



# LOG

Official Publication of the Seafarers International

District • AFL-CIO Vol. 44 No. 12 Dec. 1982

NEWSPAPER  
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The New Seafarers Headquarters  
Opens in Camp Springs, Maryland  
To Provide More Effective Service  
To SIU Members and Their Families.



May This Joyous Season  
Bring You Happiness and Security  
May the New Year  
Bring Growth & Prosperity  
To Our Maritime Industry,  
Our Nation and All Its People





# President's Report

by Frank Drozak

This year of 1982 has been a year of challenges for our organization and our membership. It has also been a year of change and growth. In the January 1983 issue of the LOG we will have a full report on the activities of our Union during 1982, but I want to mention some of them which are going to carry into the new year and which are going to have a particular impact on our union and our industry.

We did well in the national elections held in November. I think we got our message across to the Administration on some of the important issues affecting the working people in this country, and particularly the membership we represent. Certainly, we made many friends through our support in their Congressional campaigns, and we were able to make them aware of the broader implications of the need for a strong and viable privately-owned U.S.-flag merchant fleet.

It is encouraging that some people within the Administration are now beginning to take a serious look at bilateral shipping and the Bulk Cargo bill. The key is to keep the pressure on.

With regard to the Bulk Bill: We now have some 78 sponsors for this bill in the House of Representatives. We will have this most important legislation introduced early after Congress convenes in January. And, our good friend Russell Long and several other Senators will introduce this bill in the U.S. Senate.



It will be our efforts then, at the grass-roots level, to persuade Congress that this Bill is essential if we are to turn the tide of neglect which is threatening the very existence of our nation's merchant marine. We are going to have to talk with people in industry and with the public. And we are going to have to talk with members of Congress in their home districts.

We are going to have to continue our political efforts through our port offices and through our Maritime Port Councils. We have the support of the national AFL-CIO and the State Federations of Labor in virtually every state. What we have to do is to translate this support into action.

This Bulk Bill is our number-one priority. We are talking about 158 new ships over the next 15 years. That's jobs and job security for the membership of our Union.

Another critical area of concern in 1983 will be the Alaska oil transshipment controversy. We were able, with the support of our friends in Congress, to beat back efforts this year to have this oil shipped to Japan in a swap deal which would have put nearly all of this oil on foreign-flag ships. This scheme is going to come up again in 1983. Involved are some 30 SIU A&G tankers, and the jobs and job security of many hundreds of our members.

There are other issues: the Strategic Petroleum Reserves shipments, the Shipboard Convention Bill, the use of privately-owned merchant ships as Navy support vessels. Add to this that during 1983 we will have to be alert to efforts by the oil conglomerates and their pals in Congress and the Administration to build their foreign-flag fleets at the expense of our industry, and against the best interests of our nation.

These are the reasons why we are in Washington, and these are the reasons why your continued support through SPAD is so very important. We are doing well, all things considered, and I expect that by working together we will continue to strengthen our organization and the security of our membership in the coming year. It's going to take working together, but we've always been able to do that.

\* \* \*

I want to take this opportunity to wish every member of our Union and their families a very Merry Christmas and a happy and secure New Year.

## 'We're In Deep Trouble' They Warn

Drozak, in outlining the problems facing U.S. shipping and shipbuilding, said, "I can tell you that our maritime industry is in deep trouble—the worst since the Great Depression."

The main problem, said Drozak, is that the U.S. has never had a national maritime policy. Even though this country has had maritime programs and maritime laws, they have never been sufficient or fully enforceable, and more often were "just plain ignored by many government agencies."

Talking about the Great Lakes, Drozak said that the U.S. fleet there "is operating at only about 30 percent capacity. The reason? We're building our ships foreign and allowing foreign countries to dump cheap steel into our national marketplace."

Speaking about the United Nations Conference on Trade and Development (UNCTAD) Code of Conduct, Drozak pointed out that the U.S., Liberia and Panama are the only nations that have not either signed the agreement or are planning to sign.

He said, "Our government and their governments refuse to sign the agreement because they say it runs against 'free trade' and so it's not good for us. The truth is that while a few of the big cartels in this country have it both ways with their international operations, the rest of this country has to pay the price."

Drozak also attacked the Federal government bureaucracy which he blamed in part for the Reagan Administration's failure to follow through on maritime promises.

"While I believe this Administration meant well, they, too, have met the enemy within the bureaucracy and are giving up the fight. . . . The faces may change, but the same tired old attitudes and arguments remain. And our industry keeps declining."

Finally, Drozak called for the passage of H.R. 6979, a bill introduced by Rep. Lindy Boggs (D-La.) and signed by 66 co-sponsors. Called the Competitive Shipping and Shipbuilding Act, the bill mandates

that five percent of all bulk cargo in the foreign commerce of the U.S. be carried on American-flag ships, built in American shipyards. The amount would be increased by one percent every year for 15 years.

"I don't have to tell you," said Drozak, "that this bill will be good for our national security, and it would help turn back the economic depression we are now under. I would put thousands and thousands of Americans back to work."



Rep. Joseph Addabbo (D-N.Y.)



# Drozak: Pass Passenger Ship Convention Bill

WASHINGTON, D.C.— Appearing before the U.S. Senate Finance Committee's Taxation panel early this month, SIU President Frank Drozak strongly urged the passage by the subcommittee of a bill which would permit a tax deduction for convention expenses on U.S.-flag passenger ships sailing between American ports of call.

If passed, the legislation would give the upcoming American passenger liner business a boost and provide more jobs for Seafarers. A similar bill is awaiting passage in the U.S. House of Representatives. It was introduced there by Rep. Frank Guarini (D-N.J.) and in the Senate by Sens. Spark Matsunaga and Daniel Inouye (D-Hawaii).

Drozak pointed out to the taxation unit's chairman, Sen. Bob Packwood (R-Ore.) and subcommittee member, Sen. Phil Roth (R-Del.) that the U.S. Treasury Department's Internal Revenue Service (IRS) for the last two years had denied tax breaks for conventions on U.S. passenger ships but allowed them for conventions in hotels in the United States, Canada, Mexico and Jamaica. He termed the ruling an "inequity" and "unjust" by not letting the U.S. passenger ships to compete "fairly" for the convention business.

"Passage of the bill," the SIU chieftain added, "would create a



SIU President Frank Drozak, left, and Peter Luciano, executive director of the Transportation Institute urged passage of the Shipboard Convention bill.

positive financial reason for more American ships to operate in these trades."

Drozak cited to the subcommittee the revival last year of the SIU crewed *SS Oceanic Independence* and *SS Constitution* (Hawaiian-American Line) giving jobs to 900 Seafarers and the SIU-manned passenger steamboats *Delta Queen* and *Mississippi Queen* which gave jobs to 300.

"...The future success of these vessels depends in part on their

ability to attract convention business," he emphasized.

Drozak further noted that the further growth of the U.S. passenger

ship fleet would add to the U.S. Navy's defense capabilities in time of a national emergency. He said the use by the British of the active passenger liners *Queen Elizabeth 2*, the *Canberra* and the *Uganda* as troop and hospital ships aided them in the war with Argentina over the Falkland Islands.

Testifying before the Senate Taxation Subcommittee before SIU President Drozak was William S. McKee, tax counsel for the Treasury Department, who defended the IRS ruling saying holding a convention on a passenger ship was "frivolous" and "not reasonable," "not an appropriate place," and "not rational."

Other testifying in support of the bill were Director Peter Luciano of the Transportation Institute, Chairman Conrad H.C. Everhard of the Hawaiian-American Line, Chairman Stanley S. Thune of the Delta Queen Steamboat Co. and VP Arthur Kane of the Norwegian Caribbean Line.

## Gerry Brown Is Recovering After Serious Auto Accident

Gerry Brown, SIU Port Agent for New Orleans, sustained serious injuries in a car accident earlier this month. Thanks to prompt medical treatment and a tough fighting spirit, he is expected to make a complete recovery.

Doctors expect Brown to be out of commission for at least several more months. He will be sorely missed by members and co-workers alike. Since joining the SIU in 1966, Gerry Brown has been one of the union's most hard-working and dedicated officials. He took over the New Orleans office upon the retirement of then Vice-President Lindsay Williams, one of the foun-

ders of the Seafarers International Union.

Gerry takes an active interest in the lives of the men and women he represents. He has worked diligently on both a local and a national level for the maritime industry.

He has served on the President's Offshore Council and has been a prominent member of the Washington Work Group. He is the President of the New Orleans Maritime Port Council of the Maritime Trades Department.

Before his assignment to New Orleans, Gerry has worked in the ports of Mobile, Wilmington, Seattle, New York and Piney Point.

Gerry Brown has maintained the special pride that Seafarers feel for their home port of New Orleans. He has developed strong ties to the political establishment of Louisiana. He has been a close political ally of Congresswoman Lindy Boggs who introduced the Competitive Shipping and Shipbuilding Act of 1982.

Brown's success in developing a strong grass roots political machine for the SIU can be seen by the fact that Representative Bob Livingstone (R-La.) was the first person to donate blood to help Gerry's recovery. Brown, plucky as ever, and a lifelong Democrat to boot, told the doctors with half a smile, "That's all I need now, some good Republican blood."



Gerry Brown

## Deadline Is Dec. 31 For Seamen To Enroll in Medicare B Plan

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

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

This deadline all came about when federal funding was cut off for the USPHS Hospitals in the 1981 Reconciliation Act.

Until last year, merchant seamen who became eligible for Medicare by reason of age, disability or kidney failure, could still receive their health care through U.S. Public Health service hospitals.

In March 1981 the department announced that effective the following October PHS hospitals would be transferred to communities and subsequently most Medicare-eligible seamen signed up for Part B, which requires the beneficiary to pay a monthly premium as well as a premium surcharge for late enrollment.

Under the new law, merchant seamen may now enroll in Part B without having to pay a surcharge if they do so by Dec. 31. The surcharge will be imposed on enrollments after Dec. 31.

The new law also provides that seamen may pick Part A hospital insurance during the same period according to regular Social Security provisions.

In addition, merchant seamen who enrolled in Medicare after March 1981 at a higher premium rate can, under the new law, have their premium rolled back to the standard rate.

Full details on the provision of the new law are available to merchant seamen from local Social Security offices.





# The New U.S. House of Representatives

Here is the line-up following the 1982 elections.

The U.S. House of Representatives has 435 members. The new 98th Congress will have 269 Democrats and 166 Republicans.

In the following listing, the number in front of the Congressman's name indicates the state congressional district; (D) means Democrat; (R) Republican; and (AL) means At Large.

The asterisk (\*) means that the Congressman is a first-tripper (newly-elected).

## ALABAMA

1. Jack Edwards (R)
2. William L. Dickinson (R)
3. Bill Nichols (D)
4. Tom Beville (D)
5. Ronnie G. Flippo (D)
6. Ben Erdreich (D)\*
7. Richard C. Shelby (D)

## ALASKA

- AL Don Young (R)

## ARIZONA

1. John McCain (R)\*
2. Morris K. Udall (D)
3. Bob Stump (R)
4. Eldon D. Rudd (R)
5. James F. McNulty Jr. (D)\*

## ARKANSAS

1. Bill Alexander (D)
2. Ed Bethune (R)
3. John P. Hammerschmidt (R)
4. Beryl F. Anthony Jr. (D)

## California

1. Douglas H. Bosco (D)\*
2. Eugene Chappie (R)
3. Robert T. Matsui (D)
4. Vic Fazio (D)
5. Phillip Burton (D)
6. Barbara Boxer (D)\*
7. George Miller (D)
8. Ronald V. Dellums (D)
9. Fortney H. Stark (D)
10. Don Edwards (D)
11. Thomas P. Lantos (D)
12. Ed Zschau (R)\*
13. Norman Y. Mineta (D)
14. Norman D. Shumway (R)
15. Tony L. Coelho (D)
16. Leon E. Panetta (D)
17. Charles Pashayan Jr. (R)
18. Richard Lehman (D)\*
19. Robert J. Lagomarsino (R)
20. William M. Thomas (R)
21. Bobbi Fiedler (R)
22. Carlos J. Moorhead (R)
23. Anthony C. Beilenson (D)
24. Henry A. Waxman (D)
25. Edward R. Roybal (D)
26. Howard Berman (D)\*
27. Mel Levine (D)\*
28. Julian C. Dixon (D)
29. Augustus F. Hawkins (D)
30. Matthew G. Martinez (D)
31. Mervyn M. Dymally (D)
32. Glenn M. Anderson (D)
33. David Dreier (R)
34. Esteban Torres (D)\*
35. Jerry Lewis (R)
36. George E. Brown Jr. (D)
37. Al McCandless (R)\*
38. Jerry M. Patterson (D)
39. William E. Dannemeyer (R)
40. Robert E. Batham (R)
41. Bill Lowery (R)
42. Daniel E. Lungren (R)
43. Ron Packard (R)\*
44. Jim Bates (D)\*
45. Duncan L. Hunter (R)

## COLORADO

1. Patricia Schroeder (D)
2. Timothy E. Wirth (D)
3. Raymond P. Kogovsek (D)
4. Hank Brown (R)
5. Kenneth B. Kramer (R)
6. Jack Swigert (R)\*

## CONNECTICUT

1. Barbara B. Kennelly (D)
2. Samuel Gejdenson (D)
3. Bruce A. Morrison (D)\*
4. Stewart B. McKinney (R)
5. William R. Ratchford (D)
6. Nancy L. Johnson (R)\*

## DELAWARE

- AL Thomas R. Carper (D)\*

## FLORIDA

1. Earl D. Hutto (D)
2. Don Fuqua (D)
3. Charles E. Bennett (D)
4. Bill Chappell Jr. (D)
5. Bill McCollum (R)
6. Kenneth MacKay (D)\*
7. Sam Gibbons (D)
8. C. W. Bill Young (R)
9. Michael Bilirakis (R)\*
10. Andy Ireland (D)
11. Bill Nelson (D)
12. Tom Lewis (R)\*
13. Connie M. Mack III (R)\*
14. Dan Mica (D)
15. E. Clay Shaw (R)
16. Larry J. Smith (D)\*
17. William Lehman (D)
18. Claude Pepper (D)
19. Dante B. Fascell (D)

## GEORGIA

1. Lindsay Thomas (D)\*
2. Charles F. Hatcher (D)
3. Richard Ray (D)\*
4. Elliott H. Levitas (D)
5. Wyche Fowler Jr. (D)
6. Newt Gingrich (R)
7. Larry McDonald (D)
8. J. Roy Rowland (D)\*
9. Ed Jenkins (D)
10. Doug Barnard (D)

## HAWAII

1. Cecil Heftel (D)
2. Daniel Akaka (D)

## IDAHO

1. Larry Craig (R)
2. George Hansen (R)

## ILLINOIS

1. Harold Washington (D)
2. Gus Savage (D)
3. Marty Russo (D)
4. George M. O'Brien (R)
5. William O. Lipinski (D)\*
6. Henry J. Hyde (R)
7. Cardiss Collins (D)
8. Dan Rostenkowski (D)
9. Sidney R. Yates (D)
10. John E. Porter (R)
11. Frank Annunzio (D)
12. Philip M. Crane (R)
13. John N. Erlenborn (R)
14. Tom Corcoran (R)
15. Edward R. Madigan (R)
16. Lynn M. Martin (R)
17. Lane Evans (D)\*
18. Robert H. Michel (R)
19. Daniel B. Crane (R)
20. Richard J. Durbin (D)\*
21. Melvin Price (D)
22. Paul Simon (D)

## INDIANA

1. Katie Hall (D)\*
2. Philip R. Sharp (D)
3. John Hiler (R)
4. Daniel R. Coats (R)
5. Elwood Hillis (R)
6. Dan Burton (R)\*
7. John T. Myers (R)
8. Francis X. McCloskey (D)\*
9. Lee H. Hamilton (D)
10. Andrew Jacobs Jr. (D)

## IOWA

1. Jim Leach (R)
2. Thomas J. Tauke (R)
3. Cooper Evans (R)
4. Neal Smith (D)
5. Tom Harkin (D)
6. Berkley Bedell (D)

## KANSAS

1. Pat Roberts (R)
2. Jim Slattery (D)\*
3. Larry Winn Jr. (R)
4. Dan Glickman (D)
5. Robert Whittaker (R)

## KENTUCKY

1. Carroll Hubbard Jr. (D)
2. William H. Natcher (D)
3. Romano L. Mazzoli (D)
4. Gene Snyder (R)
5. Harold Rogers (R)
6. Larry J. Hopkins (R)
7. Carl D. Perkins (D)

## LOUISIANA

1. Robert L. Livingston (R)
2. Lindy Boggs (D)
3. W. J. Tauzin (D)
4. Buddy Roemer (D)
5. Jerry Huckaby (D)
6. W. Henson Moore (R)
7. John B. Breaux (D)
8. Gillis W. Long (D)

## MAINE

1. John R. McKernan Jr. (R)
2. Olympia J. Snowe (R)

## MARYLAND

1. Roy Dyson (D)
2. Clarence D. Long (D)
3. Barbara A. Mikulski (D)
4. Marjorie S. Holt (D)
5. Steny H. Hoyer (D)
6. Beverly B. Byron (D)
7. Parren J. Mitchell (D)
8. Michael D. Barnes (D)

## MASSACHUSETTS

1. Silvio Conte (R)
2. Edward P. Boland (D)
3. Joseph D. Early (D)
4. Barney Frank (D)
5. James M. Shannon (D)
6. Nicholas Mavroules (D)
7. Edward J. Markey (D)
8. Thomas P. O'Neill Jr. (D)
9. Joe Moakley (D)
10. Gerry E. Studds (D)
11. Brian J. Donnelly (D)

## MICHIGAN

1. John Conyers, Jr. (D)
2. Carl D. Pursell (R)
3. Howard E. Wolpe (D)
4. Mark Siljander (R)
5. Harold S. Sawyer (R)
6. Bob Carr (D)\*
7. Dale E. Kildee (D)
8. Bob Traxler (D)
9. Guy Vander Jagt (R)
10. Donald J. Albosta (D)
11. Robert W. Davis (R)
12. David E. Bonior (D)
13. George W. Crockett Jr. (D)
14. Dennis M. Hertel (D)
15. William D. Ford (D)
16. John D. Dingell (D)
17. Sander Levin (D)\*
18. William S. Broomfield (R)

## MINNESOTA

1. Timothy J. Penny (D)\*
2. Vin Weber (R)
3. Bill Frenzel (R)
4. Bruce F. Vento (D)
5. Martin Olav Sabo (D)
6. Gerry Sikorski (D)\*
7. Arlan Stangeland (R)
8. James L. Oberstar (D)

## MISSISSIPPI

1. Jamie L. Whitten (D)
2. Webb V. Franklin (R)\*
3. G. V. Montgomery (D)
4. Wayne Dowdy (D)
5. Trent Lott (R)

## MISSOURI

1. William Clay (D)
2. Robert A. Young (D)
3. Richard A. Gephardt (D)
4. Ike Skelton (D)
5. Alan Wheat (D)\*
6. E. Thomas Coleman (R)
7. Gene Taylor (R)
8. Bill Emerson (R)
9. Harold L. Volkmer (D)

## MONTANA

1. Pat Williams (D)
2. Ron Matlenc (R)

## NEBRASKA

1. Douglas K. Bereuter (R)
2. Hal Daub (R)
3. Virginia Smith (R)

## NEVADA

1. Harry Reid (D)\*
2. Barbara Vucanovich (R)\*

## NEW HAMPSHIRE

1. Norman E. D'Amours (D)
2. Judd Gregg (R)

## NEW JERSEY

1. James J. Florio (D)
2. William J. Hughes (D)
3. Jim Howard (D)\*
4. Christopher H. Smith (R)
5. Marge Roukema (R)
6. Bernard J. Dwyer (D)
7. Matthew J. Rinaldo (R)
8. Robert A. Roe (D)
9. Robert G. Torricelli (D)\*
10. Peter W. Rodino Jr. (D)
11. Joseph G. Minish (D)
12. James A. Courter (R)
13. Edwin B. Forsythe (R)
14. Frank J. Guarini (D)

## NEW MEXICO

1. Manuel Lujan Jr. (R)
2. Joe Skeen (R)
3. Bill Richardson (D)\*

## NEW YORK

1. William Carney (R)
2. Thomas J. Downey (D)
3. Robert J. Mrazek (D)\*
4. Norman J. Lent (R)
5. Raymond J. McGrath (R)
6. Joseph P. Addabbo (D)
7. Benjamin S. Rosenthal (D)
8. James H. Scheuer (D)
9. Geraldine A. Ferraro (D)
10. Charles E. Schumer (D)
11. Edolphus Towns (D)\*
12. Major R. Owens (D)\*
13. Stephen J. Solarz (D)
14. Guy V. Molinari (R)
15. Bill Green (R)
16. Charles B. Rangel (D)
17. Theodore S. Weiss (D)
18. Robert Garcia (D)
19. Mario Biaggi (D)
20. Richard L. Ottinger (D)
21. Hamilton Fish Jr. (R)
22. Benjamin A. Gilman (R)
23. Santorum S. Stratton (D)
24. Gerald B. H. Solomon (R)
25. Sberwood L. Boehlert (R)\*
26. David O'B. Martin (R)
27. George C. Wortley (R)
28. Matthew E. McHugh (D)
29. Frank Horton (R)
30. Barber B. Conable Jr. (R)
31. Jack F. Kemp (R)
32. John J. LaFalce (D)
33. Henry J. Nowak (D)
34. Stanley N. Lundine (D)

## NORTH CAROLINA

1. Walter B. Jones (D)
2. J. T. Valentine Jr. (D)\*
3. Charles Whitley (D)
4. Ike F. Andrews (D)
5. Stephen L. Neal (D)
6. Charles R. Britt (D)\*
7. Charles Rose (D)
8. W. G. Hefner (D)
9. James G. Martin (R)
10. James T. Broyhill (R)
11. James M. Clarke (D)\*

## NORTH DAKOTA

- AL Byron L. Dorgan (D)

## OHIO

1. Thomas A. Luken (D)
2. Willis D. Gradison Jr. (R)
3. Tony P. Hall (D)
4. Michael Oxley (R)
5. Delbert L. Latta (R)
6. Bob McEwen (R)\*
7. Michael Dewine (R)\*
8. Thomas N. Kindness (R)
9. Marcy Kaptur (D)\*
10. Clarence E. Miller (R)
11. Dennis E. Eckart (D)
12. John R. Kasich (R)\*
13. Donald J. Pease (D)
14. John F. Seiberling (D)
15. Chalmers P. Wylie (R)
16. Ralph S. Regula (R)
17. Lyle Williams (R)
18. Douglas Applegate (D)
19. Edward F. Feighan (D)\*
20. Mary Rose Oaker (D)
21. Louis Stokes (D)

## OKLAHOMA

1. James R. Jones (D)
2. Mike Synar (D)
3. Wes Watkins (D)
4. Dave McCurdy (D)
5. Mickey Edwards (D)
6. Glenn English (D)

## OREGON

1. Les AuCoin (D)
2. Robert Smith (R)\*
3. Ron Wyden (D)
4. James Weaver (D)
5. Denny Smith (R)

## PENNSYLVANIA

1. Thomas M. Foglietta (D)
2. William H. Gray III (D)
3. Robert A. Borski (D)\*
4. Joseph P. Kolter (D)\*
5. Richard T. Schulze (R)\*
6. Gus Yatron (D)
7. Robert W. Edgar (D)
8. Peter H. Kostmayer (D)\*
9. Bud Shuster (R)
10. Joseph M. McDade (R)
11. Frank G. Harrison (D)\*
12. John P. Murtha (D)
13. Lawrence Coughlin (R)
14. William J. Coyne (D)
15. Donald L. Ritter (R)
16. Robert S. Walker (R)
17. George W. Gekas (R)
18. Doug Walgren (D)
19. William F. Goodling (R)
20. Joseph M. Gaydos (D)
21. Thomas J. Ridge (R)\*
22. Austin J. Murphy (D)
23. William F. Clinger Jr. (R)

