento	Transcolumbia
Sea-Land Voyager	Cove Communicator
Sea-Land Innovator	Sea-Land Producer
Sea-Land Economy	Sea-Land Developer
Ogden Challenger	Santa Mercedes
Boston	Connecticut
St. Louis	Delta SUD
Overseas Ulla	Sea-Land Express
Caguas	Iuger
Sea-Land Pacer	Del Mundo
Sea-Land Explorer	Santa Elena
Sea-Land Endurance	Rose City
Transcolorado	Overseas Chicago
New York	Ranger
Beaver State	LNG Leo
Edward Rutledge	Cove Trader

# NMC Hosts Shippers: Drozak Serves as Moderator



Part of the NMC's "Blue Chip" panel of maritime experts shown on the dais as SIU President Frank Drozak, panel moderator, speaks to the several hundred guests.

**Long Beach, Ca.**—A luncheon government-industry group dedicated to increasing the role of the Council, a joint maritime labor-U.S. merchant marine in interna-

tional commerce, drew hundreds of American exporters to the beautiful *Queen Mary*, permanently moored here, early this month.

SIU President Frank Drozak served as the moderator of a "Blue Chip" panel of American maritime experts which included representatives of the U.S. Department of Transportation, the Navy League, shipping companies such as Todd, U.S. Lines and American President Lines and maritime labor unions such as the Masters, Mates & Pilots and MEBA-AMO, in addition to the SIU. Also on-hand were local port officials.

Standing beneath a banner urging "Use U.S. Flag Ships" Drozak and other speakers outlined to their listeners the crucial importance of

beefing-up the American-flag merchant fleet. Speakers repeatedly underscored the national security benefits to the nation of a strong national flag fleet and domestic shipbuilding industry.

The U.S. industry representatives who attended the NMC luncheon also heard speakers detail the plusses of using U.S.-flag, U.S.-crewed ships to move their cargoes abroad citing the American merchant marine's record of safe and timely delivery anywhere in the world.

The NMC luncheon was held aboard the former luxury liner *Queen Mary*, now making her permanent home at Long Beach and in use as a hotel and restaurant. Staffing the ship are members of the SIU-affiliated UIW.

## UNFAIR!

As an interim measure, the following companies have been placed on the AFL-CIO Unfair List:

### AMERICAN BUILDERS, INC.—METAL BUILDINGS

Metal structures including storage buildings, warehouses, etc.—UNITED STEELWORKERS OF AMERICA. February 19, 1981

### BARTLETT-COLLINS COMPANY—GLASSWARE

Glass products including drinking glasses, mugs, etc.—AMERICAN FLINT GLASS WORKERS UNION. February 19, 1981

### CROFT METALS, INC.—HOME BUILDING PRODUCTS

Aluminum and vinyl doors and windows including storm doors and windows, bathtub enclosures, patio doors, ladders, camper products and building specialty products—UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA. February 19, 1981

### MICHELIN TIRE CORPORATION

French-owned corporation operating plants in the U.S. Michelin tires and Sears, Roebuck brand name, Sears Allstate—UNITED RUBBER, CORK, LINOLEUM AND PLASTIC WORKERS OF AMERICA. On unfair list since August 1980

### MISS GOLDY'S CHICKENS—POULTRY

Brand name chickens—INTERNATIONAL CHEMICAL WORKERS UNION. On list since May 1979.

### NEW YORK AIR

A "new" corporation (airline) set up by Texas International Airlines, through a holding company, to avoid existing union contracts. AIR LINE PILOTS ASSOCIATION. February 19, 1981

### NON-UNION BRIQUETTES

Charketts, Grill Time, Star Grill; Sparky Lighter Fluid and Hickory Chips—INTERNATIONAL WOODWORKERS OF AMERICA (Pachuta, Miss., plant). On list since August 1980.

### PERDUE FARMS—PERDUE FOODS—POULTRY

Perdue chickens, roasters, broilers and cornish game hens—UNITED FOOD AND COMMERCIAL WORKERS INTERNATIONAL UNION. On list since February 19, 1981.

UNION LABEL & SERVICE TRADES DEPARTMENT, AFL-CIO



FRANK DROZAK  
SIU

SIU President Drozak addressing the audience at recent NMC luncheon.

Vote on



November 2nd

# 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



## Dispatchers Report for Inland Waters

SEPT. 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
<b>DECK DEPARTMENT</b>									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	2	0	0	0	22	2	2
Baltimore	12	0	2	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	3	0	0
Mobile	2	0	0	1	1	0	3	2	5
New Orleans	3	2	3	1	0	2	6	4	4
Jacksonville	4	1	6	1	0	2	0	0	0
San Francisco	0	0	0	0	0	0	22	4	1
Wilmington	4	0	0	1	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	22	3	5
Houston	9	2	1	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	2	8	0	1	1	9	0	12
Piney Point	0	1	0	0	1	0	0	0	0
<b>Totals</b>	<b>36</b>	<b>8</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>87</b>	<b>15</b>	<b>30</b>
<b>ENGINE DEPARTMENT</b>									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	3	1	0
Norfolk	0	0	0	0	0	0	0	1	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	1	0	0	1	5	0	1	0	0
Jacksonville	1	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	1	0	0
Wilmington	1	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	3	0	0
Houston	2	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	1	0	0	1
St. Louis	0	0	1	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>STEWARD DEPARTMENT</b>									
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	1	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	3	0	0	0	0	0	4	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	1	0	0
Houston	1	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	10	0	2	13	3	0	6
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>7</b>
<b>Totals All Departments</b>	<b>47</b>	<b>8</b>	<b>31</b>	<b>4</b>	<b>11</b>	<b>17</b>	<b>104</b>	<b>17</b>	<b>38</b>

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

### Legal Aid

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

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

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

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

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

**GLOUCESTER, MASS.**  
Orlando & White  
1 Western Avenue  
Gloucester, Mass. 01930  
Tele. # (517) 283-8100

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

**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 & Wecker  
100 West Harrison Plaza  
Seattle, Wash. 98119  
Tele. # (206) 285-3610

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

# Don't Wait! Apply Now For



## 1983 SIU College Scholarships

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

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

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

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

### Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

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

Pensioners are not eligible to receive scholarship awards.

### Dependent Requirements

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

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

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.
- The applicant's parent must:
  - Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
  - Have one day of employment in the six month period immediately preceding the date of application.
  - Have 125 days of employment in the previous calendar year.

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

### Must Take SAT or ACT

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

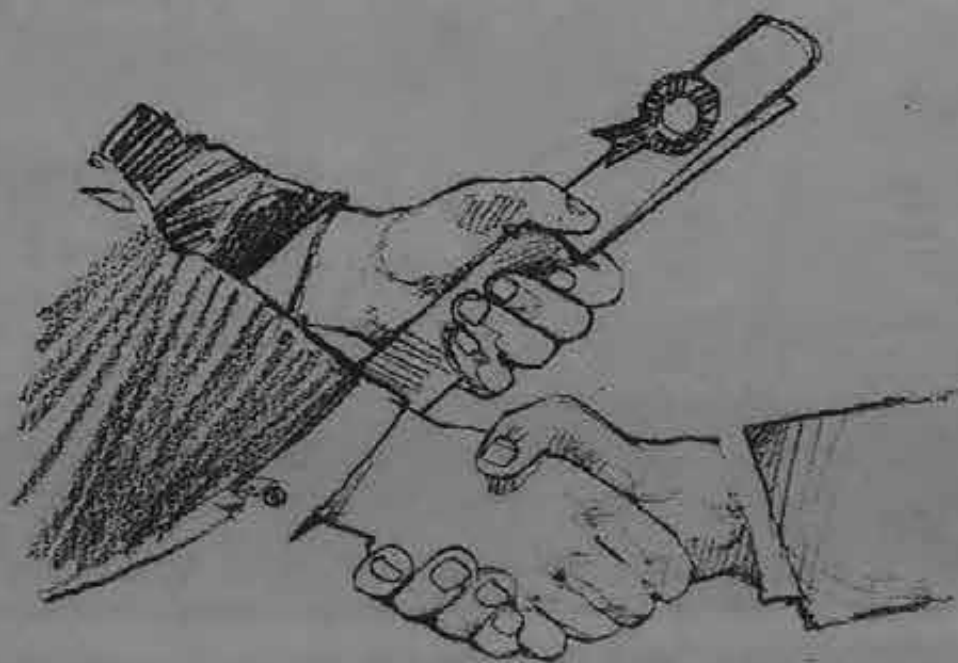
The SAT or ACT exam must be taken no later than February, 1983 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

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

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

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

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





# At Sea/Ashore



Before a recent LNG Gemini pool party, taking bows were (l. to r.) Steward Asst. K. Willard, Chief Steward Guy De Baere, Chief Cook L. Strout and Steward Assts. T. Fitzgerald and V. Lotorto.



The LASH Sam Houston (Waterman) at a recent payoff at the foot of Atlantic Ave. at the Brooklyn Piers.



Sam Houston crewmembers dine well thanks to Chief Steward G.T. Aquino (right), aided by Keith Adams, messman.



After tying up Sam Houston at Pier 7 in Brooklyn, ABs Leroy Stoutingberg (left) and Ed Christian take a break.

## Seafarer's Photo Show Opens in N.Y.C.



Here's the last docking of the SL-7 Galloway at Port Elizabeth, N.J. on Oct. 1 before she left for the U.S. Navy's Rapid Deployment Force. (Pix by Seafarer L. E. Johnson).

Seafarer Leonard Earl Johnson of the port of New Orleans, who sails in the steward department, has for the very first time his photos on exhibit this month at 30 Fulton St., N.Y.C., location of Citibank, Monday-Friday 8:30 a.m. to 3 p.m.

The show is called "New York, New York, the Port: A Seaman's Perspective." And "concerns the life of the seaman both at sea and on the beach." It also reflects his worldwide travels.

In this exhibit, sights of the seaman-in-from-the-sea run the gamut from a view from a ship's bridge passing under New York City's Verrazano Bridge to the nighttime blues of Greenwich Village.

### LASH George Wythe to Sail for MSC

MARAD has given the nod to the Waterman Steamship Co. to charter its LASH George Wythe to the U.S. Military Sealift Command (MSC) for a year with an option for four additional one-year periods.

### Cove Tankers, Point Shipping Get Title XI \$

Cove Tankers got the green light from MARAD last month for Title XI financing worth 75 percent of the cost of \$1.9 million to rebuild its 69,306 dwt tankship ST Cove Liberty which was severely damaged in a grounding in New York City's East River in January 1981.

Point Shipping got the MARAD okay to rebuild the 84,000 dwt tanker ST Point Vail which was damaged off Padre Is., Tex. in 1980.



Engine Utility Cary Pratts of the ST Ogden Challenger (Ogden Marine) stands by.



Serving up some pecan pie is 2nd cook Ed Winne on the SS Manukai in Los Angeles.

# At Sea/Ashore



On deck is FOWT Phillip Briadus of the *Challenger* in port of New York.

## SS Transcolorado to Join Navy's Task Force in Med

The bulk carrier *SS Transcolorado* (Hudson Waterways) will be crewed soon to join the U.S. Navy's pre-positioned Rapid Deployment Task Force in the Mediterranean. She will carry a cargo of ammunition.

## Williamsburgh, Maryland On Alaska Oil Run Soon

MARAD's chief Adm. H.H. Shear has given permission for the 225,000 dwt *TT Williamsburgh* (Arcturus Shipping) and the 265,000 dwt *VLCC Maryland* (Boston Tankers) to sail for six months in the Alaskan North Slope oil trade starting Nov. 8-15 and Oct. 28 respectively.

