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President's Report

by Frank Drozak



THE steps taken two weeks ago by Representative Lindy Boggs (D-La.) and 18 of her colleagues from both political parties to strengthen the nation's maritime position give hope to all who are concerned with America's lack of a bulk-carrier capability.

The news that Congresswoman Boggs and her 18 co-sponsors had introduced a bill, H.R. 6979, entitled the "Competitive Shipping and Shipbuilding Revitalization Act of 1982" was mighty encouraging—particularly since it comes at a time when things look pretty grim.

What makes the proposed legislation special, in our judgment at least, is that it would stimulate the building of a bulk fleet flying the U.S. flag through a cargo incentive. Under the terms of the bill, beginning in 1983, five per cent of America's bulk commodity ocean commerce would be carried on U.S.-flag ships. The percentage would go up by one per cent each year until a maximum of 20 per cent is reached which would take a period of 15 years.

But the Boggs bill provides more than just cargo. What it is trying to do is stimulate the shipbuilding and ship operating business in conjunction with a concentrated effort to make U.S. bulk shipping improve its competitive position against foreign flag-shipping.

So in order for the cargo provisions of the bill to be enforceable, Mrs. Boggs' bill requires that shipbuilding and ship operating costs must be reduced by 15 per cent. I am confident that all who make their living in this industry and in the support industries like steel, machinery and electronics will want to do their part to meet this cost reduction requirement, so that we can finally get on with the development of a U.S.-flag bulk fleet. I would think, too, that all Americans who are interested in strengthening the nation's defense position will welcome H.R. 6979 and give it every possible

support, especially since there is no need for taxpayer funds to make it work.

It could be said that this is a last-ditch chance for America to make a positive effort to bail out of what is a very critical and dangerous position. Time and opportunities are running out, while other nations are moving ahead in a very determined way to see to it that they continue to develop their merchant shipping capabilities.

There will be those, of course, who will oppose the bill, but that should come as no surprise. There are always those elements within our nation who for one reason or another see an improved and strengthened American merchant marine as bad news—generally because it interferes with the benefits they enjoy in the present state of maritime conditions.

But there are also those Americans who think it is time for America to stop talking and kidding itself and to begin to build the ocean transportation and national defense capabilities that are appropriate for a world power. To repeat what we have been saying many times of late: a cargo policy of the kind set forth in the Boggs bill is essential to the development of a firm and effective maritime program.

President Reagan had pointed to the critical importance of cargo back on September 22, 1980 when he outlined the points which he held must be developed for a specific naval-maritime program. Mr. Reagan said that such a program must:

"recognize the challenges created by cargo policies of other nations. The United States has traditionally espoused free trade. However, the international shipping trade is laced with a network of foreign governmental preferences and priorities designed to strengthen foreign fleets, often at the expense of U.S. maritime interests. We must be prepared to respond constructively for our own interests to the restrictive shipping policies of other nations. A major goal of the United States must be to ensure that American-flag ships carry an equitable portion of our trade consistent with the legitimate aspirations and policies of our trading partners."

The situation has grown worse since the President made that statement. And the need for the action he called for is greater than ever.

I sincerely hope that the President will allow his Administration to work with the Congress in enacting the Boggs bill into law so that we can attain the objectives that we all agree are in this country's best interests.

Congresswoman Boggs and her colleagues who have come up with this bill have offered a realistic and simple solution to a serious and difficult problem. They make it very clear that they expect the industry to do its proper share in building a fleet of bulk ships. The fact is that we have no choice but to give the bill our whole-hearted support.

Conventions-At-Sea

Washington, D.C.—Efforts are moving forward in both the House and the Senate to end tax discrimination against the U.S. passenger vessel industry.

As the tax law now stands, tax deductions are allowed for company expenses incurred at conventions held on land, yet not allowed for conventions held at sea.

Some differences exist between the House and Senate versions of the bill. The Senate bill would apply only to ships travelling between American ports. And it would require more stringent filing procedures than the House bill.

Yet the bottom line is the same for both bills: to encourage investment in the American flag passenger vessel industry, which has experienced a rebirth in recent years with the redocumentation of the *SS Constitution* and the *SS Independence*.

The House bill, which was introduced some time ago by Rep. Frank Guarini (D-N.J.), is still being considered by the House Ways and Means Committee. The Senate bill was recently introduced by Sen.

Spark Matsunaga (D-Hawaii).

Chances for passage are good. Outside of the Treasury Department, there is little opposition to the bill. The only problem is time. This session of Congress ends in December.

New Headquarters Near Completion

Construction on the SIU's brand new six-story headquarters building in Camp Springs, MD, is nearing completion. The building is strategically located just 20 minutes by car from downtown Washington, D.C.

All of the exterior work has been completed, and interior work is moving along rapidly.

The building should be ready for occupation in the next few months. The opening of this impressive structure gives the SIU a very visible presence in Washington, D.C., where the fortune of the U.S. maritime industry is decided on a daily basis.

The new building will also be completely outfitted with sophisticated computer systems for all the Union's records and data for the Seafarers Welfare, Pension and

Tax Bill Races Clock

All legislation that has not been enacted into law by that time must be re-introduced in the next session of Congress, which starts next January.

Representatives from all segments

Vacation Plans.

The Log will be carrying much

of the maritime industry have testified on behalf of the legislation.

Frank Drozak, president of the SIU, called the House bill "an important and badly needed piece of legislation."

more on the new building in upcoming issues.



Rep. Lindy Boggs Introduces Bipartisan Legislation:

SIU Supports Bill to Revive Bulk Fleet

Washington, D.C.—A coalition of 19 members of Congress representing all regions of the U.S. and both political parties introduced a bill on Aug. 12 which would restore the ailing U.S. bulk fleet to health.

Tagged H.R. 6979 and titled the "Competitive Merchant Shipping and Shipbuilding Revitalization Act of 1982," the bill's stated goal is "to promote increased ocean transportation of bulk commodities in the foreign commerce of the United States in United States flag ships..."

The bill would require all exporters and importers of bulk commodities in the foreign commerce of the U.S. to ship five percent of their cargoes in U.S.-flag, U.S.-built ships commencing in 1983. The bill further requires shippers to increase the use of U.S.-flag ships by one percent of all bulk cargoes each year until the target figure of 20 percent of all U.S. bulk imports and exports is reached.

"Passage of this legislation," said Rep. Lindy Boggs (D-LA), author of H.R. 6979, "will help achieve President Reagan's goals" for a revitalized U.S. merchant marine and shipbuilding capability. The bill, added Boggs, will also meet "a long-standing objective of the Congress, namely to ensure a merchant fleet capable of carrying a fair portion of our nation's foreign trade."

Specifically, the bill hopes to generate "construction of 158 bulk ships of 120,000 dwt capacity by 1998." The bulk carriers would be built under a series construction program "based on a minimum of 10 ships of similar design being constructed by each individual shipyard. This is similar," Rep. Boggs pointed out, to the "very successful Mariner construction program of the 1950's which had standard designs and common components."

Boggs noted that series shipbuilding offers "significantly

reduced construction times with attendant cost savings."

Cost savings are critical to both the passage and success of H.R. 6979. The bill states: "In order for the percentages of bulk cargo imports and exports required to be carried in United States flag ships... to be enforced, the actual cost of United States flag bulk ship operation and United States bulk shipbuilding under this program shall be at least 15 percent below the estimates of projected costs..."

What this means is that the bill requires all segments of the maritime industry, including shipyard and seagoing labor and management as well as marine suppliers to cooperate to achieve the mandated 15 percent cost reductions.

SIU President Frank Drozak expressed the SIU's strong support for the bill. He said "we are willing to do our part and will make every effort to ensure passage of this badly-needed bill as well as its success upon enactment."

If enacted, H.R. 6979 would:

- decrease this country's dependence on foreign shipping for strategic materials;

- rebuild the bulk component of the U.S.-flag merchant fleet engaged in international commerce;

- provide needed work for the commercial shipyards located in the following states which compose the nation's shipbuilding base—Alabama, California, Connecticut, Florida, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Ohio, Pennsylvania, Rhode Island, Texas, Virginia, Washington, and Wisconsin, creating an estimated 146,150 man-years of employment in those shipyards;

- provide substantial work for support industries such as mining, steel mills and foundries, manufacturers of fabricated metals/alloys, pipes and valves, propulsions and machines and other materials and equipment."



Rep. Lindy Boggs (D-LA)

H.R. 6979 will not cost the U.S. Treasury additional funds, the bill's sponsors stressed. In fact, "millions of dollars annually" will be forthcoming "to the Treasury through corporate taxes on both shipbuilding and shipping profits and income taxes on shipyard workers and seamen." The bill is expected to preserve and create tens of thousands of jobs in U.S. shipbuilding and support industries as well as 6,162 seagoing billets.

Sponsors of the bill pointed out that "our country requires merchant ships capable of serving the national defense. Of the 71 critical raw materials needed to maintain our industrial security," they said "68 are imported," and 98 percent "are carried on foreign flag vessels. This jeopardizes our ability to function successfully in a national emergency."

"United States national security interests can best be served," the bill's sponsors declare, "by an active U.S.-flag, U.S.-built bulk fleet."

A key part of H.R. 6979 is "to encourage the construction of new

efficient and environmentally safe bulk carrying merchant vessels in United States shipyards."

In addition to the bill's author, Rep. Lindy Boggs, H.R. 6979 was co-sponsored by Reps.: Paul Trible (R-VA), Adam Benjamin (D-IND), Charles E. Bennett (D-FLA), Bonior (D-Mich.), Don Bonker (D-WA), Charles Dougherty (R-PA), Trent Lott (R-Miss.), Harold E. Ford (D-Tenn.), Joseph M. Gaydos (D-PA), Tom Hartnett (R-SC), Arlan Stangeland (R-Minn.), Charles Wilson (D-Tex.), Don Young (R-Alaska), Leo Zefteretti (D-NY), Barbara Mikulski (D-MD), Gene Snyder (R-KY), Glenn Anderson (D-CA) and John Murtha (D-PA).

Co-Sponsors of Boggs Bill

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

Paul Trible, Republican, Virginia
Adam Benjamin, Democrat, Indiana
Charles E. Bennett, Democrat, Florida
David Bonior, Democrat, Michigan
Don Bonker, Democrat, Washington
Charles Dougherty, Republican, Pennsylvania
Trent Lott, Republican, Mississippi
Harold E. Ford, Democrat, Tennessee
Joseph M. Gaydos, Democrat, Pennsylvania
Tom Hartnett, Republican, South Carolina
Arlan Stangeland, Republican, Minnesota
Charles Wilson, Democrat, Texas
Don Young, Republican, Alaska
Leo Zefteretti, Democrat, New York
Barbara Mikulski, Democrat, Maryland
Gene Snyder, Republican, Kentucky
Glenn Anderson, Democrat, California
John Murtha, Democrat, Pennsylvania

U.S. Owned Foreign Flaggers on Rise as American Flag Fleet Stagnates

As of June 1, 1980 the active, privately owned, deep-draft oceangoing U.S. merchant marine totaled 508 ships with a record carrying capacity of over 18.9 million deadweight tons (dwt) according to MARAD. Plying the Great Lakes are 143 vessels.

Since 1974, another Government report said there has been more than a 10 percent drop in the number of ships owned by U.S. shipping firms but operating under foreign flags. But the zinger is that the vessels of this fleet are bigger and their carrying

capacity during that time has risen nearly 20 percent!

Another fly in the ointment for the American maritime sector, says MARAD, is that the number of foreign flagships thought to be under effective U.S. control for emergencies as of Jan. 1 totals 480, mostly (million dwt) tankers of 48.6 million dwt. In Dec. 31, 1969, more than 394 foreign flag ships (274 tankers of U.S. companies were supposedly available to the U.S. Government in emergencies.

Also today, there are 69 freighters

of 521,831 dwt in the "controlled fleet" against 29 of 253,000 dwt in 1969. Liberia 118 U.S. ships registered in 1969; 378 now! Panama 35 to 95; United Kingdom 81; Honduras seven and Singapore, Costa Rica and Saudi Arabia six each.

We lost three ships from the active American fleet in a year and the fleet's capacity increased by 300,000 dwt. Since June, 35 merchant ships of 1.2 million dwt were being built or were on order in American shipyards. Thirteen are tankers, six intermodal carriers,

two dry bulk carriers, nine tug/barges, three tanker/barges and two incinerator ships. Ten are undergoing reconversion.

Also in the active U.S. fleet there are 131 intermodal carriers, 81 freighters, 15 bulk carriers, 11 tug/barges, eight LNGs and six combo passenger-cargo vessels.

And as of June 1 there were 15,104 unlicensed oceangoing jobs (16,211 in cargo ships, 6,722 on tankers and 714 on passenger-cargo ships).

50% U.S.-Flag PL-480 Requirement Under Fire Again

WASHINGTON, D.C.—Another in a long line of attempts to eliminate the critical 50-percent U.S.-flag cargo preference requirements attached to the nation's PL-480 "Food for Peace" program was launched in the House last month.

Rep. Virginia Smith (R-NE) introduced H.R. 6752 in mid-July, a measure which she said would "exempt agricultural commodities shipped in dry bulk carriers from burdensome and expensive cargo preference rules."

Referring to the 50 percent U.S.-flag requirement for government-generated cargoes under P.L. 480 as an "unfair export roadblock," Rep. Smith charged that "farmers should not be forced to bear the burden of guaranteeing business for the U.S. merchant marine fleet..."

Smith, the ranking minority member of the House Agricultural Appropriations Subcommittee, introduced H.R. 6752 shortly after the Dept. of Agriculture announced

the transfer of funds from one P.L. 480 program to another to pay "increased ocean freight differential expenditures."

In a letter to several Senators and Congressmen, Agriculture Secretary John R. Block said the Dept. was transferring \$37 million from Title II of P.L. 480 to Title I/III, of which "\$21 million will be used for increased ocean freight differential..."

"Additional funding for the differential is needed due to larger volumes to be exported resulting from low commodity costs, a higher per ton rate for the differential and more U.S.-flag participation... than has occurred in the past few years," Block said.

Secretary Block stressed that "no reduction in Title II programming will result" from the funding transfer. "I wish to emphasize," he said, "that the Title II funds being transferred to Title I result from significantly lower commodity and ocean transportation costs for the

Title II program than had been anticipated when program plans were developed earlier this year."

Though Rep. Smith indicated she would have introduced H.R. 6752 in any case, she did note that "USDA is now estimating that it

from the regulations and laws dealing with U.S.-flag ships... so that it would cost less for those products to be shipped... would then be making American seamen... subsidize, by taking lower wages, the USDA and the agricultural community.

"If we are really concerned about saving money to ship these products under programs like PL-480, we should not take it out of the hides of the seamen who are working on those ships!"

Rep. Peter Peiser (D-NY)

will cost an unbelievable \$106.8 million to finance the added costs of shipping... P.L. 480 grain cargoes on U.S. flag ships.

Responding to Congresswoman Smith on the House floor, Rep. Peter Peiser (D-NY) countered that "...exempting agricultural products

"The maritime strength of our nation," Peiser added, "should not be jeopardized by any action of that nature."

"If we are really concerned about saving money to ship these products under programs like P.L.-480," he said, "we should not take it out of the hides of the seamen who are working on those ships."

H.R. 6752 was referred to the House Merchant Marine & Fisheries Committee on July 13. Congressional observers have indicated it is unlikely that the Committee will take up the bill. However, the measure could be attached as a rider to a separate piece of legislation and passed that way.

AFL-CIO Blasts Proposed Changes in Child Labor Laws

WITH a national unemployment rate hovering near 10 percent, the Reagan Administration is seeking changes in child labor laws governing 14- and 15-year-olds which could push adult jobless levels even higher.

Proposals outlined by Labor Secretary Raymond L. Donovan would revise the 1938 Fair Labor Standards Act, increasing the hours-per-week 14- and 15-year-olds may work and lifting the ban on teenage employment in certain industries previously considered too hazardous for youngsters. These include cooking and baking, laundry and dry cleaning, among others.

In addition, the new work rules exempt employers from having to apply each year for certification to pay full-time students less than \$3.35 an hour minimum wage.

Blasting the Labor Department proposals, AFL-CIO President Lane Kirkland said "the move would be a social outrage if we had full employment. But we have record unemployment with disastrously high rates for those between 16 and 18."

"At a time when their older brothers and sisters cannot find work," Kirkland continued, "it is preposterous to lower the working rules for school age youngsters. I would not have thought that even this Administration would do this," he said.

Specifically, the work rule changes would allow 14- and 15-year-olds to work up to 24 hours per week when school is in session, instead of the current 18 hours per week limit and up to 36 hours in a week with a holiday.

The current school night work curfew of 7:00 p.m. would be extended, allowing young teenagers to work until

9:00 p.m. during the week and until 10:00 p.m. on non-school nights.

Under the Labor Dept. proposals, children of 14 and 15 would be allowed to work in most cooking and baking jobs that do not involve handling hot grease or working at an open flame. AFL-CIO Secretary Treasurer Tom Donahue told a House Labor Standards Subcommittee last month that these rules were "designed to please" fast-food chains and amusement park concessionaires.

Strong criticism of the Administration's proposed child labor law revisions also came from several members of Congress including Rep. Phillip Burton (D-Cal.).

"Not since the enactment of the Child Labor laws has there been such a frontal attack launched to undermine these fundamental protections embodied in Federal law," Burton said.

The Labor Dept.'s attempts to cut back on safeguards and hourly employment restrictions for young teenagers were not the only source of criticism. Charges were also hurled at the Administration for what the AFL-CIO called "a back door attempt to achieve a youth subminimum wage which could not get through Congress."

Congressman Burton added "the Reagan Administration is wary of submitting cutbacks in basic worker protections to the public exposure of the legislative process."

"This is only the latest example of the Administration seeking to legislate through regulation," Burton added. "They are attempting, once again, to circumvent Congress."

The work rule revisions proposed by the Administration amount to an

amendment of the Fair Labor Standards Act which can only be amended by Congress. However, the Administration

claims these are revisions in work rule regulations which can be changed administratively.

Calif. Labor Endorses Brown, Bradley: Calls Reaganomics 'Failure'

DELEGATES to the 14th biennial convention of the California AFL-CIO endorsed Gov. Jerry Brown for the U.S. Senate and Los Angeles Mayor Tom Bradley to take Brown's place in the state capital, during the July 19-21 convention.

The SIUNA was well represented at the state federation convention held in Anaheim, Calif. Officials from the SIU-A&G District, the UIW, SUP, MFOW and Fishermen's Union were

on hand to endorse political candidates and to vote a policy statement on the economy.

Labeling the Reagan Administration's performance over the past 18 months as "a pathetic failure", the delegates who represented California's 1.7 million AFL-CIO members, passed a policy statement calling for the implementation of jobs programs and channelling of private investment funds in cooperation with the federal government to areas of high unemployment.