## RHODE ISLAND

1. Fernand J. St Germain (D)
2. Claudine Schneider (R)

## SOUTH CAROLINA

1. Tommy Hartnett (R)
2. Floyd Spence (R)
3. Butler Derrick (D)
4. Carroll A. Campbell Jr. (R)
5. John Spratt (D)\*
6. Robin M. Tallon Jr. (D)\*

## SOUTH DAKOTA

- AL Thomas A. Daschle (D)

## TENNESSEE

1. James H. Quillen (R)
2. John J. Duncan (R)
3. Marilyn L. Bouquard (D)
4. Jim Cooper (D)\*
5. William Hill Boner (D)
6. Albert Gore Jr. (D)
7. Donald K. Sundquist (R)\*
8. Ed Jones (D)
9. Harold E. Ford (D)

## TEXAS

1. Sam B. Hall Jr. (D)
2. Charles Wilson (D)
3. Steve Bartlett (R)\*
4. Ralph M. Hall (D)
5. John Bryant (D)\*
6. Phil Gramm (D)
7. Bill Archer (R)
8. Jack Fields (R)
9. Jack Brooks (D)
10. J. J. Pickle (D)
11. Marvin Leath (D)
12. Jim Wright (D)
13. Jack Hightower (D)
14. William N. Patman (D)
15. E. de la Garza (D)
16. Ronald Coleman (D)\*
17. Charles W. Stenholm (D)
18. Mickey Leland (D)
19. Kent Hance (D)
20. Henry B. Gonzalez (D)
21. Tom Loeffler (R)
22. Ron Paul (R)
23. Abraham Kazen Jr. (D)
24. Martin Frost (D)
25. Mike Andrews (D)\*
26. Tom Vandergriff (D)\*
27. Solomon P. Ortiz (D)\*

## UTAH

1. James Hansen (R)
2. Dan Marriott (R)\*
3. Howard C. Nielson (R)\*

## VERMONT

- AL James M. Jeffords (R)

## VIRGINIA

1. Herbert Bateman (R)\*
2. G. William Whitehurst (R)
3. Thomas J. Bliley Jr. (R)
4. Norman Sisisky (D)\*
5. Dan Daniel (D)
6. James Olin (D)\*
7. J. Kenneth Robinson (R)
8. Stanford E. Parris (R)
9. Frederick C. Boucher (D)\*
10. Frank R. Wolf (R)

## WASHINGTON

1. Joel Pritchard (R)
2. Al Swift (D)
3. Don Bonker (D)
4. Sid Morrison (R)
5. Thomas S. Foley (D)
6. Norman D. Dicks (D)
7. Mike Lowry (D)
8. Rodney Chandler (R)\*

## WEST VIRGINIA

1. Alan B. Mollohan (D)\*
2. Harley O. Staggers Jr. (D)\*
3. Robert E. Wise Jr. (D)\*
4. Nick Joe Rahall II (D)

## WISCONSIN

1. Les Aspin (D)
2. Robert W. Kastenmeier (D)
3. Steve Gunderson (R)
4. Clement J. Zablocki (D)
5. Jim Moody (D)\*
6. Thomas E. Petri (R)
7. David R. Obey (D)
8. Toby Roth (R)
9. F. James Sensenbrenner Jr. (R)

## WYOMING

- AL Richard B. Cheney (R)





# SIU Takes Lead to Protect U.S. Jobs In Maritime

The SIU has taken the lead in demanding that the United States government protect American shipping companies from the unfair economic policies of Venezuela which has tried to prevent American carriers from participating in the US/Venezuela trade by imposing discriminatory tariffs on American flag vessels.

The controversy is an extremely sensitive one that involves jobs for American seamen, international treaties, Venezuelan oil, American foreign policy, and the economic order of the inter-American world.

Many people feel that the policies of the present Administration has helped fuel the controversy. For the past two years, the Reagan Administration has refused to endorse the United Nations Conference on Trade

## Venezuela Tariff Beef

and Development Liner Code.

Our European allies have been furious at our stand on this issue. They have publicly warned us that the alternative to the UNCTAD Liner Code is international chaos where individual countries would randomly try to impose their own system of order.

Their warnings have proved prophetic. Earlier this year the government of Venezuela tried to take advantage of the unsettled international situation and America's need for oil by trying to exclude American carriers from the US-Venezuela trade.

Two American shipping companies affected by Venezuela's

actions—Coordinated Caribbean Transport, Inc. and Delta Steamship Lines, both of which are manned by SIU seamen—have filed petitions with the Federal Maritime Commission.

The SIU, which is being represented by Richard Daschback, a former Secretary of the Federal Maritime Commission, has forcefully backed up the two shipping companies in an effort to save American jobs for American seamen.

In a letter to Francis C. Hurney, present Secretary of the Federal Maritime Commission, SIU President Frank Drozak outlined the union's position:

"While the SIU is on record as supporting reservations of cargoes for national flag vessels, such reservations should be equitable between trading partners."

The SIU's present position is in line with the one it has consistently taken for more than two years: that the US should sign the UNCTAD agreement.

Not only would such a move guarantee a 40-40-20 split on shipping, thereby creating many new jobs for American seamen, but it would stabilize an uncertain world economic system.

In response to actions taken by the SIU and the two affected companies, the Federal Maritime Commission has issued a notice proposing to suspend the tariffs of Venezuelan flag carriers in the trade from the US to Venezuela.

## Write Your Congressman: Remember Your Letter Counts

The SIU did very well in the November elections. We backed 345 candidates who won, thereby giving our membership a strong voice when the next session of Congress assumes office in January.

The SIU is doing its bit in Washington. We were able to prevent the Administration from totally dismantling the Jones Act. More important, we laid the foundation for long term gains by helping Lindy Boggs formulate the Competitive Shipping and Shipbuilding Act of 1982 and by monitoring progress on the United Nations Conference on Trade and Development Liner Code (UNCTAD) and the Law of the Sea Conference.

Congressmen do listen to organized interest groups when it comes to voting on legislation. The SIU lobbyists perform an important function by providing overworked Congressional staffs with detailed research and analysis.

But the union can do only so

much in protecting the interests of its members. And that is where you the membership come in.

A letter from one constituent is worth ten trips from a lobbyist. Congressmen are like any other people: they want to secure their jobs. So when a voting member of the District writes about an issue, a Congressman listens *real hard*.

Seamen are not like other interest groups in this country. We are scattered across the country. It is easy to overlook us.

It is one thing for a Congressman from a land locked area to talk to a lobbyist from the maritime industry. He'll listen, but not too closely because he doesn't think that maritime issues affect the voters of his district.

But if a member from his District writes and lets it be known that he has a stake in the survival of the American flag Merchant Marine, a Congressman will listen.

If possible, the letter should be

neat. A neat letter shows that the sender cares about what kind of impression he is making. Many Congressmen feel that a person who takes the time to send a neat letter will be the kind of person who is more likely to vote.

The more people who write, the better. Get your parents or friends to write even if they live in another district.

When writing your letter, make it known that you are a voting member of that Congressman's district.

If you do not know the name of your Congressman you can call your Union hall or local library for

assistance. You can talk to one of the SIU Field Representatives. They will help you in every way.

When you do decide to write your Congressman, you can reach him at the following address:

**The Honorable (Congressman's Name)  
House of Representatives  
Washington, D.C. 20515**

If you also decide to write your Senators, you should address the envelope like this:

**\* The Honorable (Senator's name)  
U.S. Senate  
Washington, D.C. 20510**

## New York Port Council Honors McKay As 'Man of the Year'



Ray McKay was honored as "Man of the Year" by the Maritime Port Council of Greater New York at a dinner held in New York City Nov. 20. Presenting the special award instituted in honor of the late Paul Hall was Mrs. Rose Hall. Brother McKay, president of MEBA District 2, was a protege, friend and trusted confidant of Paul Hall. Speaking at the award ceremony, and participating in the presentation, were Frank Lonardo, at left, president of the New York Port Council, and SIU President Frank Drozak.

### From the LOG:

## Speedy Recovery Wishes

The staff of the LOG wishes a speedy recovery to our brothers and sisters who were working at SIU Headquarters and were injured in a bus accident in Maryland on Nov. 17.

We send a special greeting to Dorothy Re and Bert Sohan who are still hospitalized.

Most especially, we extend our sympathy to the family of John Reynolds who was killed in that accident.

The others on the bus were:

Robin Allwine	Rita Angelo	Angelina Johansen
Donna Ferguson	Sylvia Jordan	Herbert Mueller
Bridget Hall	Rita Sandoval	James Sexton
Barbara Stone	Betty Dunbar	Doris Stertzer
Harry Wheatley	Marie Florio	Nancy Torres



# SIU Continues Merger Initiative With NMU

Continuing the merger initiative launched in the early 1970's by the SIU, both the Seafarers International Union and the National Maritime Union are calling upon the AFL-CIO to provide assistance in "structuring a merger" between the two unlicensed seafaring unions.

In a joint letter to AFL-CIO President Lane Kirkland, SIU President Frank Drozak and NMU President Shannon Wall said that the objectives of the two organizations to effect a merger that would improve the jobs and job security of both memberships involve a number of "complex and in-depth problems"

The AFL-CIO, with the close personal guidance of Kirkland, has facilitated the successful mergers of several major labor organizations within the AFL-CIO.

The increase in non-union ships under the American flag is prompting a concerted effort to bring about a merger which would build

"a solid base of organized labor on the waterfront."

In recent talks, both the SIU and the NMU have agreed to step up their organizing activities in a joint effort to provide the benefits of organized labor to crewmembers aboard non-union ships, and to further protect the job rights and job security of SIU and NMU seamen.

In carrying out the organizing campaign, patrolmen from both unions will be assigned as a team to visit vessels owned by the targeted companies whenever their ships reach a port. The patrolmen will work under the direction of Organizing Field Directors, NMU's Henry Dooley and SIU's Tom Gliwell.

SIU and NMU initiated their efforts for cooperative action at a meeting last spring, when they made proposals to work together on a wide range of issues, including the joint organizing drive.



Representatives of the SIU and the NMU met last month at the offices of the AFL-CIO Maritime Trades Department in Washington to continue merger talks. At left are NMU officials Tal Simpkins, NMU President Shannon Wall, and Vice Presidents Thomas Martinez, James Paterson and Louis Parise. From right to left are SIU President Frank Drozak, Frank Pecquex, Leo Bonser, Jack Caffey, and SIU Vice President Mike Sacco.

## SIU Dues Increase \$1 As COLA Rises By 2%

As of Dec. 16, 1982 a two percent Cost of Living Adjustment went into effect in the deep sea Standard Tanker Agreement and the Standard Freightship/Passenger Agreement. This two percent COLA negotiated by the SIU in our last contract applies to the base monthly wage, the premium rate, the overtime rate for work performed in excess of eight hours, Monday through Friday, and the penalty off watch rate, Monday through Friday. (Full details on this increase are carried in this issue of the LOG.)

Because of the COLA, there will be an increase of \$1 in dues for the first and second quarters of 1983. This action is taken by the Union in accordance with Article 5, Section 1A 17 of the SIU, AGLIWD Constitution. Since current dues are \$58, the new dues for the first and second quarters of 1983 will be \$59.

As the result of that meeting, Drozak and Wall signed a Memorandum of Understanding in which they agreed to share equally in the responsibilities and benefits of crewing vessels operated by or for the U.S. Government.

The two unions agreed to cooperate in crewing ships run by the Military Sealift Command, the U.S. Navy, the U.S. Coast Guard and

other government agencies as well as vessels chartered by these agencies that are crewed and operated by private industry.

Under the same agreement reached earlier this year, the two seafaring unions agreed to share, on a 50-50 basis, the crewing of vessels operated by newly-organized companies not now under contract to either union.

November 16, 1982

Mr. Lane Kirkland  
President  
AFL-CIO  
816 Sixteenth Street, N.W.  
Washington, D.C. 20006

Dear Sir and Brother:

The undersigned Presidents of the National Maritime Union and the Seafarers International Union AGLIWD, with their Executive Officers, have for sometime been discussing merger of our respective organizations. In connection with this undertaking, it has become apparent that multiple, complex and indepth problems are involved in realizing our objectives.

We are aware of similar multiple mergers by other AFL-CIO affiliates and in connection therewith, the Federation has assisted and has had available to it persons with expertise in this area. We believe that your recommendation as to such expert persons would be helpful to us in structuring a merger and advising us as to problems which may be attendant upon this undertaking.

In any event, all merger results including a report and recommendation would be subject after prior adequate notice and discussion be submitted to our respective memberships for approval.

We shall await your advice as to the names of such persons experienced in like mergers so that we may contact them and arrange for an appropriate selection.

Fraternally yours,

Frank Drozak, President  
Seafarers International  
Union

Shannon J. Wall, President  
National Maritime Union

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

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

Beginning Dec. 1, all inquiries to either of these departments should be addressed to SIU Vice President Angus Campbell at the Contract Department or the Seafarers Appeals Board at the following address: 5201 Auth Way, Camp Springs, Md. 20746.



# SIU Deep Sea Members to Get 2% Cost of Living Increases

Under the terms of the Standard Tanker Agreement and the Standard Freightship/Passenger Agreement, Seafarers covered by those contracts will begin receiving a two percent (2%) Cost of Living Adjustment, effective Dec. 16, 1982.

The two percent COLA is applied to base wages, the overtime rate, the premium rate, and the penalty off watch rate Monday through Friday. Also, the COLA applies to the vacation benefit.

On LNG vessels the two percent COLA applies to base monthly wages and to the overtime rate.

*Note:* The COLA is not applicable to on-watch Monday-through-Friday or on-watch Saturday, Sunday and Holidays penalty rates and special rates such as longshore work and tank cleaning.

## STANDARD TANKER AGREEMENT WAGES, PREMIUM AND OVERTIME RATES AS OF DECEMBER 16, 1982

	Base Wages Monthly Rate	Premium Rate Sat., Sun. & Holidays	Overtime Rate Excess of 8 Hrs. Mon.-Fri.
<b>DECK DEPARTMENT</b>			
Boatswain (on vessels constructed since 1970)	\$2,043.62	\$17.74	\$9.68
Boatswain (25,500 D.W.T. or over)	1,852.50	17.06	9.68
Boatswain (under 25,500 D.W.T.)	1,783.04	15.54	9.68
A.B. Deck Maintenance	1,520.48	13.26	7.42
Able Seaman (Green)	1,338.11	11.69	7.42
Able Seaman (Blue)	1,244.75	10.87	7.42
O.S. Deck Maintenance	1,228.61	10.75	5.88
Ordinary Seaman	1,061.08	9.27	5.88
<b>ENGINE DEPARTMENT</b>			
<b>Q.M.E.D.</b>			
Class 1	2,043.62	17.74	9.68
Class 2	1,867.24	16.17	9.68
Class 3	1,690.86	14.64	9.68
Class 4	1,514.50	13.12	9.68
Q.M.E.D./Pumpman	2,043.62	17.74	9.68
Chief Pumpman	1,869.46	16.28	9.68
Second Pumpman/Engine Mtee	1,869.46	16.28	9.68
Ship's Welder Maintenance	1,655.00	14.26	9.68
Engine Utility	1,505.22	13.39	9.68
Oiler Maintenance Utility	1,542.16	13.40	7.42
Oiler	1,338.11	11.69	7.42
Fireman/Watertender	1,338.11	11.69	7.42
General Utility/Deck Engine	1,228.61	10.75	5.88
Wiper	1,228.61	10.75	5.88
<b>STEWARD DEPARTMENT</b>			
Chief Steward (on vessels constructed since 1970)	2,043.62	17.74	9.68
Steward/Cook	2,043.62	17.74	9.68
Steward/Baker	2,043.62	17.74	9.68
Chief Steward (25,500 D.W.T. or over)	1,859.89	16.21	9.68
Chief Steward (under 25,500 D.W.T.)	1,790.45	15.60	9.68
Chief Cook	1,607.15	14.01	9.68
Cook and Baker	1,569.23	13.26	9.68
Third Cook	1,391.91	11.42	7.42
Assistant Cook	1,391.91	11.42	7.42
Steward Assistant	1,025.74	9.01	5.88
<b>PENALTY RATES</b>			
Off Watch, Monday through Friday			
Group I	\$10.79	Group II	8.65
		Group III	7.70

## STANDARD FREIGHTSHIP/PASSENGER AGREEMENT WAGES, PREMIUM AND OVERTIME RATES AS OF DECEMBER 16, 1982

	Base Wages Monthly Rate	Premium Rate Sat., Sun. & Holidays	Overtime Rate Excess of 8 Hrs. Mon.-Fri.
<b>DECK DEPARTMENT</b>			
Boatswain (SL 7's, SL 18's, D6's, D9's, Lash, Mariner & Passenger)	\$1,964.07	\$16.91	\$9.68
Boatswain	1,737.15	15.12	9.68
Carpenter	1,598.25	13.93	9.68
Carpenter Maintenance	1,598.25	13.93	9.68
A.B. Maintenance	1,476.99	12.86	7.42
Quartermaster	1,393.04	12.15	7.42
Able Seaman (Green)	1,322.56	11.56	7.42
Able Seaman (Blue)	1,230.29	10.75	7.42
Fire Patrolman	1,322.56	11.56	7.42
O.S. Maintenance	1,105.17	9.03	5.88
Ordinary Seaman	1,033.81	9.03	5.88

continued on following page

# STANDARD FREIGHTSHIP/PASSENGER AGREEMENT

## WAGES, PREMIUM AND OVERTIME RATES AS OF DECEMBER 16, 1982

	Base Wages Monthly Rate	Premium Rate Sat., Sun. & Holidays	Overtime Rate Excess of 8 Hrs. Mon.-Fri.
<b>ENGINE DEPARTMENT</b>			
Chief Electrician (SL7's, SL18's, D6's, Lash, Mariner and Passenger)	\$2,101.30	518.43	\$9.68
Q.M.E.D./Electrician D-9	2,101.30	18.43	9.68
Chief Electrician (Delta)	2,097.78	17.74	9.68
Chief Electrician	2,043.62	17.74	9.68
Crane Mtce./Electrician	2,043.62	17.74	9.68
Electrician Reefer Mtce.	2,043.62	17.74	9.68
Second Electrician	1,910.40	16.65	9.68
Engine Maintenance	1,910.40	16.65	9.68
Engine Utility Reefer Mtce.	1,910.40	16.65	9.68
Refrigeration Engineer (when one is carried)	1,910.40	16.65	9.68
Refrigeration Engineer (when three are carried)			
Chief	1,959.54	15.26	9.68
First Assistant	1,741.28	14.58	9.68
Second Assistant	1,624.39	14.14	9.68
<b>Q.M.E.D.</b>			
Class 1	1,964.07	16.91	9.68
Class 2	1,803.69	15.62	9.68
Class 3	1,643.31	14.22	9.68
Class 4	1,482.94	12.84	9.68
Plumber Machinist	1,751.73	15.26	9.68
Unlicensed Jr. Engr. (Day)	1,671.46	14.58	9.68
Unlicensed Jr. Engr. (Watch)	1,505.00	13.14	9.68
Deck Engineer	1,620.88	14.14	9.68
Engine Utility/POWT (Delta)	1,636.30	14.14	9.68
Engine Utility	1,526.61	13.32	9.68
Evaporator/Mtce	1,400.24	12.24	9.68
Oiler	1,322.56	11.56	7.42
Oiler (Diesel)	1,423.26	12.42	7.42
Watertender	1,322.56	11.56	7.42
Fireman/Watertender	1,322.56	11.56	7.42
Fireman	1,322.56	11.56	7.42
Wiper	1,228.53	10.75	5.88
Ship's Welder Mtce.	1,640.70	14.14	9.68
Oiler/Mtce. Utility	1,526.61	12.42	7.42
General Utility/Deck Engine	1,228.53	10.75	5.88
<b>STEWARD DEPARTMENT</b>			
Chief Steward (SL7's, SL18's, D6's, D9's, Lash & Mariner)	\$1,964.07	\$16.91	\$9.68
Steward/Cook	1,964.07	16.91	9.68
Steward/Baker	1,964.07	16.91	9.68
Chief Steward	1,737.15	15.12	9.68
Chief Cook	1,544.03	13.48	9.68
Cook & Baker	1,504.99	13.14	9.68
Second Cook	1,322.56	11.42	7.42
Third Cook	1,304.69	11.42	7.42
Assistant Cook	1,304.69	11.42	7.42
Steward Assistant	1,025.75	9.01	5.88
<b>Passenger Vessels</b>			
Chief Steward	2,292.30	19.86	9.68
Chief	1,737.15	15.12	9.68
Chief Cook	1,544.03	13.48	9.68
Headwaiter/Wine Steward	1,544.03	13.48	9.68
Chief Baker	1,544.03	13.48	9.68
2nd Steward/Head Waiter	1,542.39	13.34	9.68
3rd Steward/Storekeeper	1,541.01	13.34	7.42
Chief Pantryman	1,539.36	13.32	7.42
Butcher	1,531.15	13.24	7.42
2nd Cook	1,519.48	13.16	7.42
2nd Cook/Larder	1,519.48	13.16	7.42
Cook & Baker	1,504.99	13.14	9.68
Asst. Head Waiter	1,504.99	13.14	9.68
2nd Baker	1,501.72	13.01	7.42
3rd Night Cook	1,494.89	12.95	7.42
Bartender	1,304.69	11.42	7.42
Bartender/Club Steward	1,304.69	11.42	7.42
Messman/Utility	1,025.75	9.01	5.88
Utilityman	1,025.75	9.01	5.88
Galley Utility	1,025.75	9.01	5.88
Pantryman	1,025.75	9.01	5.88
Passenger Waiter	1,025.75	9.01	5.88
Officer Bedroom Steward	1,025.75	9.01	5.88
Passenger Bedroom Steward	1,025.75	9.01	5.88
Night Steward	1,025.75	9.01	5.88
Stewardess	1,025.75	9.01	5.88
Deck Steward	1,025.75	9.01	5.88
Deck/Smoking Room Steward	1,025.75	9.01	5.88
Janitor/Utilityman	1,025.75	9.01	5.88
Day Porter/Utilityman	1,025.75	9.01	5.88
Chief Utility	1,025.75	9.01	5.88
Crew Messman	1,025.75	9.01	5.88
Crew Pantryman	1,025.75	9.01	5.88
Crew Bedroom Steward	1,025.75	9.01	5.88
Beautician-Barber	1,465.07	.00	.00
<b>PENALTY RATES</b>			
Off Watch, Monday Through Friday			
Group I 51079	Group II 8.65	Group III 7.70	



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

December 1982

Legislative, Administrative and Regulatory Happenings

## WASHINGTON REPORT

After nearly a generation in power, Leonid Brezhnev passed away. The man who replaced Brezhnev, Yuri Andropov, is expected to follow the basic outlines of his predecessor's policies.

The relentless Soviet buildup that Brezhnev started is expected to remain right on course. Some analysts feel that it might even be intensified because Andropov must cultivate the good-will of military hard-liners if he is to remain in power.

The build-up has extended to the maritime industry.

The Soviet Merchant Marine is the fastest-growing in the world. Unlike its American counterpart, it is totally integrated into the Soviet's military plans. Pentagon officials like to talk about "Sealift Capability." Soviet military planners don't have to. They have the real thing.

## Trouble Brewing

While world attention focussed on recent changes in Soviet leadership, quiet yet potentially far-reaching changes were occurring throughout the world.

The world's economic system teetered on the verge of insolvency. Hundreds of billions of dollars are owed to Western bankers by such countries as Poland, Mexico, and Yugoslavia. It is unlikely that these debts will ever be repaid.