The supertankers will carry the black gold from Valdez to Panama with transshipment there to the Lower 48 states.

## Sea-Land Starts New Weekly Carib-C.A. Runs

On Oct. 14, Sea-Land from Port Everglades, Fla. started weekly container service to Puerto Rico, Dominican Republic, Haiti, Virgin Islands, Trinidad, Curacao, Aruba, Jamaica, Guatemala, Nicaragua, Honduras, Costa Rica, El Salvador and Panama.

## APL, Sea-Land Ask FMC OK for P.I.-Taiwan Run

American President Line and Sea-Land have asked the Federal Maritime Commission for approval of a five-year agreement to share the *SS President Kennedy* (APL) between Kaohsiung, Taiwan and Manila Bay and Subic Bay, P.I.

The *President Kennedy* will replace the *SS President Polk* (APL) and the *SS Mobile* (Sea-Land).



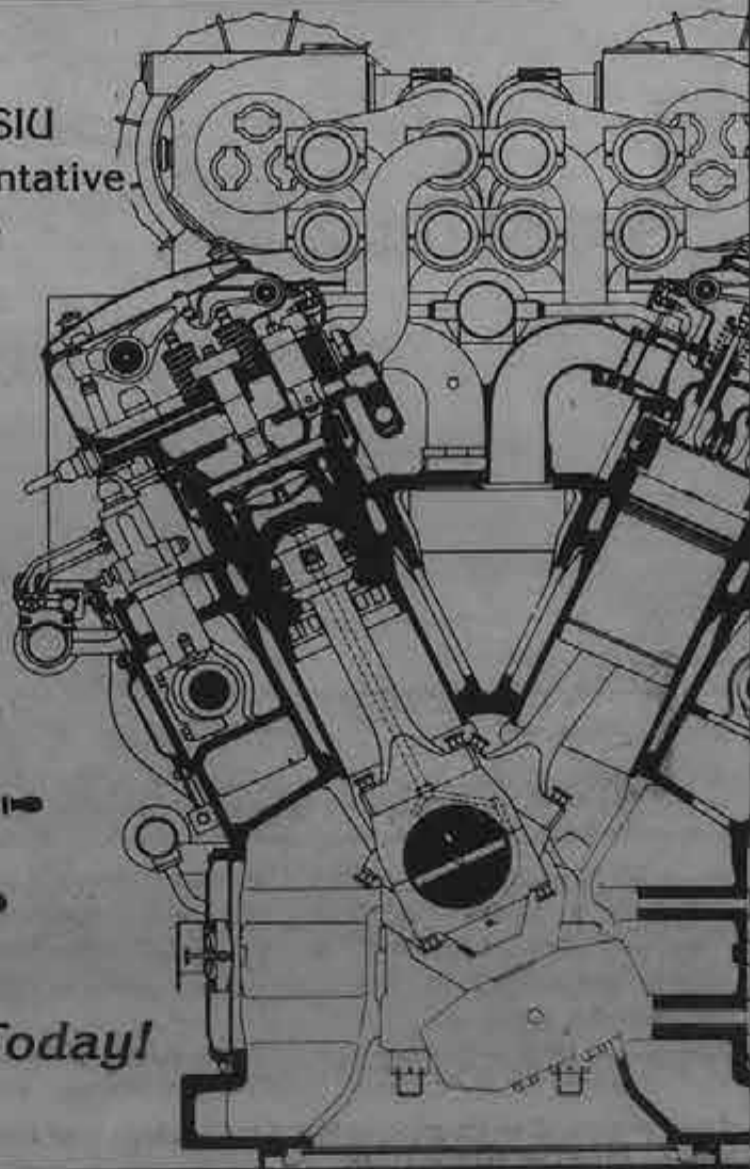
AB Olwen King (left) turns the tank wheel as shipmate Wiper Shane McNaney gives encouragement on the *Ogden Challenger*.

## Attention Seafarers . . .

Diesel Engineers are now in demand. Apply for the **Diesel Engineer Course** at SHLSS. It pays to get ahead in your career.

**Course starts November 22.**

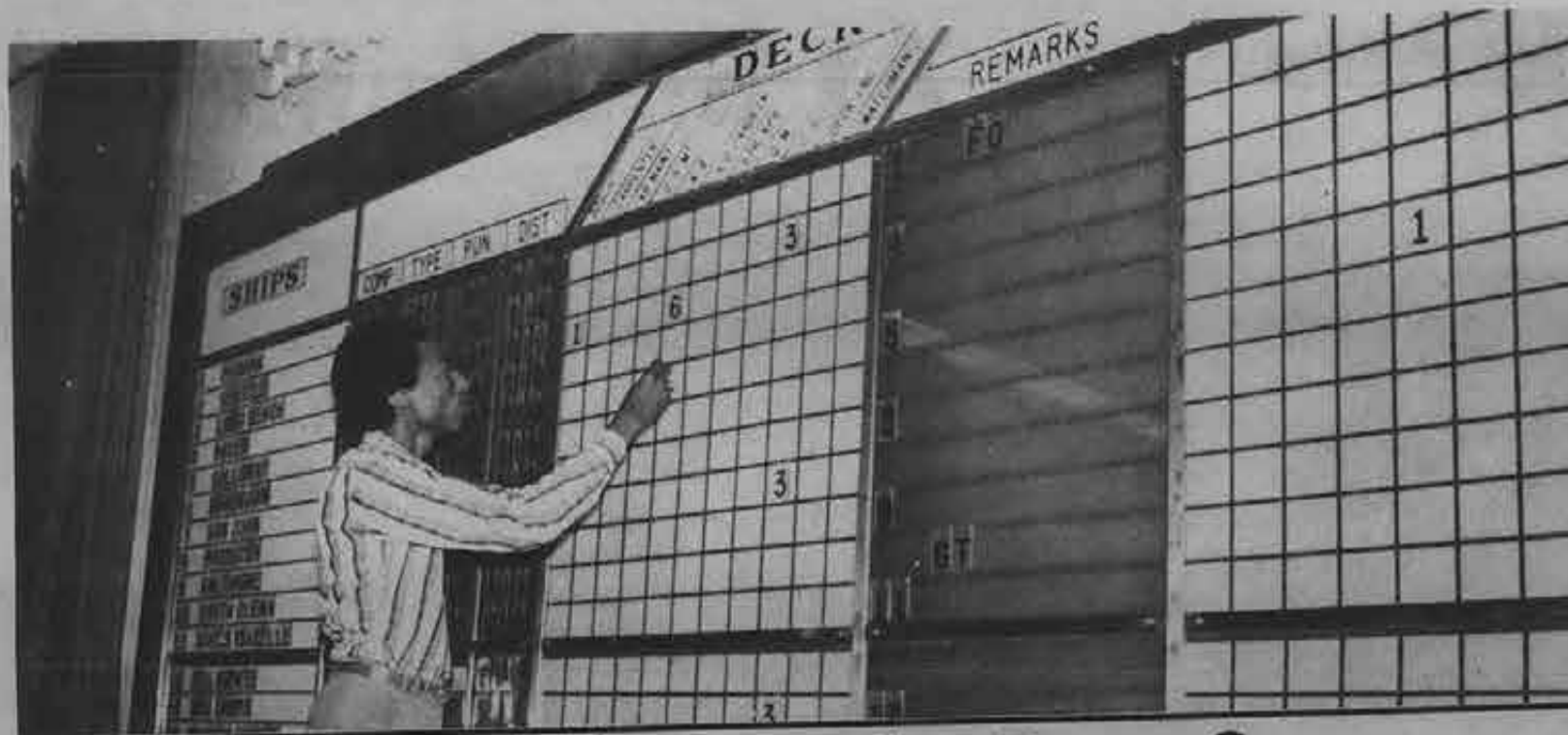
To apply, contact your SIU Field Representative or fill out the application in this issue of the *Log*.



**Sign Up Today!**



In the port of Los Angeles, the *Log* caught up with chief cook Reynoldo Magpale on the *SS Manukai* (Matson Lines) recently. SIU-A&G represents steward department members on Matson ships.



## Dispatchers Report for Deep Sea

SEPT. 1-31, 1982

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
				DECK DEPARTMENT						
Gloucester	3	5	0	1	2	0	0	10	13	0
New York	92	34	2	80	24	0	4	196	96	3
Philadelphia	0	0	0	0	0	0	0	11	3	0
Baltimore	31	11	1	26	3	0	0	47	17	1
Norfolk	18	5	0	17	13	0	2	38	27	2
Mobile	23	2	0	20	4	0	0	34	6	0
New Orleans	47	27	0	36	3	0	2	131	58	3
Jacksonville	37	10	0	45	20	0	0	54	25	0
San Francisco	28	20	2	16	4	0	2	97	40	7
Wilmington	21	10	0	21	12	0	0	44	21	2
Seattle	52	11	1	36	15	0	0	84	31	8
Puerto Rico	14	2	0	19	6	1	1	15	1	0
Houston	52	13	1	38	14	0	0	100	36	7
Piney Point	0	0	0	0	10	0	0	0	0	0
Totals	418	150	7	355	130	1	11	861	374	33
				ENGINE DEPARTMENT						
Gloucester	1	5	1	0	0	0	0	4	5	1
New York	79	31	2	56	9	0	2	163	75	4
Philadelphia	0	0	0	0	0	0	0	6	3	1
Baltimore	24	7	1	17	8	0	0	34	10	1
Norfolk	8	8	1	15	4	0	0	18	23	1
Mobile	10	4	0	16	5	0	0	26	5	0
New Orleans	47	10	0	20	0	0	0	109	33	1
Jacksonville	34	18	0	33	16	0	0	37	21	0
San Francisco	34	7	1	10	3	0	1	83	19	6
Wilmington	16	6	0	13	5	0	0	30	13	1
Seattle	32	12	4	28	7	0	0	63	22	5
Puerto Rico	9	3	0	13	4	0	0	16	4	0
Houston	35	9	0	36	6	1	0	76	28	0
Piney Point	0	0	0	0	7	0	0	0	0	0
Totals	329	120	10	222	74	1	3	665	261	21
				STEWARD DEPARTMENT						
Gloucester	0	2	0	1	0	0	0	1	3	0
New York	35	16	0	59	10	0	0	81	40	0
Philadelphia	0	0	0	0	0	0	0	2	2	0
Baltimore	13	1	0	14	6	0	0	16	2	0
Norfolk	10	4	0	10	13	0	0	23	11	0
Mobile	5	0	0	12	3	0	0	19	1	0
New Orleans	20	8	0	17	4	0	0	55	13	1
Jacksonville	22	6	0	26	18	0	0	19	8	0
San Francisco	19	25	3	16	17	0	0	37	54	16
Wilmington	9	3	0	11	7	0	0	20	13	0
Seattle	16	11	0	16	8	0	0	37	13	2
Puerto Rico	5	3	0	6	7	0	1	8	4	0
Houston	20	3	0	15	8	0	0	50	6	2
Piney Point	0	1	0	0	15	0	0	0	0	0
Totals	174	83	3	203	118	0	2	368	170	21
				ENTRY DEPARTMENT						
Gloucester	0	6	0	0	0	0	0	2	22	0
New York	29	135	11	0	0	0	0	46	328	31
Philadelphia	0	0	0	0	0	0	0	5	17	1
Baltimore	9	39	4	0	0	0	0	14	70	6
Norfolk	4	21	2	0	0	0	0	14	61	4
Mobile	2	8	0	0	0	0	0	5	27	1
New Orleans	19	44	2	0	0	0	0	40	97	10
Jacksonville	14	29	1	0	0	0	0	17	52	3
San Francisco	15	45	40	0	0	0	0	37	166	102
Wilmington	2	34	4	0	0	0	0	4	62	18
Seattle	9	38	5	0	0	0	0	11	76	29
Puerto Rico	9	13	3	0	0	0	0	13	27	7
Houston	15	41	2	0	0	0	0	27	99	8
Piney Point	0	32	0	0	0	0	0	0	2	0
Totals	127	485	74	0	0	0	0	235	1,106	220
Totals All Departments	1,048	838	94	815	320	2	18	2,129	1,911	295

\*\*\*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 September was up a bit from the month of August. A total of 1,153 jobs were shipped in September to SIU contracted deep sea vessels. Of the 1,153 jobs shipped, 815 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. There were also 16 trip reliefs shipped. Since the trip relief program began April 1, 1982, a total of 206 relief jobs have been shipped.