The SIUNA delegation to the California state AFL-CIO convention last month included: (standing back row, left to right): Charlie Russo, SUP Wilmington port agent; Bill Ahia, SUP Patrolman; Lou Webb, SUP; John Ravnik, SIU field rep-San Francisco; Bill Robertson, secretary/treasurer L.A. County Federation of Labor; Sol Ayoob, MFOW; Bernie Carpenter, MFOW; Joe Goren, retired SIU; Jack Ryan, SUP vice president. (Sitting back row, left to right): Ed Turner, SIU A&G Executive vice president; Paul Dempster, SUP President; George McCartney, SIU West Coast vice president; Mike Worley, SIU Wilmington port agent; Buck Mercer, vice president, UIW Government Services Division. (Front row seated left to right): Steve Edney, Alex Marinovich, UIW.

AFL-CIO Calls for Program to Create Jobs

NEW YORK, N.Y.—A scathing attack on "the disastrous, job-destroying budget, tax and high interest rate policies of the Reagan Administration" captured the spotlight at the AFL-CIO Executive Council's midsummer meeting, held at the Grand Hyatt Hotel here this month.

In its key policy statement on "The Reagan Recession and its Victims," the 33 AFL-CIO vice presidents—including SIU President **Frank Drozak**—charged the Administration with "pushing vast numbers of American workers and their families lower...down the economic ladder."

"The damage is magnified," the statement continues, "by the deep budget cuts in social programs at the exact moment that the recession makes them so needed."

Tens of millions of Americans are suffering the effects of unemployment "with little or no help from government or private sources," the Executive Council said. Only days after the Council meetings adjourned, the Bureau of

Labor Statistics reported the national unemployment rate had climbed to 9.8 percent in July.

The statement on the "Reagan Recession" was one of 16 policy positions on domestic and international concerns adopted by the Federation's Executive Council.

Other Council actions included a call to Congress to extend unemployment insurance benefits to 65 weeks and support of "tax simplification with tax equity and maintenance of a progressive tax structure" as opposed to the Administration's flat rate tax scheme. The Executive Council also blasted the Labor Dept. for trying to gut child labor laws.

The lion's share of the attention, however, was focused on the Executive Council's domestic programs which included blistering attacks on the Administration for "creating a generation of grievously injured families," faced with "the haunting despair of joblessness."

AFL-CIO President **Lane Kirkland**, during daily press conferences which followed the closed-door

Council meetings, expressed optimism at the prospect of "a substantial improvement in the complexion of Congress" after the November elections. He underscored the importance of labor's participation in the upcoming Congressional elections "so that we can enlarge the number of people in Congress who have a balanced view of the obligations of government to provide for the common defense and promote the general welfare."

As their alternative to the Administration's economic policies, the Executive Council offered a program which "will create jobs and ease human suffering. It will rebuild facilities and restore public services. It will enhance the nation's physical and human resources."

To accomplish these ends, the Council called on Congress to:

- extend the current 39-week maximum unemployment benefits to at least 65 weeks;
 - restore Trade Adjustment Assistance benefits for workers who lose their jobs due to import competition;
 - reject any further cuts in Medicare, Medicaid and other health care programs, and;
 - restore Aid to Families with Dependent Children benefits and maintain food stamp benefits.
- In other actions, the Executive Council approved mergers of the Pottery Workers and the Glass Bottle Blowers as well as of the Aluminum Brick & Clay Workers with the Glass & Ceramic Workers.
- The Board also set up three new committees to examine the changing nature of the workforce, promote and develop means of involving retired union members in labor's goals and coordinate the fight to defeat the balanced budget amendment.



AFL-CIO President Lane Kirkland at a press conference during recent Executive Council meeting in New York City.



SIU President Frank Drozak (right) confers with fellow AFL-CIO Vice President Charles Pillard during Federation Executive meeting. Pillard is president of the Electrical Workers Union.

MSC Chief: Sealift Nowhere Without Strong M.M.

VICE ADMIRAL KENT J. CARROLL, head of the Military Sealift Command, told an audience at Southwestern Michigan College recently that America's defense capability will remain vulnerable so long as the American flag merchant marine is allowed to deteriorate.

According to Carroll, the Falkland Islands dispute demonstrate once and for all the importance that the modern merchant marine plays in any prolonged international incident. "About 3 out of every 4 ships in the British Falkland fleet which totalled about 100 were merchant ships crewed by civilians."

In its strategic planning, the United States has relied on its Western European allies to meet most of its maritime needs. Yet

almost all of the world's trouble spots (the Persian Gulf, El Salvador, the South Atlantic, Lebanon) lie outside the European theater. There is no certainty that our Western European allies would be willing to become involved in any international crisis outside their region.

The United States favors a "forward strategy." Carroll defined that to mean that "the United States uses oceans as barriers in our defense... We intend to engage an enemy closer to his borders than to ours."

This forward strategy is totally dependent upon our sealift capability. "Without adequate and reliable sealift literally none of our military plans can be carried out. The American flag merchant marine

is our largest single source of that sealift."

He added that 90 percent of all military cargo and manpower would have to be carried by sea in an extended conflict.

Carroll asked the following question: "Do we have the sealift resources to deploy our combat power outside the U.S. today?" His answer was negative. "Our sealift base is shrinking—shrunken is probably a better word. More U.S. (merchant) ships were sunk during World War II than we have in the entire U.S. fleet today."

Carroll then traced the decline of the available American flag merchant fleet—from 2400 dry cargo ships during the Korean War, to 1200 during the Vietnam conflict, to 430 ships today. Less than 4% of this

nation's foreign commerce is carried by the American flag merchant marine compared to nearly 60% in 1948. The number of jobs in the U.S. private maritime industry has fallen from 90,000 in 1951 to 18,000 today. Of the 11 American shipyards that rely principally on private industry work, 7 are in danger of closing.

Carroll called upon the government, the maritime industry, and the maritime labor unions to get together to come up with a viable plan to restore the American flag merchant marine to its former glory. Unless that is done, then America's defense capability will remain muscle-bound: strong on paper, but not quick enough to react to international incidents in a timely manner.

SIU Exec. Board, Port Agents, Safety Committee Hold

THE SIU Executive Board, Port Agents and Safety Committee met at the Seafarers Harry Lundberg School of Seamanship in Piney Point, MD. on Aug. 19-20, 1982 to review the progress of the

Union's many educational, social, safety and political programs, and to coordinate a plan of action to revive the depressed U.S. maritime industry.

SIU President Frank Drozak



The SIU Exec. Board, Port Agents and Safety Committee listen as SIU President Frank Drozak addresses the Conference.

chaired the Conference and opened up the two-day session with a detailed report on the overall state of the SIU. He also discussed the condition of the American merchant marine, the U.S. shipbuilding industry and support industries.

President Drozak then reported on the "Competitive Shipping and Shipbuilding Act of 1982," which was recently introduced in the House by Rep. Lindy Boggs. (see President's report Page 2 for more info on this bill).

President Drozak also discussed the importance of the upcoming national elections and pointed out certain key races for the House and Senate of particular importance to the merchant marine and the American labor movement.

Drozak also called on the SIU membership to participate in the Union's grass roots political efforts by volunteering their time passing out political leaflets, driving sound cars and manning phone banks.

The Port Agents Conference also heard important reports from various guest speakers, including: Ray McKay, president MEBA District 2; Henry "Whitey" Disley, president of the Marine Firemen's Union; Roman Gralewicz, president of the SIU of Canada; Jean Ingrao, executive secretary-treasurer of the AFL-CIO Maritime Trades Department; Herb Brand, chairman of the board of trustees of the Transportation Institute; Peter Luciano, executive director of the Transportation Institute; and Howard Schulman, SIU general counsel.

A highlight of the Conference was an address by Al Barkan, retired director of AFL-CIO COPE, who is now doing political consulting work for several unions.

Barkan, one of the finest public speakers in labor, outlined the political climate in the nation today and gave a rundown on key races important to the labor movement this November.



SIU Gulf Coast Vice President Joe Sacco.



SIU of Canada President Roman Gralewicz reports on the problems facing the Canadian merchant fleet.



SIU West Coast Vice President George McCartney.



SIU Sec. Treas. Joe DiGiorgio.



Ken Conklin, commandant of the base at SHLSS.



Don Nolan, head of SHLSS culinary department.



SIU Safety Director Bob Vahey.



Al Barkan, retired head of AFL-CIO COPE, gives political rundown.



Marianne Rogers, national political director, reports on key House, Senate races.



Jack Caffey, SIU asst. to the president.



'Leo Bonser, asst. administrator of the Welfare, Pension and Vacation Plans.



Peter Luciano, exec. director, Transportation Institute.

Conference at Piney Point

An update on the SIU's academic and vocational education programs at SHLSS were given by **Frank Mongelli**, SHLSS vice president; **Ken Conklin**, commandant of the base; **Jackie Knoetgen**, dean of academic education; **John Mason**, dean of vocational education, and **Don Nolan**, head of the School's culinary department.

Reports on maritime related legislation and the SIU's political activities around the country were given by **Frank Pecquex**, SIU legislative director, and **Marianne Rogers**, SIU National Political director, respectively.

Edith Chapin, administrator of the Seafarers Management Information Systems, gave an update on the Union's program of modernization of all the Union's records and beneficiary plans into computer banks.

SIU Safety Director **Bob Vahey** reported on the progress of the SIU's

relatively new Safety Program.

SIU Exec. Vice President **Ed Turner**, who serves as the SIU delegate to the International Transportation Federation, reported on the activities of the ITF in the past year.

Secretary Treasurer **Joe DiGiorgio** gave a rundown of the Union's finances, which he reported "in very good condition." SIU Vice President in Charge of Contracts **Red Campbell** reported on new and upcoming contract negotiations in the inland sector, while area Vice Presidents **George McCartney** (West Coast); **Joe Sacco** (Gulf Coast); **Mike Sacco** (Lakes and Western Rivers) and **Leon Hall** (East Coast) gave reports from their particular areas.

Other reports were given by Assistant to the President **Jack Caffey**, and **Leo Bonser**, assistant administrator of the Seafarers Welfare, Pension and Vacation Plans.



SIU President Frank Drozak chairs the conference.



Ray McKay, president, MEBA District 2.



SIU Exec. Vice President Ed Turner.



SIU Vice President Red Campbell reports on contractual matters.



SIU General Counsel Howard Schulman.



SHLSS Vice President Frank Mongelli.



SIU East Coast Vice President Leon Hall.



Jackie Knoetgen, dean of academic education at SHLSS.



John Mason, dean of vocational education at SHLSS.



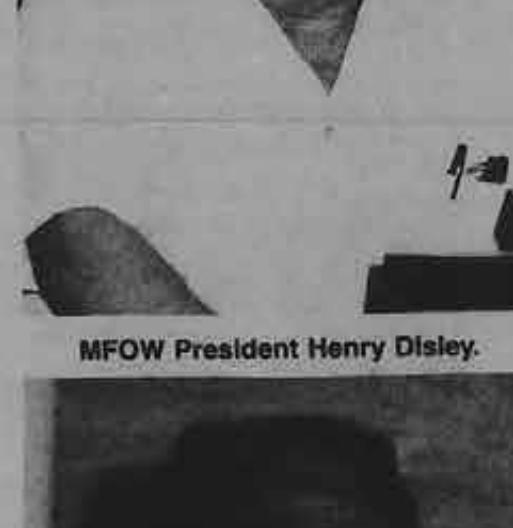
Mike Sacco, vice president, Lakes and Western Rivers.



SIU Legislative Director Frank Pecquex.



Edith Chapin, administrator, Seafarers Management Information Systems.



MFOW President Henry Disley.



Herb Brand, chairman of the board, Transportation Institute.



Jean Ingrao, exec. secretary-treasurer of the MTD.

Back Pay From ACBL for SIU Members

Upon SIU's action a panel of Arbitrators has found that **American Commercial Barge Lines** and its affiliated companies violated their contract with the SIU which by its terms expired December 31, 1979. ACBL was found to have broken the SIU contract during the period from **October 26 to December 31, 1979**, by refusing to use the SIU Hiring Halls.

As a result the persons who are listed hereafter and who were registered in the SIU Hiring Halls during the above period, may be entitled to substantial back pay. (*The names are listed according to the port of registration.*)

If your name is listed below please call toll free number **1-800-325-9570** for more details. In Missouri, dial **1-752-6500**. If any SIU members know

any of the persons listed below, contact them and tell them about this notice.

The SIU through the Labor Board has other actions pending against ACBL which may also result in very heavy back pay to SIU members. As soon as the Labor Board matter is completed notice will be posted in the **Log**. We suggest that all SIU present and former members who

worked for ACBL or who were registered in SIU Hiring Halls seeking work from ACBL and other inland Companies, since January 1, 1980, keep in touch with the Union so that if the Labor Board holds that they are entitled to back pay from ACBL they will be able to be informed of this back pay award and benefit accordingly.

HOUSTON

COX, J.
ARTHUR, M.
DUFFY, S.
GRAY, D.
PALMER, D.
LAWSON, J.
CROSS, J.
SACHLEBEM, C. M.
SHURLEY, D. E.
MITCHELL, M.
ENLOW, V.
FUNK, J.
RUINZER, R.
WIERSCHEM, S.
CORLEY, J.
DINNES, C.
CASTRO, K. R.
MORGAN, B.
DOWNEX, N.
RIGGS, D.
MARTIN, C.
LABIT, J.
GIRT, J.
THOMAS, W. K.
CHRISLEY, R. A.
HAMILTON, B.
HILL, B. G.
GALLAGHER, M.
HILL, C. E.
KAPLAN, R.
ROHLAND, C.
TAWWATER, D.
HAINES, J.
SPERRY, D.
MAUGER, C.
SPERRY, D.
RICHIE, T.
PARSLEY, B.
RHOADS, R.
HAINES, J.
GILLILAND, E. L.
HOYT, R.
COLEMAN, B. H.
REECE, R.
CORLEY, E.
MITCHELL, J. G.
YAMOND, C.
WILLIAMS, W. E.
SAMMON, J.
ESCAMILLA, V.
HENDLEY, S. B.
BUCKLEY, R. J.
LADD, H. E.
HOLDREDGE, C. R.
McGEE, J.
DUET, M. C.
BREWER, J.
BRYANT, R.
OMELIA, R. J.
ENGLISH, T.
ELLMORE, S. H.
WALTERS, J. B.
BROUSSARD
McDUFFIE, L.

BONEY, R.
GREENWALT, W. E.
THOMAS, B.
ARMER, G. A.
LAGRONE, A.
DURR, V.
PAGE, P.
ERNST, T.
ZIMBRO, M. P.
HENRY, U.
MARTINEZ, S.
ROBINSON, M.
PRESLEY, R.
BRYAN, D.
HOWELL, M.
KELLY, T.
CANTON, C.
GIBLS, B.
HUNTER, G.
BENTLEY, M.
KENNEDY, M.
SMALL, R. W.
WHITSETT, E. L.

ELDER, R.
BEATON, R.
DITTMAN, W.
DORBERT, C.
GIORGILLI, P.
KILLION, K.
AHEARNS, S.
WILSON, J. W.
HOLMES, R.
STOCK, M.
LINDSEY, R.
MALONE, W.
OVERSTREET, L.
STEVENS, D. L.
THOMPSON, E.
GRETKIEWICZ, P.
BRUTON, G. E.

OLIVER, G.
FREY, R.
WHITE, M.
GROVES, W.
GRISWOLD, K.
GRAMMER, R.
McDONOUGH, F.
THOMAS, W.
CRITCHLOW, P.
RENshaw, E.
BRIAN, L.
MC COY, H.
LAURENT, L.
WISLONHOME, P.

BURTLEY, D.
SAYLOR, T.
SHOUSE, T.
DODD, V.
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LEE, L. R.
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EVANS, C.
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DOWDY, J.
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LAYTON, R.
BUTTERFIELD, B.

PORT ARTHUR

TUM, M.
PARKS, W.
FRANCIS, P.
LINDSEY, H.
STRINGER, J.
ALLEN, G.
MINNIER, D.
ALLEN, G.
ANDERSON, J. C.
HUPPERT, J.
GODWIN, T.
BENDEKOVITS, A.
DUGINSKI, R.
CAMPBELL, C.
WARD, J.
JOHNSON, R.
JONES, W.
HOWSON, R.
MISKOVICH, R.
CAREY, Z.
WOOD, F. W.
SCOGGINS, J.
WALKER, A.
PRESSLEY, T.
TOUCHET, E.
NOEL, W.
ALEXANDER, C.
NOEL, W.
MAYFIELD, J. P.
MADDOX, E. D.
DALFREY, F.
RISTAU, N.
HILDABRONT, W.
ELLIS, JR., R.
ODOM, C.
BAUMAN, D.
KAHN, C.
HEBERT, L.
DAMRON, R.
BAUMAN, D.
LEBLANC, J. M.
HALTER, J.
WALKER, A.
SMITH, D.
DAMRON, R.
BAUMAN, D.
WELCH, R.
WILLIAMSON, M.
SCOGGINS, T.
SIMPSON, R.

PINEY POINT

KILGORE, J.
BEASLEY, F.
McCELENEY, D.
AIKEN, B.
DYEL, P.
LESTER, S.
HICKS, D.
McDONALD, R.
BELUIN, R.

CROUTHAMEL, C.
HAYWARD, D.
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LEBLANC, R. J.
JOUGLARD, D.
RICORD, F.
GIRARD, A. J.
ALVES, J.
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NEW ORLEANS

CREEL, W.
LAWSON, J.
BRADLEY, J.
BROWN, T.
KNOWLES, H.
GONZALEZ, E.
STREET, J.
LICATA, A.
ELNELL, J. H.
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BEAUFORT, R.
BENNETT, R.
BRANSON, M.
DROWN, J.
DONALDSON, P.
KNOWLES, H.
BARTH, M.

LEE, L. R.
THOMPSON, K.
BECKHAM, G.
ENGLAND, R.
RUSSELL, J. B.
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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1982

Legislative, Administrative and Regulatory Happenings

Importance of Sealift Underscored Again

After several months of bitter fighting and escalating violence, the crisis in Beirut is approaching a resolution, with American troops called upon to help evacuate the PLO.

All this underscores what has been apparent since the Falkland Islands dispute earlier this year. The ability of the United States to transport troops and cargo from its continental base to distant parts of the world is still an important factor in its overall defense capability. And as Senator John Tower (R-Tex.), head of the Armed Services Committee, noted last month, this country's sealift capability is related directly to the health of its Merchant Marine.

The billions of dollars being spent on defense increases will go to waste if something isn't done to stimulate American shipping, which has fallen to its lowest point ever (only 3.6% of all ocean borne exports are carried on American flag vessels).

Foreign Flag Architects

Rep. Sam Gejdenson (D-Ct.) has introduced legislation requiring that the design work done on naval vessels be done in the United States. The bill, H.R. 6757, is an indication of the present state of the American shipbuilding industry, where even the architects are foreign flag.