The United States has not helped matters. It has contributed to this sense of instability by refusing to ratify the United Nations Conference on Trade and Development Liner Code (UNCTAD).

The United States is paying a heavy price for its short-sightedness. Venezuela, which has rich deposits of oil, has already taken unilateral action by effectively excluding American shipping companies from the US-Venezuelan trade. (See separate story in this issue of the LOG.)

## Maritime Authorizations

Each year Congress must review its maritime policy. It must establish new funding levels for the Merchant Marine and formulate, continue, modify or drop federal maritime programs.

This all falls under the banner of the Maritime Authorizations Bill.

As reported in previous issues of the LOG, the House and Senate have already passed their respective versions of the Maritime Authorizations Bill. While imperfect, the House version is definitely superior to its Senate counterpart.

Unfortunately, Senate and House conferees have issued a joint report that adopts most, though not all, of the recommendations made in the Senate bill.

The conferees have recommended that subsidized operators be allowed to build their vessels in foreign shipyards. If this recommendation is ratified by both the House and the Senate, then it will mean the end of the domestic shipbuilding industry as we know it.

The SIU is hoping to mount a last minute campaign from the floor of the House to block this legislation.

One small victory: no matter which version of the Maritime Authorizations Bill is enacted into law, subsidized operators will not be allowed to use Capital Construction Funds (CCF) when building overseas.

## Caribbean Basin Initiative

The President's Caribbean Basin Initiative is running into difficulty during the lameduck session of Congress. Leaders from both sides of the aisle are telling the President that he must prove that he has the votes before they will even look at legislation.

The CBI was originally conceived as a good-will gesture to aid the depressed countries of Central America and the Caribbean. Yet as formulated by the Reagan Administration, it contained many provisions harmful to American workers.

To give one example: The jobs of cannery workers, who are affiliated with the Seafarers International Union of North America, would be unfairly jeopardized by provisions in the CBI relaxing import duties on tuna products.

American labor has been unified in its opposition to the bill. Frank Drozak, president of the SIU and president of the 8.5 million member Maritime Trades Department, has been in the forefront of that fight.

## Mondale on Maritime

In an editorial on the Op-Ed page of the New York Times entitled "The US Can Compete", Presidential hopeful Walter Mondale outlined his plans for the future of the American economy.

"We cannot tolerate... trade discrimination any longer," Mondale wrote. "We must embark on a cooperative national effort involving labor, management, and Government to revitalize ailing basic industries. We should fully restore funding for the Export-Import Bank, and should fully use that Bank to match the export subsidies of our trade competitors, product for product, dollar for dollar."

This is good news for the maritime industry which relies upon trade and exporting for its survival. The American flag Merchant Marine is one of "those basic American industries" that has been forced to compete with foreign companies that not only are heavily subsidized, but sometimes *entirely* subsidized. In an atmosphere like this, the concept of free trade becomes something of a bad joke.







## Shipping and the Economy

One can usually predict what's happening in the maritime industry by the general state of the American economy. If exports are down, or if the economy is in a slump, then the chances are better than even that ships will be tied up and seamen stranded on the beach.

Shipping is slow because the economy has not recovered from its prolonged slump. Reaganomics has not worked magic the way its supporters promised. As a matter of record: unemployment is at an all-time post-war high; budget deficits continue to increase despite frantic attempts to keep them in line; businesses are failing in record numbers, and soup lines are growing in every major industrial center in the United States.

Things are so bad that even the Administration is toning down its predictions for an economic upswing. Malcolm Baldrige, the Secretary of Commerce, admitted that the recovery the Administration has been talking about will come later than expected and that it would not be strong enough to help the 12 million people out of work.

In the meantime, President Reagan's support for our industry is defined in the "Build Foreign" program which insures further layoffs and unemployment for American workers.

## A Matter of Health

One of the major problems facing the American maritime industry is the health of the men and women working onboard its vessels. Industry-related illnesses and the rising cost of health care are threatening to make the industry less competitive than it already is.

The situation is made worse by the policies of the Reagan Administration. According to Frank Drozak, president of the Seafarers International Union and chief spokesman for the 8.5 million members of the AFL-CIO Maritime Trades Department, the closing of the U.S. Public Health Hospitals is creating a serious financial crisis for the industry.

While present benefits for SIU members are secure, Drozak said, expanded coverage may be curtailed because the plans will have to make up the cost differential.

Moreover, the Administration's decision to ease existing health standards in the environment and the work place will make it more likely that seamen and other workers will come down with costly and life threatening illnesses.

## Labor Roundup

Organized labor has been playing an active role in fighting for an improved maritime industry. As usual, the Maritime Trades Department is taking the lead.

Last month the Department condemned the Reagan Administration's decision to effectively dismantle the Occupational Safety and Health Administration's enforcement capabilities for weakening the law that brought it into being.

"The Reagan Administration has been conducting a running war against OSHA," MTD Executive Secretary Treasurer Jean Ingrao said. "They seem committed to eliminating the Federal government's role in the protection of health and safety of workers on the job. We're equally committed to protecting OSHA."

In related news, Ingrao talked about the need to create jobs in the maritime industry, which has been badly hit by the present recession. One way would be for Congress to reaffirm legislation it passed concerning the regulation of the ocean seabed.

Outside the MTD, Lane Kirkland joined SIU President Frank Drozak in calling for passage of the Boggs Bulk Bill. According to Kirkland, "It 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 and stimulate the economy right across the board."

## United States vs. The World

The United States has been having a great deal of trouble with its allies lately. Some of that trouble is of its own making.

A showdown is brewing between this country and its European and Third World allies over the Reagan Administration's decision to resist the UNCTAD Agreement.

The present Administration has decided to ignore the rest of the world and not ratify the United Nations Conference on Trade and Development Liner Code. The rest of the world views the U.S. position as one that will further destabilize an already uncertain world economy.

Frankly, we're confused. Most nations already have some form of protective policies regarding their merchant fleets. Yet, our government continues to act as if we were truly in some "Free-Trade" fairyland.

## Medical Benefits

In unveiling its plans for an expanded defense budget, the Reagan Administration "flew some trial balloons" on how to pay for the bill. Health and Human Services Secretary Richard Schweiker leaked to the press that the Administration is thinking about taxing the money that workers receive from their health insurance.

The plan received swift and immediate condemnation. While it is unlikely that it will ever go into effect, it says a lot about the priorities of the present Administration.

## SIU Stewards Tour Washington



Upgrading Stewards pose on the steps of the Capitol building to record on film a trip that gave them a clearer understanding of the Congressional legislative process and SIU's lobbying efforts on the 'Hill.' Pictured above are Frank Bortlett, Willie Braggs, John Cherry, George Gibbons, Anthony Goncalves, Nicholas Halgimisos, Thomas Hanbins, Henry Jones Jr., Stephen Piatab, James Temple, Roy Thomas, Joseph Moody and the conductors of the tour-workshop, SIU Representative-In-Training Ben Adams and SIU Washington Representatives Frank Pecquex and Liz Di Mato.

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



At Stake are 7,000-10,000 Jobs

## SIU and NMU Meet with Navy Pentagon Brass

Civilian manning of Navy support vessels is a non-partisan issue that has drawn the support of both the Seafarers International Union and the National Maritime Union. At stake are 7,000-10,000 seagoing jobs.

SIU President Frank Drozak together with NMU President Shannon Wall have been meeting with Pentagon officials and representatives of the Reagan Administration in an effort to hammer out a compromise that would benefit both the military and the private sector merchant marine.

When talking to Pentagon officials, Drozak has often referred to

many of the speeches President Reagan made while touring the country during the 1980 election. According to Reagan:

*"Our Merchant Marine is a vital auxiliary to the U.S. Navy. At a time when the Navy's support capability is open to serious question, we should be increasing the merchant marine's role."*

Pentagon officials have been known to have privately advised the President to scuttle the measure because it would cost too much. Some of them doubt that seamen in the private industry possess the skills needed in the support activities. Others say that there might be dis-

ruption of service because of union activities.

Drozak has forcefully rebutted these assertions point by point.

**COST:** According to studies conducted by private sector researchers, the primary cost difference between the private sector and the government exists above the classification of "unlicensed". Those categories are not in question. Moreover, it would probably be cheaper to employ private sector unlicensed seamen than public sector ones. President Reagan himself shares that belief.

**SEAFARING SKILLS:** Seafarers receive first-class training at

the Seafarers Harry Lundeberg School of Seamanship. But even if the Pentagon thinks that some skills should be taught that aren't being taught, it would be relatively easy to overcome that fact. The training facilities exist. Existing programs could easily be modified as the Pentagon and the unions see fit.

**POTENTIAL DISRUPTION OF SERVICE:** Civilian manning of non-combatant vessels is not a new idea. It has been tried before with very few problems. From 1936 until 1981 the government-operated Panama Line of the Panama Railroad Company hired seamen directly from private hiring halls.

## Drozak Visits Strife-torn Central America

SIU Leader Represents AFL-CIO in Meeting With Workers

*"Nothing so frightens totalitarian regimes, left or right, as the power of workers united in a free trade union movement... The fear is justified, for the common enemy of these regimes is democracy; and the true test of democracy is whether workers can freely organize themselves into unions of their own design. Without this free right of association, the rights of free speech and assembly are unfulfilled promises!"*

**AFL-CIO President  
Lane Kirkland  
October 26, 1982**

In order to obtain first hand knowledge of the problems and conflicts affecting the workers in Costa Rica, Nicaragua and El Salvador, the Executive Board of the ICFTU authorized a high level mission to visit those troubled countries.

The AFL-CIO, which reaffiliated to the ICFTU in January 1982, was represented by Frank Drozak, president of the Seafarers International Union and member of the Executive Council of the AFL-CIO. William C. Doherty, Jr., executive director of the AFL-CIO's American Institute for Free Labor Development was also a U.S. representative on the delegation.

The International Confederation of Free Trade Unions, with headquarters in Brussels has more than 75 million members in various affiliated national federations throughout the non-communist world.

The ICFTU delegation was expected to visit each country and obtain first hand information by meeting with representatives of all sectors so that a timely objective and comprehensive report and recommendations would be presented



Frank Drozak talks with Alvin Guthrie of the Nicaraguan free trade union movement and other members of the joint mission of the International Confederation of Free Trade Unions following a wreath-laying ceremony in Managua honoring slain Nicaraguan labor leader Luis Medrano who was murdered by Somoza forces in 1979.

to the ICFTU's November Executive Board Meeting.

Drozak and Doherty were joined in Mexico City by the vice president of the Canadian Labour Congress, Raymond Mercier, as well as the CLC's director of International Affairs, John Harker.

ICFTU was represented by Enzo Frizo, director of Western Hemisphere Affairs. Tulio Cuevas and Claudio Artavia, the general secretaries of the Regional Inter-American Organization of Workers (ORIT) and the Central American Confederation of Workers (CTCA) represented Latin America. Representing Europe were the directors of International Affairs of the Italian Confederation of Trade Unions (CISL) and the Nordic Council of Trade Unions, Emilio Gabaglio and Peer Carllson.

On Oct. 31 the delegation arrived in San Jose, Costa Rica. Meetings were held with the leadership of the Costa Rican Confederation of Free Workers (CCTD), with President Monge and with Nicaraguan polit-

ical exiles led by Commander Eden Pastora, a defector from the Nicaraguan FSLN.

Gilbert Brown, General Secretary of the Costa Rican Confederation of Free Workers, welcomed the international group and described the effects of the current economic crisis on the workers.

President Monge, who is a former trade union leader and was a past General Secretary of ORIT, extended a warm welcome to the delegation. President Monge has maintained close ties with the AFL-CIO for many years, and is the only ex-trade union leader in Latin America to be elected President. He asked for any support of the international democratic labor community that would enable Costa Rica to continue to develop peacefully and democratically.

Members of the delegation agreed that support for Costa Rica should be actively sought to ensure that this peaceful and democratic state will not become embroiled in the rising tide of bloody violence which is

endemic to the region.

The delegation arrived in Managua, Nicaragua on Nov. 1. The Sandinist authorities permitted the group to meet with the CUS, as well as with opposition political parties and professional associations, and the Commission on Human Rights. Meetings were also held with representatives of the FSLN, including Minister of Labor Virgilio Godoy, a member of the FSLN Directorate and the Government coordinator of the Sandinist Labor Central.

The delegates also visited two newspapers, *Barricada*, which supports the government, and *La Prensa*, which is allowed to publish opposition news although it is heavily censored. The arrival of the ICFTU delegation, for example, was to have been printed on page one, but the article was prohibited by the government.

Drozak and some other members of the delegation arrived in San Salvador, El Salvador, on Nov. 3, and was received by the leaders of the Federation of Construction, Transport and Allied Workers, and by the Salvadoran Communal Union. Meetings were scheduled with urban and rural union leaders, President Alvaro Magana, Bishop Rivera y Damas, General Jose Guillermo Garcia, Minister of Defense, and the Popular Democratic Unity.

In the discussions with the President of El Salvador and the Minister of Defense, the ICFTU delegates emphasized their rejection of force as a political instrument, and expressed the wish for a dialogue to be established and for an end to the violence which has claimed from 30 to 40 thousand lives.



# Area Vice Presidents' Report

**Gulf Coast** by V.P. Joe Sacco



In the port of Houston, where we're holding our own on deep sea shipping, we're getting ready for the crewing up later this month of the brand new bulk carrier *Spirit of Texas* (Titan Navigation). She's the third in a series of ships built by the SIU-contracted company. The other two were the *Pride of Texas* and the *Star of Texas*.

I visited our New Orleans Port Agent Gerry Brown in the hospital and although he has some serious injuries, he's hanging in there and hopes to soon be up and about. It was great to see

him in such good spirits and we all wish him a speedy recovery.

Meanwhile, in the port of New Orleans, which has been hit by torrential rains, deep sea and inland shipping remains slow. However, shipping is still alright for our "A" book members, especially if they are flexible about where they sail.

In the port of Mobile I attended a very successful Port Maritime Council dinner in honor of Dr. Arthur Amendola, head of the Seafarers clinic in the port. (A full story on this dinner is carried in this issue of the LOG.)

Also out of Mobile, Port Agent Tommy Glidewell reports that an SIU-contracted dredge, *Flamingo* (Radcliffe) sank in the Alabama River about 175 miles north of the port.

There were 12 crewmen aboard the dredge at the time but none was hurt. The SIU-contracted tug *Gobbler* (Radcliffe) rescued the men. At present there is no known cause for the sinking of the 181-foot long dredge which is 38 feet wide and weighs 499 tons.

Also, out of Mobile at the end of the month we're expecting to crew up another integrated-tug-barge called the *New York*. She's the third one that SIU-contracted Apex Marine has launched.

Last month I reported to you extensively on the Nov. 2 voting results. Though the elections are over, our political work is not. We are preparing for the new Congress and we are busy contacting local elected officials. Just because we did so well in the recent elections, we cannot sit back and hope for the best. We must get out there and fight for the kind of legislation that will insure our members' job security.

As I end this last column of 1982 I want to wish everyone a Very Merry Christmas and the best of everything in the New Year.

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



From the port of Jacksonville comes the report that the crewmembers of the SIU-contracted *Walter Rice* (Reynolds Metal) rescued approximately 15 people from a burning Greek freighter. The *Walter Rice* was in the Mediterranean, about a day out of Gibraltar. We hope to have photos and more details on the rescue in an upcoming issue of the LOG.

Here in the port of New York, the Contract Department, the Seafarers Appeals Board, and the LOG office have all moved to the new Union Headquarters in Camp Springs, Md. Last month in this column I gave you the new address. However, the zip code was incorrect. So let me repeat the full address: 5201 Auth Way, Camp Springs, Md. 20746.

Another point that I want to make about the move concerns vacation checks. As you know, in the past when New York housed Union Headquarters we were able to get vacation checks processed up here in one day. Now that Headquarters has moved that is no longer possible. I make this point because I don't want to disappoint our members who come to the port thinking they will get their vacation checks right away.

Out of the port of Gloucester, a payoff was made on our SIU-contracted cableship *Long Lines* which pulled into Portsmouth, N.H. last month before going out on a special five month run for the Navy. Also up in Massachusetts we've been making the Sabine tankers which are pulling in steadily now. We're working together with the National Maritime Union to organize these ships.

With the winter coming on strong our SIU-contracted fishing boats in Gloucester—especially the smaller ones—are keeping a close watch on the weather.

**Great Lakes & Western Rivers**, By V.P. Mike Sacco



Here in St. Louis we've been negotiating the Orgulf contract and I'll have details for you in the next issue of the LOG.

On the Great Lakes, I'm sorry to report that SIU-contracted Bob-Lo company has gone bankrupt. The Union has 60 jobs aboard Bob-Lo's two passenger boats which operate from Memorial Day through Labor Day. The boats, which, as Algonac Port Agent Jack Bluit says, "are as good as the day they were built," run between Detroit and Bob-Lo Island where there

is an amusement park. One boat, the *Columbia*, was built in 1902 and the other, the *Ste. Clare*, was constructed in 1906. Both vessels have been declared historical monuments by the State of Michigan.

A bankruptcy hearing is scheduled in Detroit for Jan. 27. Other parties have expressed interest in maintaining operation of the boats and we are hopeful that we have not seen the last of this traditional summer run and the SIU jobs that go along with it.

Another disappointment for us on the Lakes is that, after 35 years under SIU contract, we no longer have the "hand-bomber" *Chief Wawatam*. The Detroit-Mackinac Railroad Co. lost the bid on renewing operation of the vessel for the State. Instead, the operation went to a non-union railroad—Michigan Northern Railroad.

Besides taking over the *Chief Wawatam*, the Michigan Northern Railroad has also taken over hundreds of miles of track. We find it very strange that the railroad craft unions have not attempted to organize this company.

On the positive side on the Lakes, six vessels in the SIU-contracted American Steamship fleet will be on the winter run. So will the SIU-contracted *Medusa Challenger* (Medusa Cement).

Concerning some of our Lakes inland equipment, Great Lakes Dredge and Dock is finishing up Fall dredging on the Cuyahoga River in Cleveland, and Luedtke Engineering Co. is completing a dredging project on the Rouge River in Detroit.

**West Coast**, By V. P. George McCartney



Here on the West Coast, in the port of Seattle, we're looking forward to the start of a grain run to Russia. Two SIU-contracted ships—one an Ogden Marine vessel and the other a Point Shipping vessel—are expected to load grain in the Columbia River sometime in January.

A fact not commonly known is that the northern West Coast is a big grain area. In fact, just recently, an SIU-contracted ship traveled from the Seattle area to China with a load of grain.

\* \* \*

Concerning contracts, we're in negotiations right now with Star and Crescent fleet, a harbor touring operation in San Diego, Calif.

Negotiating for the Union along with SIU Wilmington Port Agent Mike Worley and SIU Representative Frank Gill, was Star and Crescent Captain Russ Holmes who is chief shop steward.

Also, I'm happy to report that Brother Worley has been elected president of the Southern California Ports Council of the AFL-CIO Maritime Trades Department.

Getting back to the area of contracts, SIU reps, along with representatives from other unions, have been meeting in Southern California with an oil rig contractor as part of the General Presidents' Offshore Agreement. And further up north, we have an election coming up on the *Golden Alaska*, a fish processing vessel we are trying to organize.

Our SIU-contracted Pacific Maritime Association ships will be receiving a 2.67 percent Cost of Living Adjustment effective Dec. 16, 1982. The COLA will be applied to wage related items.

Finally, all of us on the West Coast want to wish New Orleans Port Agent Gerry Brown a speedy recovery. We have been sending him our good wishes since his accident. In fact, a card with 200 signatures was mailed from the port of Wilmington. We all hope that Brother Brown will be back at work very soon.



# Seafarers Appeals Board Announces Action on Transportation, Registration

The Seafarers Appeals Board has recently taken two actions, one concerning transportation and the other concerning registration.

Action No. 268 clarifies transportation costs for relief seamen and action No. 269 concerns the registration period for permanent ratings.

Both rulings are reprinted below.

Also reprinted below is a Memorandum of Understanding between the SIU and its contracted employers concerning a change of time on the notice clause for vessels arriving on a weekend.

The Memorandum of Understanding covers Article II, Section 57 of the Standard Freightship/Passenger Agreement, and Article II, Section 55 of the Standard Tanker Agreement.

To save space, and since the wording is the same, we have only reprinted the Memorandum applying to the Tanker Agreement. But note that the Memorandum also applies to the Freightship/Passenger Agreement.

## SAB Action No. 268

The Seafarers Appeals Board, acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers; hereby takes the following action.

That whereas Rule 5 A. 12 as amended by S.A.B. Action No. 260 has not clearly expressed subsection "0", said subsection shall be amended to read as follows:

**"Transportation will be paid by the Company to the relief and to the seaman who was relieved and is returning to the vessel?"**

The remainder of Rule 5 A. 12 shall continue in full force and effect.

## SAB Action No. 269

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

Whereas, Rule 5 A 12 (a) permits specific ratings to request trip reliefs between sixty (60) and one hundred and twenty (120) days and

Whereas, Rule 2 B 7 however specifies that the period of registration shall be ninety (90) days; therefore in order to insure that such specified ratings are assured of returning to their assigned vessel and there is no inconsistency with Rule 2 B 7, such Rule 2 B 7 shall be amended by adding to it the following provision;

**"The ratings specified in Rule 5 A 12 (a), who have requested reliefs of one hundred twenty (120) days, or whose vessels because of operational necessity exceed the ninety (90) day registration period, preventing the rating from rejoining his vessel at the expiration of the relief time requested, shall be nevertheless considered in compliance with the period of registration?"**

## Memorandum of Understanding

It is hereby agreed to between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO and the various contracted Employers signatory to the *Standard Tanker Agreement, Article II, Section 55 Transportation and Paying*

*off Procedure, subsection 3* be amended to read as follows:

**"3. Any member of the unlicensed Personnel will be allowed to pay off the vessel in any port in Continental United States or Puerto Rico upon twenty four (24) hours notice to the Master, prior to the scheduled sailing of the vessel. However, where a vessel is expected to arrive and depart on a weekend, such notice shall be given not later than 1 p.m. on Thursday.**

**The Master shall be allowed to discharge any member of the Unlicensed Personnel upon twenty four (24) hours notice.**

If the seaman exercises his rights to be paid off, as provided for in this paragraph, transportation provisions shall not be applicable. If the Master exercises his right to discharge a seaman as provided for in this paragraph, transportation provisions shall not be applicable. Should the Union object to the discharge, the matter shall be handled in accordance with the grievance procedure."

The notice required for weekend terminations is hereby changed from 1 p.m. Friday to 1 p.m. Thursday due to the fact that the last job call conducted at the various hiring halls on Monday through Friday, excluding emergency situations, is 12 noon.

## Upgraders in Washington



Union Training Officials Tyler Womack and Robert Hall take the A Seniority Upgraders on a tour of Capitol Hill, where they learned about the union's lobbying apparatus. Things were slow because Congress was in recess. Pictured above are Robert Hall and Tyler Womack, and the following A Seniority Upgraders: Thomas Barrett, Alan Bright, Steven Byerly, Russel Mancini, John Mortinger, Abdo Naji, David O'Donnell, Elizabeth Papciak, Alexander Reyer, Frankie Ross, and Ronald Daily.



**GET BUSTED FOR NARCOTICS AND YOU LOSE YOUR PAPERS FOR LIFE... IS IT WORTH IT?**



# Moku Pahu Gets a Royal Aloha in Honolulu

The governor of Hawaii and numerous business and civic leaders were on hand to give the SIU-manned *Moku Pahu* a warm welcome when the new ship arrived in Hawaii last month.

They had spent weeks preparing an elaborate ceremony for the vessel

in appreciation of the good that it is expected to do for Hawaii's economy.