## Deposit in the SIU Blood Bank

## 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

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

### ALGONAC, Mich.

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

### BALTIMORE, Md.

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

### CLEVELAND, Ohio

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

### COLUMBUS, Ohio

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

### DULUTH, Minn.

705 Medical Arts Building 55802  
 (218) 722-4110

### GLOUCESTER, Mass.

11 Rogers St. 01930  
 (617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
 (808) 537-5714

### HOUSTON, Tex.

1221 Pierce St. 77002  
 (713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
 (904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
 (201) 435-9424

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
 (504) 529-7546

### NORFOLK, Va.

115 3 St. 23510  
 (804) 622-1892

### PADUCAH, Ky.

225 S. 7 St. 42001  
 (502) 443-2493

### PHILADELPHIA, Pa.

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

### PINEY POINT, Md.

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

### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
 (415) 543-5855

### SANTURCE, P.R.

1057 Fernandez, Juncos,  
 Stop 20 00909  
 (809) 725-6960

### SEATTLE, Wash.

2505 1 Ave. 98121  
 (206) 623-4334

### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
 (314) 752-6500

### TOLEDO, Ohio

935 Summit St. 43604  
 (419) 248-3691

### WILMINGTON, Calif.

408 Avalon Blvd. 90744  
 (213) 549-4000

Summary Annual Report for:

## MCS-AFL-PMA Supplementary Pension Trust Fund

This is a summary of the annual report for MCS-AFL-PMA (Pacific Maritime Association) Supplementary Pension Trust Fund, 51-6097856, for the year ended June 30, 1981. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The value of plan assets, after sub-

tracting liabilities of the plan, was \$5,663,396 as of June 30, 1981, compared to \$5,646,575 as of July 1, 1980.

During the plan year, the plan experienced an increase in its net assets of \$16,821. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and

the value of the plan assets at the beginning of the year, or the cost of assets acquired during the year.

The plan had total income of \$1,485,793, including employer contributions of \$918,317, and earnings from investments of \$567,476.

Plan expenses were \$930,796. These expenses included \$864,896 in benefits paid to participants and beneficiaries; \$29,304 in administrative expenses, and \$36,596 for fees, insurance premiums and other such expenses.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both.

If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the plan, 675 Fourth Avenue, Brooklyn, New York 11232, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs.

Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefits Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

### Del Viento Committee



SIU Patrolman Kermit T. F. Mangram (seated center) and SIU Rep Joe Air (seated right) are at a payoff aboard the SS *Del Viento* (Delta Line) on Sept. 30 at Port Newark, N.J. With them are most of the Ship's Committee of (seated l. to r.) Bosun "Speed" Furtado, ship's chairman, and Engine Delegate Robert Stewart. Standing (l. to r.) are Deck Delegate, AB Victor "D.J." De Jesus; Steward Walter Brown and Chief Steward George Bright, secretary-reporter.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York 11232. The charge to cover copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

## Summary Annual Report for Seafarers Pension Plan

This is a summary of the annual report of Seafarers Pension Plan I.D. #13-6100329 for January 1, 1980 to December 31, 1980. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$167,418,738 as of January 1, 1980, compared to \$186,535,733 as of December 31, 1980.

During the plan year, the plan experienced an increase in its net assets of \$19,116,995. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year.

During the plan year, the plan had total income of \$34,808,859, including employer contributions of \$17,720,613, and earnings from investments of \$17,088,246.

Plan expenses were \$11,768,783. These expenses included \$10,430,884 in benefits paid to participants and beneficiaries; \$1,082,107 in administrative expenses, and \$255,792 for fees, insurance premiums and other such expenses.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed

below are included in that report.

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York 11232. The charge to cover copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the

assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both.

If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the plan, 675 Fourth Avenue, Brooklyn, New York 11232, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs.

Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefits Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

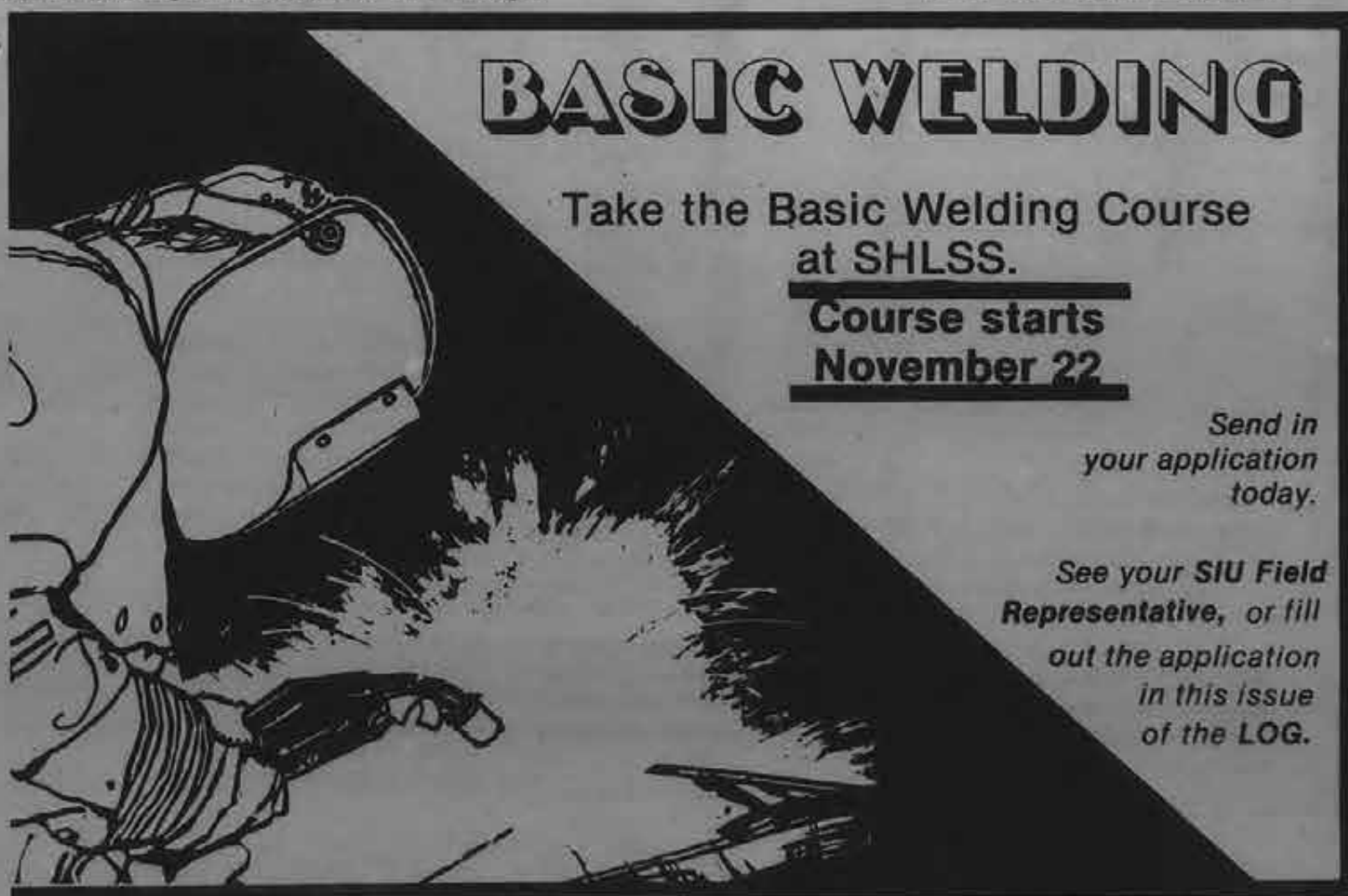
# BASIC WELDING

Take the Basic Welding Course  
at SHLSS.

**Course starts  
November 22**

Send in  
your application  
today.

See your SIU Field  
Representative, or fill  
out the application  
in this issue  
of the LOG.



## Pensioner's Corner



**Robert John Sutter**, 49, joined the Union in the port of Elberta, Mich. in 1955 sailing as an AB. Brother Sutter is a veteran of the U.S. Army during the Korean War. A native of Frankfort, Mich., he is a resident there.



**Ming Wei Ying**, 64, joined the SIU in the port of San Francisco in 1955 sailing as a bosun. Brother Ying sailed 44 years, during the Vietnam War and for the American Steamship Co. He was on the San Francisco Shoregang as an AB. Seafarer Ying is a former member of the AFL's Culinary Workers Union. Born in Shanghai, China, he is a naturalized U.S. citizen and a resident of San Francisco.



**Isaac Perry Hancock**, 55, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Hancock was born in North Carolina and is a resident of Gaston, N.C.



**John Lindsay Hubbard**, 62, joined the SIU in 1949 in the port of New York sailing as a junior engineer and oiler for 42 years. Brother Hubbard walked the picketline in the 1961 N.Y. Harbor beef. He is a veteran of the Canadian Army in World War II. Seafarer Hubbard was born in Yarmouth, Nova Scotia, Canada, and is a resident of Linwood, Mass.



**William Frederick Isbell**, 64, joined the SIU in 1946 in the port of Galveston, Tex. sailing as a bosun. Brother Isbell was born in Texas and is a resident of Spencer, N.C.



**Billy James Anderson**, 58, joined the SIU in 1945 in the port of Galveston sailing as a chief pumpman. Brother Anderson is a veteran of the U.S. Navy in World War II. He was born in Texas and is a resident of Willis Point, Tex.



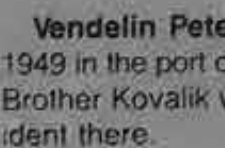
**Phillip U. Batalia**, 77, joined the SIU in the port of Seattle in 1961 sailing as a steward utility. He is a veteran of one of the U.S. Army's Filipino regiments. A native of the Philippine Is., he is a resident of Seattle.



**Cris Sarate Magbanua**, 66, joined the SIU in the port of New York in 1966 sailing as a chief cook. Brother Magbanua was born in the Philippines and is a resident of San Francisco.



**Recertified Bosun Perry Albough Burnette**, 60, joined the SIU in the port of Jacksonville in 1961. Brother Burnette graduated from the Union's Recertified Bosuns Program in 1976. He is a veteran of the U.S. Air Force in World War II. Born in New Port Richie, Fla., he is a resident of Tampa.



**Vendelin Peter Kovalik**, 65, joined the Union in 1949 in the port of Cleveland, Ohio sailing as a porter. Brother Kovalik was born in Cleveland and is a resident there.



**Lloyd Tabor Callaway**, 65, joined the SIU in 1938 in the port of Mobile sailing as a bosun. He was born in Mobile and is a resident of Chalmette, La.



**Francis Howard Hope**, 60, joined the Union in the port of Norfolk in 1960 sailing as an AB. Brother Hope sailed for the Penn-Central Railroad from 1942 to 1982. He is a former member of the Masters, Mates & Pilots Union. Boatman Hope is a veteran of the U.S. Coast Guard in World War II. A native of Cape Charles, Va., he is a resident of Nasawadox, Va.