MARAD Budget

The Maritime Authorizations Bill for Fiscal Year 1983 is expected to reach the floor of the House of Representatives within the next few weeks. A spirited floor fight is predicted, especially since the bill that was reported out of the House Merchant Marine Committee differs substantially from its Senate counterpart, which was passed earlier this year by a voice vote.

Details of the bill are contained in a separate story elsewhere in this issue.

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

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

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

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

SUPPORT SPAD

Regulatory Reform

The Regulatory Reform Bill is slowly making its way through the House of Representatives. The bill, which had been reported favorably out of the House Merchant Marine Committee earlier this year, was reported out of the House Judiciary Committee minus some controversial amendments that would have changed the entire character of the bill.

The Committee concentrated its efforts on clarifying the provisions in the bill dealing with antitrust immunity. It expanded the list of prohibited acts; authorized shippers councils; made open conferences mandatory, and recommended that a Presidential Commission be formed to study the problems of deregulation.

Numerous differences still remain between the Senate bill and the bill reported out of the House Merchant Marine Committee.

Shipboard Conventions

Senator Spark Matsunaga (D-Hawaii) has introduced a bill, S. 2647, that would make conventions held onboard American flag vessels tax deductible. Like its counterpart in the House, HR 3191, the Matsunaga bill seeks to reverse a policy that has hindered the development of a competitive American flag passenger industry.

In 1980, Congress amended the Internal Revenue Code to disallow deductions for legitimate business expenses incurred at conventions held at sea. This was done on the vague assertion that at sea conventions were less likely to be "work-oriented" than those held on land. No proof was offered to back up those claims.

The House and Senate bills differ in small ways. The Senate bill contains more stringent filing procedures. It would also restrict tax deductions to vessels travelling between two American ports.

The House bill has already been reviewed by the House Subcommittee on Select Revenue Measures. It is expected to go to the full Committee in the near future, but as of yet no date has been set.

Rep. Jean Ashbrook to M.M. Committee

The makeup of the House Merchant Marine and Fisheries Committee changed slightly when Rep. Jean Ashbrook replaced Rep. Clay Shaw Jr. (R-Fla.). Shaw abandoned the Merchant Marine Committee to take a seat on the Judiciary Committee, which was left one man short by the untimely death of John Ashbrook.

During his Congressional career, John Ashbrook supported a number of important maritime bills, including Outer Continental Shelf, the yearly maritime authorization requests.

Export of Alaska Oil

Senator S. Hayakawa (R-Cal) introduced a bill that would amend the Export Administration Act of 1979 to permit the exportation of Alaskan oil to Japan, on the condition that the oil sold be replaced with an equal amount of foreign oil.

A bill that would have allowed the government to sell oil to Japan was defeated last year by a wide margin. That bill contained no provision requiring the federal government to replace Alaskan oil with foreign oil.

Numerous consumer groups have already come out against Hayakawa's bill. Selling oil to Japan would further increase America's dependence on foreign energy sources. Replacing American oil with foreign oil would do nothing to change that fact.

Hayakawa's bill, S. 2773, contains language that would require all Alaskan oil exported to Japan be carried on American flag vessels "when American flag vessels are available." At present, all oil carried from Alaska to the Continental United States and Hawaii must be carried on American flag vessels because of the Jones Act, which prohibits foreign flag commerce.

Puerto Rican Passenger Vessel Bill

The House Merchant Marine Committee decided to approve legislation to allow foreign flag passenger vessels to operate between Puerto Rico and the continental United States.

At present, no American flag passenger vessels are in use between the Continental United States and Puerto Rico. This has created an undue hardship for the Island's inhabitants, many of whom are prohibited from flying for medical or personal reasons.

The bill, H.R. 1489, had been bottled up in Committee for quite some time. A way had to be found to correct the situation without creating far-reaching loopholes in the Jones Act, which prohibits foreign flag vessels from encroaching on American commerce.

The original bill stated that foreign flag vessels could operate in the passenger vessel trade until an equal number of American flag vessels were able to compete. Under the new provisions, foreign flag passenger vessels can service the route between Puerto Rico and the mainland until such time that an American flag operator files a petition to participate in the trade. Foreign flag operators would then have nine months to phase out their activities.

New Bill Introduced to Export Alaskan Oil

WASHINGTON, D.C.—For the second time in three years an attempt has been launched in Congress to allow the export of Alaskan produced oil to Japan—a move which would deprive America of her only secure supply of domestic crude.

Sen. S. I. Hayakawa (R-Ca.) introduced S. 2773 in the Senate last month. The bill would authorize the President to approve the sale of Alaskan-produced crude to Japan in exchange for equal replacement supplies from Mexico by amending the Export Administration Act of 1979. That Act expressly prohibits the sale, export or swap of American-produced oil under all but the most pressing emergency circumstances.

S. 2773 is similar in intent to the key section of a bill introduced in the House by a bi-partisan group of Congressmen last year. Opposition to that measure spanned the

political spectrum and was so strong that the ban on the export of U.S. oil resources was left untouched. Opposition to the Hayakawa bill is expected to be just as strong.

The SIU was among the most vocal opponents of previous Alaskan oil export schemes because exporting Alaskan crude will deprive the U.S. of secure oil supplies; will increase our already great overdependence on imported oil and; will force millions of tons of U.S. tankers into layup.

Believing that he has addressed the concern that the U.S. maritime industry "would suffer an undue hardship if we shipped oil to Japan in foreign-flag ships," Sen. Hayakawa told his Senate colleagues that "my bill requires that American-flag ships be used to transport the oil, if such ships are available."

Sen. Hayakawa's bill, like all

similar attempts before it, does not change the fact that exporting Alaskan-produced oil—even when an equal amount of Mexican oil is imported to replace it—would increase U.S. dependence on foreign suppliers.

While he concedes that the United States is now "desperately trying to reduce our dependence on foreign countries for oil," Sen. Hayakawa thinks that exporting Alaskan oil to Japan while importing Mexican oil "makes sense."

"Every barrel of imports from Mexico is a barrel less of imports from the Eastern hemisphere," argues Hayakawa.

Hayakawa also claims that "most of California's refineries cannot handle the heavy high-sulphur Alaskan crude." This statement was refuted by a spokesman for the American Petroleum Refiners Assn. who said last year "West Coast and

Gulf refiners have spent millions in retrofitting to handle heavy Alaskan oil."

Sen. Hayakawa caps off his support of an Alaskan oil export plan by stating "...we would strengthen our ties with Mexico and Japan...we would save approximately \$2 per barrel in transportation expense and generate higher Federal tax revenues."

We would also be violating the clear and repeated intent of Congress in regard to U.S.-produced oil. The Trans-Alaska Pipeline Authorization Act of 1973 designated Alaskan oil exclusively for domestic use. In 1977, and again in 1979, amendments to the Export Administration Act strengthened the ban on domestic crude exports.

Last year's opposition to even re-opening debate of the issue should have put the matter to rest once and for all.

Fight Expected on Maritime Authorizations

Washington, D.C.—The Maritime Authorizations Bill for Fiscal Year 1983 is expected to reach the floor of the House of Representatives within the next few weeks. A tough floor fight is being predicted, especially since the House bill as it now stands, differs substantially from its Senate counterpart, which was passed by voice vote several weeks ago.

There is a sharp philosophical difference between the two bills.

The Senate bill has incorporated many of the Administration's recommendations. The House bill rejects many of the Administration's economic assumptions.

About the only thing that the Senate and House bills agree on are funding levels for the Operating Differential Subsidy (ODS) Program and Research and Development. The Operating Differential Subsidy Program is to be funded at a \$454 million level; research and development, at \$16.8 million.

The Senate bill totally eliminates funding for the Construction Differential Subsidy (CDS) Program. It also places a limit on Title XI Loan Guarantees for construction of ships in U.S. yards.

The House bill, on the other hand, would allot \$100 million to the CDS program, which it sees as being central to a revived shipbuilding industry. It would also raise the ceiling on the Title XI Loan Guarantee Program from \$12 to \$15 billion.

The issue that has generated the most controversy has been the Senate's decision to extend the two-year temporary provision that allows U.S. companies receiving ODS funds to build overseas. Framers of the House bill see it as a death sentence to the domestic shipbuilding industry.

Merchant ship construction has declined over 80% since 1972. Employment of skilled shipyard workers has declined by 50,000 over the same period of time.

USNS Southern Cross Seafarers Lauded for Saving 58 Refugees

Washington, D.C.—The officers and SIU crew of the *USNS Southern Cross* were honored here recently by the American Institute of Merchant Shipping for their "humanitarian assistance to Vietnamese refugees adrift in the South China Sea during late September 1981."

The *USNS Southern Cross*, part of

the 30-ship SIU Government Services Division fleet operated by the Military Sealift Command, Pacific, picked up 58 desperate "boat people" from a small 35 foot boat on July 15, 1981 while enroute from Subic Bay, the Philippines, to Diego Garcia in the Indian Ocean.

At the time, their actions were lauded by the United Nations High Commissioner for Refugees in Singapore.

In a letter directed to the Master and crew of *Southern Cross* from Shashi Tharoor, Head of United Nations High Commissioner for Refugees, he stated: "Thanks to your action, 58 Vietnamese refugees on board your vessel were brought safely to Singapore on 18 July 1981, and I want you to know that our office is aware of the great responsibility you took in doing so. I appreciate the fact that you did not hesitate to save lives."

The Master commented: "They were rescued from a purely humane standpoint. It would be an unthinkable action to have done otherwise".

According to SIU Ships Chairman Sherman Mornes, it's all in a day's work for MSCPAC seamen.

On the small boat were 18 men, 13 women and 27 children. Upon boarding the ship, the refugees appeared to have no serious illnesses and presented no problems.

The first port of call for the *Southern Cross* after departure from Subic Bay was Singapore where the refugees were

Quarterly Financial Committee Meets



Early this month the SIU Quarterly Financial Committee met at Headquarters to go over the union's finances. With the committee was (center left) SIU Secretary-Treasurer Joe Di Giorgio and committee members (center right) Chairman William "Flattop" Kollowitz. Other members of the committee were (left to right) John L. Gibbons, Robert Gorbo, David T. Manzana, John F. Simonelli, Edward L. Haber, and Terry Mouton. The committee was elected by the membership at the July membership meeting in N.Y.

Note to Ship Secretary

All SIU ship's secretary-reporters are reminded of the necessity of sending the ship's crew list regularly to Headquarters for important record keeping purposes and emergencies.

When on foreign articles, the ship's secretary should send the crew list in from the first foreign port.

On domestic runs, the crew list should be sent every 30 days, or after each payoff, whichever is shorter. Send crew lists to SIU, 675 4th Ave., Brooklyn, N.Y. 11232. ATTN: Vice president "Red" Campbell.



Before lunchtime, Crewmessman Terry Evans—an '80 Piney Point grad—sets out the tableware.



Recertified Bosun Basilio Maldonado secures a safety net for the gangway.



Starting to turn the valve wheel to pump out the fuel is AB Floyd Vincent (front) as Chief Pumpman Chic Hall (rear) looks on.

Ogden Wabash Cannonballs Onto New Run

The Gulf based crewmembers of the tanker *Ogden Wabash* have a beef. They'll be needing their long underwear this winter for their new run from the Gulf to Bayway, N.J. with Alaskan oil.

But that's about the only beef the warmblooded, warmhearted Seafarers of the *Ogden Wabash* do have. In fact, the *Wabash* bunch just may be the happiest crew in the SIU

fleet.

From top-to-bottom, the *Wabash* crew get along famously. Some of the crewmembers have been sailing on-and-off together for more than 20 years.

One crewmember, Richard Sessions, chief cook by profession, took a 2nd cook's job out of the hall just so he could get back on the *Wabash*. Sessions, who took his first job on

a Liberty ship 30 years ago, has been on the *Wabash* on four different occasions.

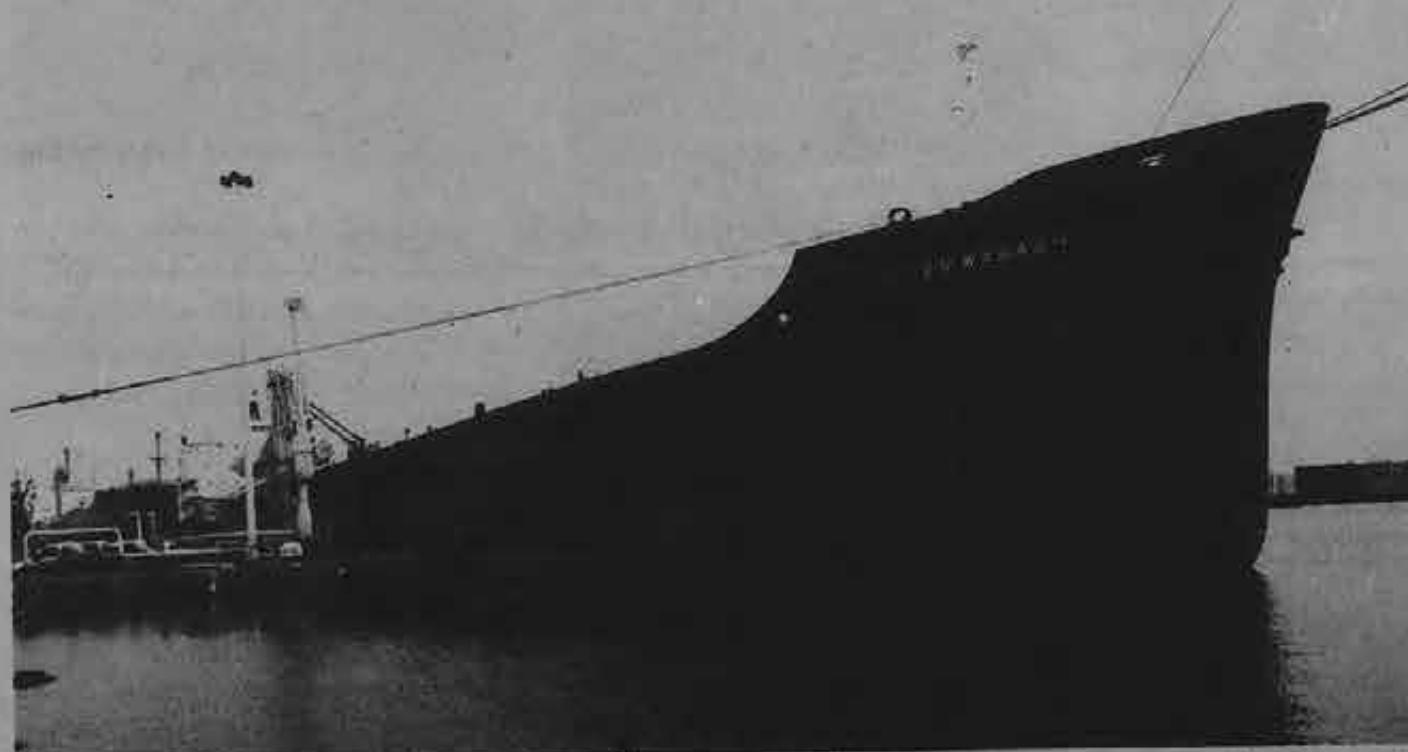
The deck department is made up of a friendly group of veteran seamen. There's plenty of experience in the engine department, too.

But the pride of the ship is the steward department. One crewmember, Chuck Todora said, "these guys aren't cooks, they're chefs."

We eat like kings on this vessel."

The *Wabash* had been running exclusively in the Gulf from Panama to ports in Texas. However, the ship will be making regular runs up the East Coast until the *Ogden Willamette* is brought back into service.

The *Willamette* ran into some trouble recently in the Caribbean when her engine room flooded and the crew was forced to abandon ship.



Early this month the ST Ogden Wabash (Ogden Marine) was offloading crude at the Exxon Dock in Bayway, N.J.



OMU Eddie Ezra checks engine room console gauges during pumping out of cargo.



2nd Cook Richard Sessions (rear) and Chief Cook Earl Mathews (front) had just given BR Ramos Mena (right) an order of appetizers.



Listening to mermaid sea stories while waiting for lunch are (l. to r.) AB Chuck Todora, Wiper Erick Nobles—Piney Point '76—and AB Libby.

'Phase II' of Reagan Maritime Plan Is Unveiled

Washington, D.C.—Phase II of the Reagan Administration's national maritime policy has been announced by Secretary of Transportation Drew Lewis this month. The three new components, said an Aug. 5 Dept. of Transportation statement, "represents a significant move toward the first major new direction in maritime policy since 1970."

The three new maritime policy initiatives are:

1) authorization by the Administration of an increase in the fiscal year 1983 ceiling on Title XI Ship Financing Guarantees from \$600 million to \$900 million. "The \$300 million in additional Title XI authority," the DOT said, "would be held in reserve by the Secretary of Transportation to be used in the interest of national security";

2) permission for U.S.-flag vessel operators to use tax-deferred Capital Construction Funds to construct or acquire foreign-built vessels;

3) continuation of efforts by the Dept. of Defense to expand "appropriate" use of civilian non-government seafarers to crew government ships.

In addition, Transportation Secretary Lewis repeated the Adminis-

stration's intention to honor existing operating differential subsidy (ODS) contracts without signing any new ODS contracts. He also restated the Administration's position that the freeze on the construction differential subsidy (CDS) program, enacted by Congress for FY 1982-83, be continued.

"These steps are consistent," Lewis said, "with our belief that the U.S. fleet must become competitive to the extent possible without further subsidy."

Public reaction to Phase II of the Administration maritime policy was subdued. Policy statements which allow U.S.-flag vessel operators to build ships in foreign shipyards, however, contradict the long-held "build American, man American" position of the SIU, the AFL-CIO and others.

SIU President Frank Drozak repeated the statement he made last May when the initial elements of the Reagan maritime plan were unveiled. "Secretary Lewis," said Drozak, "has not yet addressed a key issue that must lie at the heart of any successful maritime policy and that is the question of cargo."

Drozak noted that Rep. Lindy Boggs (D-LA) had just introduced the "American Merchant Shipping

and Shipbuilding Revitalization Act of 1982," a bill which would guarantee the U.S. merchant marine 20 percent of all American bulk cargoes.

The bill, H.R. 6979, would ensure the survival of both the merchant marine and the U.S. shipbuilding industry.

Commenting on the new maritime policy proposals, DOT Secretary Lewis said they "represent a major accomplishment in development of a comprehensive national maritime policy."

"They are only the second phase," he added. "This is a continuing process. We are still assessing a number of additional policy considerations which address other long-standing problems of the shipping and shipbuilding industry."

Lewis reaffirmed the Administration's commitment to the Jones Act and other U.S. laws which provide U.S. carriers "access to cargoes which are related in some manner to government-sponsored shipping."

Announcement was also made by DOT of the creation of an inter-agency international shipping policy group to be chaired by the Transportation Secretary, which will "evaluate the options available to the U.S. government" in light of

other countries' cargo preference requirements for their national fleets.