In his welcoming speech, Governor George Arioshi noted the fact that the ITB *Moku Pahu* will carry Hawaiian raw sugars from terminals in Honolulu to the US mainland.

The health of Hawaii's economy depends in large part upon its ability to export sugar crop.

During the ceremony a beautifully carved wooden image of Kanaloa, the Hawaiian god of the ocean, was presented to representatives from Pacific-Gulf Marine, the company that owns the *Moku Pahu*.

The *Moku Pahu*, which is the world's largest bulk sugar carrier,

measures 639 feet and has a 36,000 ton capacity. It is the largest ocean-going integrated tug barge ever built in the United States.

It will give SIU seamen another job opportunity in the expanding US-Pacific trade. This trade is expected to increase dramatically in the upcoming years, providing many new jobs for American seamen.



The *Moku Pahu* arrives at the Port of Honolulu just in time for the big celebration in its honor.



Chief Cook Ed Singleton and Chief Steward Robert Spencer pose for the LOG photographer in the galley of the *Moku Pahu*.



QMED Jimmy Slay and QMED/Pumpman Dave Norris discuss the advanced technology found in the engine room of the ITB *Moku Pahu*.



SIU officials meet with the Ship's Committee of the newly launched *Moku Pahu* to exchange ideas. Pictured above are SIU Patrolman Kevin Thatcher, who is stationed in Honolulu; QMED Jimmy Slay; Chief Steward and Ship's Secretary, Robert Spencer; QMED/Pumpman Dave Norris, who is the Engine Delegate; Ray Todd, bosun and Ship's Chairman; and George McCartney, SIU West Coast vice president.

## CELESTIAL NAVIGATION

### A SKILL ALL SEAFARERS SHOULD KNOW

Enroll in the Celestial Navigation Course at SHLSS. It'll help you earn what you need to know to earn the Ocean Operator Over 200 Miles License. And that means a better job and more money!

Contact your SIU Field Representative, or fill out the application in this issue of the Log.

**Course starts February 28**



# A Seafaring Santa

BY JOE SCUTERI

Twas The Night Before Christmas  
On The Converted T-2  
The Crew Was All Sleeping  
There Was Nothing To Do

Our Stockings Were Hung  
Round The Boiler With Care  
Not For No Special Reason  
Cept They Dry Better There

I Was Lying Half Dozing  
All Snug In My Rack  
The Porthole Was Open  
A Breeze On My Back

When All Of A Sudden  
Much To My Surprise  
I Heard Sleigh Bells Ringing  
Somewhere In The Skys

I'm Cracking, I Thought  
Or Dreaming, Or Both  
But As I Lay Thinking  
A Hearty Voice Spoke,

"On Bonnie, On Rubbie  
On Suzy, On Jean  
On Roxie, On Trixie  
On Sweet Genevieve

On Cindy, On Lois  
On Gertrude, On Mae  
That Don't Sound Like No Reindeer  
I Thought With Dismay

I Jumped To The Porthole  
Not Believing My Eyes  
A 40 Foot Sailboat  
Was Filling The Sky

I Was Decked Real Fancy  
With Pine Trees And Bright Light  
And 11 Cute Ladies  
Dressed In Red And In White

And Out On The Bow  
Just As Fat As Could Be  
Stood St. Nick And An Elf  
They Were Checking Our Lee

And Once They Decided  
With The Wink Of An Eye  
They Dropped To The Ocean  
Right Out Of The Sky

I Ran Up The Stairwell  
And Right Out On Deck  
They Were Having Some Trouble  
Making Fast To Our Wreck

So I Dropped Them A Ladder  
And I Lowered A Line  
And Pulled Up 4 Seabags  
And 9 Cases Of Wine

St. Nick Was A Strange One  
Not Like Pictures I'd Seen  
With Tattoos And An Earring  
Now What Could This Mean

I'm The Seafaring Santa!  
He Said With A Grin  
Then Tossed Me A Gallon  
Of Beefeaters Gin

He Yelled "Call All Hands"  
We've Got Partying To Do  
I've Still Got One Ship  
Off The Coast Of Peru

So I Ran Down Below  
Calling All Who Could Hear,  
Someone Threw A Boot,  
Caught Me Right On The Ear

Well When I Came Too  
The Ship Was A Wreck,  
With Quart Jugs And Seamen  
Sprawled All Over The Deck

And Up In The Heavens  
Just A Speck To My Eye  
The Sailboat Was Sailing  
Off Into The Sky

Christmas Morning Was Quiet  
Aboard Our Lost Ship  
The Crew Wasn't Talking  
They Were All Very Sick

And No One But Me  
Could Remember That Night  
Except That They Partied  
And Had A Big Fight

There Might Have Been Girls  
But Their Memory Was Hazy  
And They Finally Decided  
I Was Most Likely Crazy

And Now I Will Leave You  
My Story Is Through  
But Before I Get Going  
Let Me Say This To You

If You're Out On The Ocean  
On That Night Of The Year  
And Your Being Forgotten  
Is Your One Biggest Fear

Just Remember Who's Coming  
And You Will See I Was Right  
Now Merry Christmas My Brother  
And To All A Good Night.





# AMA's Al Maskin Retires, Was SIU LOG Staffer

Al Maskin, a prominent spokesman for the maritime industry who learned about the Merchant Marine by writing for the Seafarers LOG, announced his retirement as Executive Director of the American Maritime Association.

Maskin has been director of the American Maritime Association since 1967. During his fifteen year tenure he has spoken out on behalf of the maritime industry and American seamen. He campaigned diligently to protect this nation's cargo preference laws and the Jones Act.

Maskin worked closely with the late Paul Hall and the rest of the industry in fighting for enactment of the Merchant Marine Act of 1970, an important piece of legislation that has led to the construction of nearly 100 merchant vessels under the U.S. flag.

Al Maskin worked for the Seafarers International Union from 1953 until 1967. He was a protege of Herb Brand, former Editor of the LOG, who now serves as Chairman of the Board of Transportation Institute, a Washington-based non-profit organization formed to promote maritime research and development, and the full employment of American-flag shipping.

As Assistant Editor of the LOG, Maskin learned about the maritime

industry from the ground up. He learned about maritime's legislative agenda: the need to protect American shipping and American jobs through rigorous enforcement of this nation's cargo preference laws and the Jones Act.

Maskin was later named Director of Research and Legislation for the SIU as well as vice-president in charge of the Washington office. Reflecting on his long career, he told a writer from the LOG that "the fourteen years with the SIU provided

me with a valuable education in the maritime industry. I was particularly gratified to work with the late Paul Hall who contributed as much as anyone to the development of a strong American-flag Merchant Marine."

## Are You Getting Dishpan Hands?

Well, get yourself out of the soap suds!  
Upgrade in the Steward Department  
at SHLSS.

New Classes Starting—

Assistant Cook  
Cook and Baker  
Chief Cook  
Chief Steward

Sign Up Now!

Contact your SIU Field Representative, or fill out the application in this issue of the Log.



### KNOW YOUR RIGHTS

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

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

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

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

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

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

### KNOW YOUR RIGHTS



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

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

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

### KNOW YOUR RIGHTS

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

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

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

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



# Seafarer Exhibits Photo Skills in Art Show

Edd Emery uses his experience as a merchant seaman to capture on film those beautiful sights and spe-

cial moments that are the domain of every seafarer or world traveller. Emery, who sailed for both the

SIU and the NMU before getting a job at the Erie Lackawana ferries at Hoboken, recently had a one man exhibit at the Citicorp bank at the World Trade Center in Manhattan. Emery contends that his experience as a merchant seaman has given him a perspective that affects his whole life and extends even to his art. The photos at the Citicorp exhibition back him up.

Some are pretty as a picture-card; others are eerily beautiful. Emery shot the Parthenon at twilight, when red and purple skies set the classic ruins in a translucent light that made them seem both fragile and eternal.

Others pictures were of Yugoslavia, Germany, Italy, San Francisco, New York, and even the piers at Hoboken. The exhibit attracted normally rushed bank customers who interrupted their hectic Manhattan schedules to look at the exhibit and ruminate.

Emery's pictures are subtle yet forceful. A peaceful cafe scene in South Africa was titled "A Study in White." A picture of a beautiful young woman with gold earrings and flashing white teeth was called "Bed-Stuy Princess."

Edd Emery's commitment to photography is just one more example of the opportunities open to seamen. Merchant seamen are travellers who get to see things that other people don't. Edd Emery made good use of that opportunity.

Other members express their commitment to the sea in other ways. Some write poetry or short stories, others use the time they have onboard ship to read or upgrade, others become the best damn Steward or QMED that they can. Everyone has a special talent or vision. The lucky ones develop it.



A playful thought-provoking picture of a man and his child in New York.

## 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, 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 Heftel, *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*  
 Pärren 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*  
 Daniel K. Akaka, *Democrat, Hawaii*  
 William M. Brodhead, *Democrat, Michigan*  
 Lawrence J. DeNardis, *Republican, Connecticut*  
 Julian C. Dixon, *Democrat, California*  
 Vic Fazio, *Democrat, California*  
 Dennis M. Hertel, *Democrat, Michigan*  
 Carroll Hubbard Jr., *Democrat, Kentucky*  
 William J. Hughes, *Democrat, New Jersey*  
 Matthew Martinez, *Democrat, California*  
 Toby Roth, *Republican, Wisconsin*  
 Richard C. Shelby, *Democrat, Alabama*  
 Bruce F. Vento, *Democrat, Minnesota*  
 James H. Weaver, *Democrat, Oregon*



Entitled the *Old and the New*, this picture by Edd Emery captures the soaring majesty of the San Francisco skyline.



# Deep Sea Seafarers: We Need Your Address

The following *deep sea* men and women are active, dues paying SIU members. Yet, the Seafarers Data Center has no address for them.

An up-to-date address is essential if you want to receive proper payment on any Claims and if you want to be kept informed about important developments in your Union, whether they be in your Seafarers Welfare and Pension Plan benefits, or in your contract.

Please check the list below, which is arranged alphabetically, and if your name appears, write and give us your present home address. Just send it, with your Social Security number and Union book number, to: Data Center, Seafarers International Union, 5201 Auth Way, Camp Springs, Md. 20746.

AAMIR, S.M. 586664519  
 ABOUBAKER, S.A. 302340504  
 AHMED, A.M. 368724263  
 AIELLO, A. 132564125  
 ALBAUGH, M.K. 145525324  
 ALDAPE, P. 552527730  
 ALEXANDER, H.H. 343056555  
 ALLDRIDGE, T.A. 566503461  
 ALOFOE, M.L. 576865435  
 ALSAEDI, S.T. 098505166  
 ALTAHAIF, S.M. 064360695  
 ANDERSON, O. 073344466  
 ANDERSON, S.J. 477704590  
 ANZAO, C. 576644136  
 AQUI, P. 576521019  
 AQUINO, N. 374664470  
 ARNOLD, G. 573568180  
 AYLWARD, T. 576867273  
 BAEZ, A.L. 109464311  
 BAIZ, M.D. 581259978  
 BAKER, P.L. 300201305  
 BANDA, G. 468523831  
 BASAS, M.V. 536866715  
 BECKER, L.W. 507724355  
 BELCHER, W.B. 224869080  
 BENGTON, J. 549782747  
 BENNETT, A. 231723256  
 BERG, R.R. 573865561  
 BIDDLE, R.R. 537442009  
 BISSONNETTE, J.W. 377705279  
 BLAND, J. 553827873  
 BONGOLAN, S. 578151569  
 BOOTH, J.C. 050624007  
 BOULILIER, P.M. 546359886  
 BRADLEY, D.F. 213768688  
 BRISCOE, E. 536344400  
 BRISTOL, B. 091164717  
 BROWN, N.A. 238260178  
 BUSH, E. 575609296  
 CAIN, E.J. 424849386  
 CALADEK, R. 475824118  
 CAMPBELL, D. 264788482  
 CARDILLO, G. 095564685  
 CARDWELL, T. 209506463  
 CARLSON, V.O. 532287741  
 CARREON, J.E. 523547609  
 CARRILLO, F.A. 176501413  
 CARTER, C. 526529933  
 CARVER, S.L. 550903582  
 CASTILLO, A.A. 239887312  
 CENTENO, L. 581384130  
 CHCK, A.B. 065464228  
 CHOY, D.J. 575569782  
 CHRISTIAN, B. 021952552  
 CLARK, F.R. 576869788  
 COCHRAN, G.N. 238231302  
 COHEN, F. 012123570  
 COLEMAN, A.L. 384605382  
 COLIVAS, S. 552921322  
 CONNOLLY, W.F. 208763243  
 COPHER, A.R. 553605037  
 COSTA, T. 575704659  
 COTTON, J. 576781716  
 CRUM, R.L. 538304513  
 CRUZ, E.D. 470462737  
 CURTIS, M.A. 530766822  
 CURTS, L.D. 315650673  
 DARANDA, S. 435134564  
 DARTER, C. 490146748  
 DAVILA, D. 083503808  
 DEANE, R.A. 451378405  
 DECKER, S. 558888187  
 DELACRUZ, B. 576130377  
 DELANEY, O. 555262009  
 DEMELLO, K.E. 575905906  
 DENZER, N.K. 575908230  
 DHALAI, H.A. 086321913  
 DIACCI, A. 331489199

DIAZ, R. 581881972  
 DIETHELM, J.R. 369641728  
 DIMAITY, V. 566490521  
 DIMITRIOU, P. 362761763  
 DOUGLAS, K. 241642573  
 DOW, L.C. 346202452  
 DUBOIS, G. 546258047  
 DURHAM, C. 259827983  
 EKERN, K.A. 533546845  
 ELONZAE, R.M. 371620430  
 EMANUEL, A. 141249642  
 EMANUEL, A. 141249394  
 EPEDI, A. 519549866  
 EVANGELISTA, R. 576604754  
 FAY, J. 012284337  
 FELTZ, J. 535702945  
 FONTAINE, H. 093141130  
 FRAM, R.S. 576744769  
 FRANKS, R.B. 385246867  
 FRASER, C.H. 048520328  
 GABRIELSEN, C.E. 298503175  
 GAGNON, D.A. 723189614  
 GALENTINE, J.J. 551164372  
 GAMBLE, E.G. 447787156  
 GANON, L. 575620589  
 GARCIA, R. 557610125  
 GARY, E. 435480650  
 GAVIERES, O. 575683288  
 GEHRING, P.C. 048926762  
 GERONIMO, I. 575980173  
 GERSSING, G.T. 545608421  
 GHANI, S. 548949564  
 GIES, P.J. 369848379  
 GIFFORD, D. 432319007  
 GONZALEZ, C. 553331327  
 GRANT, K.R. 052486033  
 GRAVES, R.E. 550580165  
 GREEN, S. 133682744  
 GRIFFEY, R.B. 549944663  
 GROVER, W.D. 231341393  
 GUNN, N.D. 460135783  
 HABERWETH, J. 373608965  
 HANBACK, B.J. 103503910  
 HANNAH, C.M. 555583879  
 HASTING, G. 570040640  
 HAYES, C.W. 263332211  
 HAYNES, K.E. 553965425  
 HEE, L. 576744333  
 HERNANDEZ, A. 056461215  
 HESS, G. 272528670  
 HICKS, I. 439629413  
 HILL, D. 137708026  
 HILL, E.J. 088382117  
 HIMES, C.Z. 217668288  
 HOFFMAN, G. 125482027  
 HOLLINGS, C. 422040425  
 HOMOCHS, H. 302360128  
 HONG, S.W. 560609053  
 HOPKINS, R.W. 368544798  
 HOSLEY, I.D. 213844453  
 HOWARD, H.V. 225146594  
 HUDDY, C. 575062764  
 HUGHES, S.B. 553288676  
 HUMPHREY, T.E. 556256526  
 HUNTSMAN, R. 557925592  
 HUSIN, M. 134540255  
 HYMAN, G.L. 227085198  
 IRVINE, D. 363627439  
 ISPLIARELES, D. 051449407  
 JACKSON, M.O. 418903722  
 JENKENS, F.J. 050361689  
 JENNINGS, C.B. 402229382  
 JENNINGS, L.W. 267812269  
 JENULIS, R.G. 068381977  
 JOHNS, J. 267187795  
 JOHNSON, C.J. 549389428  
 JOHNSON, R.A. 143805857

JOHNSON, R.J. 462942809  
 JONES, A.G. 264905033  
 KALENIKINI, J. 575018511  
 KAPAONA, T. 576666642  
 KELLY, C.B. 239983836  
 KELLY, C.S. 205589314  
 KENNEDY, K. 266988235  
 KEONY, R. 575883849  
 KIYALUI, L. 565471481  
 KOSTUROS, S. 168484914  
 KRUSE, G. 575962025  
 KURTZMAN, J. 562352187  
 LAMAY, J.A. 382587121  
 LAXAMANA, E.B. 552341993  
 LAY, H. 449623207  
 LEE, G. 437741939  
 LEE, G.A. 575581714  
 LEE, K. 575583019  
 LEE, K. 576583019  
 LEE, S.C. 217763464  
 LEWIS, J.R. 434015934  
 LOTITO, J.J. 076585686  
 LUCY, D. 023368057  
 LUHRS, D. 249299203  
 LUJAN, M. 562746805  
 LULLOFF, L.G. 394264179  
 MACKENZIE, J. 576641058  
 MANN, B. 263431316  
 MARIE, G.J. 105581991  
 MARRINER, J. 230402180  
 MARSHALL, G. 530600982  
 MARTELLA, A.J. 158143707  
 MARTIN, M.D. 559252863  
 MARTIN, S.T. 026543212  
 MATHEWSON, T. 530486930  
 MATOS, R. 115323459  
 MATSON, J. 576623361  
 MAYNARD, C. 383059092  
 MAYO, W.T. 562742038  
 McCLINTOCK, D. 003249207  
 McCLUSKEY, L. 576668320  
 McGUIRE, M.J. 261947387  
 McLAMB, J. 240729049  
 MEDEIROS, D. 576880889  
 MERCER, B. 532182745  
 MEREDITH, D. 126387636  
 MICHAELDES, C. 573461177  
 MILLER, A. 224106328  
 MILLER, Z. 565703397  
 MITTLER, M. 090058915  
 MONBLATT, C. 089301964  
 MOORE, G. 543667670  
 MUFLIHI, A.S. 095486544  
 NEGASH, A. 055484703  
 NELSON, G.P. 150548891  
 NICASTRO, J.A. 033186946  
 NICKEL, W. 714182988  
 NOVELLO, S. 025326856  
 NUNEZ, J.A. 262789073  
 OCONNOR, R.D. 171587635  
 OLIVERIO, V. 566928394  
 OLMOS, E. 576826134  
 PARIAMA, O. 081403490  
 PATISON, JR. R. 566956734  
 PATON, D.R. 292643474  
 PATON, P. 379483479  
 PATTERSON, D.M. 454700432  
 PEDERSEN, P. 065185846  
 PERRY, M.A. 006586300  
 PICAR, B. 551802374  
 PIERCE, K. 486362915  
 PISCIOTTA, C. 151508382  
 PRISSER, M. 218720395  
 PRUSSAR, M. 281740395  
 PSOMOSTITHIS, M. 551867925  
 QUION, R. 476463595  
 RAMBOW, K.L. 505614193

## This Man Has It All

Job Opportunities •  
Great Pay •  
Security.

Get in on today's opportunities in the SIU contracted fleet. Take the Refrigeration Systems Maintenance and Operation Course at the Seafarers Harry Lundeberg School of Seamanship on February 28. You can earn it too.

Fill out the application in this issue of the Log, or see your SIU Field Representative for more details.





# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

*Every Student A Winner:*

### Education Is the Key to Job Security



Science Instructor Sandy Schroeder demonstrates the use of a microscope to Steve Waters from Norfolk and Bruce Robrecht from Piney Point.

You've probably heard this many times, and here are some figures to prove it. The U.S. Department of Labor reports that the largest increase in unemployment in 1981 occurred among workers with a high school diploma or less.

The unemployment rate for people without a high school diploma as of March 1981 was 16.7%. High school graduates did a bit better with an unemployment rate of 10.3%.

People with one to three years of college had an unemployment rate of 6.9%, and college graduates did

the best with a 3.2% unemployment rate.

As you can see, as the educational level goes up, the percent of unemployment goes down. It seems that a good education is a good shield against unemployment. The good news is that you can do something about it.

The Academic Department at the Seafarers Harry Lundeberg School of Seamanship offers classes to students of all educational levels. From basic reading and math skills to community college level courses, the academic programs are available



Reading Instructor Donna Curtis helps trainee Roderick Smith prepare for the lifeboat examination.

to help you improve yourself. Presented here are two of the academic programs available to all SIU members who want to help themselves to a better education.

#### Adult Basic Education

The Adult Basic Education (ABE) Program at SHLSS offers basic reading and math classes to students who have weak skills in those areas. If you know of an SIU brother or sister who can't read or has problems reading, do him or her a favor and tell them about the ABE program

at SHLSS. Here's how the program works.

Seafarers who are coming to SHLSS to upgrade in a vocational course can come to school four to six weeks before their vocational course to work on improving their reading and math skills. By working on these skills before they get into a vocational class their chances of being successful and passing the vocational class are improved.

After completing the ABE program, the seafarer can then enter his or her vocational class with more



Mary Coyle discusses test taking techniques with Roberto Roque from New York.



John Pearson from New Jersey gets additional instruction in mathematics from Academic Instructor Roger Francisco.





Rebecka Kastner teaches GED English to Kenneth McHoul.

## Education Is the Key

*Continued from Preceding Page*  
confidence and better skills.

Seafarers who are interested in entering the ABE program just have to check the adult basic education block on their upgrading application form. Adult basic education is listed under the *All Departments* section of the application. The Academic Department will then contact the seafarer and schedule him or her to enter ABE two, four or six weeks before the vocational upgrading class starts.

Classes in Adult Basic Education are individualized. That means that students get lots of help from their teachers and the teachers will develop a program especially for the needs of each student.

Students can work on a variety of skills: reading comprehension, vocabulary improvement, spelling and study skills. These skills will help in both upgrading classes and in the student's personal life. Basic skills are becoming more and more important on the job and in life.

### High School Program

For those seafarers who feel that they already have the basic skills in

reading and math, the GED program is available. The GED or high school equivalency program is designed for students who would like to get their Maryland State High School Diploma.

The GED exam, which is given by official testers from the Maryland Board of Education, is a five-part two-day exam. The five tests are in the areas of English, Math, Science, Social Studies and Reading.

To apply for the GED program, just clip out the coupon from the GED advertisement in the *Log* and mail it to the Academic Department, SHLSS or drop us a line in the mail. You will receive a GED Pre-test in math, reading and English. The results of the Pre-test will be used to find your strengths and weaknesses so the teachers can design a program for you. Again, courses are individualized, and the teachers will give you all the help you need.

The idea of going back to school scares some people or brings back bad memories of past failures. Don't let these hang-ups keep you from gaining a better education. At SHLSS, the Academic programs are geared to success, and each student can be a winner.



Trainee Randolph Antonio Liverpool gets some tutoring in Social Studies from instructor Terry Sharpe.

## Union and Management Working Together

# SIU and Crowley Maritime Sponsor Working Seminar for Tankermen

Through a joint effort of the Crowley Maritime Corporation and the Seafarers International Union, a special training program to upgrade the skills of Crowley tankermen is taking place at the Seafarers Harry Lundeberg School of Seamanship.

Preparation for this seminar began last summer and the first class started in October.

Crowley Maritime, which employs about 200 tankermen, is sending their experienced men from California and Florida to attend this four-day in-depth upgrading program.

The seminar runs from 7:30 a.m. to 5:00 p.m. One instructor is provided by Crowley Maritime Corporation and one instructor is provided by SHLSS.