**Morris John Jorgensen Jr.**, 60, joined the Union in Port Arthur, Tex. in 1963 sailing as a captain for Sabine Towing from 1941 to 1969 and for Steuart Transportation from 1969 to 1982. He was born in San Augustine, Tex. and is a resident of Jasper, Tex.



**John Joseph Ryan**, 60, joined the Union in the port of New York in 1960 sailing as a floatman for the Penn-Central Railroad from 1941 to 1982. Brother Ryan was a former member of the MM&P until 1960. He was born in Brooklyn, N.Y. and is a resident there.



**Mearl Leighton Gwilt**, 65, joined the Union in the port of Alpena, Mich. in 1966 sailing as an AB. Brother Gwilt was a former member of the Brotherhood of Maintenance Way Union and the International Hod Carriers Union. He is a veteran of the U.S. Navy in World War II and the Korean War. Born in Mackinaw City, Mich., he is a resident there.



**Sam Morris**, 65, joined the SIU in the port of San Francisco in 1957 sailing as a chief cook. He sailed for the U.S. Military Sealift Transport Service from 1946 to 1955. Brother Morris is a veteran of the U.S. Army in the Korean War. Born in Euaufala, Ala., he is a resident of Orlando, Fla.



**Luby Wheeler Jr.**, 57, joined the SIU in 1944 in the port of Baltimore sailing as a chief pumpman and inland for the NBC Lines as an oiler. He is a former member of the Boilermakers Union at the Norfolk Shipyard. Seafarer Wheeler was born in Raleigh, N.C. and is a resident of Norfolk.



**Clarence Leroy Cousins**, 65, joined the SIU in 1944 in the port of New York sailing as a quartermaster and ship's delegate. Brother Cousins sailed during World War II and was awarded the U.S. Merchant Marine Service Medals and bars. He was born in Butler, Pa. and is a resident there.



**Orrian S. McKain**, 63, joined the Union in the port of New York in 1959 sailing as a mate for the Penn-Central Railroad from 1936 to 1982. Brother McKain was a former member of the MM&P, from 1937 to 1960. He is a veteran of the U.S. Navy in World War II. A native of Jersey City, N.J., he is a resident of South Amboy, N.J.



**Jesse Earl Bailey**, 62, joined the Union in the port of Mobile in 1956 sailing as a cook for Radcliff Materials from 1955 to 1982. Brother Bailey attended the Inland Educational Conference in Piney Point in 1977. He is a veteran of the U.S. Army's 81st Infantry Division's MP's in World War II. Boatman Bailey was born in Frisco City, Ala. and is a resident of Bay Minette, Ala.



**William James Jones**, 66, joined the SIU in 1944 in the port of New York sailing as a deck engineer. Brother Jones was born in Pennsylvania and is a resident of Channelview, Tex.



**Recertified Bosun Bo Mauritz Karlsson**, 59, joined the SIU in the port of Baltimore in 1951. Brother Karlsson graduated from the Union's Recertified Bosuns Program in 1974. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Karlsson was born in Sweden and is a naturalized U.S. citizen. He is a resident of Brooklyn, N.Y.



**Nicolas G. Lekkas**, 45, joined the SIU in the port of New York in 1959 sailing as a bosun. He walked the picketline in the 1963 Rotobroil beef and the 1965 District Council 37 strike. Brother Lekkas was born in Alexandria, Egypt and is a naturalized U.S. citizen. He is a resident of Greenport, N.Y.



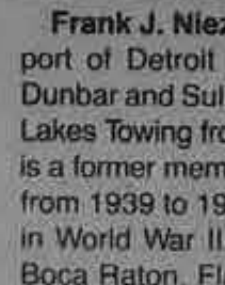
**John Stuffick**, 60, joined the Union in the port of Toledo, Ohio in 1960 sailing as an oiler. Brother Stuffick was born in Kingston, Pa. and is a resident there.



**Max Booth Tobin**, 62, joined the Union in the port of Detroit in 1961 sailing as a deckhand for Great Lakes Towing from 1950 to 1982 and for Dunbar and Sullivan from 1942 to 1950. Brother Tobin was a Lakes port agent for 15 years. He was born in River Rouge, Mich. and is a resident of Southgate, Mich.



**John Joseph Leskun**, 63, joined the SIU in 1948 in the port of Savannah sailing as a bosun. Brother Leskun was born in Pennsylvania and is a resident of Houston.



**Frank J. Niezurawski**, 62, joined the Union in the port of Detroit in 1961 sailing as a deckhand for Dunbar and Sullivan from 1950 to 1955 and for Great Lakes Towing from 1955 to 1982. Brother Niezurawski is a former member of the United Auto Workers Union from 1939 to 1949. He is a veteran of the U.S. Army in World War II. Laker Niezurawski is a resident of Boca Raton, Fla.

# Kirkland, Drozak Lead Labor Group on Latin America Good-Will Tour

IN his capacity as AFL-CIO Vice President, SIU President Frank Drozak begins a four nation Latin American tour this month for a series

of meetings with labor and government representatives of many countries on the problems and policies of the Western Hemisphere.

Federation President Lane Kirkland, Irving Brown, director of the AFL-CIO International Affairs Dept., and Drozak begin the tour in Cuernavaca, Mexico at the Oct. 28 meeting of the International Confederation of Free Trade Unions-InterAmerican Regional Organization of Workers (ORIT) conference. ORIT is the Latin American arm of the ICFTU.

Following the ICFTU-ORIT meeting and conferences with trade union leaders on Oct. 29 and 30,

AFL-CIO Vice President Drozak will lead a 10-person international delegation on a fast-paced goodwill trip to Costa Rica, Nicaragua and El Salvador. Kirkland, who asked Drozak to assume the responsibility of heading the international group, has commitments elsewhere.

In Costa Rica on Nov. 1, Drozak will meet with the President of Costa Rica. Meetings with government officials and labor leaders follow in Nicaragua on Nov. 2, 3 and 4 and in El Salvador on Nov. 5, 6 and 7. The group returns to the U.S. on Nov. 8.

In addition to Frank Drozak, the multinational group includes: Wil-

liam Doherty, executive director, American Institute of Free Labor Development; the General Secretary of ORIT, Tulio Cuevas; an official of the ICFTU accompanied by Enzo Friso, a Latin American expert; the General Secretary of the Central American Confederation of Workers, Claudio Artavia; Mr. Marini, an executive board member of the Italian CISL, joined by their Latin American expert Mr. Caballo; the Vice President of the Canadian Labor Congress, Mr. Mercier and their Latin American expert John Harker, and an executive board member of a Swedish labor organization.

## Pay Dirt! Football Players Join MTD

From now on, Tony Dorsett of the "Dallas Cowboys" could be running plays for the American flag Merchant Marine. And Mean Jo Green will be blocking.

A new football franchise? Free agency? Not quite. The NFL Players Association has decided to affiliate with the AFL-CIO Maritime Trades Department.

Why would professional athletes join the MTD?

Frank Drozak, President of both the SIU and the Maritime Trades Department, put it best when he told an audience at last year's SIU Convention; "Corporations are merging at a record pace, making 'Big Business' even bigger. American workers are going to have to band together to protect the rights they have secured over the past fifty years." In other words, workers are workers whether they are sailors or football players. And there is strength in unity.

It would seem that the Maritime Trades Department, an association of 45 unions representing 8.5 million workers, has once again thrown a touchdown pass.

SEPT 1-30, 1982		*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										
Port										
Algonac	.....	45	4	1	52	17	0	57	7	5
ENGINE DEPARTMENT										
Port										
Algonac	.....	27	2	0	34	10	0	32	7	1
STEWARD DEPARTMENT										
Port										
Algonac	.....	9	1	0	16	7	1	11	1	0
ENTRY DEPARTMENT										
Port										
Algonac	.....	48	30	5				52	38	11
Totals All Departments	.....	129	37	6	102	34	1	152	53	17

\*\*\*"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.

## KNOW YOUR RIGHTS

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

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

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

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

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

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

## KNOW YOUR RIGHTS



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

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

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

## KNOW YOUR RIGHTS

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

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

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

**Help  
A  
Friend  
Deal  
With  
Alcoholism**



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

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

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

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

**Alcoholic Rehabilitation Center**

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

Name ..... Book No. ....

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

Telephone No. ....

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

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

## Ogden Leader's a Good Feeder, Thanks to Galley Crew



There's never a beef about the beef (or the pork, or chicken, or salads or deserts) on the SIU-manned *Ogden Leader*, thanks to, who else, the steward department. Found hard at work in the galley recently during a visit by the LOG photog were: baker Brontley Young (left); chief cook Charles Hall (center) and messmen Brian Filer and Kevin Thomas (right).

### Labor Keys Defeat of Anti-Worker Offshore Bill

WASHINGTON, D.C.—The SIU, other maritime unions, and the AFL-CIO have worked together to defeat a House bill concerning foreign workers on American offshore drilling equipment.

The legislation, H.R. 4863, was defeated in a roll call vote late last month.

The bill would have limited access to U.S. courts for aliens employed on American offshore drilling equipment in foreign waters. Access to U.S. courts in such suits would have been available only after those aliens had tried and failed to satisfy claims in foreign jurisdictions.

In a letter sent to Congressmen in August, SIU President Frank Drozak wrote, "We believe this legislation would seriously impede the ability of American workers to keep or obtain overseas jobs in the offshore drilling industry. We are equally concerned that this bill's enactment would result in the discriminatory treatment of workers based on their nationality and in an overall relaxation of safety standards aboard offshore oil equipment."

Earlier in the year, AFL-CIO President Lane Kirkland on behalf of the Federation's Ad Hoc Maritime Committee wrote a letter opposing the bill to Rep. Mario Biaggi (D-N.Y.) who is co-chairman of the Merchant Marine and Fisheries Committee.

Kirkland expressed a number of objections to the legislation. He wrote, "It is clear to us that the proponents of H.R. 4863 may well take advantage of this legislation by employing only foreign nationals aboard their American-flag offshore drilling vessels. . . ."

He also noted that passage of the bill "could result in discriminatory treatment of workers based on their nationality."

Further, Kirkland was concerned that the bill "could lead to relaxed safety standards, thereby endangering the lives of all seamen aboard an offshore oil rig."

He pointed to the many risks involved in offshore drilling and cited the case of the collapse of the offshore oil rig *Ocean Ranger* with the tragic loss of 84 Canadian, American, Newfoundland, and British crewmen.

Last month in telegrams sent to Congressmen by a group of U.S. maritime labor unions, including the SIU and the National Maritime Union, it was pointed out that the bill would violate 50 U.S. treaties covering commerce and navigation with other countries.

As in the Drozak and Kirkland letters, the telegrams also noted that the bill discriminates against aliens working for U.S. companies and encourages employment of non-citizens by American firms.

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



# Final Departures



**Pensioner Hulet Dexter Higginbotham**, 62, died of heart failure in Memorial Hospital, Carter, Tex. on July 20. Brother Higginbotham joined the SIU in 1942 in the port of New York sailing as a chief steward. He was Sealand's Seattle port steward for 12 years (1969-1982) and with the Union's Food Preparation and Service Plan for 6 1/2 years. In 1960, he received an SIU Safety Award for sailing on the *SS Bienville*, an accident-free ship. Seafarer Higginbotham was born in Bradford Ala. and was a resident of Center, Tex. Cremation took place in the Brookside Crematory, Houston. Surviving is his widow, Frances.