With the Phase II initiatives, the Administration has introduced a total of 10 maritime policy elements to date. The seven initial elements, introduced on May 20, include:

- support of an extension of temporary authority approved last year by Congress, for subsidized U.S.-flag operators to construct or acquire vessels outside the U.S. and still receive ODS;
- immediate eligibility for reflagged vessels to participate in the carriage of government-impelled cargoes;
- reform of ODS by DOT/Marad to increase operating flexibility and reduce costs;
- encouragement of foreign investments in U.S.-flag shipping;
- relief for all U.S.-flag ships of the current 50 percent ad valorem duty on vessel repairs performed abroad;
- reduction of unnecessary regulation of the shipping and shipbuilding industries;
- elimination of Federal Maritime Commission regulations governing the level of the rates of liner operators in the domestic trade.

ILO Takes Up Worldwide Worker Issues

Geneva, Switzerland—Jean Ingrao, Secretary-Treasurer of the AFL-CIO Maritime Trades Department, served as a member of the American delegation to the International Labor Organization here last month, representing American labor, the SIU, and maritime interests in the world forum.

The official agenda centered around the questions of unemployment: how to create jobs and how to protect the rights of workers. Ingrao was part of a Committee that studied the question of Social Security. In keeping with the findings of the group, a special committee will be formed to investigate the problem in depth. The special committee will have to report its findings at the next ILO Convention, in July of 1983.

According to Ingrao, the ILO Convention also proved to be an important forum to further American maritime interests.

"Part of the reason that there is so much unemployment in the United States is that employers often contract work overseas. That is particularly true of the maritime industry. Operators use foreign 'flag of convenience' vessels because they do not have to meet even min-



Part of the U.S. delegation to the ILO annual meeting in Geneva included (left to right): Jean Ingrao, executive secretary-treasurer of the MTD; Irving Brown, AFL-CIO International Affairs director and AFL-CIO President Lane Kirkland.

imal safety and manning standards. By raising the standards of workers worldwide, the ILO indirectly helps to make American workers more competitive."

The official agenda at the ILO Convention was only part of the picture. Just as important were the informal contacts that Ingrao made on behalf of the maritime industry. As a member of the American delegation, she was able to discuss maritime issues with representatives from 120 nations. Quite a few of the delegates expressed interest in the concept of bilateral shipping agreements, which our government has yet to endorse.

Experts estimate that if the United States were to endorse the concept of bilateral trade agreements, then conditions in the maritime industry would drastically improve. There would be thousands of new job openings between now and the end of the century.

Pope John Paul II spoke at the Convention. He did not mention the unfortunate situation in Poland by name, but he said the word "Solidarity" fifteen times in one speech to underscore that political freedom and economic freedom are inseparable. According to Ingrao, "it was an emotional moment an historic moment. It made me realize

just how important the labor movement has been to the development of human freedom and economic well-being in this country."

The ILO is an official committee of the United Nations. It was formed so that the representatives of the world's 120 sovereign nations could meet and discuss the problems facing workers everywhere: unemployment, social security benefits, health conditions, civil liberties, etc.

In theory, each delegation was formed on a tri-partite basis. That is, each delegation was composed of representatives from government, business, and labor. In that way, it was hoped that the convention would be better equipped to get an overview of the issues involved.

Personals

James Virgil Harold Mitchell
A long lost relative, Cleo Robinson, is trying to locate you. Call 217-235-1128, or write 512 S. 12th St., Mattoon, Ill. 61938.

Marshall McGregor
Please contact, C. Elliott, P.O. Box 725, Corpus Christi, Texas, 78401. Tel. (512) 882-3563.

Jimmy Rodriguez
Rich Trzeszkowski asks that you call him during the day at 201-257-9009.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SIU Can Look to More 'Good Feeders'



Pizza Thanks to Assistant Cook Donald Meder.



Fancy cake decorating is the part of the SHLSS Cook & Baker course Strode Call is working on.

As with all Steward Department upgrading programs, students learn from experience of on-the-job training in the SHLSS Cook and Baker course. And they learn under the expert guidance of experienced sea-going cooks and bakers.

The course of instruction leading

Cook & Baker Course

to certification as Cook and Baker includes showroom instruction as well as on-the-job training in the school's bake shop and galley.

Students gain experience in the

preparation and baking of breads, rolls, pies, cakes, cookies and breakfast pastries. In addition, students also learn dessert and breakfast preparations, sanitation and work organization. Careful attention to recipe requirements and nutrition are also highlighted.

As with other Steward Department courses, this class is "open-ended" which means that students enroll and begin training throughout the year, and receive their certificates of completion when SHLSS instructors determine that they have successfully completed the course.



Chief Cook Larry Ewing (left) and Chief Steward Antonio Hernaez in the SHLSS galley during recent Cook & Baker course.



Manning the deep fryers are Chief Cook Harold Markowitz (left) and Allen Ferrell Jr., assistant cook as Chief Cook Larry Ewing looks on.



Carlos Lopez portions out a coffee cake during the SHLSS Cook & Baker course.



Jack Armstrong rolling through the Cook & Baker course at Piney Point.

QMED's Hone Shipboard Electrical Skills

The Marine Electrical Maintenance course—like all of the many upgrading courses at SHLSS—helps Seafarers and Boatmen upgrade their skills and guarantee their job security.



Ken Browning checks out a switch during the Marine Electrical Maintenance class.

And like other vocational upgrading courses at SHLSS, the Marine Electrical Maintenance course consists of both classroom

Marine Electrical Maintenance

and practical shop training to insure a thorough knowledge of both the theory and the practical "how to" of marine electrical systems.

Included in the course is instruction in the theory of electricity; practical knowledge of electrical power circuits, electric motors and controllers; use of electrical test equip-

ment and reading electrical schematics.

Shop training included maintenance and trouble-shooting of working DC and AC motors and controllers, shipboard lighting circuits and fixtures, galley equipment and other marine electrical distribution systems.

Applicants for this course must hold a QMED Any Rating endorsement, an Electrician's endorsement, or have equivalent inland experience. The Marine Electrical Maintenance course is eight (8) weeks in length.



Instructor Jack Parcel teaches a class during Marine Electrical Maintenance course.



Seafarers Dan Mitchell (left) and Clinton Anderson practice wiring a circuit.

Seafarers Get 1st Class Third Mate Instruction

Because of a continuing shortage of competent and qualified licensed mates in the offshore towing industry, SHLSS offers a course for Original Third Mates, Motor Vessels.

The course of instruction covers

course in Celestial Navigation.

To be successful in obtaining a license, students will have to develop a strong desire to study and work toward their goal. The staff at SHLSS will make every effort to help students succeed.

All students are encouraged to acquire ample knowledge of the study materials before coming to SHLSS to begin classes. Students who have already begun to study on their own for the Third Mate examination will find it much easier to keep up with the fast-moving pace

of this course.

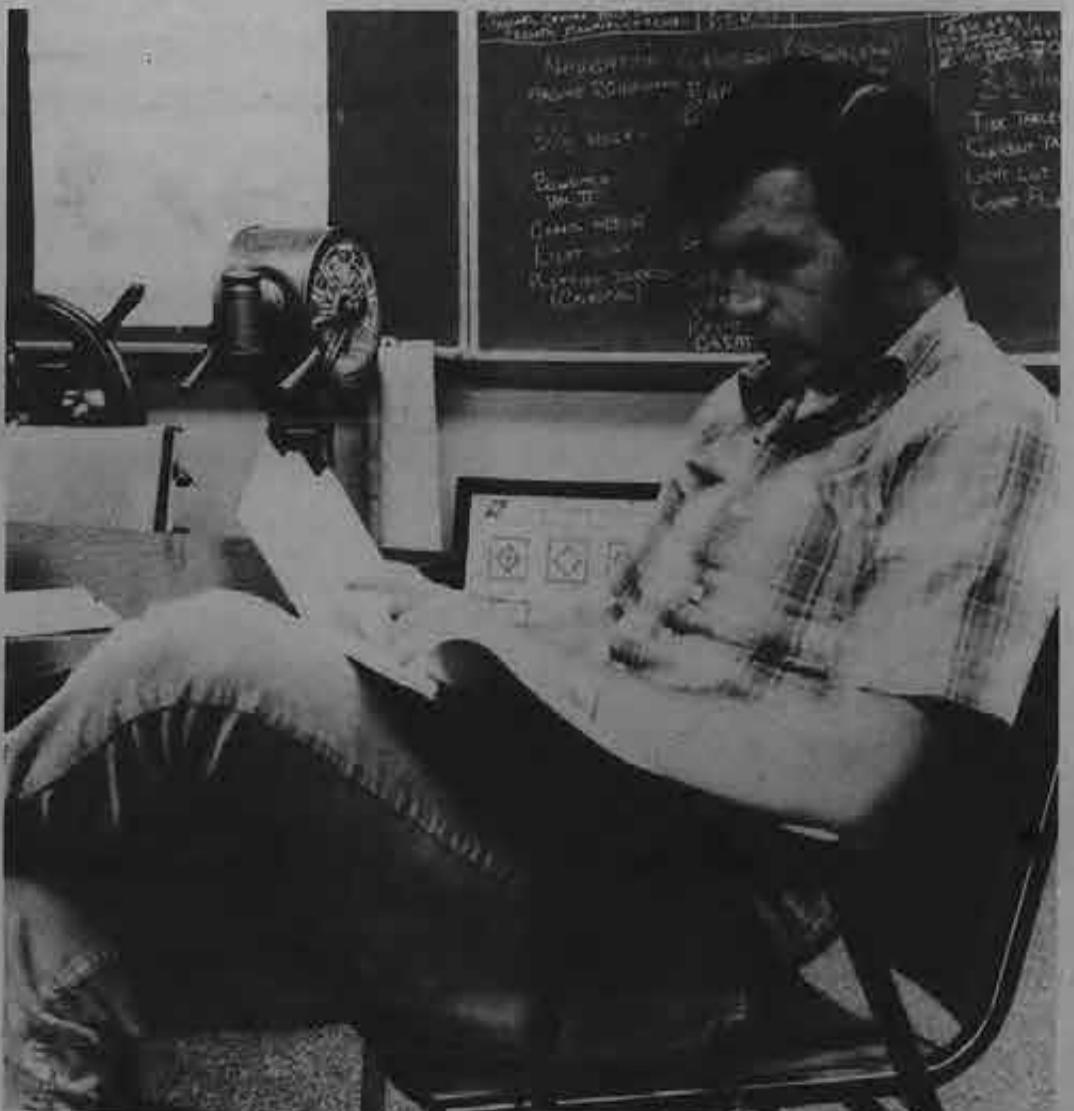
Students will also be required to have applied to the Coast Guard and be scheduled to sit for the examination.

To be eligible for the examination, students must have discharges

showing three years' seafaring in the deck department with two and one-half years as ordinary seaman and six months as able seaman, quartermaster or bosun; or all three years as able seaman, quartermaster or bosun.



Hitting the books is the recent Third Mate/Celestial Navigation class at SHLSS.



A student in the Third Mate/Celestial Navigation course, Emmett Proudfoot studies the text book.

AB's Upgrade to Quartermaster Rating

Quartermaster

This four-week course leads to certification that graduates are competent to perform the duties as Quartermaster. Applicants must

have an endorsement as Able Seaman-Any Waters (Unlimited).

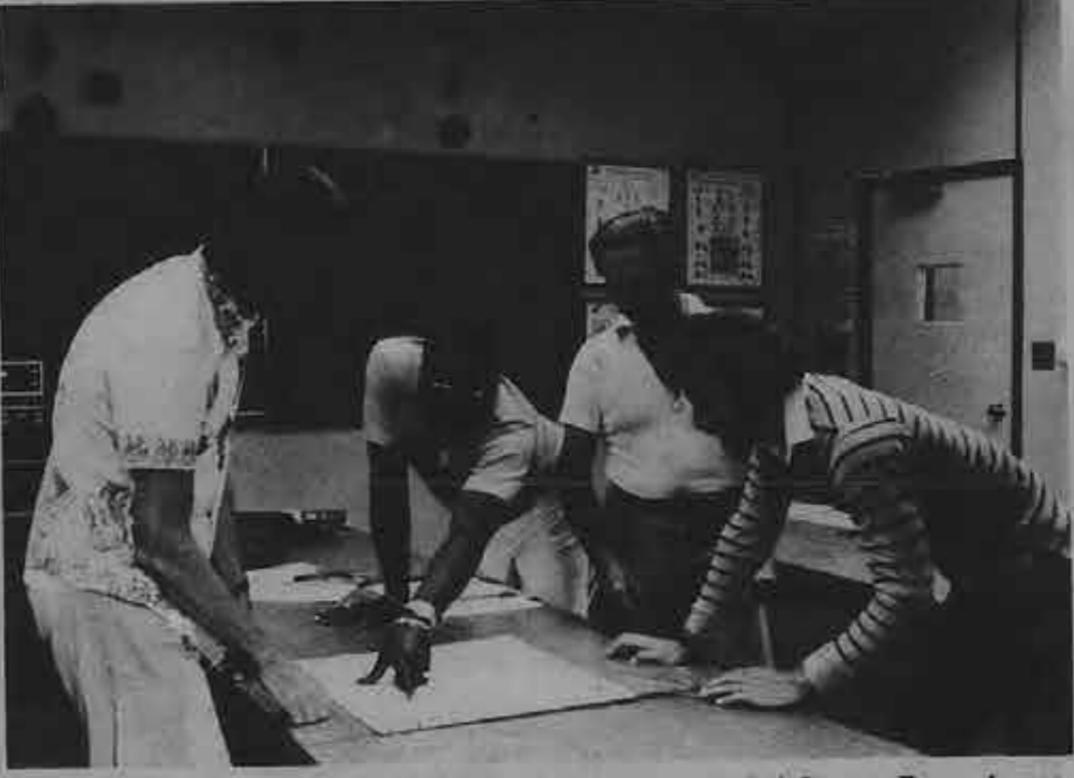
The course will include the use of magnetic and gyro compasses, rules of the road, international codes

and signals, basic chart work, and aids to navigation. The course will also include instruction in radar, loran, fathometers, RDF, and weather, tides and currents.

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

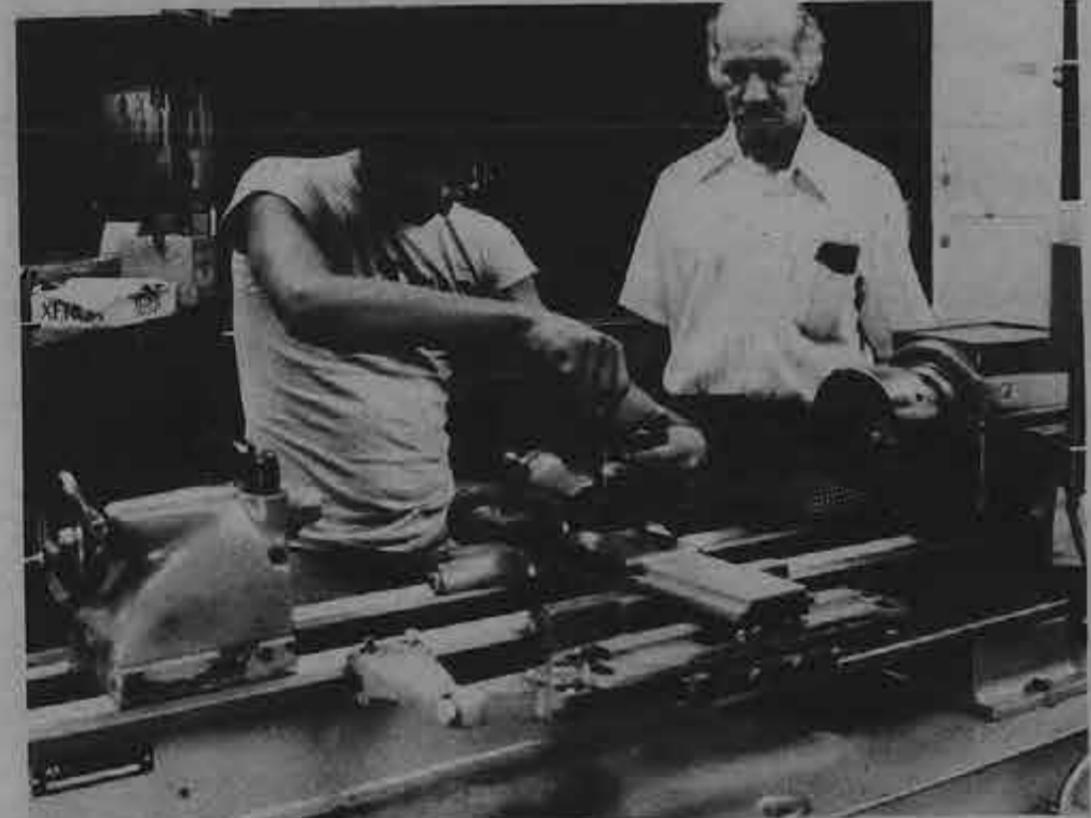


Quartermaster course instructor Abe Easter (right) leads Seafarers during class session. They are (l-r): Oscar C. Wiley, Robert Adams, James Rader and George Bruer.



Checking out the charts during Quartermaster class are (l-r) George Bruer, James Rader, Robert Adams and Oscar C. Wiley.

Engine Dept. Vets Keep Up With Technology



Hector Rodriguez (left) works an engine turning lathe as fellow Pumproom Maintenance classmate Leroy Williams looks on.

Pumproom Operation and Maintenance is one of the seven specialty courses being offered to QMED's to qualify them

Pumproom Operation and Maintenance

for higher pay. The course is being given at the Seafarers Harry Lundeberg School of Seamanship.

To be eligible for the course,

Seafarers must have six months' seafaring as QMED-Any Rating; or they must have endorsements as Pumpman and Machinist.

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



During the Pumproom Maintenance class, Steve Crader (left) and Harold Latham work with a radial saw.

Working an engine turning lathe are (left) Gene Speckman, Ed Craig (center) and Rashid Ali, all members of the Pumproom Maintenance course.



Upgrading Course Schedule Through December 1982



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

Course schedules for the remainder of 1982 are announced by the Seafarers Harry Lundeberg School of Seamanship. Once again, the course offerings are designed to upgrade the skills of SIU Seafarers and Boatmen, and to promote America's maritime industry by providing it with the best trained and most highly skilled workers in the maritime world.

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

Engine Department Courses

Course	Check-in Date	Completion Date	Length of Course
Marine Electrical Maintenance	July 19 October 25	Sept. 9 Dec. 16	8 weeks 8 weeks
Marine Electronics	Sept. 13	October 21	6 weeks
Automation	August 30 Nov. 8	Sept. 23 Dec. 2	4 weeks 4 weeks
Pumproom Maintenance & Operations	July 19 Sept. 27	August 26 Nov. 4	6 weeks 6 weeks
Refrigeration Systems Maintenance and Operations	October 25	Dec. 2	6 weeks
Basic Welding	Sept. 27 October 25 Nov. 22	October 21 Nov. 18 Dec. 16	4 weeks 4 weeks 4 weeks
** QMED—Any Rating	Sept. 27	Dec. 16	12 weeks
Third Assistant Engineer	August 16	October 14	10 weeks
Diesel—Regular	Sept. 27 October 25 Nov. 22	October 21 Nov. 18 Dec. 16	4 weeks 4 weeks 4 weeks

Inland Deck Department Courses

Towboat Operator Scholarship	*Oct. 25	Dec. 10	7 weeks
Celestial Navigation	August 9 *Sept. 13	Sept. 16 Oct. 22	6 weeks 6 weeks
Inspected Towing Vessel	July 19	Sept. 3	7 weeks
Tankerman	Sept. 13 Nov. 8	Sept. 23 Nov. 18	2 weeks 2 weeks

*Note change of starting dates

**Those upgrading to AB, QMED/any rating, electrician or bosun will be trained in replenishment at sea techniques.

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.