The program concentrates on procedures and guidelines for

Crowley tankermen. This includes operating tank barges, characteristics of petroleum products, cargo planning and calculations, and filling out documents properly. Emphasis is placed on personal safety, care and maintenance of equipment, and protection of the environment.

The seminar, usually attended by ten students, allows the tankermen to discuss problems and solutions with each other and with the instructors.

The Crowley Maritime Corporation plans on sending all their tankermen in Jacksonville and on the West Coast as well as their management personnel through a series of training and upgrading programs designed jointly by SHLSS and Crowley to improve the work and managerial skills of Crowley's employees.



Crowley Maritime tankermen attending the upgrading program at SHLSS are, left to right, Richard Perkins, John H. Jolly Sr., Larry Isbell, Jim Stevens and Dan Guerin. In the back row are Tom Soule, Tom McCausey, Steve Palmer, Ralph Hoinsky and Dale Rausch, SHLSS instructor.



SHLSS Instructor Dale Rausch shows Tankerman Larry Isbell how to correctly adjust a gas mask.

## Mother and Son at SHLSS

# Upgrading Is a Family Affair

With all the seafarers who go through our school it's uncommon enough to find a father and son attending SHLSS together, but to have a mother and son join us is quite an event.

Corliss Jane MacRury is upgrading in the Cook and Baker Program while her son Mark is completing his GED requirements for a high school diploma.

It all started when Mrs. MacRury's oldest son Timothy went through the SHLSS Trainee Program in 1976 and shipped out as a cook on a tug in Algonac.

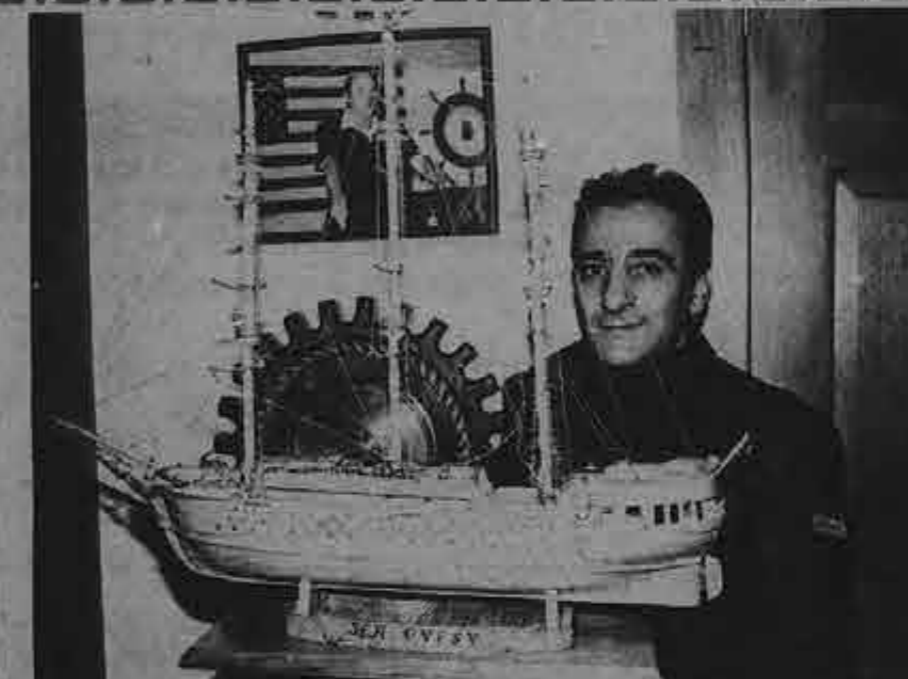
Through the influence of Timothy, SIU Union Representative Byron Kelly and Fleet Captain William Zuccolo, the MacRurys decided to go to sea.

Mark MacRury joined the SIU in 1979 as a deck hand and Mrs. MacRury joined in 1980 as a cook. They both work on tugs and ship out of Algonac. Mrs. MacRury says, "It's like cooking for a big family and I love it!"

This is the first time for the MacRurys to take courses at SHLSS and they're quite impressed. Says Mrs. MacRury, "This place is really special and the teachers are great!"



Mark MacRury and his mother Corliss Jane aboard the SHLSS towboat Susan Collins.



Raffaele Ascionne displays his ship "Sea Gypsy" which he designed and built out of matchsticks.

*Raffaele Ascionne: Model Ship Builder*

## Seafarer Crafts Ship Models With Match Sticks and Patience

In the October 1982 issue of the *LOG* we featured Raffaele Ascionne as he began building the "Sea Gypsy." He has since completed his model ship and dedicated it to the SIU.

This is not the first ship that Raffaele has built but it's been the most challenging. Working without any formal plans or directions, he's designed the "Sea Gypsy" in his mind and moulded it with his hands.

"This ship," says Raffaele, "is about one-half 17th century design

and about half modern design." It's built entirely out of kitchen match sticks, and glue. Even the guns, of which there are over 100, were hand carved out of match sticks. To complete the ship, Raffaele used over 5,000 matchbooks, untold hours of work, and unimaginable patience.

Raffaele began the ship in September of 1982 when he entered the SHLSS Chief Cook Upgrading program. To put his spare time to good use he took advantage of the equipment and materials at the



SHLSS Arts and Crafts Center.

The Center is designed to offer instruction and materials to complete a variety of crafts. A seafarer can learn to work with wood, metal, glass, leather, or even the art of scrimshaw. Teachers are available to demonstrate, consult, or instruct on individual projects.

With Raffaele Ascionne, equipment, material and a place to work are the necessary items for a skilled and creative craftsman. His work speaks for itself.





# 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; 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 Upgrading Courses

Course	Check-In Date	Completion Date
QMED, Any Rating (30)	January 17	April 7
Pumproom Maintenance & Operations (24)	February 15	March 25
Automation (24)	March 28	April 22
Marine Electronics (15)	January 4 March 14	February 11 April 22
Refrigeration Systems, Maintenance & Operation (20)	February 28	April 8
Fireman/Watertender, Oiler (25)	January 17	February 25
Welding (8)	February 28	March 25
Conveyorman (20)	March 28	April 22
Diesel Regular (18)	January 10	February 4
Diesel Scholarship (12)	January 10	February 25
Third Assistant Engineer (20)	January 4	March 11
Tankerman (10)	January 31	February 11

## Deck Upgrading Courses

First Class Pilot (10)	January 4	February 18
Mate/Master Freight & Towing Vessels (15)	February 28	April 22
Towboat Operator Scholarship (12)	January 10	February 25
Able Seaman (18)	February 15	March 25
Quartermaster (14)	January 4	February 11
Third Mate (14)	January 17	March 25
Celestial Navigation (14)	February 28 March 28	March 25 April 15
Lifeboat (10)	January 31 March 28	February 11 April 8

## Steward Upgrading Courses

The Steward programs are open-ended on starting dates and course length. Following are the upgrading courses offered at the Seafarers Harry Lundeberg School of Seamanship:

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

## Frank and Keiko Reminisce



Frank Boyne, who retired this year as SIU Port Agent in Yokohama looks over old issues of the *Seafarers Log* with his wife Keiko during a visit to the Paul Hall Maritime Library in Piney Point last summer.



# 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.**

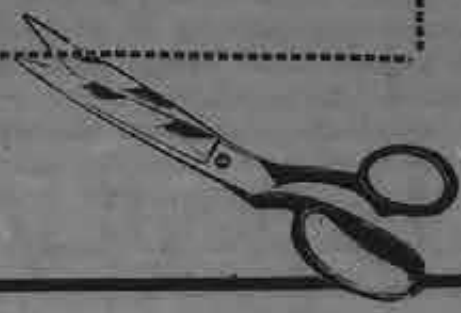
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

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

Please Print

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







## Dispatchers Report for Deep Sea

NOV. 1-30, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	<b>DECK DEPARTMENT</b>									
Gloucester	4	10	0	5	13	0	0	5	12	0
New York	89	39	2	82	27	0	0	173	84	6
Philadelphia	0	1	0	0	0	0	0	0	1	0
Baltimore	2	3	0	6	1	0	0	30	15	1
Norfolk	11	7	0	15	19	0	0	25	13	0
Mobile	11	2	0	6	3	0	0	26	6	0
New Orleans	71	18	1	57	4	0	1	152	57	1
Jacksonville	30	11	3	26	9	0	1	54	28	2
San Francisco	41	15	2	35	5	0	8	85	46	9
Wilmington	20	13	3	7	6	0	0	46	32	4
Seattle	41	19	3	36	21	0	1	77	29	5
Puerto Rico	20	4	0	15	7	0	0	18	3	0
Houston	52	28	3	41	32	0	0	88	39	7
Piney Point	0	0	0	0	9	0	0	0	0	0
<b>Totals</b>	<b>392</b>	<b>170</b>	<b>17</b>	<b>331</b>	<b>156</b>	<b>0</b>	<b>11</b>	<b>778</b>	<b>365</b>	<b>35</b>
	<b>ENGINE DEPARTMENT</b>									
Gloucester	3	2	0	1	3	0	0	6	6	1
New York	73	28	0	49	9	0	0	171	76	2
Philadelphia	0	1	0	0	0	0	0	0	1	0
Baltimore	7	1	0	4	0	0	0	28	5	0
Norfolk	12	5	0	7	10	0	0	17	15	1
Mobile	18	3	0	5	0	0	0	30	7	0
New Orleans	51	11	0	32	3	0	1	114	29	0
Jacksonville	23	13	0	18	15	0	0	39	24	0
San Francisco	28	9	6	30	9	1	10	63	15	8
Wilmington	6	5	0	8	4	0	0	25	20	1
Seattle	42	16	1	23	5	0	0	58	25	4
Puerto Rico	16	3	0	13	4	0	4	16	6	0
Houston	52	11	0	23	21	0	1	92	21	0
Piney Point	0	0	0	0	5	0	0	0	0	0
<b>Totals</b>	<b>331</b>	<b>108</b>	<b>7</b>	<b>213</b>	<b>88</b>	<b>1</b>	<b>18</b>	<b>659</b>	<b>250</b>	<b>17</b>
	<b>STEWARD DEPARTMENT</b>									
Gloucester	0	3	0	0	6	0	0	1	4	0
New York	45	11	0	29	18	0	0	72	45	0
Philadelphia	2	0	0	0	0	0	0	2	0	0
Baltimore	6	0	0	1	1	0	0	18	3	0
Norfolk	10	3	0	10	10	0	1	22	7	2
Mobile	13	1	0	6	1	0	0	20	1	0
New Orleans	44	4	0	25	17	0	3	72	11	0
Jacksonville	18	2	0	16	14	0	1	21	9	1
San Francisco	23	22	2	16	60	0	18	35	57	11
Wilmington	9	3	0	5	7	0	0	15	12	0
Seattle	21	7	1	16	26	0	0	27	14	1
Puerto Rico	4	4	0	7	6	0	2	5	7	0
Houston	23	4	0	20	15	0	0	44	8	0
Piney Point	0	1	0	0	9	0	0	0	1	0
<b>Totals</b>	<b>218</b>	<b>65</b>	<b>3</b>	<b>151</b>	<b>190</b>	<b>0</b>	<b>25</b>	<b>354</b>	<b>179</b>	<b>15</b>
	<b>ENTRY DEPARTMENT</b>									
Gloucester	0	11	0	0	0	0	0	1	18	0
New York	32	85	15	0	0	0	0	51	296	38
Philadelphia	0	1	0	0	0	0	0	0	1	0
Baltimore	8	18	0	0	0	0	0	19	57	2
Norfolk	8	15	2	0	0	0	0	7	43	2
Mobile	6	12	1	0	0	0	0	10	24	2
New Orleans	27	46	1	0	0	0	0	49	117	4
Jacksonville	3	35	0	0	0	0	0	11	53	1
San Francisco	10	58	18	0	0	0	0	31	136	92
Wilmington	5	20	3	0	0	0	0	6	67	12
Seattle	13	40	6	0	0	0	0	16	74	14
Puerto Rico	12	16	2	0	0	0	0	18	28	6
Houston	25	41	3	0	0	0	0	40	86	7
Piney Point	0	28	0	0	0	0	0	0	8	0
<b>Totals</b>	<b>149</b>	<b>426</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>	<b>1,008</b>	<b>180</b>
<b>Totals All Departments</b>	<b>1,090</b>	<b>769</b>	<b>78</b>	<b>695</b>	<b>434</b>	<b>1</b>	<b>52</b>	<b>2,051</b>	<b>1,802</b>	<b>247</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.

Shipping in the month of November was up from the month of October. A total of 1,182 jobs were shipped in November on SIU contracted deep sea vessels. Of the 1,182 jobs shipped, 747 jobs or about 63 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. There were 52 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 275 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

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

### ALGONAC, Mich.

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

### BALTIMORE, Md.

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

### CLEVELAND, Ohio

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

### COLUMBUS, Ohio

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

### DULUTH, Minn.

705 Medical Arts Building 55802  
 (218) 722-4110

### GLOUCESTER, Mass.

11 Rogers St. 01930  
 (617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
 (808) 537-5714

### HOUSTON, Tex.

1221 Pierce St. 77002  
 (713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
 (904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
 (201) 435-9424

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
 (504) 529-7546

### NEW YORK, N.Y.

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

### NORFOLK, Va.

115 3 St. 23510  
 (804) 622-1892

### 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 16 00907  
 (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



# At Sea/Ashore

## St. Lawrence Seaway Closes Dec. 15

The St. Lawrence Seaway was supposed to officially close for the winter season on Dec. 15 but the closing could have been delayed if the weather remained mild.

The winter closing deadline was set so ocean-bound vessels could know when to clear the Seaway to avoid spending the winter in the ice-clogged waterway.

## Soviet May Buy Only 2.5M Tons of U.S. Grain

It is reported that the Soviet Union may buy only 2.5-million tons of the 1982 U.S. wheat crop through June 1983, according to the International Wheat Council.

Experts say they doubt even if the U.S.S.R. intends to purchase the bare minimum quantity of wheat permitted under the current U.S.-Russian grain agreement. The agreement allows the Soviets to buy 3-million tons each of wheat and corn from October 1982 to September 1983.

The reason for the buying shortfall could either be purely political or the Russians could cite scab damage in the 1982 crop as an excuse to back down on their 1982-1983 purchases.

Though the Soviet Union needs to buy more than 15 million tons of wheat in 1982-1983, they can buy most of it from the European Economic Community, Canada and the Argentines.

## Tenn-Tombigbee Canal Cost Battle Begins

Backers of the Tennessee-Tombigbee Waterway, a \$1.8 billion barge canal under construction, began their appropriation's battle late last month in the U.S. House of Representatives.

A top backer of the project, Rep. Tom Bevill (D-Ala.) said the canal is so near completion that halting construction would cost more than continuing with it.

A principal critic, Rep. Bob Edgar (D.-Pa.) said that House foes of the controversial canal hope to trim the \$186-million appropriation for the project to \$86 million and ask the states of Alabama and Mississippi to pay more of the construction costs.

## Coast Guard Requires Lakes Radio Beacons

The U.S. Coast Guard recently issued a proposed rule which would require that small passenger vessels plying the Great Lakes, lifeboats and liferafts on other Lakes ships and certain coastwise vessels sailing the Lakes, be equipped with "emergency positions" indicating radio beacons.

The beacons radio signals would alert rescuers to a casualty.

## Pride or Spirit of Texas to Sail to Egypt

From Dec. 20 to Dec. 30, the bulkers *SS Pride of Texas* or the *SS Spirit of Texas* (Titian Navigation) will sail from the port of Galveston to the ports of Alexandria-Port Said, Egypt with 28,500 metric tons of bagged wheat flour.

## LASH Button Gwinnett Also Goes to Egypt

From Dec. 25 to Jan. 15, the *LASH Button Gwinnett* (Waterman) will sail from a Gulf Coast port to Egypt with a cargo of 5,000 metric tons of bagged wheat flour.

## Stonewall Jackson Heading for the Nile Delta

From Jan. 5 to Jan. 15, the *LASH Stonewall Jackson* (Waterman) will sail from the port of New Orleans to a port in Egypt with a cargo of 5,000 metric tons of bagged wheat flour.

## Christmas Trees at Sea

The largest load of Christmas trees ever carried on one vessel—about 162,000 firs, sailed from Seattle Nov. 27 aboard the Matson Navigation Co. containership *Manulani* bound for Hawaii. The trees, mostly Douglas firs, were cut from the forests of Washington and Oregon.

The *Manulani*, as Hawaii's "Christmas Tree Ship", will carry the trees in 244 24-foot refrigerated containers.

## San Pedro Committee



As SIU Representative Joe Air (seated, far right) writes out receipts, members of the Ship's Committee and other crewmen get together for a photo aboard the *San Pedro* (Sea-Land) in Port Elizabeth, N.J. Standing from left are Engine Delegate H.R. Welch, Ship's Chairman Bill Velazquez, T.A. Joon, AB, Secretary-Reporter D.B. Smith, Francesco Rivera, BR, A. Quintana, OS, Daniel Herrera, cook/baker, Steward Delegate Ferdinand Prieto, and Louis Lopez, GSU. Seated center is Deck Delegate J.B. Osman, and seated at the table with Brother Air is Louis F. Rivera, oiler.



Take the first step toward your license. Sign up for the AB Course at SHLSS.

Course Starts February 15

Contact your SIU Field Representative, or fill out the application in this issue of the Log.



# Digest of Ships Meetings

**DEL SOL** (Delta Steamship Lines), November 7—Chairman George Annis; Secretary William P. Kaiser; Educational Director Donald Peterson; Deck Delegate M. Pell; Engine Delegate R. Rodgers; Stewards Delegate I. Gray. A number of disputed OT hours in the deck and steward departments. There is \$130 in the fund for cassette movies. The chairman reports that there has been a lack of communications from Headquarters and elsewhere. There is also the rumor of a lay-up, but this has not been confirmed to the Captain by the company. It has been a very smooth voyage so far and all have enjoyed the bosun's daily cassette movies. Bill Kaiser wishes to thank all brothers for a good voyage without the usual mess-ups and fights. And Michael S. Pell wishes to give the cooks a vote of thanks for the "pretty good eats." One minute of silence was observed in memory of our departed brothers and sisters. Next port: New Orleans.

**LNG AQUARIUS** (Energy Transportation Corporation), October 3—Chairman, Recertified Bosun J.A. Morrison; Secretary L. Conlon. No disputed OT. There is \$180 in the ship's fund. The August LOG was received and reviewed by the crew. The chairman reported that the crew has had no video cassettes since September 3, and it doesn't look like they'll get one until the beginning of the year. He also noted the need for fans for the recreation room and the crew lounge. A vote of thanks was given from the chief mate to the S.I.U. crew for a job well done in the fire and boat drill that was held in Nogoya, Japan. It showed the Japanese that we are on the ball. The secretary gave special thanks to the deck OS and AB for keeping the galley clean at night, and to everyone for keeping the noise down. Tim Burns got a vote of thanks from the crew and officers for being chief cook on one trip. Captain Donohue also received a vote of thanks for giving the crew beer and sodas for the BBQs and the softball games. Report to the LOG: "We have only been warming up. That's why we are 12 games behind the BONTANG BOMBERS. However, we are in fine tune now and expect to win this weekend (one win and twelve losses). It's a good time by all!" A vote of thanks was given to the steward department for a job well done. A special minute of silence was observed for Bill Paulson, a fine shipmate and true brother. He will be missed by all. Onward to Bontang, Tobata and Nagoya.



**LNG ARIES** (Energy Transportation Corporation), November 6—Chairman A.L. "Pete" Waters; Secretary F.T. Motus. No disputed OT reported. There is \$235 in the ship's fund which will be turned over to the captain for safekeeping. The chairman reported that eight crew members will be getting off when the ship arrives in Tobata, including the Bosun and Steward. He also reminded everyone not to smoke out on deck for safety's sake. The secretary reported that some of the money in the ship's fund will go toward buying blank tapes to be recorded on the video machine back in the States. So far, the *Aries* library has two. A motion was made, seconded, and carried to change the tour of duty onboard the LNG carrier from 120 days to 125 days in order to collect vacation pay after getting off the ship. Crew members were reminded to keep the lounge area neat and clean. A vote of thanks was given for the poolside dinner which everybody enjoyed—and for the variety of goodies provided. Next port: Arun, Indonesia.



**PANAMA** (Sea-Land Service), October 3—Chairman James Davis; Secretary Norman Johnson; Educational Director Stephen Harrington. No disputed OT. There is \$225 in the ship's fund which will be kept in the captain's safe. The secretary will be leaving at the end of this trip and wishes to thank all members for their cooperation over the last six months. Crew members were reminded about upgrading at Piney Point; forms are available from the steward. There has been some difficulty with the air conditioning system, and the crew want to go on record that if the air conditioning goes out this trip, they want lodging. Of note to the LOG is that the ship's crew donated \$75 to start a new seaman's club in Pusan, Korea.

**SEA-LAND ENDURANCE** (Sea-Land Service), October 1—Chairman E. Christiansen; Secretary J. Reed. No disputed OT. There is \$27 in the ship's fund and \$275 in the movie library fund. There is also a donation box for the ship's fund at the payoff by the patrolman. The chairman reported a good trip so far. The Coast Guard is having a fire and boat drill in Seattle and all crew members are expected to be present. A new movie machine was purchased in Yokohama. Each department should select movies from the list, and out of a choice of 30, we can probably get 10. A repair list, including leaking showers, was turned in to the port steward. New pillows for the crew would also be welcomed. Next port: Seattle.

**OVERSEAS JOYCE** (Maritime O/S Corporation), October 17—Chairman B. Swearingen; Secretary S. Brown; Educational Director J. Wall. No disputed OT. The chairman reported that a new washing machine is on order. A TV repairman will meet the ship in Texas to install and repair the TV and movie cassette. There is also a drainage problem in the crew's laundry room, and some fans have not been installed. The *Overseas Joyce* was laid up in Jacksonville for a complete renovation. The captain said that subsistence from this time in the yard will be paid on the first payoff. Sam Brown reports to the LOG that the renovation included all living quarters, lounges, recreation rooms and mess halls. They installed new furniture, paneling, bunks, mattresses, deck tiling, and drapes (not just port hole curtains) for each room. They also hung pictures in most of the rooms, mess halls and lounges. There was also some talk about air conditioning the quarters and renovating the galley, but they got a charter before the work could be done. Sam reports that they are on a sailor's wintertime dream run: Freeport, Texas, to Freeport, Bahamas—seven-day turnaround. Expected to arrive in Freeport, Bahamas, on October 23.



**T.T. BROOKLYN** (Anndep Shipping), October 9—Chairman William MacArthur; Secretary E. Wiggins; Educational Director C. Gard; Deck Delegate W. Douglas; Engine Delegate C. Merritt; Stewards Delegate A. Mohamed. No disputed OT. There is \$60 in the ship's fund. The *Brooklyn* participated in a rescue at sea the night of October 7 off the coast of Monterey, CA. A telegram of thanks was received from Vice Admiral Charles E. Larkin, U.S. Coast Guard, San Francisco, for the *Brooklyn's* help and cooperation in rendering assistance to the crew of the *FV Christina*. It was mentioned that all personal property left aboard by men missing ship has gone ashore to the agent's office in Long Beach. The crew requested more regular ice cream and fresh pastries at coffee time. Heading out to Panama, Long Beach and Valdez, Alaska.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), October 3—Chairman William Mortier; Secretary Roy R. Thomas; Educational Director H. Johnson; Deck Delegate Frank Buhl. Some OT disputed in engine department. The ship's fund now has \$34.50. The chairman reported that everything is running smoothly, with no major beefs reported by department delegates. He read and posted the communications from Headquarters and discussed the importance of the S.P.A.D. check-off list and how it helps you and your union. There was also some discussion about crew and officers using the same washing machine. All in all, a good trip, and the steward thanked the crew for their help. A minute of silence was observed in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

**SEA-LAND VOYAGER** (Sea-Land Service), October 10—Chairman R. Murry; Secretary S. Wright; Educational Director D. Johnson; Deck Delegate S. Phillips; Engine Delegate P. Lammers. Some disputed OT in the deck department. The \$35 in the ship's fund will be transferred to the ship's chairman for safekeeping. A report by the chairman indicated that application forms for benefits and upgrading at Piney Point are available on the ship. He also discussed the importance of donating to S.P.A.D. A vote of thanks was given to the fine job done by the steward department.