**Pensioner Elmer Edward Hunt**, 64, succumbed to cancer in the De Shay Nursing Home, San Antonio, Tex. on June 18. Brother Hunt joined the SIU in the port of San Pedro, Calif. in 1952 sailing as a chief electrician. He sailed 36 years. Seafarer Hunt was born in Ringling, Okla. and was a resident of San Antonio. Interment was in Mission Burial Park, San Antonio. Surviving are his mother, Mrs. Pearl Woody of Rialto, Calif. and his sister, Mrs. Helen A. Lyons of San Antonio.



**Pensioner Frank C. Kouns**, 72, passed away on July 21. Brother Kouns joined the SIU in 1948 in the port of New Orleans sailing as a "glory hole steward" aboard the *SS Del Sud* and *SS Del Mar* (Delta Line). He was born in Arkansas and was a resident of New Orleans. Surviving are his daughter, Virginia; a brother, Johnny of Glen Burnie, Md. and a sister, Mrs. Charles Hanning of New Orleans.



**Broadley Louis Duplantis**, 59, died on Aug. 23. Brother Duplantis joined the SIU in 1947 in the port of New York sailing as a fireman-water-tender (FOWT). He was born in Louisiana and was a resident of Houston. Surviving are his mother, Ozie of Vinton, La. and a sister, Mrs. Sadie D. Poimboeuf of Vinton.



**Nicholas V. Ferracci**, 66, succumbed to cancer in the Church Home Hospital, Baltimore on Mar. 13. Brother Ferracci joined the SIU in the port of Baltimore in 1973 sailing as a steward utility. He was a veteran of the U.S. Army in World War II. Seafarer Ferracci was a former member of the Teamsters Union. A native of Maryland, he was a resident of Baltimore. Cremation took place in the Westview Cantonville Crematory, Baltimore. Surviving is his widow, Eva.



**Pensioner Milton Joseph Mouton**, 65, died of a heart attack on July 21. Brother Mouton joined the SIU in 1940 in the port of New Orleans sailing as a chief cook and deck maintenance. For 26 years (1953-1978) he was on the Delta Line Shoregang in New Orleans. He was born in Lafayette, La. and was a resident of Marrero, La. Surviving are his widow, Elsie; a son, Milton Jr. and two daughters, Elsie and Felice.



**Louis Paul Francis Muscatello Jr.**, 26, died at sea aboard the *SS San Pedro* (Sealand) enroute to the port of San Juan, P.R. on July 25. Brother Muscatello joined the SIU in 1977. He graduated from the Piney Point Entry Trainee Program sailing as an AB. Before that he was a Headquarters messenger for the Union for two years. He was a former member of the Distributors and Service Employee Union, Local 28. Seafarer Muscatello was born in Brooklyn, N.Y. and was a resident there. Surviving are his parents, Mr. and Mrs. Paul and Mary Muscatello of Brooklyn; a brother, Richard and an uncle, Joseph Mannino.



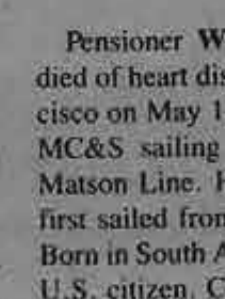
**Charles Newton**, 58, died on July 27. Brother Newton joined the SIU in 1946 in the port of New Orleans sailing as a bosun. He was a veteran of the U.S. Navy in World War II. Seafarer Newton was born in Alabama and was a resident of Slidell, La. Surviving are his widow, Patricia; a son, Roland of Slidell and a daughter, Shirley.



**Carl Christian Olesen**, 57, died of a liver ailment in the Petaluma (Calif.) Valley Hospital on June 7. Brother Olesen joined the SIU in the port of Houston in 1962 sailing as a bosun. He sailed 43 years. Seafarer Olesen was born in Denmark, was a naturalized U.S. citizen and was a resident of Rohnert Park, Calif. Cremation took place in the Chapel of the Chimes Crematory, Santa Rosa, Calif.



**Pensioner Eddie Allen Patterson Sr.**, 73, passed away on July 19. Brother Patterson joined the SIU in 1939 in the port of Mobile sailing as a chief electrician. He sailed 38 years. Seafarer Patterson was born in Tallassee, Ala. and was a resident of Montgomery, Ala. Surviving are his widow, Vivian and a son, Daniel.



**Pensioner William Joshua Dirk**, 69, died of heart disease at home in San Francisco on May 12. Brother Dirk joined the MC&S sailing as a chief cook for the Matson Line. He sailed for 26 years. He first sailed from the West Coast in 1950. Born in South Africa, he was a naturalized U.S. citizen. Cremation took place in the Cypress Lawn Park Crematory, Colma, Calif. and his ashes were scattered on the high seas. Surviving are his widow, Maria and three sons, Joshua, Arthur and William Jr.



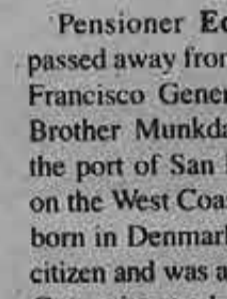
**Pensioner Dominick Michael Ravosa**, 70, succumbed to cancer in the Methodist Hospital, Houston on July 7. Brother Ravosa joined the SIU in 1946 in the port of New York sailing as a chief cook and ship's delegate. He also sailed during the Vietnam War. Seafarer Ravosa was born in Massachusetts and was a resident of Houston. Burial was in St. Michael's Cemetery, Hampden County, Mass. Surviving are a son, Michael; a daughter, Flora and a sister, Mrs. Josephine Mastroianni of Springfield, Mass.



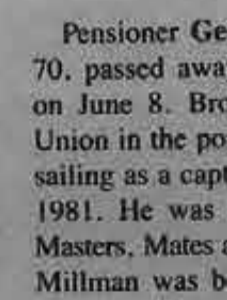
**Francis G. Bass**, 63, died of a heart attack in the U.S. Veterans Administration Hospital, Biloxi, Miss. on July 19. Brother Bass joined the SIU in the port of New Orleans in 1956 sailing in the steward department. He was a veteran of the U.S. Army in World War II. Seafarer Bass was born in North Carolina and was a resident of New Orleans. His remains were donated to medical research at Ellis University, New Orleans. Surviving are his widow, Donna; a daughter, Mrs. Carol Barracato of Baltimore and a sister, Mrs. R. L. (May) Garrison of Mooresville, N.C.



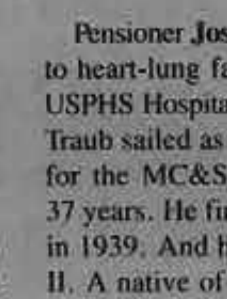
**Pensioner Ramon Benitez**, 68, passed away on Aug. 11. Brother Benitez joined the SIU in 1943 in the port of New York sailing in the steward department. He was a veteran of the U.S. Army in World War II. Seafarer Benitez was born in Puerto Rico and was a resident of Rio Piedras, P.R. Surviving are his widow, Eva and two daughters, Eva and Edna.



**Pensioner Edward Munkdale**, 74, passed away from a hemorrhage in the San Francisco General Hospital on Apr. 29. Brother Munkdale joined the MC&S in the port of San Francisco. He first sailed on the West Coast in 1937. Munkdale was born in Denmark, was a naturalized U.S. citizen and was a resident of San Francisco. Cremation took place in the Olivet Park Crematory, Colma, Calif. Surviving is a brother, Anton of Millbrae, Calif.



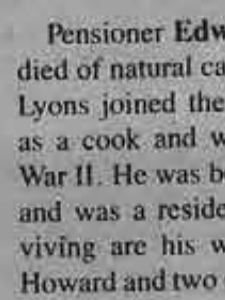
**Pensioner George Kenneth Millman**, 70, passed away from heart-lung failure on June 8. Brother Millman joined the Union in the port of Philadelphia in 1960 sailing as a captain for IOT from 1929 to 1981. He was a former member of the Masters, Mates and Pilots Union. Boatman Millman was born in Milford, Del. and was a resident of Colwyn, Pa. Burial was in the St. James of Kingessing Cemetery. Surviving are his widow, Helen; three sons, George Jr., Harry and Edwin and two daughters, Helen and Judith.



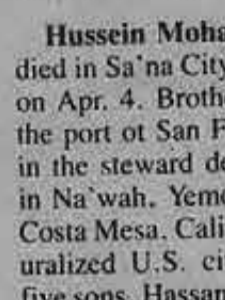
**Pensioner Joseph Traub**, 70, succumbed to heart-lung failure in the San Francisco USPHS Hospital on July 16, 1981. Brother Traub sailed as a waiter and chief steward for the MC&S and the Matson Line for 37 years. He first sailed on the West Coast in 1939. And he sailed during World War II. A native of Warsaw, Poland, he was a naturalized U.S. citizen and was a resident of San Francisco. Burial was in Woodlawn Park Cemetery, Colma, Calif. Surviving are two brothers, Michael of San Francisco and Nathan of Brooklyn, N.Y.



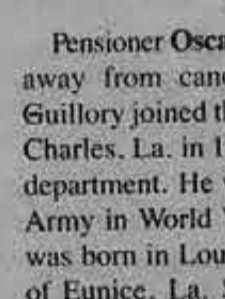
**Pensioner Isaac Lorenzo Alvarez**, 65, died on July 22. Brother Alvarez joined the SIU in the port of New Orleans in 1955 sailing as a cook for 35 years. He was born in Vigo, Pont Vedra, Spain and was a resident of Santurce, P.R. Surviving are two daughters, Nora and Audelia and a sister, Carmen of Santurce.



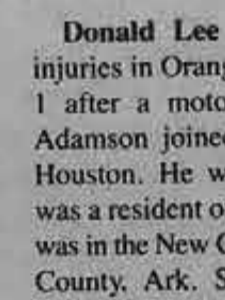
**Pensioner Edward Russell Lyons**, 82, died of natural causes on Jan. 24. Brother Lyons joined the MC&S in 1953 sailing as a cook and waiter also during World War II. He was born in Atlantic City, N.J. and was a resident of Philadelphia. Surviving are his widow, Marie; a brother, Howard and two sisters, Marie of Trenton, N.J. and Edna.



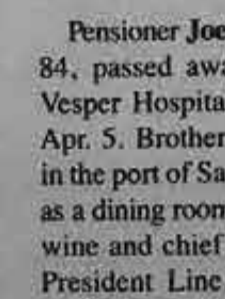
**Hussein Mohamed Saleh Ali Jr.**, 41, died in Sa'na City, Yemen, Arab Republic on Apr. 4. Brother Ali joined the SIU in the port of San Francisco in 1971 sailing in the steward department. He was born in Na'wah, Yemen and was a resident of Costa Mesa, Calif. Seafarer Ali was a naturalized U.S. citizen. Surviving are his five sons, Hassan, Abdulwadi, Tawfiq, Fay-sayli and Al Mustafa; two daughters, Haila and Rizqia; his father, Saleh Ali Sr. of Costa Mesa and a brother, Halim S. Ali.



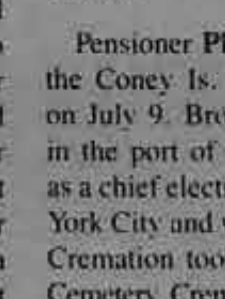
**Pensioner Oscar Guillory Jr.**, 70, passed away from cancer on Mar. 4. Brother Guillory joined the SIU in the port of Lake Charles, La. in 1955 sailing in the steward department. He was a veteran of the U.S. Army in World War II. Seafarer Guillory was born in Louisiana and was a resident of Eunice, La. Surviving are his widow, Anna Belle; a sister, Mrs. Ivy Smith and a granddaughter, Angela R. Bonin, both of Eunice.