Deep Sea Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Lifeboatman	August 2 October 25	August 12 Nov. 4	2 weeks 2 weeks
** Able Seaman	Nov. 8	Dec. 16	6 weeks
Quartermaster	July 5	August 12	6 weeks
Third Mate	August 9 October 12	Sept. 24 Nov. 26	7 weeks 7 weeks
Third Mate/Celestial Navigation (10)	July 19 Sept. 20 Nov. 22	August 6 October 8 Dec. 17	3 weeks 3 weeks 3 weeks

Steward Department Courses

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



Here are some good reasons to take the Automation Course at SHLSS. It starts November 8.

Apply Now for an SHLSS Upgrading Course

(Please Print)

Seafarers Harry Lundeberg School of Seamanship Upgrading Application

(Please Print)

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) _____

DECK

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

- LNG
- LNG Safety
- Welding
- Lifeboatman
- Fire Fighting
- Adult Basic
Education

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

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

VESSEL

RATING HELD

DATE SHIPPED

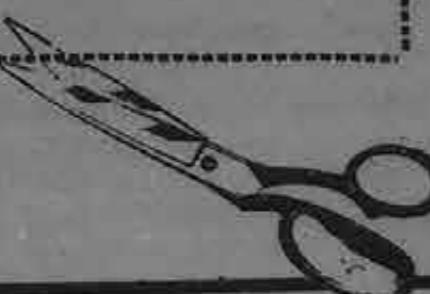
DATE OF DISCHARGE

SIGNATURE

DATE

Please Print

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



Labor Day Message From AFL-CIO President Lane Kirkland

The Indignity of Unemployment Must Be Ended

By Lane Kirkland
President, AFL-CIO

ON this Labor Day 1982, the thoughts of American trade unionists who are lucky enough to have jobs are with their 10½ million fellow workers who have none.

For them, this is no holiday; it's another day of anxiety, of scanning the help-wanted ads, counting dwindling assets and adding up overdue bills.

Unemployment is more than an economic setback. Besides threatening workers with the loss of homes and possessions for which they have worked all their lives, it threatens to rob them of their authority in the home, their place in the community and their own self-respect.

Nothing does more to diminish a human being in his own eyes and in the eyes of his children and his neighbors, than to have no work to do, no contribution to make, to lack even the ability without help to put food on his own family table.

A government that deliberately subjects even one family, let alone

10½ million, to that kind of indignity as a by-product of economic policy lacks all understanding of what government is for.

What America needs is a set of policies that take account of the fact that America is people, not financial institutions and artificial corporate entities.

It is the job of a Congress answerable to the people to correct the course of the Reagan Administration. To inflict needless indignity on human beings is unforgiveable.

Governments are created to protect people, not to humiliate them.



AFL-CIO President Lane Kirkland

Depressing! Jobless Rate Hits 41-Year High



Unemployment lines across America were longer last month than at any time since the Great Depression. Economists say the situation will get worse before it gets better.

AFL-CIO Calls National Boycott Of Kosmos Cement

SIU members can help fellow trade unionists who have been on strike for more than a year by refusing to purchase home repair and construction products made by Kosmos Cement.

The AFL-CIO called a national boycott of Kosmos products recently after the company replaced 178 striking members of Local 170 of the United Cement Lime, Gypsum and Allied Workers International Union with scabs.

The workers have been on strike for more than a year, and it is apparent that the company will ultimately break the Union unless fellow American trade unionists make the Kosmos Boycott a success.

The Union had enjoyed 25 years of stable labor-management relations until 1980 when Kosmos was taken over by Moore-McCormick Resources, which

BOYCOTT KOSMOS CEMENT



Support Local 370, United Cement, Lime, Gypsum, and Allied Workers [AFL-CIO]

for work.

The Bureau of Labor Statistics unveiled the depressing figures which showed July unemployment at 9.8 percent—up from 9.5 percent in June. The unemployment rate a year ago was 7.2 percent.

AFL-CIO President Lane Kirkland termed the "shocking" rise in unemployment a call for Congress "to reverse the devastating, discredited policies of the Reagan Administration."

July's unemployment rate, the highest since the Great Depression, translates in human terms to "a line of jobless men and women 4,000 miles long, stretching from coast to coast and from Canada to Mexico," Kirkland said.

"Even that is incomplete," he noted. "To the 10.8 million officially reported as unemployed must be added 1.5 million more who have given up searching for jobs that do not exist, along with half of the 5.5 million who are working only part time because full time jobs are unavailable." Thus an unemployment rate of 13.6 percent, with 15.2 million persons jobless, is "nearer the truth."

For adults, unemployment continued to rise—to 8.8 percent for men and 8.4 for women. A year ago, the corresponding rates were 5.8 percent for adult men and 6.7 percent for adult women.

Teenage unemployment rose over the

Kosmos Cement

promptly embarked on a campaign to break the union contract.

The Local 170 workers in Louisville, Ky. struck May 1, 1981 after the company refused to bargain in good faith.

The company now operates the plant with a workforce of scabs. The famous novelist Jack London once described a scab as a "two-legged animal with a corkscrew soul, a water-logged brain and a combination backbone of jelly and glue."

SIU members are asked not to buy the following Kosmos products: Kosmos Portland Cement; High Early Cement; Air Entraining Cement, and Kosmocrete Masonry Cement.

month from 22.3 to a record 24.1 percent.

BLS Commissioner Janet Norwood told the Joint Economic Committee of Congress that employment of women is up from a year ago, when the current recession began, while employment among men is down. A major reason, she suggested, is that "women are far more likely than men to work in the service-producing sector of the economy. Since July 1981, employment in the service-producing sector increased by 280,000. Jobs in the goods-producing sector, however, declined by 1.8 million," she noted.

Since April, the big job declines were in mining and machinery. Especially hard hit were oil and gas field services and oil field machinery.

From June to July, unemployment among whites rose from 8.4 to 8.8 percent. For blacks, it was unchanged at 18.5 percent. For Hispanics, unemployment rose from 13.5 to 13.9 percent.

In industry, construction unemployment rose over the year from 15.2 to 20.3 percent, manufacturing unemployment from 7.3 to 12 percent, retail and wholesale trade from 7.9 to 10.5 percent.

Words of Wisdom For This Or Any Labor Day

"It is one of the characteristics of a free and democratic modern nation that it have free and independent labor unions. In country after country in other lands, labor unions have disappeared as the iron hand of the dictator has taken command. Only in free lands have free labor unions survived. When union workers can assemble with freedom and independence in conventions like this, it is proof that American democracy has remained unimpaired—and it is symbolic of our determination to keep it free."

President Franklin D. Roosevelt
Address at Teamsters
Union Convention
Washington, D.C. Sept. 11, 1940

SIU Mourns Tragic Death of Raleigh Minix, Jr.

Richmond, Calif.—Hundreds of grieving relatives and friends, including many fellow Seafarers and SIU officials, attended funeral services for Raleigh G. Minix, Jr., 33, at the Providence Baptist Church earlier this month.

Brother Minix, who his fellow crewmembers called "a fine person and good shipmate" was shot to death July 29 in Puerto Armuelles, Panama for no apparent reason other than he was an American seaman.

Minix, a QMED on the *TT Bay Ridge*, had gone ashore with a number of other crewmembers to the Mirimar Hotel for dinner.

About 9:30 p.m., Minix an SIU member for 16 years, and another crewmember, Lloyd "Barry" LaBeach left the hotel together. While walking down a street toward the ocean, they passed a stone wall which extended for several hundred yards. They turned left at the wall and came upon three men sitting on top of the wall.

Two of the men jumped off the wall and stopped Minix and LaBeach. According to LaBeach, "One of the men asked Raleigh directly, but gazing at us both, 'are you seamen?' Raleigh replied 'yes.' Immediately the man brandished a revolver. Our assumption was we were being robbed. Raleigh

grabbed for the gun. I tried to help Raleigh by grabbing for the gun too. I saw that the second man also pulled out a revolver and pointed it directly at me."

In the next few seconds, Minix was shot twice. LaBeach escaped with his life by jumping over the wall and running into the ocean swimming away.

LaBeach swam for about 70 yards and came ashore in front of a restaurant where he got the owner to call the Police. When the Police arrived, they went back to the scene of the shooting where "some kids told us Raleigh had been taken to the hospital."

LaBeach ran back to the Mirimar Hotel and he and four other crewmembers rushed to the hospital close by to find out what was being done for Minix.

Another crewmember, Steve Koutsivitis, who went to the hospital, said: "When we got to the hospital we saw Raleigh. He was in the hallway as you enter the hospital. There didn't appear to be anyone doing much of anything for him. He was taken to the operating room about five minutes later. A short time later a lady doctor came out and said that Raleigh had died."

While at the hospital, a Policeman in uniform and two in plain clothes arrested LaBeach and took him to jail.

Enroute to jail he was repeatedly punched in the face.

LaBeach said that when he arrived at the jail he was informed that he was being held "for investigation," and that the men who killed Minix were plain clothes members of the National Guard. At no time during the incident did either of the killers identify themselves.

A short time later, LaBeach was released without any charges being filed.

The crew credited *TT Bay Ridge* Capt. Edward E. Stribling for the swift and forceful manner in which he handled a difficult situation with the Panamanian government. The crew said of Stribling: "Having a captain that takes this much interest makes one feel a lot safer."

Brother Minix is survived by his father, SIUNA West Coast Representative Raleigh Minix, Sr. and mother Jeanette, who live in Richmond, Calif.; a son, Raleigh, III, of San Jose; a brother Charles of Richmond; three sisters, Carolyn, Jenifer and Glorius all of Richmond; two grandmothers, Mrs. Helen Minix of Dunnigan, Calif. and Mrs. Robbie Gibbs of Houston, Tex.; a sister-in-law Pat Minix of Richmond, and a very large extended family.

Brother Minix was buried at Rolling

Hills Memorial Park in Richmond, Calif.

The family issued a brief prayer of appreciation to those who mourned along with them at the services. The prayer said: "We mourn the loss of our beloved Raleigh. Our strength has come from all of you whom God has sent to ease our grief. We thank God and we thank you."

Warning To Seafarers

In the wake of the cold-blooded shooting of Seafarer Raleigh Minix, Jr. in Puerto Armuelles, Panama, SIU members should take special care in going ashore in ports of Panama and other Latin American and South American nations.

American seamen are marks in these nations. The records are full of American seamen being harassed, mugged, set-up and hustled by local hoodlums and the so-called authorities.

The death of Brother Minix serves notice in a very tragic way that American seamen must be extra careful in these nations.

Never go ashore alone in these ports. Try to travel in groups of at least three or more. And keep to streets that are well lit or well travelled.

Dredge Manhattan Is. Crew Saves 10 Stranded Canadians

behind us, hailing us."

Three of the men stayed with the boat while the other two and the boys—7 to 10—were taken aboard the dredge at about 11:40 p.m.

The steward department immediately provided the kids and men with warm blankets, hot chocolate and a snack of sandwiches and cookies. The deck and engine departments gave the boys a tour of the dredge and while she was on "automatic" let them "steer" and "control" the dredging.

Shortly before midnight, the dredge's Capt. Stephen Williams contacted the pilot at Chatham who notified the families that all were safe.

At 1:25 a.m., the lucky 10 departed the *Manhattan Island* to be taken ashore aboard the *Harry Eric Williston*.

Later the kids wrote letters of thanks to the skipper and the top-to-bottom SIU crew for their possible life-saving rescue and hospitality:

"Thank you for sharing your food; for sharing the blankets, too; me and Blair like the beds. And controlling the ship. And controlling the mud. Thank you for saving us," wrote 8-year old Danny.

"Getting those letters from the kids really made me feel good," said Capt. Williams. "I'm going to keep them and cherish them."

ILGWU Wins New Pact After Big N.Y. Chinatown Rally, SIU Helps Out

Year's Day as a paid holiday, boosts in holiday pay and the establishment of a Health and Safety Fund.

The Local 23-25's second protest in three weeks was in reply to a two-day lockout by a group of the employers trying to force employees to okay a weaker contract than the industry-wide

agreement approved by the union and employer associations in May.

Chinatown's garment employers had twice voted nay to the agreement which covers 150,000 garment workers in four Mid Atlantic states. Later, most of them signed temporary contracts with the union.

M/V Patriot Takes Part in Amphibious Test in West Australia

Force (NTPF) in the Indian Ocean.

She is a unit of a 13-ship quick reaction force to blunt flareups in the Middle East. The test graded the discharge capabilities of the water tanker.

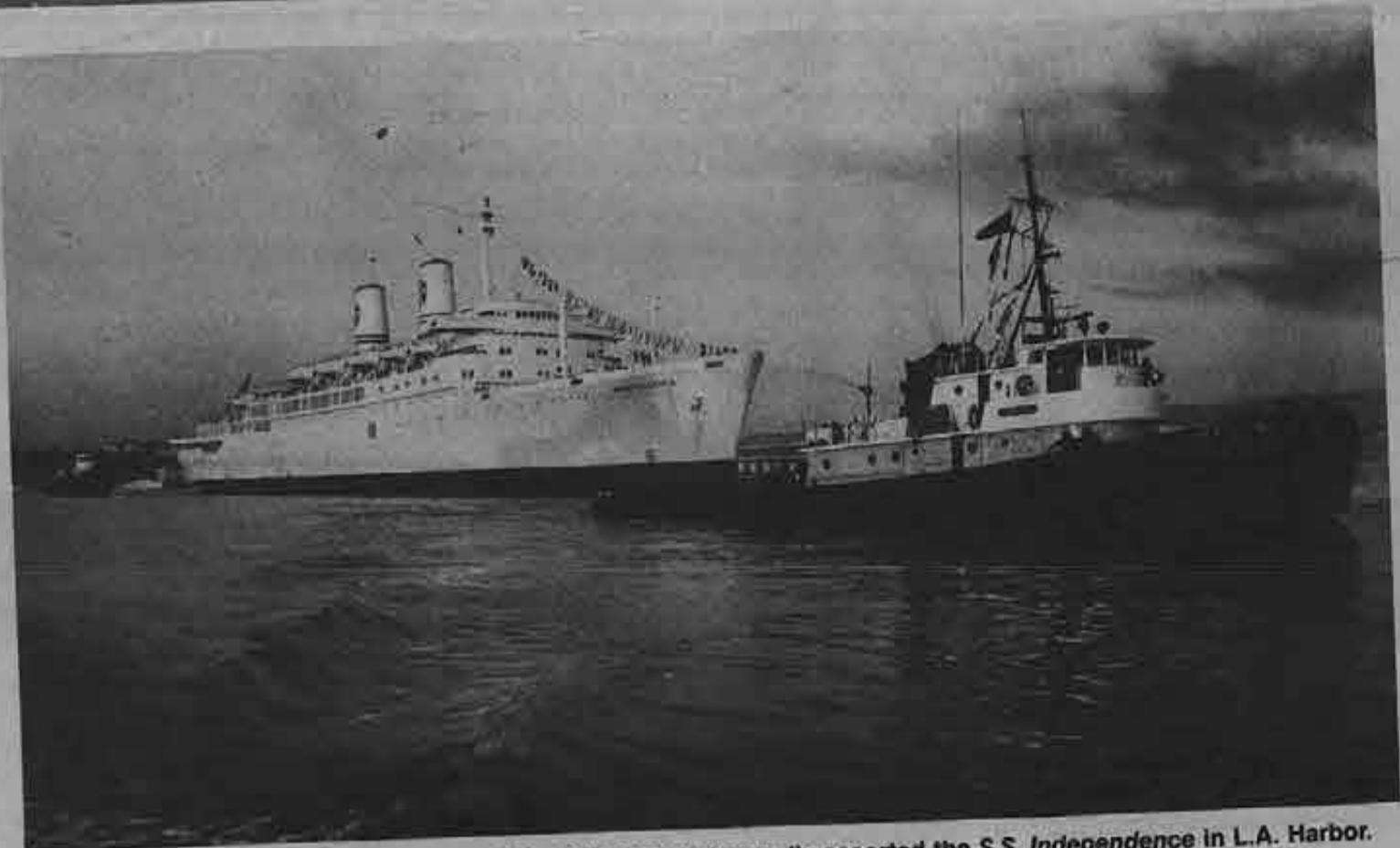
U.S. troops were flown from America who got their guns, ammu-

nition and food aboard the MSC ships. Elements of two U.S. Marine Corps amphibious brigades and an auxiliary unit picked up their equipment and supplies off the *M/V Lyra*.

Afterwards, the *Patriot* went to a Singapore shipyard for minor repairs. She can hold potable water for two years in her tanks.

DEEP SEA





The Crowley tug Sea Lion was one of the SIU tugs that proudly escorted the S.S. Independence in L.A. Harbor.



Entertainers from the S.S. Independence bring a taste of Hawaii to San Francisco.



During festivities in L.A. Harbor marking the *Independence*'s first visit, were (L-r): American Hawaii Cruise Lines' President David Stollmeyer; Commodore Mead and Capt. Manford Aschemeyer, president of the L.A. Propeller Club.

California Welcomes SS Independence on Her Transpacific Run from Hawaii



San Francisco Mayor Diane Feinstein (left) greets SIU Headquarters Rep. Steve Troy aboard the *Independence*.

Chalk up another first for the SIU-crewed *S.S. Independence* (formerly the *Oceanic Independence*). Two years ago, the 750-passenger capacity *Independence* became the first passenger ship to fly the U.S. flag in nearly a decade when she left for her inaugural run around the Hawaiian Islands on June 21, 1980.

This month, the *Independence* charted another new course, making her first round-trip trans-Pacific crossing between Honolulu and Los Angeles, Ca.

The 15-day round-trip between Hawaii and the West Coast was a trial run for the *Independence*. American Hawaii Cruises, the ship's operator, was testing the waters to see if "there's a demand for trans-Pacific service," according to a company spokesperson.

The success of the Hawaii-West Coast trip has yet to be evaluated. "We don't know when or if we will resume it," the spokesperson said.

But whether or not the trans-Pacific run turns out to be permanent, the *Independence* was bid a

warm and colorful "Aloha" in California.

The *Independence* was met with fireboat salutes and an escort by four SIU Crowley Maritime tugs bedecked with flags and banners when she arrived in Los Angeles harbor on the morning of Aug. 20.