**AMBASSADOR** (Coordinated Caribbean Transport), October 7—Chairman Robert U. Dillon; Secretary W.P. Goff. No disputed OT. There is \$184 in the ship's fund: \$20 was sent to the Seaman's Library in New York; \$20 was donated by Huston R. White; and \$25 was donated to the ship's BBQs by Randy T. Dale. S.I.U. President Drozak's report was read and posted in the crew mess hall. The steward spoke on the need for cooperation in all departments. Report to the LOG: "Next trip you will have pictures on the BBQs and the canal ...." A vote of thanks was given to the steward department. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Las Minas.

**ARECIBO** (Puerto Rican Marine), October 17—Chairman G. Mattioli; Secretary H. Galicki; Educational Director R. Bowman; Deck Delegate R. Molina; Engine Delegate G. Silva; Stewards Delegate A. Rubinstein. No disputed OT. There is \$10 in the ship's fund and \$200 in the movie fund. The President's report was read to the membership and discussed. A discussion was also held on the Boggs Bill HR-6979. The chairman stressed the importance of voting on election day and of writing to your Congressmen to support the Boggs Bill which will benefit all merchant seamen and officers. Everything is running smoothly. Men getting off were reminded to clean up their rooms and turn in their room keys. The ship will be paying off at the next port: Elizabeth, N.J.



**ROVER** (Ocean Carriers), November 14—Chairman Sven Jansson; Secretary E.M. Douroudous; Educational Director W. Liesegang. No disputed OT. Pay-off will take place on the 18th of November. The chairman explained the importance of contributing to SPAD, of upgrading yourselves with educational courses at Piney Point, and generally emphasized the difficulties and problems of shipping and the maritime industry. The educational director also suggested the Rehabilitation Program to those crew members who might need it. It was reminded that the lounge be kept clean at all times and suggested that the video movies be rotated. A vote of thanks was given to the steward department.

**SANTA MERCEDES** (Delta Steamship Lines), September 27—Chairman A. Beck; Secretary S.N. Smith; Educational Director Bob Stearman; Deck Delegate H. Nutting; Engine Delegate J.R. Miller; Steward Delegate H.J. Rogers. No disputed OT. The ship's fund has \$120. The *Santa Mercedes* reports a very good trip to date. Weather permitting, Sept. 30 will be the last cook-out for the trip. The watchstanders are extremely unhappy about the way overtime is being handled. They feel it is discriminatory. This will be taken up with the patrolmen and port agent. Crew members were advised to get in the habit of locking all four doors on the messhall and crew rec room when in port to prevent any incidents of theft. Heading out to Los Angeles and San Francisco.

**OGDEN CHAMPION** (Ogden Marine Inc.), October 19—Chairman M. Beeching; Secretary R. De Boissiere; Educational Director D. Breaux; Deck Delegate H.D. Jackson; Engine Delegate D.D. Brian; Steward Delegate J.H. Gleaton. No disputed OT. The chairman reported that all repairs have been completed. The secretary reminded crew that only by returning to school for courses can they upgrade and make better money. The educational director urged the men to know their contracts—and their rights. They were also urged to call and write their congressmen to let them know how they feel. We must continue to fight for the survival of the Merchant Marine—not just talk about it. Let your congressmen know that everytime you go down the Mississippi or any channel and the only ship flying the American flag is yours, that those are your jobs that these foreign flags have taken. Get mad. Fight, fight, fight. A motion was made and seconded to make shipping cards for 125 days instead of 90 days to give relief men a chance to work. A vote was taken: 6 for, 9 against. The *Ogden Champion* reports their first load of oil from the new pipeline from the Pacific side to the Atlantic side on October 8. Bosun Beeching and Chief Steward De Boissiere officiated at the proceedings. A special vote of thanks was given to steward De Boissiere, cook James Gleaton and baker Joe Clark for a terrific job; to Bosun Beeching and the deck department for a clean ship; and to the engine department for a smooth trip. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Bayway, N.J.

**PORTLAND** (Sea-Land Service), November 7—Chairman J.W. Allen; Secretary H. Lewis; Deck Delegate Steven Burdo; Engine Delegate Gary C. Mitchell; Stewards Delegate Harry E. Lively. No disputed OT. It was reported that there was no ship's fund, but that when the ship returns from lay-up, the fund will be started again. All communications and letters received from Headquarters were posted for members to read. The chairman reminded crew that all expired clinic cards must be renewed before reclaiming their jobs. He also had a book check and found that men were riding with no union book. The secretary suggested that anyone desiring to go to Piney Point for upgrading see the chief steward and he will supply the necessary application forms. Thanks were given to the 4-8 watch for a good job keeping the pantry clean—also to the steward department for a job well done. Next port: Seattle.



**BALTIMORE** (Sea-Land Service), October 16—Chairman J. Long; Secretary W. Wroten; Educational Director J. Tagliaferri; Deck Delegate P. Mistretta; Engine Delegate P. McAneney; Steward Delegate M. Jablonski. No disputed OT or beefs. The ship's chairman read a letter from Angus Campbell regarding computation of pension time. The letter stated that the motion regarding pension credit will be referred to the Board of Trustees for evaluation. The crew would like to thank Red Campbell for his prompt action in referring this motion to the Board of Trustees. The chairman stated that the crew would be kept informed of the progress. He also discussed the importance of writing to your congressman, urging support for the Boggs Bill HR-6979. Passage of this bill will benefit all members who continue to sail for a living. It will especially benefit the younger members. The secretary reported that everything is progressing smoothly. Payoff will be in Port Elizabeth this trip. He also reminded the crew of the importance of donating to S.P.A.D.—an investment in every seaman's security. The chairman submitted a request for a separate antenna and rotor for the crew TV. It appears that the officers' TV interferes with the crew's TV, giving very poor reception. The engine department will talk to the first assistant engineer about painting rooms, and a repair list will be submitted to the Union. The chairman said this was a good crew and a pleasure to sail with. Onward to Philadelphia, Baltimore and Port Elizabeth.

## Digest of Ships Meetings

**THOMPSON PASS** (Interocean Management), October 31—Chairman L. Freeburn; Deck Delegate M. Dibiasi; Engine Delegate M. Hill; Steward Delegate A. Langlois; Secretary W.C. Wallace. No disputed OT. Arrival at Long Beach is scheduled for Nov. 3. Payoff will take place there. Crew members were reminded that for safety reasons, no more than five persons should be on the gangway at one time. The secretary reported that anyone with beefs can present them to the Union official at the time of arrival. Next port: Long Beach.

**SEA-LAND INNOVATOR** (Sea-Land Service), November 7—Chairman Jim Pulliam; Secretary Jesse B. Natividad; Educational Director Chuck Haller; Deck Delegate Donald D. Howard; Engine Delegate Frank A. Bolton. No disputed OT. There is \$290 in the ship's movie fund. The ship's ETA for Yokohama is 1700, November 13. Arrival drawings are being held for Yokohama, Hong Kong and Kobe. Any crew having rooms on the forward side of the house were asked to keep their curtains closed at night. Also, care should be taken when using the washing machine, the video machine and the tapes. A suggestion was made that the Welfare Plan issue medical cards (like Blue Cross) for its members and their dependents. It's a hassle and causes a delay when a member or his dependents go to a hospital if they have no medical insurance card. Crew members were reminded to help keep the ship clean and to give any repairs to their delegate. One minute of silence was observed in memory of our departed brother and sisters. Next port: Kobe.



**SANTA ELENA** (Delta Lines), October 18—Chairman F. Jensen; Secretary W. Lovett; Educational Director R. Matthews. No disputed OT. The chairman reported that a lot of ships are laid up and more are laying up all the time. He stressed that crew members who are fortunate to have jobs should try and take care of them. He also discussed the importance of donating to S.P.A.D. so we can keep people in Washington working on our behalf. Everything else seems to be running smoothly, although a new ice maker is needed for the crew mess room. A vote of thanks was given to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Port Newark.

**LNG TAURUS** (Energy Transportation Corporation), October 3—Chairman, Recertified Bosun David La France; Secretary John F. Gibbons; Educational Director Jose Camelo. No disputed OT. There is \$350 in the ship's fund. A discussion was held on the communications received about fit/unfit duty. The chairman stressed that crew must report to an S.I.U. clinic in order to receive a fit- or unfit-for-duty slip. He also reminded crew of the importance of letting the union halls know of any changes of address. The secretary asked that when leaving the ship, all crew should have their quarters neat and clean for the next man. A motion was made and seconded that six members be assigned on LNG vessels for a minimum of 125 days in order to insure eligibility for vacation. The crew concurred. Captain R.T. Sjukvist spoke at the meeting on various items, among them that the company is checking into buying movies. The LNG TAURUS also reports they are now 3 out of 4 in softball—beating the BONTANG! Thanks were given to the steward department and to Piney Point for jobs well done. Next port: Osaka, Japan.

**SEA-LAND PACER** (Sea-Land Service), October 10—Chairman J. Corder; Secretary T. Maley; Educational Director J. Dellinger; Deck Delegate Paul Pallas; Engine Delegate Frank Keller; Steward Delegate Raymond Jones. No disputed OT. There is \$10 in the ship's fund. The chairman reported that everything is running smoothly. He discussed the importance of supporting the political activities of the Union wherever and whenever possible—especially with S.P.A.D. contributions. The crew was also advised to read the LOG and keep informed of opportunities to upgrade at Piney Point. The chairman commented on the skill and good nature of this crew which helped in the smooth running of the ship. A vote of thanks was given to the steward department for a job well done. Heading out to Wilmington.

Official ships minutes were also received from the following vessels:

BAYAMON  
BAY RIDGE  
BEAVER STATE  
BUTTON GIBRETT  
LNG CAPRICORN  
COURIER  
COVE COMMUNICATOR  
COVE SAILOR  
DEL MUNDO  
DEL VALLE  
DELTA MAR  
LNG GEMINI  
LEADER  
MARLYN  
MONTPELIER VICTORY  
MOUNT WASHINGTON  
OAKLAND  
OGDEN CHALLENGER  
OGDEN WADASHI  
POINT SUSAN  
PRIDE OF TEXAS  
PUERTO RICO  
SAN PEDRO  
SANTA JUANA  
SANTA LUCIA  
CHARLESTON  
SEA-LAND EXPRESS  
LONG BEACH  
SEA-LAND PACER  
SEA-LAND PRODUCER  
SEATTLE  
STONEWALL JACKSON  
ULTRAMAN



## Pensioner's Corner



**John Wilfred Clark, 80**, joined the SIU in 1940 in the port of New York. Brother Clark sailed as a GSU aboard the *Dredge Ezra Zanzibar* (Construction Aggregates) from 1972 to 1977 and as a utility man on the *Barge Hydro Atlantic* (Construction Aggregates) in 1971. He also sailed as a head waiter and dietician aboard the *SS Puerto Rico* (Eastern Steamship). Seafarer Clark last worked on the Sea-Land Shoregang in Port Elizabeth, N.J. And he was also a regular SPAD contributor. Clark is the political leader of the 10th Ward in Neptune, N.J. Born in West Virginia, he is a resident of Neptune.



**Raymond Francis Devine, 57**, joined the SIU in 1943 in the port of New York sailing as a chief steward. He was a 1979 graduate of the Union's Steward Recertification Program. Brother Devine was born in Algona, Ia. and is a resident of Mobile.



**George Henry Rowland, 56**, joined the SIU in the port of New York in 1961 sailing as a chief electrician. Brother Rowland in 1968 graduated as a 3rd assistant engineer from the Union's-MEBA District 2 School of Engineering, Brooklyn, N.Y. He was born in Elberton, Ga. and is a resident of Atlanta, Ga.



**Leonardo Manca, 62**, sailed as an assistant steward for the SIU for Delta Line and the Waterman Steamship Co. Brother Manca is a resident of New Orleans.



**Joseph Zeschitz, 66**, joined the SIU in the port of New York in 1955 sailing as a FOWT and oiler. Brother Zeschitz sailed 34 years. He hit the bricks in the 1962 Robin Line beef. Seafarer Zeschitz in 1966 graduated as a 3rd assistant engineer from the Union's-MEBA District 2 School of Engineering, Brooklyn, N.Y. He was born in Hoboken, N.J. and is a resident of Freehold, N.J.



**Manfredo Vittorio Ciampi, 66**, joined the SIU in the port of Boston in 1951 sailing as a chief steward. Brother Ciampi sailed on the *LNG Cove Spirit* (Cove Shipping) and sailed for Esso Standard Oil from 1938 to 1942. He also sailed as chief butcher aboard U.S. Army transports during World War II, the Korean Conflict and the Vietnam War. In 1980, he hit the bricks in the inland ACBL beef. Seafarer Ciampi graduated from the LNG Course at the Harry Lundeberg School of Seamanship, (HLSS) Piney Point, Md. A native of Portland, Me., he is a resident of Exeter, N.H.

**William R. Charnock, 63**, joined the Union in the port of Norfolk in 1960 sailing as a deckhand for the Penn-Central Railroad from 1949 to 1981. Brother Charnock was born in Northampton County, Va. and is a resident of Exmore, Va.

**Jose M. Nazario, 67**, joined the SIU in 1943 sailing as a FOWT. Brother Nazario, in 1967, graduated as a 3rd assistant engineer from the Union's-MEBA District 2 School of Engineering, Brooklyn, N.Y. He is a resident of Santa Rosa-Bayamon, P.R.



Recertified Bosun **Louls Lucien Arena, 60**, joined the SIU in 1941 in the port of New Orleans. Brother Arena sailed for the Waterman Steamship Co. and for Whiteman Tugs, New Orleans as a deckhand from 1945 to 1946. In September 1944, he was awarded the French Crois de Guerre Medal with Silver Star for World War II action in the European Theater of Operations (ETO). Seafarer Arena also won the U.S. Army Field Artillery's Bronze Arrowhead Medal and the Distinguished Unit Badge with Oak Leaf Cluster in his 30 months of fighting overseas. Arena was a T/5 cannoner, forward observer and telephone lineman for Battery A's 105 mm 41st Bn. attached to the 3rd and 34th Infantry Divisions. They fought in North Africa, Sicily, Italy's Anzio Beachhead, Arno River, Fogia, Naples and Rome, Southern France, Austria and Germany's battles. He won the Crois de Guerre with Co. A, 30th Infantry crawling 250 yards across an open field under heavy Nazi mortar and machinegun fire to radio back positions of enemy machinegun nests holding up the advance and knocking them out. Born in New Orleans, he is a resident there.



**Joseph Basch, 64**, joined the SIU in the port of San Francisco in 1955 sailing as an oiler for Waterman and Delta Line. Brother Basch was born in Maryland and is a resident of New Orleans.



**Marius Henry Del Prado, 67**, joined the SIU in the port of New York in 1964 sailing as a chief electrician and QMED for Sea-Land. Brother Del Prado sailed 24 years. He was born in Paramaribo, Dutch Guiana, S.A. and is a resident of Dunedin, Fla.



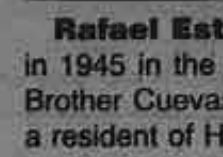
**Elton John Hamaty, 66**, joined the SIU in 1944 in the port of New York sailing as an AB for IOT and aboard the *CS Long Lines* (AT&T). Brother Hamaty was born in Missouri and is a resident of North Quincy, Mass.



**Devaughn Harrison, 54**, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Harrison was born in Alabama and is a resident of Saraland, Ala.



**Alf Larsen, 62**, joined the SIU in the port of New York in 1958 sailing as an AB. Brother Larsen sailed 30 years. He was born in Norway and is a resident of Brooklyn.



**Rafael Esteban Cuevas, 59**, joined the SIU in 1945 in the port of New York sailing as a cook. Brother Cuevas was born in San Juan, P.R. and is a resident of Houston.



**Adron Cox, 57**, joined the SIU in the port of Baltimore in 1957 sailing as an electrician. Brother Cox sailed 38 years and for the Delta Line. He earned his QMED endorsement in 1973 at the HLSS. He is a PFC veteran of the U.S. Army Coast Artillery Corps, Battery C, 102nd Antiaircraft Automatic Weapons Bn. in World War II. Seafarer Cox was born in Kentucky and is a resident of Lily, Ky.



**Bernard Joseph Boles, 58**, joined the SIU in 1943 in the port of New York sailing as a FOWT for the Delta Line. Brother Boles was born in Shadyside, Ohio and is a resident of Wheeling, W. Va.



**Frank Bradley, 63**, joined the SIU in 1937 in the port of Mobile sailing as a chief cook for Sea-Land. Brother Bradley was born in Alabama and is a resident of the Bronx, New York City.



**Theodore Callas, 64**, joined the SIU in the port of New York in 1956 sailing as an AB for Sea-Land. Brother Callas sailed 31 years. He was born in Greece and is a resident of West Orange, N.J.



**Isaias Cambronero, 55**, joined the SIU in the port of New Orleans in 1959 sailing as a QMED. He sailed for Sea-Land. Brother Cambronero was born in Costa Rica, C.A. and is a resident of Kenner, La.



**James W. Canard, 67**, joined the SIU in the port of New Orleans in 1957 sailing as an AB. Brother Canard sailed 42 years. He was born in Forest City, Miss. and is a resident of Hattiesburg, Miss.



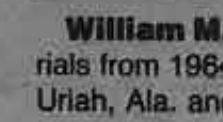
**Joseph A. Cave, 62**, joined the SIU in 1941 in the port of Houston sailing as an AB. Brother Cave sailed for the Delta Line. He was born in Pennsylvania and is a resident of Kenner, La.



**Jose Cortes, 62**, joined the SIU in 1945 in the port of Baltimore sailing as an AB. Brother Cortes sailed for Sea-Land. He was born in Puerto Rico and is a resident of Trujillo Alto, P.R.



**Claude J. Blanchard, 64**, joined the SIU in the port of Houston in 1956 sailing as an AB. He sailed 41 years. Brother Blanchard was born in Texas and is a resident of Galveston, Tex.



**William M. Deese, 62**, sailed for Radcliff Materials from 1964 to 1982. Brother Deese was born in Uriah, Ala. and is a resident there.



# SIU's Dr. Amendola Is Cited For Long Years of Dedication

A host of community civic, labor and business leaders, states assemblymen and Alabama Congressional and Senatorial representatives offered congratulatory notes of appreciation to Dr. Arthur A. Amendola, honored this month as The Greater Mobile Port Maritime Council, AFL-CIO "Man of the Year."

Dr. Amendola, who for 25 years held the post of chief resident physician at the SIU clinic in Mobile, was lauded for his tireless efforts, his sincere dedication to the medical profession and his love of people.

Though not on hand to personally thank Dr. Amendola, SIU President Frank Drozak's praise appeared among pages of warm plaudits published throughout the award program. Mobile's Mayor Gary Greenough with words of gratitude presented Amendola the key to his city of Mobile and Governor George



Dr. Arthur A. Amendola, right, accepts "Man of the Year" award wheel plaque from SIU Mobile Port Agent Thomas Glidewell.

Wallace was amid the well wishers.

Dr. Amendola's long association with seafarers began soon after he completed his residency in surgery in 1944 at New York Post Graduate

Medical School and Hospital, at Columbia University. Arriving in Mobile in 1944 to serve as chief surgeon and medical professor at Mobile's City Hospital, his sojourn treating seafarers at sea aboard

steamship vessels and ashore in Alabama's ports began.

He continued helping seafarers, solving medical problems, advising patients and fostering a personal concern and fellowship even though in 1947 he established his own private practice. As one banquet attendee summed up his professional service, "He has always shown a deep concern and genuine interest in the many seamen he has known over the years. He has strived to give his best to these men."

Dr. Amendola has also served for thirty years as Divisional Surgeon for GM&O Railroad and for fifteen years as a volunteer to the Little Sisters of the Poor. It was in 1957 that he was appointed by the SIU to the Mobile clinic.

Presently, Dr. Amendola is staff doctor at four hospitals—Providence Hospital, Mobile Infirmary, Doctor's Hospital and the University of South Alabama Medical Center.

## A Reminder:

### SIU Headquarters Is Now Located In Washington

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

phone number of the Seafarers Headquarters:

Seafarers International Union  
5201 Auth Way  
Camp Springs, Md. 20746

Phone: (301) 899-0675

## Minix Opens Subic Bay Post

SIU Far East Rep Ralph G. Minix Sr. opened a Union office in the Subic Bay, P.I. area recently, and is temporarily based in the Plaza Hotel there.

Previously, the SIU had requested office space on the Subic Bay Naval Base but was turned down by the Military Sealift Command (MSC).

Minix plans to move the Union office Alongapo just outside the naval base gate. The address and telephone number of the Subic Bay office will be in a future issue of the LOG.

He will service all Seafarers riding SIU-contracted vessels in the Far

East. So at times Minix will be away from the office for several days while he is traveling.

In October and November, he visited SIU ships in both Subic Bay and in Japan where the LNG vessels offload their cargo.

Minix prefers to visit the ships while the MSC inspection team is aboard because he feels that is the best time to settle any beefs the crew might have.

## Memorial Service Is Held For Waitress Lost at Sea

A memorial burial service was held last month aboard the SS *Santa Maria* (Delta Line) for missing Waitress Sose Sione, 41, lost at sea off the SS *Santa Mercedes* on the way to Chile.

Sister Sione joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1978. She had started sailing on the West Coast in 1971 and had sailed on the *Santa Mercedes* from 1978 to 1979.

Born in American Samoa, she was a resident of San Francisco. Surviving is her mother, Talai Televia of Samoa.

The SIU crew of the *Santa Maria* spread the blanket to collect \$132 donated in her name to the Apostleship of the Sea in San Francisco.



Judge John Marlo (foreground right) of Watsonville, Calif. reads the memorial burial service last month aboard the SS *Santa Maria* (Delta Line) for missing waitress Sose Sione lost at sea.



Ralph G. Minix Sr.

## Dispatchers Report for Great Lakes

NOV. 1-30, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			*REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Port									
Algonac	10	1	1	24	11	0	47	6	2
ENGINE DEPARTMENT									
Port									
Algonac	3	1	0	8	5	0	20	5	1
STEWARD DEPARTMENT									
Port									
Algonac	2	1	0	7	2	0	4	3	0
ENTRY DEPARTMENT									
Port									
Algonac	15	6	0				36	21	5
Totals All Departments	30	9	1	39	18	0	107	35	8

\*\*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.



## Seafarer Katzoff Remembers: Part II

For many years the *LOG* has received some warm and lovely stories and poems from retired Seafarer Max Katzoff.

Brother Katzoff, who sailed as FOWT, lived for many years in Jerusalem, Israel after he retired from the sea. There he was doing voluntary work as an English teacher in a school for the blind. Now Brother Katzoff is back in the States living at Sailors Snug Harbor in Sea Level, N.C.

From his retreat there he has sent the *LOG* a number of wonderful vignettes. One of them, about his boyhood days in Latvia where he was born in 1910, was run in the August *LOG*. The following story covers some of his adolescent years in New York.

By Max Katzoff

My three brothers and I, now with our names anglicized to Harry, Max, Bill and Al, were no longer cuddled and pampered by our grandparents with whom we lived in Europe. We were now (in 1920) proud, new, young Americans. We

were settled in Riverton on the Hudson, with our father and young stepmother. Our new community accepted us warmly, and we had little, if any, complaint.