**Donald Lee Adamson**, 22, died of injuries in Orange (Tex.) Hospital on May 1 after a motorcycle accident. Brother Adamson joined the SIU in the port of Houston. He was born in Arkansas and was a resident of Whorton, Tex. Interment was in the New Castle Cemetery, St. Francis County, Ark. Surviving are his mother, Mrs. Minnie S. Torres of Whorton and his father, Carroll.



**Pensioner Joethan Pierre-Ange Wallon**, 84, passed away from a heart attack in Vesper Hospital, San Leandro, Calif. on Apr. 5. Brother Wallon joined the MC&S in the port of San Francisco in 1950 sailing as a dining room captain, head waiter, deck, wine and chief steward for the American President Line. He also worked for 1st class hotels (like NYC's Waldorf-Astoria) and restaurants for 25 years. He was born in Brittany, France, was a naturalized U.S. citizen and was a resident of Oakland, Calif. Cremation took place in the Chapel of the Chimes Crematory, Hayward, Calif. Surviving are his widow, Marie of Orlando, Fla.; two sons, Peter and Marc Anthony of Oakland and two daughters, Eva and Sandra.



**Pensioner Philip E. Korol**, 58, died in the Coney Is. Hospital, Brooklyn, N.Y. on July 9. Brother Korol joined the SIU in the port of New York in 1951 sailing as a chief electrician. He was born in New York City and was a resident of Brooklyn. Cremation took place in the Greenwood Cemetery Crematory, Brooklyn. Surviving are his widow, Helen; a son, John; a daughter, Mrs. William (Carol) Thompson and a sister, Mrs. Jean De Carlo of Brooklyn.



**Charles Henry Allen Jr.**, 57, died of lung failure on Aug. 7. Brother Allen joined the SIU in 1963 in the port of Tampa sailing as a bosun. He also sailed inland for G & H Towing in 1978. Seafarer Allen sailed 35 years. And he was a veteran of the U.S. Navy in World War II. Born in Brooklyn, N.Y., he was a resident of Houston. Surviving are his widow, Dorothy of Tarpon Springs, Fla.; a daughter, Melissa; his mother, Florence of Tampa; a brother, Howard and two sisters, Mrs. Gail Tell of Asbury Park, N.J. and Mrs. Dorothy K. Seiger of Houston.



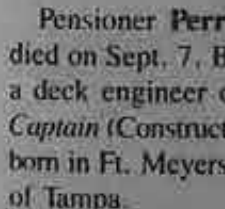
**Timothy James Bolen**, 28, was taken off the *SS Sea-Land Innovator* in Hong Kong Harbor and was dead on arrival at the Princess Margaret Hospital on July 26. Brother Bolen joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1971. He sailed as an AB and deck delegate. Seafarer Bolen was born in Port Angeles, Wash. and was a resident of Lake Stevens, Wash. Surviving are his widow, Debra; a son, Adrian; two daughters, Michelle and Andrea; his parents, Seafarer James Bolen and Mrs. Margaret Bolen of Everett, Wash. and his grandmother, Mrs. Agnes Penrod of Seattle.



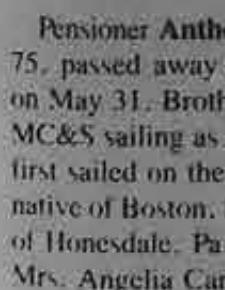
**Pensioner Joseph Lowe Collins Jr.**, 65, died of kidney failure in Kingsport, Tenn. on Aug. 17. Brother Collins joined the SIU in 1952 in the port of New York sailing as a bosun. He sailed 27 years. Seafarer Collins was a veteran of the U.S. Navy in World War II. Collins was born in Roda, Va. and was a resident of Kingsport. Burial was in Oak Hill Cemetery, Kingsport. Surviving are his widow, Ruth; his parents, Mr. and Mrs. Joseph and Lillie Collins of Kingsport and two brothers, Otis and Benjamin of Cleveland, Va.



**Pensioner Willie Hinson Holladay**, 66, died on Sept. 17. Brother Holladay joined the SIU in 1945 in the port of Mobile sailing as a wiper. He was a veteran of the U.S. Army in World War II. Seafarer Holladay was born in Luverne, Ala. and was a resident of Loxley, Ala. Surviving are two brothers, Winford and Clarence, both of Loxley.



**Pensioner Perry Julian Roberts**, 67, died on Sept. 7. Brother Roberts sailed as a deck engineer on the dredger *SS Sand Captain* (Construction Aggregates). He was born in Ft. Meyers, Fla. and was a resident of Tampa.



**Pensioner Anthony Andrew D'Amelio**, 75, passed away from heart-lung failure on May 31. Brother D'Amelio joined the MC&S sailing as a saloon pantryman. He first sailed on the West Coast in 1942. A native of Boston, Mass., he was a resident of Honesdale, Pa. Surviving is his sister, Mrs. Angela Carey of Honesdale.



**Pensioner John Chester Szczepanski**, 71, succumbed to heart failure in Jersey City, N.J. on Sept. 12. Brother Szczepanski joined the SIU in 1949 in the port of New York sailing as a chief steward. He attended the 1970 Piney Point Pensioners Conference. Seafarer Szczepanski was born in Poland and was a resident of Jersey City. Surviving are his widow, Halina and a daughter, Javina.



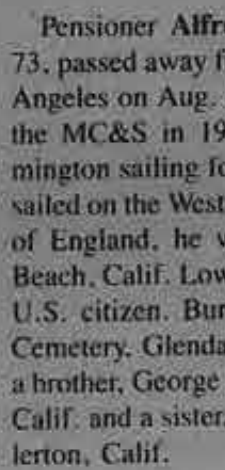
**David Walter Glover**, 37, died at home in Seattle on Aug. 8. Brother Glover joined the SIU merged Marine Cooks & Stewards Union (MC&S) in the port of San Francisco in 1976 sailing as a chief cook. He was a 1970 graduate of the Union's Training School in Santa Rosa, Calif. Glover was a veteran of the U.S. Army in the Vietnam War. He was a native of San Diego, Calif. Burial was in La Vista Cemetery, North Seattle. Surviving are his parents, Mr. and Mrs. Robert and Eugenia Glover; his grandmother, Mrs. Lillian Garrett of National City, Calif. and a brother, Michael Mariens of Idaho.



**Leroy Johnson**, 63, died on Sept. 2 at sea enroute to Yokohama. Brother Johnson joined the MC&S in the port of Wilmington, Calif. in 1958 sailing as a chief cook for the American President Line. He first sailed on the West Coast in 1945. Johnson was a veteran of the U.S. Army in World War II. Born in Elberton, Ga., he was a resident of Portland, Ore. Interment was in Willamette (Ore.) National Cemetery. Surviving are his widow, Mary; two daughters, Millicent of Baltimore and Mary June of Richmond, Va. and a sister, Mrs. Willie Mae Hart of Portland, Ore.



**Eugene Henry Mauli Sr.**, 51, died on Sept. 8. Brother Mauli joined the Union in the port of Philadelphia in 1967 sailing as a deckhand, barge captain and pilot for the Delaware River Lighterage Co. in 1963 and for Curtis Bay Towing from 1976 to 1982. He sailed 19 years. Boatman Mauli was a former member of the Teamsters Union, Local 107. And he was a veteran of the U.S. Army during the Korean War. Born in Philadelphia, he was a resident there. Surviving are his widow, Anna Mae; two sons, Eugene Jr. and Michael and a daughter, Mary Ann.



**Pensioner Alfred Gerrard Lowe Jr.**, 73, passed away from heart disease in Los Angeles on Aug. 1. Brother Lowe joined the MC&S in 1954 in the port of Wilmington sailing for Matson Line. He first sailed on the West Coast in 1937. A native of England, he was a resident of Long Beach, Calif. Lowe was also a naturalized U.S. citizen. Burial was in Forest Lawn Cemetery, Glendale, Calif. Surviving are a brother, George Leslie Lowe of Oxnard, Calif. and a sister, Mrs. Nora Hart of Fullerton, Calif.



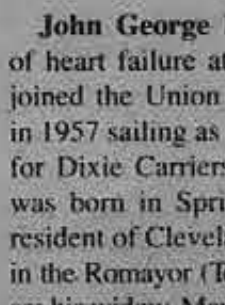
**Pensioner Thaddeus Jefferson Jones**, 70, passed away from cancer in the Monroe (Ala.) County Hospital on July 2, 1980. Brother Jones joined the SIU in the port of Mobile in 1968 sailing as an oiler. He started sailing in 1935. Seafarer Jones during World War II sailed on the U.S. Army Transports *SS Puebla* and *Mokotam*. A native of Mobile, he was a resident of Bay Minette, Ala. Burial was in Shiloh Cemetery, Monroe County. Surviving is his widow, Letha.



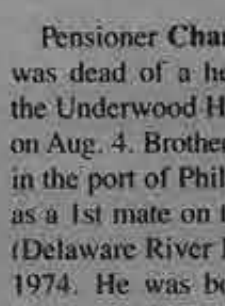
**Pensioner Domingo Vasquez Larino Sr.**, 67, succumbed to heart-lung failure in the Provisa Clinic, Vigo, Spain on June 13. Brother Larino joined the SIU in the port of New York in 1955 sailing as a FOWT. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Larino was born in Coruna, Spain, was a naturalized U.S. citizen and was a resident of Teis Vigo, Spain. Interment was in the Vigo Cemetery. Surviving are his widow, Tomasito; a son, Domingo Jr. and a daughter, Rosalia.



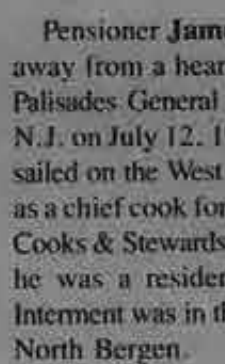
**Pensioner Frank Joseph Miller**, 74, passed away from natural causes in the U.S. Veterans Administration Medical Center, Brooklyn, N.Y. on Aug. 13. Brother Miller joined the SIU in 1948 in the port of New York sailing as an AB. He sailed 36 years. And attended the 1970 Piney Point Pensioners Conference. Seafarer Miller was a veteran of the U.S. Army in World War II. Born in Germany, he was a naturalized U.S. citizen and a resident of Brooklyn. Burial was in St. John's Cemetery, Queens, N.Y. Surviving is his widow, Mary.



**John George Montgomery**, 66, died of heart failure at home on June 22. He joined the Union in the port of Houston in 1957 sailing as a captain and dispatcher for Dixie Carriers. Brother Montgomery was born in Springfield, Ill. and was a resident of Cleveland, Tex. Interment was in the Romayor (Tex.) Cemetery. Surviving are his widow, Maurine and a son, Michael.



**Pensioner Charles Leroy Norton**, 70, was dead of a heart attack on arrival at the Underwood Hospital, Woodbury, N.J. on Aug. 4. Brother Norton joined the Union in the port of Philadelphia in 1957 sailing as a 1st mate on the Chester (Pa.) Ferries (Delaware River Ferry Co.) from 1939 to 1974. He was born in Bridgeport, N.J. and was a resident there. Burial was in the Lake Park Cemetery, Swedesboro, N.J. Surviving are his widow, Emma; a daughter, Mrs. Majorie Borrelli and a sister, Mrs. Hannah Shap.



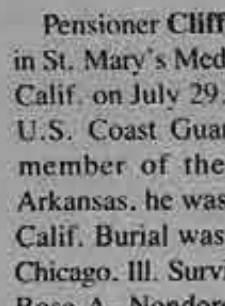
**Pensioner James E. Dugan**, 82, passed away from a heart attack on arrival at the Palisades General Hospital, North Bergen, N.J. on July 12, 1981. Brother Dugan first sailed on the West Coast in 1946. He sailed as a chief cook for the SIU-merged Marine Cooks & Stewards Union. Born in England, he was a resident of Weehawken, N.J. Interment was in the Weehawken Cemetery, North Bergen.