The *Independence*'s gangway

was lowered at 7:00 a.m., when the vessel was blessed by Fr. Arthur Bartlett of the L.A. Harbor Commission. Many L.A. area politicians and dignitaries were then invited to a Captain's Breakfast, prepared and served in the shipboard Palm's Dining Room by the *Independence*'s SIU crew.

Breaking bread with *Independence* Capt. Mead, who is also commander of American Hawaii Cruise's two-vessel fleet, were: Rep. Glenn Anderson (D-CA); American Hawaii Cruise President David Stollmeyer; L.A. Mayor Tom Bradley, who's currently running for California Governor and state Assemblyman

Dave Elder.

Also on-hand during the seven-hour stopover in L.A. were Captain Manfred Aschemeyer, Propeller Club president and Delta Steamship's port captain; Captain John Gregory of the *Queen Mary* and Councilwoman Joan Flores. Wilmington Port Agent Mike Worley represented the SIU.

Accolades and praise for the *Independence* and her SIU crew flowed from the ship's distinguished visitors who were entertained in the onboard Pacific Showplace with Hawaiian song and dance after the speeches.

At 2:00 p.m. the *Independence* made way for San Francisco where she was welcomed by that city's Mayor Diane Feinstein; West Coast associate editor of the Log Don Rotan and others.

The *Independence* departed San Francisco Aug. 21, arriving in Seattle, Wash., on Aug. 24 before heading back to Honolulu where she is set to resume weekly seven-day Hawaii cruises on Sunday, Aug. 29.



SIU engine department members take time aboard the *Independence*.



The S.S. *Independence* moves majestically in L.A. Harbor.



The S.S. *Independence* forms a backdrop for San Francisco's famous Fisherman's Wharf.



An SIU crewmember from the *Independence* bids 'Aloha' to L.A. Mayor Tom Bradley.



L.A. Mayor Tom Bradley (second left) greeting *Independence* Bosun Duke Duet (left), Brother Lowell from the Steward Dept., (second right) and SIU Wilmington Port Agent Mike Worley (right). The SIU is backing Bradley for California Governor.

Area Vice Presidents' Report

West Coast, by V.P. George McCartney



THE ports of Los Angeles, San Francisco and Seattle welcomed a very special guest this month—the SIU-manned passenger liner *S.S. Independence*. It was the first time in a number of years that a full-service American-flag passenger liner called at a West Coast port. This trip for the *S.S. Independence*, which regularly runs among the Hawaiian Islands, was an experimental voyage to see if there is a demand for this service between Hawaii and the West Coast.

Shipping has picked up recently on the West Coast. In addition to the regular jobs we ship about 45 relief jobs a month to the four Delta Line 'M' ships for the "Loop." The loop is a seven day run from San Francisco up to Vancouver and back. The 'M' ships, which run to South America, continue to be affected by the recent war in the Falkland Islands. One of the ships, the *Santa Magdalena*, is laid up for lack of cargo.

Since April 1, 1982, when the trip relief for key-rated jobs' program began, we have shipped nearly 50 such relief jobs off the West Coast.

We are very busy on the political front in California in a number of very important races. We are working hard in particular for the election of Tom Bradley to the State House and Gerry Brown to the Senate. We are also involved in the very tight race for the re-election of Rep. Phil Burton.

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



BALLOTS will soon be distributed to the membership at National Marine Service for the election of a contract committee. When the committee is elected, the group will be brought to St. Louis to draw up and review contract proposals. National Marine, which has had a number of boats laid up during this economic recession, recently put three boats—the *National Enterprise*, *Gateway* and *Freedom*—back into service.

Orgulf Transportation has only 2 of 6 boats running at this time. However the company is bidding for new work and hopefully will come up with some. Orgulf has two brand new boats under construction, which are on schedule for delivery in November.

Heartland Transportation has about 80 percent of its fleet running. This company has come a long way in a short time. They started with only 1 boat a couple of years ago and now have 12.

The Union won an important decision from the National Labor Relations Board against union busting ACBL. An expanded story of this decision appears on page 8 of this issue of the Log.

Overall, SIU patrolmen covered 55 pieces of equipment out of the port of St. Louis. This port covers a very wide area including virtually the entire Mississippi River system. This keeps our representatives on the road most of the time.

The Great Lakes industry continues to suffer because of the economic recession. More than 40 percent of our contracted equipment on the Lakes is idle this season. According to statistics, this is the worst season since the Great Depression on the Lakes.

East Coast, by V.P. Leon Hall



BUSINESS is below normal this summer, but there has been plenty of SIU activity on the East Coast. In the port of New York, we paid off 28 ships, signed on 17 and serviced 11 vessels in transit. Shipping was fairly good with 83 deck, 75 engine, 47 steward and 89 entry jobs shipped out of New York in July.

The SIU contract department, headed by Vice President Red Campbell has handled 19 new inland contracts and 13 in the industrial

division this year. There are 13 inland and 17 industrial contracts up for renewal between now and the end of the year.

Our voter registration program has proved a big success in N.Y. We have registered over 500 SIU members to vote in the upcoming elections—for labor-backed candidates, of course. If you want to register, just ask the Patrolman at the counter for the proper forms. It's practically as easy as filling out your own name.

One of our hopper dredges, the *Padre Island*, will soon be travelling from Norfolk to Colombia, South America with her top-to-bottom SIU crew for a harbor dredging job that will take a year. This is a good contract for this boat. Dredging has been down in general around the nation.

We have been very active politically and are involved in numerous important races. We'd appreciate all the volunteer help we can get.

Gulf Coast, by V.P. Joe Sacco



ALL areas of maritime remain sluggish in the Gulf area due to the continuing economic problems in this nation. Traffic is slow in the Intercoastal Canal, which has affected Sabine Towing, Dixie Carriers and National Marine Service. Deep sea traffic is also down, which has hurt our ship docking companies.

We have experienced these 'down' times in the maritime industry often in the past. It's only a matter of time before we break out of this present slowdown.

In mid-September we will be crewing a brand new CATUG for Pacific Gulf Marine out of Mobile. After crewing the integrated tug/barge, she will run regularly between Hawaii and the West Coast carrying sugar.

I recently participated in the statewide Labor Steering Committee in Austin, Tex., to coordinate labor's grass roots political campaign for November.

The labor movement in Texas is extremely united this year, and for sure, we have to be. Anti-labor candidates have tremendous financial resources. For instance, Gov. Bill Clements, who is not supported by labor, will spend more than \$10 million to get re-elected. Labor candidates simply can't match this staggering figure.

However, the labor movement can supply our friends with voluntary manpower to pound the pavements in their behalf. I'm proud to say SIU members have been extremely generous with their time and I hope this will carry through the elections because we need it.

Capt. E. A. MacMichael, 68, SS Jeremiah O'Brien Skipper Dies

CAPT. EDWARD A. MACMICHAEL, 68, master of the restored West Coast Liberty ship *SS Jeremiah O'Brien*, died Aug. 2 in St. Mary's Hospital, San Francisco.

"He was a true master mariner," said Commodore Thomas J. Patterson, deputy superintendent of the U.S. Merchant Marine Academy in Long Island, N.Y. adding "He loved the sea, he loved ships and he loved people. He was always looking for some place to go, the next adventure. And he loved the *Jeremiah O'Brien*.

"I know the truth of that," says Don Rotan, West Coast LOG associate editor, who knew the skipper four years. "Last year I asked him if he would go with me to a local television station to tape a community service message about the ship. His reply was: 'I'll go anywhere, anytime and say anything necessary to promote the *Jeremiah O'Brien*.'

"It took about half a day to tape the message—getting it to the satisfaction of the station's production manager, but Capt. MacMichael never complained and was told he was the most patient person the station people had ever worked with."

Rotan added: "I regarded him as a fine man and a heck of a skipper. He had a high regard for the SIU and its members. He once told a group of Government officials aboard the ship, 'When I need manpower for a special work detail, I don't fool around. I just call the SIU Hall and they always come through for me.'

"One day when he and I were on the wing of the bridge aboard the *Jeremiah O'Brien* he used some pretty salty language about something not done to his liking. I said to him, 'Captain, you sure are ornery.' He replied, 'I am not ornery. At my age a man is entitled to be a little crochety at times.'

"So, no matter how 'crochety' he might seem at times—he was still the patient and kind 'Old Man,'" said Rotan.

MacMichael was a 1933 graduate of the Pennsylvania Naval Academy. He rode the U.S. Line and was a U.S. Navy officer in World War II.

In 1947 he was a commander in the Naval Reserve and began a 25-year career for the U.S. Maritime Administration in San Francisco and Washington, D.C. In 1965, he retired as Pacific Coast District ship operations officer.



Capt. Edward A. MacMichael

He skippered both the *SS Lane* and *Pacific Victory* delivering guns and ammo to wartime South Vietnam. In the early '70s he was captain of the oil drilling ship *SS E. V. Thornton* out of Singapore and in 1979 he became the master of the *Jeremiah O'Brien*.

The vessel was one of 150-odd Liberty ships stored in a "mothball fleet" anchored in Suisun Bay, Calif. since

1946. Built in a hurry to lug supplies to the Allies in the "Big War," they were made obsolete by faster and bigger Victory ships built near the end of the great conflict.

One by one they were scrapped but in October 1979 the *O'Brien* sailed to the port of San Francisco for restoration by the National Liberty Ship Memorial.

Capt. MacMichael supervised the above-decks work by volunteers and took the ship outside the Golden Gate four times. On her last trip on May 15, she carried 1,100 persons for a memorial service on Maritime Day.

Funeral services were held Aug. 3 for the departed captain aboard the *O'Brien* at Pier 3, Fort Mason, San Francisco.

Surviving are his widow, Leatrice (Lee); two sons, Edward A. MacMichael Jr. of Sunnyvale, Calif. and USN Cmdr. John MacMichael of Alexandria, Va.; a daughter, Mrs. Barbara Freitas of San Jose, Calif.; a sister, Mrs. Elisabeth Evans and four grandchildren.

The family prefers contributions to the *SS Jeremiah O'Brien*, Golden Gate National Recreation Area, Fort Mason, SF 94123.

Unclaimed Wages, Discharges For American Hawaii Cruises

American Hawaii Cruises, operators of the *SS Independence* and *SS Constitution*, has notified the SIU that a number of SIU members employed on these vessels have unclaimed wages at the company office in Honolulu, Hawaii. The Company is also holding a number of unclaimed discharges.

The unclaimed wages and discharges may be picked up at the company office in Honolulu from Fred Shurig, manager of marine personnel.

Below is a list of the names of those members:

Unclaimed Wages

Adric, Durling	Brown, Drew
Bolen, Timothy	Botai, Bruce D.
Barta, William	Bartelt, Michael
Bush, Donald	Baker, William C.

Lakes Seafarers Get COLA Hike

As of August 1, 1982, all Great Lakes seamen working under contracts with the Great Lakes Association of Marine Operators (GLAMO) or the Bob-Lo Co., received a cost-of-living adjustment of 26 cents per hour.

COLA increases are based on rises in the quarterly Consumer Price Index (CPI). For each .3 point rise in the CPI, the COLA increases one cent per hour which is added onto the straight time hourly wage rate of Great Lakes seamen.

The August cost-of-living raise of 26 cents, coupled with the two previous 1982 COLA's, brings the total COLA add-on for SIU seamen working under GLAMO and Bob-Lo contracts to 37 cents for this year to date.

The next and final 1982 COLA adjustment date is November 1.

Bullen, Thomas M.	Kruse, George
Buchanan, Richard	Kaeo, Stafford B.
Celona, Nick	Langford, Michael
Christmas, Lorie Jr.	Lee, Kenneth P. S.
Corey, Lawrence F.	Leong, R.
Costa, Jon R.	Lyon, Robert D.
Carreon, Joseph E.	Lum, Johnson Ching Kong
Caldera, Jonathan	Medeiros, Arnold
Dixon, Geoffrey R.	Mattos, Gilbert B.
DiBase, Pasquale V.	McCroy, Timothy W.
Dollar, Robert	McGinnis, Kevin D.
Graham, Glen	Ortiz, Joseph Jr.
Gomard, John	Osinski, Zygmunt
Grimes, Randy	Roman, John F. Jr.
Guido, Kenneth J.	Rose, Daniel G.
Henke, Robert C.	Rooney, Christopher
Ho, Warren J. F.	Rude, Danny
Hogue, Eugene	Robilzski, Steven
Hylan, Steven J.	Rathbun, Milton L.
Haughney, Robert	Sidwell, David R.
Hitter, Donald F.	Stenehjem, Robert
Ing, Francis	St. James, Jaime H.
Ikeda, Sandra	Smith, Steven R.
Kirkland, Edward A.	Syquia, Santo J.
Kurczewski, Raymond	Savage, J. A.

Teal, Timothy	Hoffman, Kenji K.
Tufaro, Carmine	Horn, Hames T.
Tihano, Rodney L.	Holley, Sheri Ann
Taeotui, Senenari	Irvine, Donald R.
Verill, Michael R.	Ikeda, Sandra
White, Marsha K.	Johnston, Richard L.
Willis, Lawrence	LaVallee, Thomas J.
Wyman, William A.	Ledford, Randall E.
Wada, Brian	Leeloy, Hilary J.

Discharge Certificates

Bartelt, Michael R. (2)	Hoffman, Kenji K.
Carstens, Frederick F.	Horn, Hames T.
Cooper, William F.	Holley, Sheri Ann
Cummins, Gregory S.	Irvine, Donald R.
Conrad, Lance C.	Ikeda, Sandra
Connelly, Marvin D.	Johnston, Richard L.
Callaghan, Joseph B. Jr.	LaVallee, Thomas J.
Carreon, Joseph E. (2)	Ledford, Randall E.
Eto, Noel N.	Leeloy, Hilary J.
Evangelista, Robert S.	Milikaa, Nathan
Garry, Colin S.	Medeiros, Arnold
Guido, Kenneth J.	Mizer, Gary P.
Gil, Robert M.	Modly, Josef C.
Hanohano, Duane	Murello, Linda C.
	McCroy, Timothy W.
	Ortiz, Joseph Jr.
	Osinski, Zygmunt
	Riley, John Field
	Sidwell, David R.
	Silva, Thomas F. Jr.
	Snider, Scott J.
	Syquia, Santo J.
	Tihano, Rodney L.
	Vogt, Frederick F.
	Washington, Ernest R.



Dispatchers Report for Great Lakes

JULY 1-31, 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
Algonac	33	3	2	44	23	0	51	8	4
Port									
Algonac	26	5	2	29	9	0	33	5	2
Port									
Algonac	4	2	1	14	3	1	8	3	1
Port									
Algonac	34	28	6	0	0	0	38	33	12
Totals All Departments	97	38	11	86	35	1	130	48	19

**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.

SIU Opens Piney Point in 1967; Members,

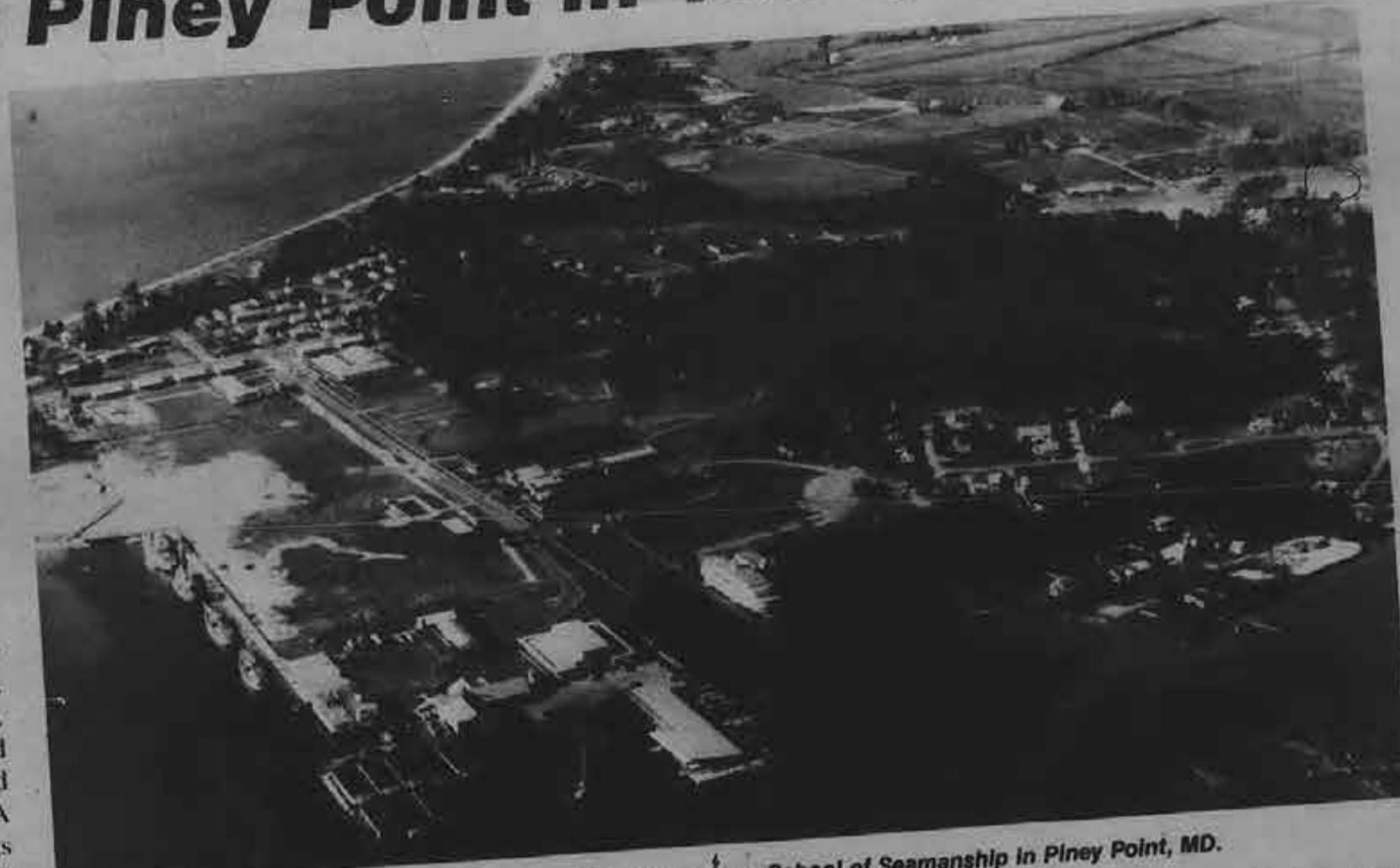
This is the first of two parts on the building and development of the Seafarers Harry Lundeberg School of Seamanship from an old Navy torpedo base into the number one maritime school in the nation. This first part deals with the early days of the School during the building and construction period of the late '60s.

by John Bunker

ITS official name is "Seafarers Harry Lundeberg School of Seamanship" but to thousands of SIU deep sea, Great Lakes and inland waters men and women it is more popularly known as "Piney Point."