Saturdays I worked in the red front A&P store. I was privileged to operate the monstrous earth trembling coffee grinder and to load groceries on customers' wagons and Model T Fords. My wage for the 12-hour day was one dollar, plus a box of Cheez-its, if I didn't spend too much time talking to the girls who came in with their parents.

Mr. Sneed, the surviving partner of Sneed & Mathews Butcher Shop, next door to the A&P store, used to sit at his high desk in his shop window, and greet the world as it sauntered by.

In my boyhood I was no more than skin stretched over bones, and the more hampered by Mr. Dougherty's outsized apron. Oft-times as I stretched to load the food stuff on the wagons and cars, my pants slipped down to half-mast. Mr. Sneed would rap on his plate glass window to attract an audience, then

point to my exposed bottom. Would that I had hated him then as little as I do now.

Among those who dropped a friendly eye on me was Mr. Frost in the fish store. I used to invite myself in to visit him when he wasn't busy or too upset about his drunken daughter. His daughter was an enormous woman somewhere in her forties. She spat tobacco juice, and s.o.b'd anyone who displeased her. She let it out that her man died in a hassle over a gold mine claim in Alaska in 1898.

Mr. Frost was an Indian trader in Northwest Territory long before the turn of the century. He was, in fact, Indian himself. He said I wouldn't be out of order in calling him Pahaska, 'he who has long hair.' "Her man wasn't killed," he said, "he resettled in the Klondike with her sister, a more tame and civil woman."

To learn all this and more, I had only to tolerate his stinking corn cob pipe and his dead fish, as often as not poorly iced. He once treated me to the Ice Cream Parlor. I had



never eaten ice cream, and I knew at once the taste of a rainbow.

Mr. and Mrs. Edmonds, a handsome couple in their mid years, were among the regular customers at the A&P store. They and their Collie Teddy comprised their entire family. Their fruit farm in nearby Foster-town was as neat and as orderly as they were in person. In the spring of 1921, my first American spring, Mrs. Edmonds suggested that with my family's approval I might camp on their farm during summer vacation and pick currants.

Permission to summer on the farm was granted without much ado, and I promptly ran my father in debt to

*Continued on Page 31*

## Pat McGovern 'soon came to be one of us.'

**Below is a fictional account written by Brother Max Katzoff about a policeman turned sailor.**

In the early 1930s, the City of Los Angeles, though still young as municipalities go, was in a bottomless quagmire of corruption. By way of decoying attention away from the upper levels of city hall, Mayor Shaw ceremoniously chopped a few heads in the police department.

Pat McGovern, with four years service in law enforcement, was among those who were designated to fall. He was caught rolling a drunken oil field roustabout.

Well, there stood Pat; unfrocked, out in the cold, and nothing going for him. And, as an added pinch of salt on his open wounds, his wife walked away with a fellow officer.

His one ray of sun, the one straw on his storm ridden sea, was his mother-in-law, Clara, a snaggletoothed woman with a hunched right shoulder. She had a heart of gold, this Clara, and room in her heart for those who fall by the way-side.

It was she, who virtually carried Pat in her arms through his downfall and degradation. Then she deposited him on the waterfront, as if to say: "I've brought

you another man in need of a haven, take him." And he soon came to be one of us.

Pat and I shipped out of San Francisco, and we were watch partners as often as we could arrange it.

He was then happily married to his former mother-in-law, Clara.

Pat was a man easily lost in a crowd, so long as you paid no heed to the missing upper flap

of his left ear. Aboard ship, he stood head and shoulders above all of us as a sailor, as a shipmate, and as the man on the bar stool next to you. Yes, Pat gave a good account of himself, and a little to boot.

His one quirk, and I guess you could call it that, was his obsession with shipboard chow, with the soup in particular. He grumbled no end about the abuse of good food in the galley, and he

carried this grudge from ship to ship. (Now to tell it as it was, we've always had a few seagoing cooks who hid all their other mistakes in the soup kettle, but enough of that for now.)

Clara died with her head cradled in his arms, the spring of 1974, and on her way out the door of life, he promised to quit the sea, and live out his winter years at Sailors Snug Harbor.

As for Clara's daughter Florence, Pat's first wife, when he scooped her out of San Francisco's skidrow to attend her mother's funeral, she looked like a retired you know what.

In the summer of that year Pat organized his personal affairs and set out to honor his promise to Clara, moments before her candle flickered its last. There were days when he wished for his own end, the sooner to be by her side again. What, after all, is a mere forty-one years together?

It was on the homeward crossing of his final voyage, before heading east to Snug Harbor, when Pat McGovern's problems resolved themselves. He stomped into the galley, one high noon, dumped his soup bowl on the chief cook's head, then he walked back to the messroom and dropped dead.





# Fat Can be Fatal: Watch Your Diet

Each month, the *Final Departures* page of the LOG is filled with Seafarers who died prematurely of heart attacks, strokes, or cancer. Many of these deaths can be traced to eating disorders.

Obesity is the most visible indication of improper eating habits. It can cause serious emotional and

## Seafarers Health Line

financial problems. It plays a role in the formation of adult diabetes. It has been linked with chronic back problems, liver ailments, and acne.

A person does not have to weigh in at three hundred pounds to have a problem with food. A lot of members who are quite thin will die prematurely because they don't eat properly. Take, for example, the member who has high blood pressure, yet still puts extra salt on his food.

Some people seem to be blessed with good health. The truth, however, is that they were probably raised in an environment that valued good eating habits.

Most of us aren't that lucky. We have to accept the fact that we do

not know what is healthy and what is not.

Good eating is a lifetime occupation. The main thing about good nutrition is this: you must take responsibility for your own health. It is up to you, and no one else, to find a food plan that will make you healthier. Eating well is not the same thing as being thin: it is eating the things that will make you healthy.

A good attitude is a must. A person has to be willing to discard old habits and be willing to learn new ones. It is a lot like upgrading.

Seafarers have several things going for them that other people don't. For one thing, we are required to take a physical in order to get work. That gives us the chance to discuss with our doctors a sensible food plan. It also gives us a chance to pinpoint any health problem before it becomes serious.

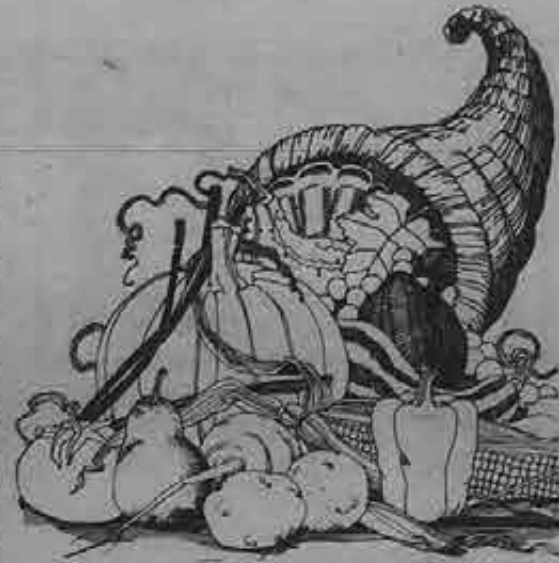
Seamen also work onboard vessels that are well stocked with healthy food. It's true that a person can overeat if he wants to: there's no shortage of cakes, pies, or fatty foods. But then again, there's no shortage of vegetables, fruits, or poultry.

It is important to understand what kind of people we are. We have to be aware of our habits. A person who exercises a lot will have a different food plan than one who doesn't. A person who likes sweets will fare very well on a diet like Weight Watchers, which allows a person several pieces of fruit, peanut butter, even a mock dish of Weight Watchers ice cream.

A person who hates to measure his food will find it difficult to stay on Weight Watchers or any diet that requires you to count calories. He might prefer a simpler food plan that offers less variety but which does not require that he measure his food.

There is no one way of eating properly. We must look around for the food plan of our choice. We should talk to our doctors. We can go to established places like Overeaters Anonymous or Weight Watchers for guidance. We can ask friends who have lost weight how they did it.

In looking for a food plan a person should be aware that many diets promise more than they can deliver. Yes, there are diets that promise you



the moon: that you can eat all the meat, papaya, or whatever and still lose weight. Watch out for them. Usually these are fad diets that are harmful to your health. Worse, they do nothing to teach you the basics of good nutrition.

In choosing a food plan, keep this simple rule in mind: Stay away from diets that do not meet the minimal nutritional needs. At the very least, a person should consume the minimum daily requirements from each of the major categories of food: grain, milk, protein, vegetables, fruit.

One other thing: no one needs diet pills to lose weight. If good health is your main goal, why risk pill addiction?

And one final note: Obesity is a killer.

# Katzoff Remembers

Continued from Page 30

the tune of \$11.70 at the Army & Navy store, for a mildewed pup tent and all else needed to go with it.

The Edmonds' Collie Teddy moved into my pup tent that summer, and promptly took command. My baggy seat overalls, he decided, weren't fit to wear, until after he'd slept on them all night. He didn't take kindly to my skinny dipping in the nearby swimming hole. So he dragged my overalls into the water after me. After he taught me to gather in the cows and the hens, at the end of day, he just sat back as the overseer.

There were two bearded old coots from New York City's Bowery, who'd been coming up to the farm summers for the berry season. They were quartered in a crude cabin. Terwilliger slept with one eyelid open. Quigly's snoring rattled the floor boards. Then he whistled as he exhaled through his beard. I know! I know! But he did it in his sleep.

The Edmonds brought our provisions from the A&P store every Saturday. He gave those two old duffers no money. Then all winter they'd send him postcards, and he in turn sent them five or ten dollar checks to some Bowery flop house.

I'm sure they overdrew their account every winter.

Mrs. Edmonds, a pale face nunish woman, presided over a New England maplewood household as immaculate as any you've ever seen illustrated in magazines. Teddy was never allowed in the house proper. And I, only after I washed my feet at the side door. One evening she nudged her husband: "Don't you think little Max would be a good hand around the place?"

If I had enough sense then to plead even a weak case, I might have become their son, or at least another Collie. And with the Edmonds I'd have been just as happy, boy or Collie.

Our grandparents, with whom we immigrated to the States in 1920, lived out their remaining years in New York City. Grandpa died there of cancer in 1925, and Grandma Celia carried on into her ninety-third year.

I sat with her one evening, a few months before she passed on. We held hands, and she talked... "I once heard that an infant was living with 'those ladies' near the river docks in Libau. Your grandpa Beryl and I bribed a police officer to bring that baby out of there, and we gave it to your parents to raise. Now one of you four brothers was that child!"

## Over 1,500 Seafarers HAVE DONE IT!

Join the crowd and get your HIGH SCHOOL DIPLOMA



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

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

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

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ADDRESS \_\_\_\_\_

Street

City

State

Zip

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

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





## Deep Sea



**Pensioner Robert Reed Burns, 72,** passed away from heart failure in Tampa, Fla. on Apr. 3, 1981. Brother Burns joined the SIU in the port of New York in 1952 sailing as a chief cook. He hit the bricks in the 1958-9 maritime beef. Seafarer Burns was born in Iowa City, Ia. and was a resident of Mango, Fla. Cremation took place and his ashes were scattered over the seas. Surviving are his widow, Amber; a daughter, Mrs. Joan Berry and a brother, George.



**Joseph Franklin Dellanavy, 53,** died of heart failure on July 12. Brother Dellanavy joined the SIU in the port of San Francisco in 1968 sailing as an AB for 24 years. He attended the 1970 Piney Point (Md.) Crews Conference No. 9. Seafarer Dellanavy was born in San Francisco and was a resident there. Cremation took place in the Hidden Valley Crematory, Pacheco, Calif. Surviving are a brother, James of Santa Rosa, Calif. and a niece, Jeanette B. Shelton of Cottonwood, Ariz.



**Charles Herbert Fox, 54,** died on June 2. Brother Fox joined the SIU in 1947 sailing as a bosun. Brother Fox was born in Alabama and was a resident of Birmingham, Ala. Surviving are his widow, Vivian and his mother, Mrs. W. E. Jacobs of St. Andrews, Fla.



**Pensioner George Edward Hair, Jr., 64,** died on Oct. 16. Brother Hair joined the SIU in the port of Lake Charles, La. in 1957 sailing as a chief steward. He sailed 32 years. Seafarer Hair was born in Utah and was a resident of Lynnwood, Wash. Surviving are his widow, Jessie and a nephew.



**Edward Arthur Heniken, 66,** died of heart failure in the Valley Memorial Hospital, Sunnyside, Wash. as the result of a motorcycle-truck collision on June 27. Brother Heniken joined the SIU in the port of Seattle in 1966 sailing as a chief steward for Sea-Land. He was born in Indiana and was a resident of Granger, Wash. Cremation took place and his ashes were scattered at sea. Surviving is his widow, Lorraine.



**Pensioner Nicholas G. Lekkas, 45,** died on Oct. 3. Brother Lekkas 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 65 strike. Seafarer Lekkas was born in Alexandria, Egypt and was a resident of Greenport, L.I., N.Y. He was a naturalized U.S. citizen. Surviving is his widow.



**Pensioner Charles Augustine Lindberg, 52,** died on Aug. 7. Brother Lindberg joined the SIU in the port of New York in 1955 sailing as an AB. He upgraded at the Harry Lundeberg School of Seamanship (HLSS) in Piney Point, Md. And he was a veteran of the U.S. Navy in the Korean War. Born in Philadelphia, he was a resident there. Surviving are his widow, Mary; a son, Michael; a daughter, Patricia and his mother, Frances of Philadelphia.



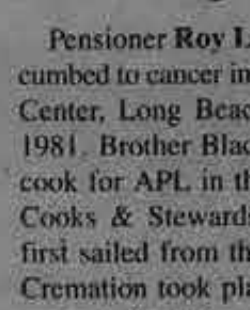
**Pensioner William Henry Little, 68,** passed away on Oct. 6. Brother Little joined the SIU in the port of Norfolk in 1956 sailing in the steward department. He sailed 33 years. Seafarer Little was born in Harnett, N.C. and was a resident of Wilmington, N.C. Surviving is his brother, David of Wilmington.



**Pensioner John Malinowski, 74,** succumbed to lung failure in the Wyman Park Hospital, Baltimore on Sept. 1. Brother Malinowski joined the SIU in 1947 in the port of Baltimore sailing as a FOWT. He was born in Baltimore and was a resident of Greensboro, Md. Interment was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Catherine; a son, Chester and a daughter, Rosalie.



**Pensioner Luis Ramon Serrano, 66,** died of a stomach hemorrhage in Doctors Hospital, San Juan, P.R. on Aug. 4. Brother Serrano joined the SIU in the port of New York in 1955 sailing as an oiler for 36 years. He was on the picketline in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Serrano was born in San Sebastian, P.R. and was a resident of Catano, P.R. Burial was in the Municipal Bay View Cemetery, Catano. Surviving is his widow, Ana Maria.



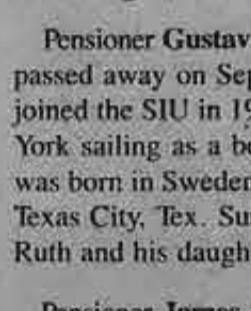
**Pensioner Roy Lee Blackwell, 68,** succumbed to cancer in the St. Mary's Medical Center, Long Beach, Calif. on Dec. 23, 1981. Brother Blackwell sailed as a chief cook for APL in the SIU-merged Marine Cooks & Stewards Union (MC&S). He first sailed from the West Coast in 1935. Cremation took place in the Cremar Crematory, Anaheim, Calif. Surviving are his widow, Ursula and a sister, Mrs. V. Heber of Venice, Calif.



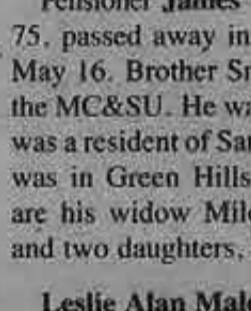
**Harold Thomas Spicer, 61,** died on Aug. 21. Brother Spicer joined the SIU in the port of Baltimore in 1955 sailing as an AB. He was born in Fulton, Ky. and was a resident of Long Beach, Calif. Surviving are his mother, Sadie of Fredericksburg, Va. and a brother, William.



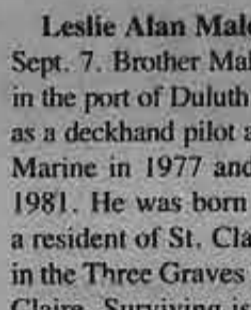
**Pensioner Arthur Woodrow Wroton, 71,** passed away on Aug. 29. Brother Wroton joined the SIU in 1944 in the port of Norfolk sailing as a deck engineer for 41 years. He was a veteran of the U.S. Army in World War II. Seafarer Wroton was born in Virginia and was a resident of Norfolk. Surviving is his widow, Shirley.



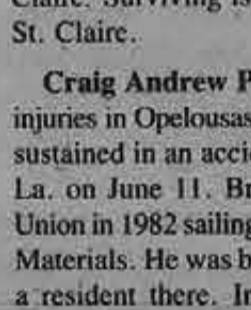
**Pensioner Gustav Sigfried Carlson, 97,** passed away on Sept. 5. Brother Carlson joined the SIU in 1941 in the port of New York sailing as a bosun for 53 years. He was born in Sweden and was a resident of Texas City, Tex. Surviving are his widow Ruth and his daughter, Mrs. Mantheir.



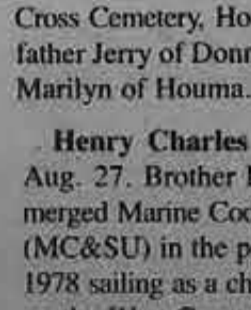
**Pensioner James "Jimmy" Small, Sr., 75,** passed away in San Pedro, Calif. on May 16. Brother Small was a member of the MC&SU. He was born in Georgia and was a resident of San Francisco. Interment was in Green Hills Cemetery. Surviving are his widow Mildred, a son James Jr. and two daughters, Margaret and Gloria.



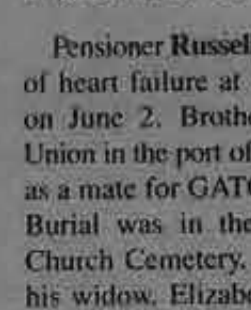
**Leslie Alan Malcolm, Jr., 24,** died on Sept. 7. Brother Malcolm joined the Union in the port of Duluth, Minn. in 1977 sailing as a deckhand pilot and captain for Hannah Marine in 1977 and for G&H Towing in 1981. He was born in Michigan and was a resident of St. Claire, Mich. Burial was in the Three Graves Hillside Cemetery, St. Claire. Surviving is his father, William of St. Claire.



**Craig Andrew Pitre, 24,** died of head injuries in Opelousas Hospital, Houma, La. sustained in an accident in Krotz Springs, La. on June 11. Brother Pitre joined the Union in 1982 sailing as an oiler for Radcliff Materials. He was born in Houma and was a resident there. Interment was in Holy Cross Cemetery, Houma. Surviving are his father Jerry of Donner, La. and his mother Marilyn of Houma.



**Henry Charles Barron, 58,** died on Aug. 27. Brother Barron joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco in 1978 sailing as a chief cook. He first sailed on the West Coast in 1966. Barron was a graduate of the union's training school. And he was a former member of the Carpenters and Joiners of America Union and Rubber Workers Union. Barron was a veteran of the U.S. Navy in World War II. Born in Los Angeles, he was a resident of Yucaipa, Calif. Surviving is his mother, Mrs. Marie L. Durkee of Yucaipa.



**Pensioner Russell Lee Hopkins, 58,** died of heart failure at home in Aurora, N.C. on June 2. Brother Hopkins joined the Union in the port of Norfolk in 1961 sailing as a mate for GATCO from 1959 to 1973. Burial was in the South Creek Baptist Church Cemetery, Aurora. Surviving are his widow, Elizabeth; two sons, Douglas and James; a daughter, Elizabeth and his brother, Mack of Aurora.

**Pensioner Thurmond J. Cossey, 75,** succumbed to lung failure in the San Francisco General Hospital on July 29. Brother Cossey was a member of the MC&SU sailing as a chief steward. He first sailed on the West Coast in 1944. A native of Oklahoma, he was a resident of San Francisco. Burial was in Crestview Cemetery, Wichita Falls, Tex. Surviving are two brothers, Clarence of Wichita Falls and Jack, also of Wichita Falls.

**Pensioner Thomas Oscar Melton, 66,** died on Aug. 15. Brother Melton joined the SIU in 1941 in the port of Norfolk sailing as an AB. He was born in North Carolina and was a resident of Mt. Airy, N.C. Surviving are his widow, Louise and his mother, Susan of Mt. Airy.

**Pensioner Joseph Christ Tenorio, 86,** succumbed to cancer in the Sheffield Hospital, San Francisco on Sept. 9. Brother Tenorio joined the MC&SU in 1956 sailing as a chief pantryman for the American President Line (APL). He first sailed on the West Coast in 1923. Born in Hawaii, he was a resident of San Francisco. Cremation took place in the Hidden Valley Crematory, Pacheco, Calif. Surviving are his widow, Olga and a son, Walter.

## Inland



**Pensioner Jimmie Dolen Pearson, 79,** passed away in the Ford Memorial Hospital, Gilmer, Tex. on Sept. 29. Brother Pearson sailed in the inland field working as a millwright at the Galveston (Tex.) Wharves. He was born in Finley, Okla., and was a resident of Gilmer. Burial was in the Willow Oak Cemetery, Gilmer. Surviving are his widow, Lois; a son, Olon of Longview, Tex.; a daughter, Mrs. Doris Gillane of Galveston; two brothers, O.T. of Gilmer and Tommy of Silsbee, Tex. and a sister, Mrs. Theo Williams of Bloomfield, N.M.

## Great Lakes



**Pensioner Hugh J. MacInnis, 76,** died in December. Brother MacInnis joined the Union in the port of Detroit in 1950 sailing as a dredgeman, scowman, and deckhand for Dunbar and Sullivan, Merritt, Chapman and Scott and the Great Lakes Dredge and Dock Co. He was born in Glendale, Nova Scotia, Canada and was a resident of Dearborn, Mich.



**Pensioner James Robert Stephenson, 67,** succumbed to lung-heart failure in the War Memorial Hospital, Sault Ste. Marie, Mich. on May 13, 1981. Brother Stephenson joined the Union in the port of Sault Ste. Marie in 1961 sailing as a dredgeman for Dunbar and Sullivan from 1968 to 1973. He sailed 23 years. Laker Stephenson was born in Sault Ste. Marie and was a resident there. Interment was in Greenwood Cemetery, Sault Ste. Marie. Surviving is his widow, Vera.



# Santa Clara Readies For Run to South America



**D**ELTA's *Santa Clara* was in Port Newark getting ready for a 35 day run to South America that will include stops at the following U.S. ports and South American countries: Philadelphia, Baltimore, Savannah, Miami, Columbia, Peru, and Chile.

Seafarers onboard the vessel won't have to worry about getting hungry. Aside from fine cooking of Chief Cook Angel Correa, they will be carrying several tons of bananas to their compatriots up North.



SIU Representative Joe Air, seated at the far right, met with members of the Ship's Committee of the *Santa Clara* to discuss welfare benefits and matters affecting the maritime industry. Pictured above are: Pedro Laboy, steward; Miguel Pabon, 3rd Cook; Angel Correa, Chief Cook; Bert Winfield, baker and steward delegate; Richard Bradford, bosun; and Joe Air.