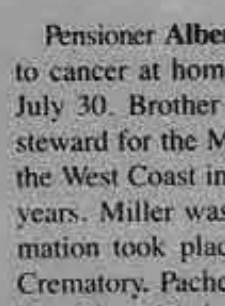
**Pensioner John Henry Morris**, 65, died of heart-lung failure in University Hospital, Jacksonville on Sept. 4. Brother Morris joined the SIU in 1939 in the port of Jacksonville sailing as a bosun. He was born in Panama City, Fla. and was a resident of Jacksonville. Interment was in Evergreen Cemetery, Jacksonville. Surviving are his widow, Alberta and a daughter, Patricia.



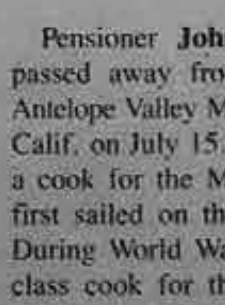
**Pensioner Anthony Mravec**, 69, passed away in the Swedish Hospital, Seattle on Sept. 3. Brother Mravec joined the SIU in the port of Wilmington, Calif. in 1962 sailing as a wiper. He was born in Cleveland, Ohio and was a resident of Seattle. Cremation took place in the Belitz Crematory, Seattle. Surviving are three brothers, Martin of Lakewood, Ohio; Amel of Westlake, Ohio and Charles of Berkeley, Calif.



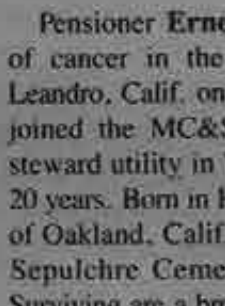
**Pensioner Clifford Bell Hunt**, 69, died in St. Mary's Medical Center, Los Angeles, Calif. on July 29. He was a veteran of the U.S. Coast Guard. Brother Hunt was a member of the MC&S. A native of Arkansas, he was a resident of San Pedro, Calif. Burial was in Bear Oaks Cemetery, Chicago, Ill. Surviving are his mother, Mrs. Rose A. Nondore and a daughter, Addie of Compton, Calif.



**Pensioner Albert Miller**, 68, succumbed to cancer at home in Berkeley, Calif. on July 30. Brother Miller sailed as a chief steward for the MC&S. He first sailed on the West Coast in 1945. And he sailed 38 years. Miller was a native of Texas. Cremation took place in the Hidden Valley Crematory, Pacheco, Calif. Surviving are his widow, Gladys and a daughter, Shirley.



**Pensioner John Palonio Parce**, 83, passed away from heart failure in the Antelope Valley Medical Center, Lancaster, Calif. on July 15. Brother Parce sailed as a cook for the MC&S for 15 years. He first sailed on the West Coast in 1930. During World War II, he sailed as a 1st class cook for the U.S. Navy. Born in Honolulu, Hawaii, he was a resident of Lancaster. Interment was in Holy Cross Cemetery, Santa Cruz, Calif. Surviving are his widow, Timotea; two sons, John Jr. and Glenford and a daughter, Lydia of Capiz, P.I.



**Pensioner Ernest R. Farias**, 68, died of cancer in the Vesper Hospital, San Leandro, Calif. on Aug. 10. Brother Farias joined the MC&S in 1940 sailing as a steward utility in World War II. He sailed 20 years. Born in Hawaii, he was a resident of Oakland, Calif. Interment was in Holy Sepulchre Cemetery, Hayward, Calif. Surviving are a brother, Alfred of Hayward and a sister, Mrs. Irene C. Carlton of Oakland.

# SIU Gets Big Jump on Technology Thru

This is the second of two parts on the building and development of the Seafarers Harry Lundeberg School of Seamanship from an old Navy torpedo base into the number one maritime school in the nation.

by John Bunker

**E**NGINE room automation, the advent of "superships" such as the LNG (liquefied natural gas) carrier, the most expensive and sophisticated cargo ship ever built, challenged the Seafarers Harry Lundeberg School of Seamanship to keep pace with tremendous technological changes at sea. The challenges were met.

An LNG course was developed at Piney Point several years before the first U.S. flag LNG ship was launched. This foresight enabled the SIU to crew the nation's pioneering fleet of liquefied natural gas tankers and put them into service without a hitch.

Special training programs for the high technology vessels and various applications of automation on board ship were also developed at Piney Point. They included an automated console simulator to train students for the operation and control of boilers and all components in the steam and water cycles and the auxiliaries of automated engine rooms.

By the mid '70s, the Lundeberg School had already come a long way from its beginnings in 1967 when lifeboat handling and basic seamanship were the principal concerns of instruction.

The School has helped the Union to meet many other challenges in crewing and training which have come along in the past decade as well.

In 1974, the school initiated a deckhand-tankerman program to train men for work on the inland waters and a piloting course to upgrade boatmen for both inland and harbor/coastwise piloting and navigation.

When the Inland Boatmen's Union merged with the SIU in 1976, this program was intensified and expanded. A training program for engineers for towboats and black gang personnel for the growing number of diesel-powered deep sea ships was developed by the school. With this training men are prepared to take the examination for assistant engineer and chief engineer of uninspected vessels.

One of the school's most valuable programs has been the 12 week QMED (Qualified Man, Engine Department) course, whereby a seafarer can become a multi-faceted member of the engine crew, gaining certification as pumpman, boilermaker, electrician, refrigerator engineer, deck engineer and machinist.

No less important than any of these are the upgrading courses for assistant cooks, cooks and bakers, chief cooks and stewards. From the start of SIU training efforts the steward department has been recognized as being as important as deck or engine in upgrading needs and opportunities. With commissioning of the passenger



Long before the first U.S. flag LNG carriers went into service in 1976 with SIU crews, the Seafarers Harry Lundeberg School of Seamanship had instituted LNG training programs to prepare for the eventuality of gaining contracts to provide crews for LNGs. The planning paid off.

ships *SS Independence* and *SS Constitution* and the need for skilled chefs, this aspect of training has become especially important to the SIU's crewing needs.

Lifeboat training, of course, has been a vital part of the Piney Point curriculum from the start. Thousands of Seafarers have obtained their lifeboat endorsements through this two week course.

## Academic Program

Carrying out the late Paul Hall's concept of a school which would encompass much more than just voca-

pass Coast Guard exams, a remedial reading program was started with college-trained counselors. Another innovation was a high school equivalency program whereby school dropouts could earn state-approved high school certificates. By April of 1978 the high school equivalency course had graduated its 1000th student! By 1982 this number had more than doubled.

Plans are underway to offer academic courses in cooperation with the Charles County Community College for which credits will be given that can apply toward an associate of arts degree.

underwater explorer and lecturer on maritime subjects. It is this Center which has set up the Paul Hall Chair of Marine Transportation in cooperation with the Transportation Institute.

Despite this planned expansion into college-level academics, SIU President Frank Drozak emphasizes that there will be no lessening of the importance of seamanship and practical engineering for the technological age at sea.

This is evident in the recent development of courses for third mates and third engineers being offered in cooperation with the Marine Engineers Beneficial Association, District 2, and the training for underway replenishment—the transfer of fuel, food and other supplies at sea from civilian-manned transports to Navy combat ships. The newly-acquired 210 foot *MV Earl "Bull" Shepard* and an even larger ship soon to be obtained from the Maritime Administration will be used for this training.

## A History of the SIU Part XXI

tional training, SHLSS has developed a number of academic programs to enrich the lives of seamen.

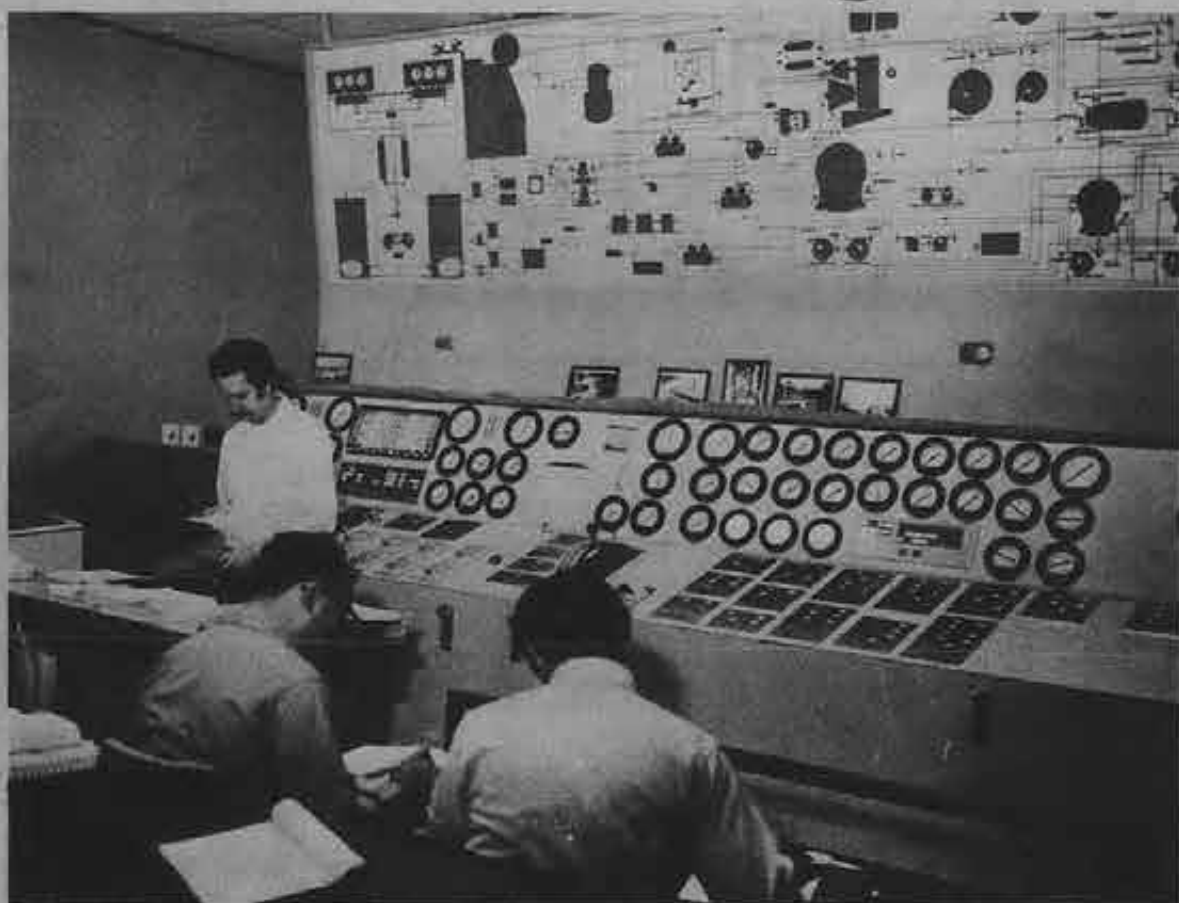
When it was discovered that many trainees and older members had serious reading difficulties which impaired their ability to use instruction manuals and

The school may also soon work out a cooperative program with the University of Southern California's Institute of Coastal Marine Studies, which has a Center for Marine Transportation under the direction of Dr. Don Walsh, world-famous Navy deep sea diver.



The SIU quickly expanded the programs at SHLSS to include a full schedule of courses for the SIU inland membership. The inland program includes everything from basic deckhand to licensing for pilot, mate, master, towboat operator and diesel engineer.

# Rapid Development of SHLSS Programs



As technology has increased in the industry so has the training equipment and aids at SHLSS. Above students take upgrading courses with the aid of an engine room simulator (right) and a radar simulator (left).