Located close to where the Potomac River empties into Chesapeake Bay, Piney Point is an historic area. Only a few miles away is St. Mary's City, first capital of the Maryland colony. Here, too, were some of the first land grants conferred by the King of England on pioneer planters and settlers. A summer retreat for American presidents was located just a mile or so from the School's main gate. The nearby Potomac River and Chesapeake Bay have been mainstreams of waterborne commerce for some 300 years.

SHLSS, named for Harry Lundeberg, the first president of the SIUNA, was acquired in 1967 after an extensive search for a place where the union could consolidate its various training activities. The Union wanted a site where there was a good marine and living environment and where there was room to expand for the future. Piney Point fit the bill perfectly.



An aerial view of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, MD.

Selection for the Piney Point site came almost by accident. New York Port Agent Joe DiGiorgio, now SIU Secretary-Treasurer, had gone to Piney

purchased from the government and turned into a vacation resort, with a motel and marina. It was for sale.

"The place had a lot of the things

History of the SIU Part XX

Point to confer with the manager of the Steuart Petroleum Co. about a contract for their tanker, the *Bradford Island*. Nearby was a former Navy torpedo testing station which Steuart had

we had been looking for," says DiGiorgio. "It needed work but it had facilities that could be used right away. Best of all, there was plenty of waterfront and lots of acreage. We investigated the area and started negotiations."

The SIU, through a trust set up with its contracted companies, purchased the resort for about \$500,000. The Union also bought an adjacent 1,000 acre farm and the former Potomac River excursion boat *Mount Vernon*, which was completely renovated and converted into a floating schoolhouse with library, auditorium and classrooms. It was renamed Charles S. Zimmerman.

To honor a long-time official of the Ladies Garment Workers Union.

Frank Mongelli, who is now head of the school, was the first one on deck there, arriving in May of 1967 with Tommy Soresi to make a complete inventory of the place before its purchase. Retired SIU Vice President Bob Matthews later took over as general superintendent of construction and director of the school. Other union stalwarts were sent to the "Point" from New York and other ports to run the galley and work on construction.

"There weren't any chiefs," as one SIU official remembers it. "We were all Indians."

The first trainees arrived in August of 1967.

For a year or so they learned more about driving nails, driving trucks, shoveling dirt and laying sod than they did about tying knots and making splices.

Hundreds of SIU men have a special feeling for the School because they

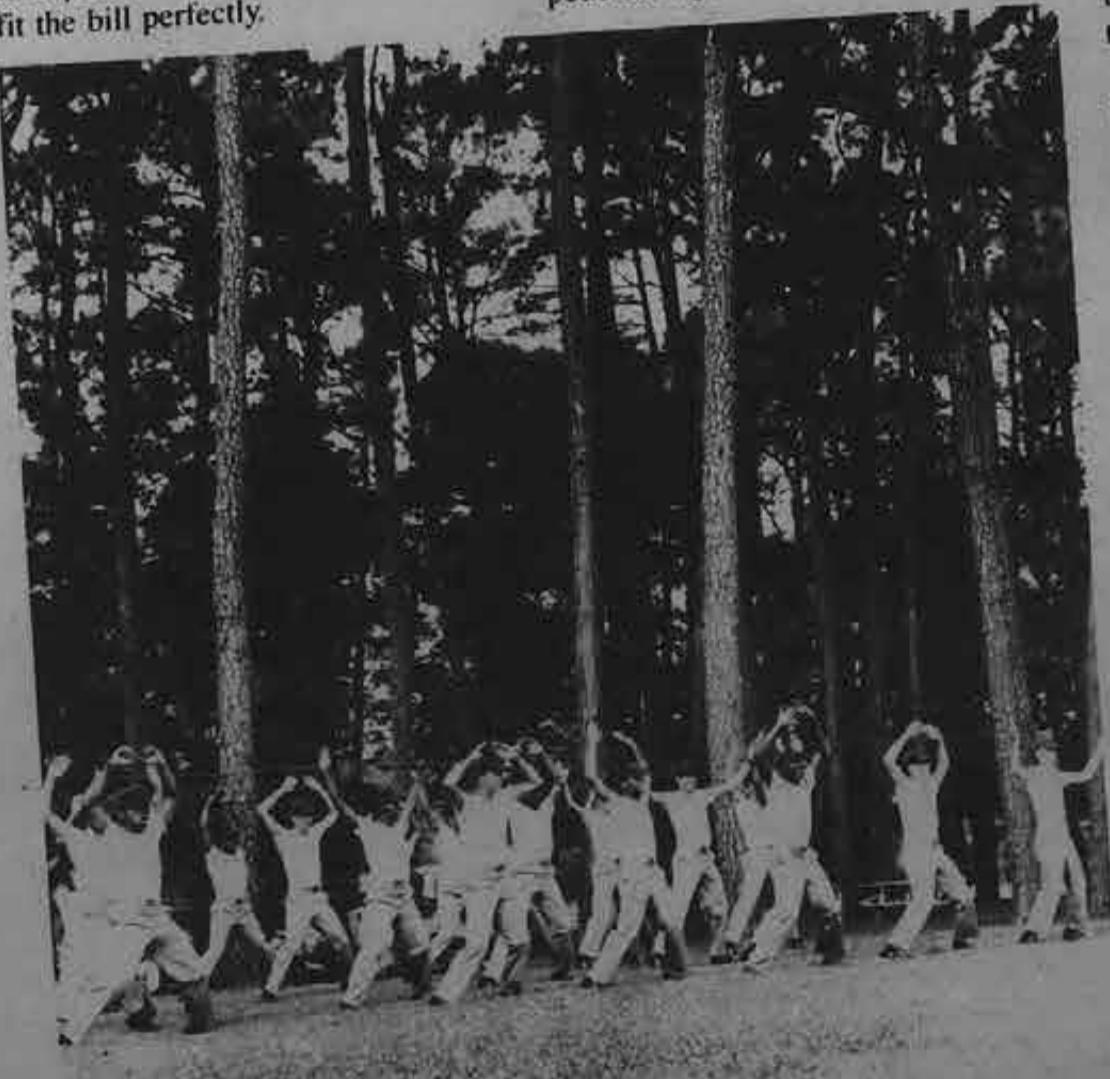
helped to build it in the hot, humid days of summer and in the frigid winter when the base was swept by winds from ice-choked St. Mary's Bay. Many a youngster who sweated or shivered there as a trainee is now sailing as a mate or engineer.

Thanks to the work of trainees, veteran SIU "white caps" and contractors, Piney Point was transformed from a run-down resort into a full-fledged school. The process of growth and expansion has continued ever since.

The late SIU President Paul Hall commuted regularly from New York to Piney Point, overseeing every detail of construction. SIU men will remember seeing him tour the base for hours on his electric golf cart in fair weather or foul, checking, prodding and sparing no rebuke to get things done.



A big part of the early training at SHLSS was basics of lifeboat. Here, former instructor Tom Brooks (now sailing bosun) demonstrates knot-tying to young trainee.



An early group of trainees do jumping jacks in the beautiful surroundings of Piney Point.

Officials Pitch in to Build Modern Facility



CHARLES S. ZIMMERMAN

The SIU refurbished and renamed a former Potomac River excursion boat the "Charles S. Zimmerman" for use as a schoolship in 1969.

"The boss was a tough one to work for," says one veteran of the school's early days. "He didn't miss a thing. And he didn't take excuses. You soon learned not to offer any 'ifs' or 'buts' to the 'old man.' Piney Point was his dream and he cracked the whip to make the dream come true."

An SIU sailor who volunteered to help at Piney Point never knew what his assignment might be and he had to learn fast. Bob Clinton, one of the early "honchos" there, had to operate a dredge and rig up a dredge line, no easy assignment for one who hasn't done it. Ken Conklin, in charge of trainees since the first batch came on the scene, found himself one day in charge of laying an asphalt parking lot...the next day outfitting a new group of trainees. School director Matthews scouted the area for painters and carpenters...arranged contracts for food, fuel and supplies...hired wait-

resses...supervised what seemed to be a dozen projects all going on at the same time.

Early Critics

Some of the union's old-timers and "die hards" were critical of the Lundeberg school. "A waste of time...waste of money," they would complain to anyone who would listen. And there were those who blasted the idea of using the school to funnel new men into the industry. They felt that the Lundeberg boys competed with them for jobs, not realizing that new blood was needed in the union to fill the places of those who retired and to fulfill the union's contracts with operators.

One old-timer was especially caustic in his criticisms and to Paul Hall this man became a challenge.

"It isn't the school this guy is mad about," he said. "He's mad because

other men are learning and improving themselves. Secretly, that's what he wants for himself, but he is afraid to try. He's afraid he'll fail and he couldn't take that. He has no confidence in himself. A lot of our old-timers are like that. No one ever took an interest in them or wanted to help them."

To prove his theory about this constant critic, Hall kept prodding until the man finally agreed to go to Piney Point and sign up for an upgrading course. "But I'm only going to prove it's a waste of time," he said. "You don't learn to be a seaman at school."

But a surprising thing happened. In just a few days this man's antagonism began to melt. For probably the first time in his life he found people who were interested in him and wanted to help. He discovered that learning can be fun, too. He not only upgraded to a better rating, but returned a year or so later for more education.

From then on this man seldom missed a chance to take the deck at union meetings and urge other old-timers to do what he had done. From then on he was Piney Point's biggest booster.

Changed Many Lives

The school had changed his life...just as it had the lives of many others who went there: the "dead end" kids from Appalachia who had never had a chance...the other old-timers who didn't think they had the "smarts" to hit the books...the drop outs who thought that a high school diploma was something they never could get...the professional sailors who suddenly had to cope with burgeoning new technologies at sea.

There have been many success stories at the Lundeberg school.

Several Seafarers have won their high school diplomas in their late fifties. One retiree came back and studied for his diploma at the age of 65. Receiving

it, he said, was one of the great achievements of his life.

Frank Hedrick went through the Lundeberg entry program in 1973. He kept coming back for courses in welding, electrical maintenance, refrigeration mechanics and other subjects, finally becoming a licensed engineer through the SIU-MEBA District 2 school of engineering.

Larry Dockwiller went to the school in 1977. Less than three years later, thanks to upgrading courses and 18 months of sea time, he was sailing as chief steward on the *LNG Libra*.

James Stephens was 55 when he graduated from the towboat operators course. John Brown went through the first towboat operators course in 1978 and at age 21 became skipper of the tug *Jason Smith* out of Baton Rouge.

For these and many other men—and women—The Seafarers Harry Lundeberg School of Seamanship has been a springboard to a successful and satisfying career at sea or on the inland waters.



On hand for the christening of the "Charles S. Zimmerman" in early 1969 were the late AFL-CIO President George Meany, left, Sen. Hubert H. Humphrey and the late SIU President Paul Hall.



An early trainee securing a block.

'Snuggie' Max Katzoff Recalls Boyhood in Latvia

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 there he has sent the LOG a number of wonderful vignettes. One of them deals with his boyhood days in Latvia where he was born in 1910. In his own words:

by Max Katzoff

"When my father made his last crossing of the Atlantic in 1913, my mother and her parents sided with him in his scheme to desert his ship in New York, to walk into America and somehow become established. It would then be only a matter of time before we would all be on our way to our fortunes in the new world."

"Well, that happened to us like it happened to your cat."

"My mother died that same year, then World War I blackened our earth, and we made our home with her parents: Beryl and Celia, in Libau, Latvia, for the next seven years. We were then: Hersch Ian infant, 1. Max three, Wolf four and Alexander five."

"Through someone with proper American credentials, my father sent three pairs of shoes for us older boys. Enclosed in the package was a message to my grandfather about reshaping the shoes at the ankles for a better fit. And there was a sketch showing exactly how the work was to be done."

Personals

Charles Henry Donohoo

Please contact your daughter, Cindy Deann Donohoo, 15035 Mountain Way, Romulus, Mich. 48174; Tel. (313) 941-7299. Very Important!

Charles M. Crawley

Please contact your daughter, Deborah Verstrate, 3027 N.W. 70th, Seattle, Wash. 98117.



Max Katzoff

"Well, this was more than old Beryl could take. You see, he was a cobbler and boot maker of sorts and who was this son-in-law of his to tell him how

to cope with shoes."

"Wear them," he growled through his beard. And wear them we did, but only when we promenaded on Goose Shtrasse, on special days.

"Grandpa came rolling home from the riverfront one wintry night, feeling no pain, and raised all kinds of noise about the shoes."

"The three of us slept in a rickety old fourposter, with our precious shoes tied in pairs and wrapped in newsprint, under the bed. In the excitement our old bed collapsed on top of us, while we were fishing for our shoes."

"The old man then took the shoes to his lean-to cobbleery, and, with the window shuttered, and the door bolted, he separated the outer leather from the lining, according to the enclosed message, and found a twenty dollar bill on each side of each shoe."

4-Month Report Card on Trip Relief System

SINCE April 1, 1982, when the procedures for implementing trip reliefs for the various deep sea key ratings went into effect, a total of 159 relief jobs have been shipped from the SIU's hiring halls. These figures represent relief jobs shipped through July 31, 1982.

As outlined in Seafarers Appeals Board Action 260 (printed in full in Dec. 1981 issue of the Log), key rated jobs include the following:

Deck Department—Recertified Bosuns

Steward Department—Recertified Stewards, Recertified Steward/Cooks. Recertified Steward/Bakers and Passenger B.R. Utilities where one is carried.

Engine Department—Chief Pumpman: QMED/Pumpman Class 1; Chief electrical: QMED/Electrician Class 1; Reefer Engineer; Crane Maintenance Electrician and QMED/Plumber/Machinist.

Of the 159 relief jobs shipped, 67 were deck department jobs, 36 steward department jobs and 56 engine department jobs.

By port, the breakdown of relief jobs shipped from April 1, 1982 thru July 31, 1982, is as follows:

Port	Number
Gloucester	2
New York	39
Philadelphia	1
Baltimore	5
Norfolk	5
Mobile	2
New Orleans	27
Jacksonville	10
San Francisco	19
Wilmington	14
Seattle	15
Puerto Rico	5
Houston	15
TOTAL	159

What's Wrong?



If you can find out and fix it, you've got great job security and good pay.

So take the Marine Electrical Maintenance Course at SHLSS.

Next Course: October 25 through December 16.

Fill out the application in this issue of the Log or contact the Seafarers Harry Lundeberg School of Seamanship to enroll.

A MESSAGE FROM YOUR UNION





Charles Hubert Allardice, 55, joined the SIU in the port of New York in 1958 sailing as a QMED. Brother Allardice sailed 33 years. He was born in Glasgow, Scotland and is a resident of San Francisco.



Robert John Aumiller, 58, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Aumiller served as a recording secretary at the Union monthly meetings in the Tampa Hall. He was born in Decatur, Ind. and is a resident of Tampa.



Albert Manuel Blazio, 62, joined the SIU in 1945 in the port of Baltimore sailing as a chief cook. Brother Blazio was born in New Orleans and is a resident of Metairie, La.



Erwin Bradley, 61, joined the SIU in 1941 in the port of Mobile sailing as a chief steward. Brother Bradley received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the SS *Antinous*. He is a veteran of the U.S. Navy. Born in Sumpter, S.C., he is a resident of Mobile.



Francis Ashby Connelly, 65, joined the SIU in the port of San Francisco in 1962 sailing as a chief electrician. Brother Connelly was a member of the SUP from 1945 to 1961. He also sailed during World War II. A native of Winchester, Kans., he is a resident of Seattle.



Earl Joseph De Angelo, 62, joined the SIU in the port of Mobile sailing as a bosun. Brother De Angelo was born in Moss Point, Miss. and is a resident of Mobile.



Cristobal De Jesus, 62, joined the SIU in the port of New York in 1958 sailing as a chief steward. Brother De Jesus is a 1958 graduate of the Andrew Furuseth Training School, Mobile. He was born in Utuado, PR. and is a resident of Luquillo, PR.



David Lamar Dickinson, 55, joined the SIU in 1945 in the port of Philadelphia sailing as a recertified bosun. Brother Dickinson graduated from the Union's Recertified Bosuns Program in October 1973. He was born in Alabama and is a resident of Leaksville, Miss.



Robert Lee Glenn, 68, joined the SIU in the port of San Francisco in 1967 sailing as a chief cook. Brother Glenn is a veteran of the U.S. Army in World War II. He was born in Texas and is a resident of San Francisco.



William F. Enos, 62, joined the SIU-merged Atlantic Fishermen's Union in 1946 in the port of Gloucester, Mass. sailing as a fisherman. Brother Enos is a resident of Chula Vista, Calif.

Pensioner's Corner



Francis Woods Fullbright, 62, joined the SIU in 1943 in the port of Galveston sailing as a bosun. Brother Fullbright sailed 44 years. He was born in Selmer, Tenn. and is a resident of Mobile.



Bernard Luke Gabor, 56, joined the SIU in 1945 in the port of New York sailing as an oiler and 2nd engineer. Brother Gabor was born in Philadelphia and is a resident there.



Halle Mikkelborg, 65, joined the Union in the port of New York in 1958 sailing as an AB for 29 years. Brother Mikkelborg is a twice wounded veteran of the Norwegian Navy in World War II. He was born in Gausvik, Norway and is a resident of Hansville, Wisc.



James Patrick Smith, 65, joined the Union in the port of Detroit in 1960 sailing as an assistant conveyorman for 25 years. Brother Smith is a veteran of the U.S. Army in World War II. He was born in Germ Fask, Mich. and is a resident there.



R. E. Smith, 65, joined the SIU in the port of Houston in 1960 sailing as a FOWT. Brother Smith sailed 36 years. He was born in Boaz, Ala. and is a resident there.



Raymond Joseph Dixon Sr., 63, joined the Union in 1938 in the port of New Orleans sailing as a captain for Coyle Lines from 1937 to 1967; Dixie Carriers from 1967 to 1975 and on the *National Glory* (National Marine) from 1976 to 1982. Brother Dixon was born in New Orleans and is a resident of Marrero, La.



Arthur Terrioline Downing, 55, joined the Union in the port of New York in 1962 sailing as a deckhand and mate for the United Fruit Co. and the Erie-Lackawanna Railroad from 1942 to 1982. Brother Downing is a former member of the Teamsters Union. He was born in Jersey City, N.J. and is a resident of Helmetta, N.J.



John Cecil Simpson, 60, joined the Union in the port of Norfolk in 1961 sailing as a mate and captain for McAllister Brothers from 1952 to 1982 and for Radcliff Materials in 1974. Brother Simpson attended the 1969 Inland Conference as a delegate. He was born in Dardens, N.C. and is a resident of Chesapeake, Va.



Sebastian A. Scola, 64, joined the Atlantic Fishermen's Union in the port of Gloucester in 1967 sailing as a fisherman. Brother Scola was born in Lawrence, Mass. and is a resident of Gloucester.