## Notice to Readers of The LOG

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

Written correspondence should be sent to:

Charles Svenson, Editor  
Seafarers Log  
5201 Auth Way  
Camp Springs, Md. 20746

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

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, January 3	2:30 p.m.
Philadelphia	Tuesday, January 4	2:30 p.m.
Baltimore	Wednesday, January 5	2:30 p.m.
Norfolk	Thursday, January 6	9:30 a.m.
Jacksonville	Thursday, January 6	2:00 p.m.
Algonac	Friday, January 7	2:30 p.m.
Detroit	Friday, January 7	2:30 p.m.
Houston	Monday, January 10	2:30 p.m.
New Orleans	Tuesday, January 11	2:30 p.m.
Mobile	Wednesday, January 12	2:30 p.m.
San Francisco	Thursday, January 13	2:30 p.m.
Wilmington	Monday, January 17	2:30 p.m.
Seattle	Friday, January 21	2:30 p.m.
Piney Point	Friday, January 7	3:00 p.m.
San Juan	Thursday, January 6	2:30 p.m.
St. Louis	Friday, January 14	2:30 p.m.
Honolulu	Thursday, January 13	2:30 p.m.
Duluth	Wednesday, January 12	2:30 p.m.
Jeffersonville	Thursday, January 20	2:30 p.m.
Gloucester	Tuesday, January 18	2:30 p.m.
Jersey City	Wednesday, January 19	2:30 p.m.

# MOVE IT!



...AND MAKE MONEY. The cargo doesn't move without the skill and say-so of the Chief Pumpman. He's top man. So he earns top dollar for his skills.

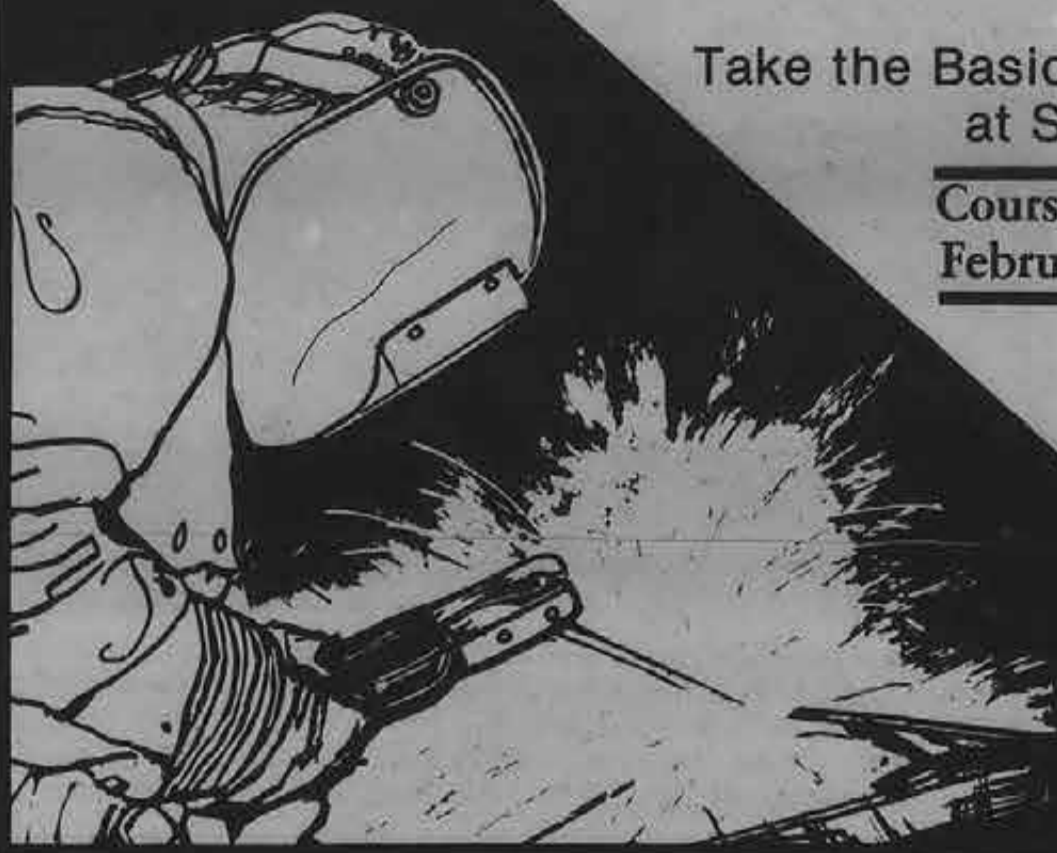
Get those skills.

Get your Chief Pumpman endorsement. Take the *Pumproom Maintenance and Operations* course at SHLSS. It starts *February 15*.

To enroll, fill out an application in this issue of the *Log*, or see your SIU Field Representative for details.



# BASIC WELDING



Take the Basic Welding Course  
at SHLSS.

**Course Starts  
February 28**

Send in  
your application  
today.

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

## Personals

### William Augustus Ware

Please contact your sister Mrs. C.H. Kadlec at 6800 Baron Road, McLean, Virginia 22101 OR Bruce McManus, Esq., 79 Overbrook Blvd., Largo, Florida 33540.

### Eddie Johnsen

Tania at Scandia Air asks that you contact her at 995-9390.

### Wayne Shackelford

Please contact Editor of the LOG—(301) 899-0675

### Yen Loe Hutchinson

Please contact Editor of the LOG—(301) 899-0675

### Paul Franco

Please call Dasher Albert Packert and Tony C. at (206) 283-1926

## Dispatchers Report for Inland Waters

NOV. 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	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	1	0	0	0	0	21	1	2
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	1	0	0	0	0	0	6	1	0
New Orleans	0	1	2	0	3	0	5	2	3
Jacksonville	2	3	1	0	2	0	5	4	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	10	0	0	0	0	0	25	1	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	2	0	0	1	0	0	1	0	0
Houston	5	0	0	0	0	0	22	3	3
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	2	5	3	5	0	2	1	12
Piney Point	0	3	0	0	3	0	0	0	0
<b>Totals</b>	<b>25</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>24</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	0	0	0	0	0	0	2	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	1	0	0	0	0	0	1	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	0	0	0	0	0	0	2	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	2	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	6	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>2</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	0	0	0	0	0
New Orleans	1	0	0	0	1	0	1	0	0
Jacksonville	0	1	0	0	0	0	3	2	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	2	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	1	1	4
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>5</b>
<b>Totals All Departments</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>108</b>	<b>17</b>	<b>31</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. # (617) 283-8100

### HOUSTON, TEXAS

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

### LOS ANGELES, CALIF.

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

### WILMINGTON, CALIF.

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

### MOBILE, ALA.

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

### NEW ORLEANS, LA.

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

### PHILADELPHIA, PA.

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

### ST. LOUIS, MO.

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

### SAN FRANCISCO, CALIF.

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

### SEATTLE, WASH.

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

### TAMPA, FLA.

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



# Don't Wait! Apply Now For



**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).

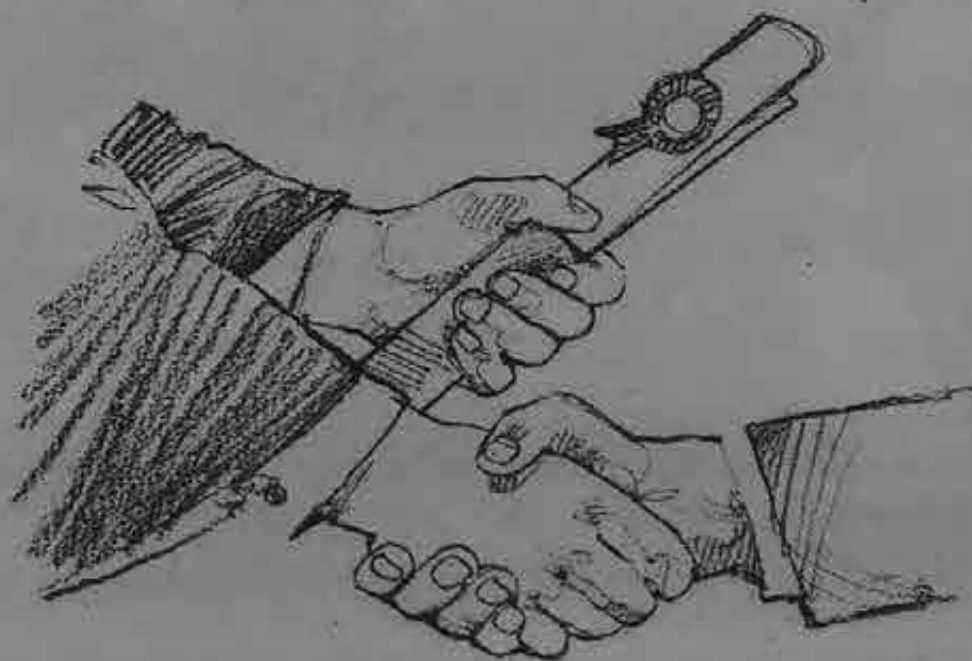
The SAT or ACT exam must be taken no later than February, 1983 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

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.





# The Chicago Cab Story: David Takes

by John Bunker

In the early 1960's the International Brotherhood of Teamsters had more than 1 1/2 million members, plus a bank roll that even Chase Manhattan would have envied. The membership of the SIU at that time did not exceed 75,000, including all of its affiliates.

Compared to Jimmy Hoffa's mighty Teamsters, Paul Hall's SIU was a David with a sling shot. But little David took on Goliath and stung him with defeats from Puerto Rico to San Diego and other points in between.

The SIU and the IBT had first locked horns in Puerto Rico. From there the battle shifted to Chicago, then to Philadelphia, back to Chicago and to Detroit, and to St. Louis and other places.

## A Decisive Confrontation

The Teamster's most decisive and embarrassing confrontation with the SIU came in Chicago where the sailors helped rebellious cab drivers overthrow mob control of their union.

The Chicago cab story goes back to the 1950s when Dominic Abata, a former union head of Chicago cabbies, testified before the Senate Rackets Investigating Committee. He told how racketeers, aided by the Teamsters, had taken over cab union Local 777, and run it for their own profit under mobster Joey Glimco. Abata's testimony and other information prompted the Senate Committee to call Glimco's



Paul Hall and Dominic Abata pose with members of the new democratically elected Chicago cab union as they opened their new local union headquarters.

Teamster-affiliated Local 777 "the most corrupt union in America."

Although his outspoken opposition to racketeers was an invitation to sudden death, Abata formed the Democratic Union Organizing Committee in April of 1959 and started a drive to oust Glimco and his henchmen. The gangsters countered with threats, beatings and sabotage of cabs driven by DUOC sympathizers.

## A First Victory

Despite this, Abata's efforts were successful and in 1959 he petitioned the National Labor Relations Board for an election. When the vote was finally taken in July 1961, the

DUOC rebels won by 2,122 to 1,760.

Despite this clear-cut victory, Abata found that the Yellow and Checker cab companies, long "palsy" with Local 777, were in no hurry to sign a contract, hoping that money-short DUOC would fold up and blow away.

they fought the Teamsters in Puerto Rico. They don't get scared. They'll back you up." Abata contacted Paul Hall and the SIU and found them ready to help.

## A Strong Ally

On January 18, 1962, Hall flew to Chicago and presented an SIU

## A History of the SIU Part XXIII

At this point, Abata needed a strong ally in putting pressure on the companies to sign a contract. "Go to the Seafarers," he was advised. "They took on the mob along the New York waterfront and

charter to Abata's drivers in a ceremony at the Hamilton Hotel. When Glimco supporters tried to interrupt the occasion, a fist-swinging free-for-all broke out, with Hall and Abata lowering the boom on some of Glimco's goons before the blue-coats broke it up.

As a last resort to force a contract, Abata called a strike. The SIU organized the strike apparatus for him, set up a soup kitchen and donated \$5,000 to a strike fund, with the promise of more money and more sailors to help man the picket lines.

"We'll send you all the men you need," Hall told the drivers. But they weren't needed. The companies folded in 20 hours and signed contracts covering more than 3500 cabs.

For the first time in 12 years the drivers received an increase in pay, plus numerous benefits. And for the first time each driver received a copy of the union contract and could attend regular monthly membership meetings.

The Chicago American hailed the end of mob rule in the taxi union. "Glimco," it said, "maintained his rule over the union local by violence and treated the union's money as his own."



That's the late Earl "Bull" Shepard, at right, with Paul Hall during a membership meeting of the Chicago cab local on April 28, 1965.



# on Mighty Goliath



That's the late Johnny Yarmola, at left, during a meeting where SIU President Paul Hall talked with the cab drivers. Yarmola was instrumental in helping the Chicago union shake off the shackles of Glimko's crime-backed organization.

It should be remembered that Paul Hall and the SIU had a special reason for wanting to climb into the ring against the Teamsters. In 1960 Hoffa cooked up a grandiose scheme to bring all longshoremen and marine workers into the Teamsters through a proposed Conference of Transportation Unity. This plot included alliances with Joe Curran's National Maritime Union and Harry Bridge's International Longshoremen's and Warehousemen's Association.

As part of this plan, Hoffa moved into Lakes shipping and tried to take over one of the SIU fleets there. He also set up the Marine Officers Association to raid the Masters, Mates and Pilots and the Marine Engineers Beneficial Association jurisdictions. He was unsuccessful in the raid against the officers and in the attempt to muscle in on the SIU's fleet on the Lakes. But it was a strong signal of his over-all intentions.

"James Hoffa," said an editorial

in the Chicago American. "is determined that the Teamsters shall boss the waterfront workers and the seamen, thus controlling all of the nation's transport facilities for freight except the railroads and the airlines. Paul Hall is determined that if any such nation-wide control is exercised it will be done by the seamen."

## A Close Call

Hall's outspoken opposition to the Teamsters chief almost cost him his life in Chicago in 1960. After a meeting of the AFL-CIO Executive Council, Hall and Steve Leslie, head of the Operating Engineers, were seated at a restaurant table when the head of a Chicago Teamster local came up, took out a gun concealed in his hat and said to Hall "Do you want it now or outside?"

Leslie distracted the gunman's attention and brushed his arm aside, enabling Hall to take the gun. When they managed to get around the table and grab the intruder, other Teamster



Paul Hall, left foreground, and Dominic Abata, left background, are hustled off to jail in a Chicago paddywagon after a brawl erupted following a ceremony during which the SIU president presented Abata's cab drivers with a SIU/AFL-CIO charter.

goons invaded the joint and a real donnybrook erupted.

"We fought our way out," said Leslie, "but it was a close call—a real knuckle-busting brawl."

Later that evening Hall walked into a meeting of Teamster big-wigs at a nearby hotel, gave them the revolver and said, "Here's your gun. I don't want any Teamster property."

This was one of several assassination attempts on Hall during his often-stormy career as head of the militant sailors. In later years he never made much of these brushes with death. "It you want to get into the battle you have to expect the licks," he once said.

In retaliation for the defeat in Chicago Hoffa turned to Philadelphia, with an all-out raid against shops under contract to the SIU's United Industrial Workers Union. This soon became another major Seafarers-Teamsters confrontation and will be the subject of the next chapter in the union history.

## Hoffa tries Again

The Chicago fight resumed in 1964 when Abata's contracts with the cab companies were soon to expire and Hoffa and Glimco were determined to regain control. Again, the SIU turned to with manpower and expertise to help its taxi affiliate.

A three-week campaign was directed on the spot by Paul Hall and SIU Vice President Earl "Bull" Shepard, with other union officials and a crew of seasoned sailors who helped organize, protected drivers, distributed literature and discouraged any Teamster intimidation.

Hoffa was on hand with his top

lieutenants and a pledge of unlimited financial help to insure a Glimco victory.

There were no Marquis of Queensberry rules in this battle. It was slam-bang, knock-down all the way, with SIU officials and troops right in the thick of it.

## A Savage Incident

In one savage incident a stick of dynamite was placed under the hood of a car driven by Abata. The car was used that day, however, by organizer Joe Longmeyer. The bomb exploded and Longmeyer lost a leg.

In Abata, the SIU had a brawling partner who fought just as tough as he talked. He had braved Chicago mobsters for years, had been bloodied by fists and lead pipes and never threw in the towel.

In an election held in May of 1965 the SIU retained representation for more than 5,000 cab drivers and garage workers by a vote of 3,081 to 1,612.

The Teamsters had spent \$250,000 in its attempt to dump the SIU and had lined up 50 local unions for Glimco. These were awesome odds, but the SIU's organizing "know-how", its strike-skilled sailors and its promise to keep a democratic union and good conditions for Chicago drivers beat the odds two to one.

Once more little David had floored Goliath, gaining national recognition and prestige in the process.

"They told me the SIU was a clean union and a democratic union," Abata said. "That's what we wanted here."



The late Paul Hall addresses one of the first membership meetings of the new Chicago cab union.



## LETTERS



## TO THE EDITOR

### 'Books for Piney Point'

Dear Brother Stewards & Bosuns,

I have just finished my Stewards Recertification Program in Piney Point, and I noticed that the Paul Hall Library and Maritime Museum is really short of hard cover and soft fiction and nonfiction books.

I know from being on other ships that there is always an abundance of hard cover books. Some of them are thrown overboard to make room for the new ones. If we all send at least one box of books to Piney Point, we should have a pretty good library. And with the new motel being built there, I know you and your families will enjoy reading them when you all go down there for your vacation next year.

**H.A. Skippy Galicki**  
Chief Steward  
S.S. Arecibo

Please send books to: *Frank Mongelli,*  
Vice President  
% Paul Hall Library  
Seafarers Harry Lundeberg  
School of Seamanship  
Piney Point, MD 20674

### 'I never saved... It's rough'

I want to thank you all for everything that has been done for me. Believe me, don't retire. It's lousy. I wish I could go back to sea. But I can't. The doctors said I am getting along pretty good on my cancer operations. I had one scare. But they think they caught it in time last year. Now it's nothing but doctors, doctors, doctors.

Believe me—if you can still go to sea, don't stop or else you'll be sorry! I never saved. It was whiskey, women and gambling. And believe me, it's rough.

I want to wish everyone a merry Christmas and a happy New Year.

**God Bless,**  
**Stanley E. Duda**  
Bk D-38

### 'A most welcome raise'

Recently, I was pleasantly suprised to receive a most welcome raise in the amount of my Social Security check. At first I thought it was a computer mistake and contacted the Social Security office. But the clerk verified it.

Then I remembered that Sea-Land, our SIU-contracted company, requested permission to go through their payrolls with my name to find "extra earnings" that could have been missed the first time around. This is the only way I can account for this "bonanza" and I want to be properly grateful to them, the Social Security Administration, and our Union for it.

I trust that others, too, have benefitted in this manner, and, if they haven't, they may in the future.

**Clarence L. Cousins**  
C-59



### 'Fishing was good'

This year fishing was good inside and outside the Golden Gate Bridge. I brought home 15 salmon: the smallest was 5 pounds; the largest, 30. I also caught 3 Pacific halibut (the largest was 26 pounds) and two sturgeon (46 inches and 50 inches).

I wish to say hello to all my old shipmates. I hope everyone has a merry Christmas and that the New Year will be good to all my friends.

**Reino J. Pelaso P-8**  
Vallejo, Ca.

### 'My way of saying thanks'

I retired in 1975 and just spent four days in the hospital. I was amazed at the prompt processing of my claim. I didn't know our welfare plan was that good since neither my wife nor I had ever been in the hospital. Since I live 200 miles from Jacksonville, would you please turn this check over to S.P.A.D. It's my way of saying thanks to a great union and the people who run it.

Sure would like to see some of the old gang from the S/S PUERTO RICO. I haven't been in the S.I.U. Hall for years because it's so far away.

Good luck to you and thanks.

**Henri B. Stark S-377**  
Vero Beach, Florida

*EDITOR'S NOTE: The check was acknowledged and turned over to the appropriate office in the new S.I.U. Headquarters building in Camp Springs, Md.*

### 'My proudest accomplishment'

I want to offer my heartfelt thanks to the staff of the Academic Department at the Seafarers Harry Lundeberg School of Seamanship for the help and encouragement afforded me in my quest for a General Education Diploma.

My thanks to the staff, including Sandy, who helped me in the studies of Science; Roger, who brought my math average up from 49 to 74; Mary, who helped me in English and showed me little tricks in correcting my mistakes; and last but not least Faye, whose joshing and encouragement made studying a pleasure. They all helped me achieve a score I am very proud of.

I have always wanted to get my high school diploma, but have never had the time. Piney Point and its staff allowed me to achieve this goal.

Achieving my G.E.D. is my proudest accomplishment of anything I have done academically.

Again I say "Thanks" to Piney Point and its staff.

**Victor Romolo**



## A Case of Simple Justice

For nearly 200 years the medical needs of America's seamen were handled by the U.S. government through the Public Health Service network of hospitals and clinics.

This was only appropriate since the life of a merchant seaman—the excessive shipboard hazards, the unavailability of medical care at sea—meant that the government had to step in if it wanted to maintain an adequate merchant marine for the nation's defense and commerce.

Then, over the past couple of decades, cuts were made in the PHS system that reduced the hospitals to only eight. Over the years there were attempts under various Administrations to close down the entire system of hospitals and clinics. The SIU always fought these attempts and always won.

Finally, however, in 1981 the last blow struck. In October of that year the Reagan Administration, with the consent of Congress, closed the doors on the PHS hospitals. Once again, it was a take away with no concern for the human consequences.

It was a blow to all those who used the facilities—the merchant seamen who made up a third of the

caseload; the Coast Guard personnel; the various groups of civil servants who received medical treatment, and many others.

But for American seamen, insult has been added to injury. While the other beneficiaries of the former PHS system are allowed access to other U.S. government medical facilities, merchant seamen are not.

We feel that this is an oversight on the part of the government and the SIU is therefore actively supporting a move to have Congressional legislation introduced to put matters right.

We feel that justice demands that merchant seamen be accorded the same rights as other beneficiaries.

This inequity appears to us to be another of the present Administration's pull-backs to merchant seamen with no thought to the consequences.

Not only is the seaman personally hurt, but the entire American maritime industry is adversely affected since the money for the seaman's medical care must now come from the shipowners. The seaman and his employer are being unfairly taxed.

Back in June of 1981 when we



### Frozen Out

were still trying to save the PHS system, SIU President Frank Drozak told a Congressional Committee, "Still present are the principal factors which warranted a health care delivery system [for merchant seaman] under the auspices of the

Federal government."

The PHS system has been removed for seamen. But it is only fair that, like the other beneficiaries of the system, America's merchant mariners be afforded an alternative service.

## SHIP: A Health Program With Built-In Hazards

For the past five years, a small group of government workers, doctors, union officials, and industry representatives have been meeting to formulate a uniform set of regulations governing health and safety standards on American-flag vessels.

The pace of government being what it is, the committee's work is still in the exploratory stage. Yet the committee, known as the Seafarers (no relation to the SIU) Health Improvement Program, or SHIP, has been closely monitored by the SIU because it has the potential to drastically change the lives of our members, for better and for worse.

Seamen's lives are at stake. And so are their jobs.

Health care for American seamen is one of the least publicized maritime issues. It has always been inadequate. American flag vessels have never carried enough medical equipment, or even the right kind of medical equipment.

In many ways, the SIU applauds the efforts of SHIP. They are seeking to correct a bad situation. They want to make shipowners meet certain minimum safety requirements.

Unfortunately SHIP has been

toying with certain programs that threaten the individual rights and privacy of every man and woman sailing onboard American flag vessels.

One of the things they propose is that a permanent Record Book be kept for every documented merchant sailor.

The SIU is fearful that such a medical book may be utilized to disqualify seamen from employment. While the union believes that a central records system is a good idea, it feels that such a system should be on a completely voluntary basis. Moreover, safeguards need to be devised to protect the individual rights of American seamen.

We believe that information from a central records system should remain confidential unless an employee gives his written consent. And in no way can that consent be coerced by an employer or a medical examining entity.

The SHIP Committee is one of the best kept secrets in Washington. Very few people know of its existence. But we at the SIU have made it our business to keep abreast of

every issue affecting American seamen.

We want to make sure that no

one will jeopardize the job security of our members, not even in the name of good health.



# LOG

December 1982

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

Vol. 44, No. 12

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 575 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second Class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)

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



# TRIPAD

CHECK-OFF



F.E.