"We are pushing for this type of work in the Navy, to be done by privately-operated ships and civilian crews," said Drozak. "Our argument will be backed up by having well-trained crews to do it."

Even more dramatic evidence of the school's determination to keep pace with technological change is the addition, scheduled for 1983, of a bridge watch simulator training system which Drozak says will be the finest to be found anywhere. With this simulator, men training to be watch officers on tugs or deep sea ships can be given almost all the problems they would face on the bridge of a real vessel in any navigational or piloting situation.

It was Paul Hall's conviction that Piney Point should provide an open door of opportunity to young people who needed a chance for a career. For this reason he was opposed to entrance exams and other barriers to admission. President Drozak intends to follow this concept.

"The Seafarers Harry Lundeberg School of Seamanship," says Drozak, "has been the key to our success in meeting momentous changes in this industry. There will be many more changes to come and Piney Point will educate our people to cope with whatever is ahead."

## New Library

The school aims not only to educate the seaman but to inspire him as much as possible with the rich traditions of his profession. Toward this end there is a large collection of marine memorabilia in the *Paul Hall Library and Maritime Museum*. The library houses hundreds of books on maritime lore and one of the largest collections of material dealing with the history of American maritime labor.

There are memorials at Piney Point to Paul Hall, to Harry Lundeberg, long-time head of the Sailors Union of the Pacific, and to Andrew Furuseth, head of the old International Seamen's Union

and famous champion of seamen's rights. Everywhere there are reminders of the sea and ships, with the schools' own fleet of vessels, the smell of salt water, and the flashing lights of channel buoys that lead from the "port of Piney Point" out to the wide expanse of Chesapeake Bay and thence down to the sea.

A brand new hotel is also well on its way to completion here as well.

One of the colorful aspects of the SHLSS and one which gives it an unmistakable imprint of the sea and seafaring is the fleet of ships which are berthed in the "port of Piney Point."

Flagship of this unique fleet is the 250 foot former steam yacht *Delphine*, which was renamed *Dauntless*, the name she bore in World War II as the floating headquarters of Fleet Admiral Ernest J. King and, thereby, the flagship of the entire U.S. Navy. The fleet also

includes the yawl *Manitou*, one-time summer yacht of President John Kennedy, and the schooner *James Cook*, last of the great Grand Banks dory trawlers—ships that were crewed by the hardest of sailormen.

There is another important aspect of the Piney Point school. Thanks to its hotel, auditorium and other facilities it has enabled the union to schedule a continuing program of conferences and seminars dealing with union and industry problems. It has also provided an ideal site for the union's highly successful Alcoholic Rehabilitation Center.

In August of 1981 hundreds of people came to Piney Point for the dedication of the *Paul Hall Library and Maritime Museum*, the *Al Kerr Administration Building*, the *Paul Drozak Vocational Education Building* and the *Charles Logan Vocational Education Building*.

During the dedication ceremonies

SIU President Frank Drozak lauded Paul Hall's vision in conceiving and establishing this educational complex. "He made this school," said Drozak. "He believed fervently in education as the key to our growth as individuals and as a union."

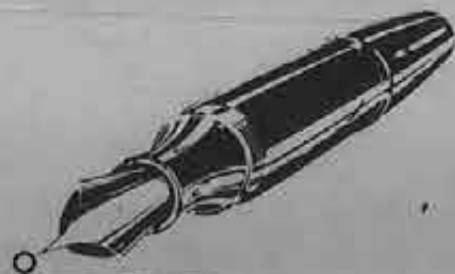
To many a person who helped the late Paul Hall to make his educational dreams come true at Piney Point, the spirit of this man they called "the chief" seemed to be everywhere that day: in the dining hall where he held so many meetings; on the docks; in the shops; on the *Charles Zimmerman*—everywhere.

They could almost see him riding his electric cart around the base in those formative days, skirting the mudholes, stopping to watch carpenters, painters, electricians and toiling trainees, making notes, asking questions and all the time shaping a vision into reality.



In August 1981, the SIU dedicated the Paul Hall Library and Maritime Museum at SHLSS. The library incorporates the latest learning devices including a multi-media center.

# LETTERS TO THE EDITOR



## From the Heart

I want to take this time out to thank the Union and the Seafarers Welfare Plan for the prompt and more than excellent service I have received since my retirement in 1977. I want to tell all the newer members that belonging to the SIU is the greatest step they could have taken in their lives. We could never ask for a better president than Frank Drozak, his staff and our Welfare Plan, and of course the **Log**, a good looking, informative paper.

God bless all our deceased members and a heartfelt hello to all my friends. I miss you all and the great SIU.

Sincerely from the heart,  
**Edward L. Fuseller, F-145**  
Breaux Bridge, La.

## Publisher Supports U.S. Fleet

I have a retired membership book with the SIU, making my last trip in 1946. I still hold papers for FOWT.

I now own "The Citizen" a newspaper published in West Monroe, La. and have editorialized over a period of years in favor of strengthening the American flag merchant marine. I consider that important to our nation's defense, economy and pride.

Recently, I saw a copy of the **Log**, which I had not seen in many years. I read with considerable interest the reports on efforts in Congress to strengthen our nation's merchant fleet. Using your publication as a source of information, I expect to urge congressional support editorially and otherwise.

Sincerely,  
**W. B. "Bert" Hatten,**  
Publisher  
The Citizen  
810 Natchitoches St.  
West Monroe, La. 71291

## Writes His Congressman

As a member of the SIU, I consider it my duty to write my Congressman and Senators about significant legislation in Washington, D.C.

Recently I sent a wire to one of my legislators urging his support for the Shipping Act of 1982. This bill is not ideal but at least it is a step toward allowing the American merchant fleet to compete for American imports and exports. American seamen need jobs and one American crew probably contributes more money in taxes and into the general economy than an equal number of American ship owners of flag-of-convenience vessels.

Fraternally,  
**John P. Davis**  
Cleveland, Ohio

## Wills \$300 to Scholarship Fund

My son, Joseph Yeager, passed away suddenly last year. As part of his will, he wished to donate \$300 to the SIU's Charlie Logan Scholarship Fund. My son began sailing in 1945 and sailed for many years afterward. He made this donation in the hope that it would help someone along the way.

Sincerely,  
**Mrs. Lillian E. Yeager**  
Trenton, N.J. 08619

## Loved His Log

My father H. R. Caraway is deceased. As long as I can remember, he was an avid reader of his **Log**. He always anxiously awaited its arrival and rated it along with U.S. News and World Report, which he read on a regular basis.

He had one issue from 1954 beside his bed when he died. He had saved it for an article about a friend of his a long time ago. Although he was never aboard anything larger than a motor boat, he was a great believer in the Union. Thanks for all the years of sending the **Log**.

Sincerely,  
**Rayma C. Martin**  
Lexington, Texas

## SIU Scholarship Keeps Her at Georgetown

Now that my first year at Georgetown University has passed by (and so very quickly), I wish to once again thank the Seafarers Union for the opportunity that the SIU's Charlie Logan Scholarship has afforded me—that is, to attend such an excellent university.

As I look toward this semester, I realize that the 18 per cent tuition increase which just went into effect will make attending Georgetown even more difficult. Not all can continue, especially with administrative cuts in financial aid.

For this very reason, I wish to thank the SIU for the opportunity to gain higher learning, and I encourage other students and their families to consider the Charlie Logan Scholarship Program when faced with both the escalating costs of education and its benefits.

Sincerely,  
**Anna-Liisa Karttunen**  
Middle Island, N.Y.

## Fond Memories For 'Snuggie'

While reading a recent issue of the **Log**, I came across an article and picture of the steward department of the old SIU passenger liner **SS Atlantic**. Oh boy, what memories that picture brought back. I was part of that crew in 1956, sailing as a bellboy.

I spent an hour showing some of my fellow "Snuggies" here at Sailors Snug Harbor in Sea Level, N.C. the picture and telling them what a great bunch of guys the old **Atlantic** crew was.

As you can see, I'm now tucked away down here in Snug Harbor. I've been here for a year now. This is really and truly a wonderful place, staffed by a bunch of dedicated people.

Regardless of how good things are anywhere, you will always find dissidents who are grumbling and moaning about this, that and the time of day.

Actually, we are quite a ways from towns (30 miles from Moorehead City). Some of us have cars and come and go as we please. For those not so fortunate, the Recreation Department makes every effort to take those who wish to go into town twice a week.

We have a wonderful group of people in the Rec. Dept., the health clinic and the infirmary. If you're in a bad way, a doc is called in immediately, or you are taken to a nearby hospital which has the best facilities for your particular sickness.

Because of our "wonderful" President Ronald Reagan, who cut off our Public Health Service Hospitals, we have to pay for some part of our medical care. But thanks to Medicare, and in my case the SIU Welfare Plan, most of us are covered.

In some instances I would be in a terrible predicament if it weren't for the SIU Welfare Plan.

I would also like to mention the great people here at the Harbor who are the Social Services Department, Betty and Connie.

All of us who can take care of ourselves have real nice rooms, which include private baths. I could go on and on talking about this place and the staff. But it's lunch time and I'm hungry.

Sincerely,  
**George Meltzer**  
Sailors Snug Harbor  
Sea Level, N.C. 28577

# Unions and Freedom—One and Same

October 8, the government of Poland formally outlawed Solidarity labor union. Formed years ago, Solidarity, with 9.5 million members made world history as the first, independent trade union to be legally recognized by a Communist government. The dismantling of Poland's Solidarity labor union should not have shaken the rest of the world by surprise. Labor unions need freedom to survive and our brothers and sisters in Poland are not free. "The first thing a dictator does," the late AFL-CIO President George Meany once said, "is destroy the unions. He can't have his dictatorship if labor is free. And the first thing a union needs is freedom; otherwise it can't do its work as a union."

A labor union, the most important tool free workers have to improve their standard of living, is a contradiction under a dictatorship. So it is no surprise that Solidarity—the labor union—was snuffed out. But Solidarity is more than a labor union. In the two years since it was founded, Solidarity has become a symbol of hope, courage and freedom around the world. For organized labor in America, Solidarity is both a rallying cry and a reminder that American workers did not come by their unions without great struggle and that there may be struggles ahead to preserve the gains we've made.

Last year, "Solidarity" called the U.S. trade union movement to Washington, D.C. for the largest protest demonstration in a decade. More than 300,000 trade unionists and their friends, families and supporters converged on the nation's capital to protest the Reagan Administration's budget cuts which ended many of the social and economic programs labor had struggled for 50 years to achieve.

"We are here today to reaffirm the great goals that have drawn us together, in solidarity, for 100 years," AFL-CIO President Lane Kirkland told the huge crowd. "We are here to answer a challenge to those goals and to all that we have gained together, in solidarity."

In 1982, "Solidarity" is calling American union members and their families to the polls, to carry on the fight against Reagan's crippling economic policies: against 10.1 percent unemployment; against the dismantling of the U.S. industrial base.

We have battled, in years past, for the right of every American to work at a decent job, at a decent rate of pay and to protect every American—employed or unemployed—from ever having to go homeless, hungry or unclothed.

We have fought to start each and every labor union in the United States today; fought for the right of every man and woman in this country to join a union and we fight still, to preserve those hard-won and fundamental rights.

Sometimes our battles have been behind picketlines. Next month, on Election Day, our fight is in the voting booth.

Win, lose, or draw, we have to keep fighting to keep our unions, our industries and our government free, democratic institutions.

"Democracy is not the icing on our cake," George Meany said several years ago. "It is our bread and butter. And a man can work up some pretty strong feelings over his bread and butter."



## LOG

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