Leroy Herman Simoneaux Sr., 62, joined the Union in the port of New Orleans in 1957 sailing as a tankerman on the *Dixie Volunteer* (Dixie Carriers) from 1959 to 1977. Brother Simoneaux is a veteran of the U.S. Marine Corps in World War II. He was born in White Castle, La. and is a resident of Kenner, La.



Joseph Leiton Hebert, 58, joined the Union in Port Arthur, Tex. in 1964 sailing as a captain for Slade and Southern Towing from 1947 to 1972. Brother Hebert is a veteran of the U.S. Army in World War II. He was born in Grand Lake, La. and is a resident of Lake Charles, La.



John James Wilgus, 66, joined the Union in the port of Houston in 1976 sailing as a chief engineer for Marine Towing in 1977. Brother Wilgus is a former member of Local 333, AFL-CIO. He was born in Ocean View, Del. and is a resident of Charleston, S.C.



Charles William Morris, 65, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for Cargo Carriers Co. from 1942 to 1955, Baker, Whately Towing Co. from 1955 to 1968 and for Curtis Bay Towing from 1972 to 1982. Brother Morris was a former member of the ILA Tugboat Division. He was born in Brainard, N.Y. and is a resident of Baltimore.



Alexander James McElhenny, 66, joined the SIU in the port of Philadelphia in 1963 sailing as a cook. Brother McElhenny sailed 50 years. He is a veteran of the U.S. Army in World War II. Seafarer McElhenny was born in Philadelphia and is a resident there.



James Robertus McPhauli, 62, joined the SIU in 1939 in the port of Jacksonville sailing as a chief steward. Brother McPhauli sailed during both the Korean and Vietnam Wars. He was born in Jacksonville and is a resident of Savannah, Ga.



Lester James Moore, 63, joined the SIU in 1948 in the port of Galveston sailing in the engine department. Brother Moore was on the picketline before he sailed and hit the bricks in the 1946 Port Arthur beef. He also picketed against foreign ships. Seafarer Moore sailed on 50 ships, some of them more than once. Moore was in the U.S. Civilian Conservation Corps for two years and is a veteran of the U.S. Army in World War II. Born in Livingston, Tex., he is a resident there.



Kenneth Louis Roberts, 55, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Roberts sailed 39 years. He helped to organize Isthmian and Atlantic Lines and Cities Service. Seafarer Roberts is a veteran of the U.S. Army where he attended their Quartermaster School. Roberts has owned restaurants and bars for over 30 years. Today he's barkeep and his wife the cook at their San Francisco Connie's Restaurant. A native of Ludington, Mich., he is a resident of San Francisco.

Thomas Estus Named MSC Marine Employee of the Year

Oakland, Calif.—The U.S. Government has been known to make a mistake now and then. But they were right on the mark recently when they named Seafarer Thomas Estus, Jr. "Marine Employee of the Year" for the Military Sealift Command, Pacific (MSCPAC).

Brother Estus, a veteran member of the SIU Government Services Division (formerly the Military Sea Transport Union), was taken completely by surprise when he was told of the award. He's a firm believer in a good day's work for a good day's wage, and expects little in return for his efforts other than the personal satisfaction of a job well done. "I didn't even know my name had been submitted for the award," he said.

Estus, who sails as an underway replenishment bosun's mate, was selected for the award for his "exemplary performance" aboard the *USNS Kilauea*.

The Military Sealift Command received the *Kilauea* from the U.S. Navy in October 1980 with all equipment, material and supplies left aboard. Estus was assigned to the ship and given the responsibility of stripping the vessel and preparing it for a long shipyard conversion period.

After the vessel arrived at the shipyard, Estus helped supervise the general overhaul of the ship and assisted in the specific overhaul of the *Kilauea's* underway replenishment equipment.

The *Kilauea's* master, Capt. Richard Hosey, who had worked with Estus before on the *USNS Passumpsic*, was impressed with Estus' level of professionalism and ability to get a tough job done and submitted Brother Estus' name for the award.

Commodore Thomas G. Kiefaber, commander of MSCPAC, presented the award to Estus June

3 aboard the *Kilauea*. A small group of people gathered in the wardroom for the ceremony.

As he made the presentation, Commodore Kiefaber told Estus: "You're to be commended for your continued high standard of performance which is in keeping with the highest traditions of the sea."

A letter from MSC chief, Vice Adm. Kent Carroll, stated: "Your dedication to duty and willingness to accept additional responsibilities above and beyond your own is exactly the type of professional behaviour that this award is intended

to acknowledge."

The 53 year-old Estus is still aboard the *Kilauea*, which replenishes Navy ships at sea in the Pacific with ammunition and other supplies.

The SIU Government Services Division represents seamen employed directly by the Government on the Military Sealift Command's 30-ship Pacific fleet.

SIUNA Vice President Roy "Buck" Mercer, head of the former Military Sea Transport Union, said, "Tom is a helluva nice guy and we're all glad he won the award. He deserved it."



Seafarer Thomas Estus, Jr., left, accepts award as "Marine Employee of the Year" from MSCPAC chief, Commodore Thomas G. Kiefaber aboard the *USNS Kilauea*.

Personals

Debbie Mahler

Please contact Mitch. Very Important!

David I. Murray

Connie Durham asks that you contact her in Augusta at telephone number 404-738-8922.

SS Robin Hood Seamen

If you sailed on the Robin Hood in 1953 to South Africa, an old shipmate would like to get in touch. He's George Robert Bauer, 7834 Birmingham Ave., Baltimore, Md. 21234.

Reynaldo DiMacali

Contact your wife, Amelia, at 1734 West Winona, Chicago, Ill. 60640, Tele: (312) 271-9449. Important!

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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



William "Bill" Jon Arlund, 38, died of arteriosclerosis while attending the Recertified Bosuns Program class in New York City on Mar. 5. Brother Arlund joined the SIU in the port of Seattle in 1969. He was a veteran of the U.S. Navy in the Vietnam War. A native of Brooklyn, N.Y., he was a resident of Phoenix, Ariz. Cremation took place in the Greenwood Crematory, Brooklyn with his ashes being scattered over the Atlantic Ocean. Surviving is his mother, Myra of Phoenix.



John Bartlinski, 26, died of multiple injuries in North Arundel Hospital, Glen Burnie, Md. on Feb. 26 when his car and a school bus collided in Jessup, Md. Brother Bartlinski joined the SIU in the port of Baltimore in 1978 sailing as an AB. He was a former member of the ILA. He was born in Baltimore and was a resident of Jessup. Burial was in Glen Haven Cemetery, Glen Burnie. Surviving are his widow, Pamela and his parents, Mr. and Mrs. Joseph P. and Alice Bartlinski of Linthicum, Md.



Pensioner John Kostner Callaghan, 79, passed away on Oct. 22, 1981. Brother Callaghan joined the SIU in 1946 in the port of New York sailing as a chief electrician. He was a veteran of the U.S. Navy in World War II. He was born in Brooklyn, N.Y. and was a resident of Debary, Fla. Surviving are two sisters, Helen of Debary and Mrs. Elsie Lanigan of Brooklyn.



Pensioner Willard Vaden Burns Sr., 74, passed away from pneumonia in the Walter Reed Hospital, Gloucester, Va. on Apr. 30. Brother Burns joined the Union in the port of Norfolk in 1959 sailing as a deckhand for the Chesapeake and Ohio Railroad from 1941 to 1973. He sailed 29 years. He was a former member of the MM&P from 1941 to 1959 and the old ISU. Born in Mathews County, Va., he was a resident of Mathews, Va. Burial was in the H.C. Smith Cemetery, Hudgings, Va. Surviving are two sons, Willard Jr. and James of Virginia and a daughter, Shirley.

Pensioner Joseph Parisi, 72, succumbed to a heart attack in Gloucester, Mass. on Apr. 21. Brother Parisi, a member of the AFU, worked as a fisherman. He was born in Boston, Mass. and was a resident of Gloucester. Interment was in Calvary Cemetery, Gloucester. Surviving is his widow, Providenza.



Pensioner Earl J. Congleton, 83, passed away on June 12. Brother Congleton joined the SIU in 1939 in the port of New York sailing as an FOWT. He was born in North Carolina and was a resident of Norfolk. Surviving are his widow, Mary and a daughter, Mrs. Bessie White of Virginia Beach, Va.



Pensioner Dewey Daughtrey, 78, passed away on May 29. Brother Daughtrey joined the SIU in 1939 in the port of Mobile sailing as an FOWT. He sailed 45 years. Seafarer Daughtrey was born in Mississippi and was a resident of Hattiesburg, Miss. Surviving are three brothers, Mack and Thomas of Hattiesburg and Otis; and two sisters, Mrs. Sadie Davis of Hattiesburg and Mrs. Jessie Brown.



Stephen Albert Kaczmark, 31, died on June 1. Brother Kaczmark joined the SIU following his graduation from Piney Point in 1967. He sailed as an OS. Seafarer Kaczmark was born in Brooklyn, N.Y. and was a resident there. Surviving are his parents, Mr. and Mrs. Frank and Nicolette Kaczmark of Brooklyn.



Pensioner Lewis Stephen Shaginaw, 57, died of a liver ailment in the Tucson (Ariz.) Medical Center on Mar. 6. Brother Shaginaw joined the SIU-merged MC&SU in the port of San Francisco in 1962 sailing as a waiter, bartender and chief steward for APL. He was a 1963 graduate of the Union's Steward School in Santa Rosa, Calif. And he was a veteran of the U.S. Army in World War II. Born in Pennsylvania, he was a resident of Tucson. Cremation took place in the Swan Crematory, Tucson. Surviving are his widow, Ruby; two brothers, John of Tucson and George of Vincenttown, N.J. and two sisters, Annabelle of Wilmington, Calif. and Mrs. Adam (Helen) Valansky of Kesville, Pa.



Pensioner Glenious Charles Lawson, 63, succumbed to cancer in Erwin, Tenn. on May 25. Brother Lawson joined the SIU in 1944 in the port of Norfolk sailing as a bosun. He was a veteran of the U.S. Army. Seafarer Lawson was born in Mount Ash, Ky. and was a resident of Erwin. Burial was in Evergreen Cemetery, Erwin. Surviving are his widow, Elsie and a son, Charles.

Pensioner John Pacheco, 69, succumbed to hepatitis in the San Francisco Hospital on Apr. 2. Brother Pacheco joined the MC&S in 1935 sailing in the steward department for the Matson Line for 20 years. He was born in Hawaii and was a resident of Honolulu, Hawaii. Surviving are a son, Antoine of Honolulu and a sister, Mrs. Julia Matias, also of Honolulu.



Ronald Edward Daigle, 39, died on June 9. Brother Daigle joined the Union in the port of New Orleans in 1978 sailing as a chief engineer on the towboat *Glenn Smith* (Crescent Towing) from 1978 to 1980. He was a veteran of the U.S. Air Force in the Vietnam War. He was born in New Orleans and was a resident of Gretna, La. Surviving are his widow, Eileen and two daughters, Stacey and Brandi.



Pensioner Ragnar Emil Christian Gunderson, 78, passed away on May 28. Brother Gunderson joined the Union in the port of Philadelphia in 1961 sailing as a deckhand, derrick captain and chief engineer for the Philadelphia Derrick and Salvage Corp. from 1927 to 1956, as a hoisting engineer for marine salvage for Merritt, Chapman and Scott Corp. from 1956 to 1962, the Raymond International Co. in 1972 and the Independent Lighterage Co. from 1971 to 1976. He sailed 50 years. Born in Norway, he was a resident of Philadelphia. Surviving is his widow, Katherine.



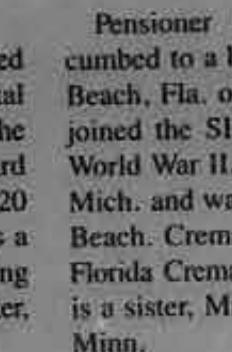
Pensioner Alvin Ernest Tingle Jr., 67, died in the Chesapeake (Va.) General Hospital on May 31. Brother Tingle joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for Curtis Bay Towing. He sailed 29 years. Boatman Tingle was born in Oriental, N.C. and was a resident of Chesapeake. Interment was in the Riverdale Park Cemetery, Norfolk. Surviving are his widow, Annie and a son, Alvin E. III.



Phillip Wesley Chambers, 43, died on May 7. Brother Chambers joined the Union in the port of Paducah, Ky. in 1979 sailing as a cook for National Marine. He was born in Owensboro, Ky. and was a resident of Hawesville, Ky. Surviving are a daughter, Amy and his mother, Marjorie of Hawesville.



Enrique Chavez Laguna, 43, died on May 22. Brother Laguna joined the SIU in the port of New York in 1967 sailing as a bosun. He was born in Honduras, C.A., was a U.S. naturalized citizen and was a resident of Houston. Surviving are his son, Omar; and two daughters, Angelica of Houston and Nora.



Pensioner Fred M. Leonard, succumbed to a heart attack in New Smyrna Beach, Fla. on Mar. 28. Brother Leonard joined the SIU sailing as an AB during World War II. He was born in Houghton, Mich. and was a resident of New Smyrna Beach. Cremation took place in the Mid-Florida Crematory, Deland, Fla. Surviving is a sister, Mrs. Louise Gould of Duluth, Minn.



Harold A. Aakeberg, 63, died of heart disease in St. Mary's Hospital, Duluth, Minn. on Mar. 9. Brother Aakeberg joined the Union in the port of Duluth in 1967 sailing as a deckhand for Great Lakes Towing. He was a former member of the United Auto Workers Union, Local 72 from 1962 to 1966 and the AMC from 1962 to 1965. He was a veteran of the U.S. Army in World War II. Laker Aakeberg was born in Washburn, Wisc. and was a resident of Superior, Wisc. Burial was in Greenwood Cemetery, Superior. Surviving are his widow, Naomi and a son, Lonnie.



Pensioner William Thomas Murrell, 64, died of heart-lung failure in the New Orleans Nursing Home on May 27. Brother Murrell joined the SIU in 1938 in the port of Mobile sailing as a bosun. He was born in Biloxi, Miss. and was a resident of New Orleans. Interment was in Greenwood Cemetery, New Orleans. Surviving is a daughter, Mrs. Billie Joe McIntyre of New Orleans.



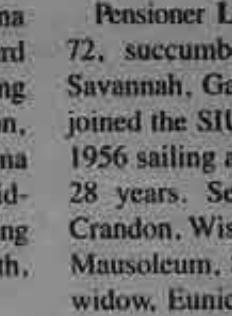
Pensioner Earl Harlow Charles Poe, 74, died of a liver ailment in St. Vincent's Hospital, Jacksonville on Apr. 29. Brother Poe joined the SIU in 1946 in the port of New York sailing as a bosun. He sailed 44 years. Seafarer Poe was a veteran of the U.S. Navy in World War II. Born in Grand Rapids, Mich., he was a resident of Jacksonville. Burial was in Restlawn Park Cemetery, Jacksonville. Surviving are his widow, Frances and a daughter, Shirley.



Ismael Ramos, 56, died in John Hopkins Hospital, Baltimore on May 26. Brother Ramos joined the SIU in the port of Baltimore in 1959 sailing as a FOWT. He was born in Puerto Rico and was a resident of Baltimore. Interment was in Mt. Calvary Cemetery, Anne Arundel County, Md. Surviving are his widow, Susie; two sons, Ismael Jr. and Rafael and a daughter, Carmen.



Pensioner Paul J. Stein, 68, died on May 26. Brother Stein joined the SIU in the port of Philadelphia in 1959 sailing as a cook and butcher. He was a veteran of the U.S. Navy in World War II. Born in Philadelphia, he was a resident there. Surviving is a daughter, Mrs. Gladys Paula Shencley of Toms River, N.J.



Pensioner Leonardus Augustus Behm, 72, succumbed to cancer at home in Savannah, Ga. on May 1. Brother Behm joined the SIU in the port of Savannah in 1956 sailing as a chief steward. He sailed 28 years. Seafarer Behm was born in Crandon, Wisc. Burial was in the Hillcrest Mausoleum, Savannah. Surviving are his widow, Eunice and a son, Richard.

Francis Kenneth Snowden, 48, drowned off the SS *Cove Navigator* (Cove Tankers) near the Burmah Oil Dock on May 23. Brother Snowden joined the SIU in the port of New York in sailing as an AB. He walked the picketline in the SUP strike. Seafarer Snowden was a veteran of the U.S. Navy in the Korean War sailing as a yeoman. A native of St. Thomas, V.I., he was a resident of the Bronx, N.Y. Surviving are his mother, Marie of the Bronx and brother, Seafarer Thomas K. Snowden.

Andrew Richard Johnson, 52, succumbed to cancer in the Mobile Infirmary Feb. 9. Brother Johnson joined the Union the port of Houston in 1974 sailing as deckhand, mate and captain for Dixie Carriers and National Marine Service. He was a veteran of the U.S. Navy during the Korean War. Boatman Johnson was born in Heron Bay, Ala. and was a resident of Coden, Ala. Burial was in the Dorton Cemetery, Heron Bay. Surviving are his widow, Joyce; a son, Andrew David; three daughters, Rena, Andrea and Cynthia and his parents, Mr. and Mrs. Jeff and Gladys Johnson of Heron Bay.

Pensioner Phillip Frederick Keller, 73, passed away on June 12. Brother Keller joined the Union in the port of New York in 1960 sailing for the Penn-Central Railroad in the Rope Room, Pier H from 1935 to 1974. He was a former member of the Masters, Mates & Pilots Union. Boatman Keller was born in Jersey City, N.J. and was a resident of Princeton Junction, N.J. Surviving are his widow, Helen and a son, John of Princeton Junction.

William Homer Beatty, 55, died of heart failure in the Grassmont Hospital, San Diego, Calif. on Nov. 27, 1980. Brother Beatty joined the Union in the port of Detroit in 1973 sailing as an AB and watchman for the American Steamship Co. He sailed 28 years. Laker Beatty was a veteran of the U.S. Navy in World War II. A native of Butler, Pa., he was a resident there. Cremation took place in the Greenwood Crematory, San Diego. Surviving are a daughter, Theresa of San Diego; a brother, H. M. Beatty of Butler and a sister, Mrs. Florence Long of River Rouge, Mich.

Joseph Molena Kekauoha Jr., 61, succumbed to cancer in the St. Francis Hospital, Honolulu, Hawaii on Feb. 4. Brother Kekauoha joined the SIU in the port of Honolulu in 1980 sailing as a musician on the *SS Oceanic Independence* (American-Hawaiian Cruises). He was also a member of the Musician's Union, Local 677. Burial was in the Hawaiian Park Cemetery, Kaneohe, Hawaii. Surviving is his widow, Margaret.

William Clifton Davis, 69, died of cancer in the U.S. Veterans Administration Medical Center, Bay Pines, Fla. on Aug. 20, 1981. Brother Davis joined the Union in the port of Tampa in 1977 sailing as a cook for Dixie Carriers in 1972. Sheridan Towing from 1973 to 1975 and for Mariner U.S. Army in World War II. Boatman Davis was born in Sinton, Tex. and was a resident of New Port Richey, Fla. Cremation took place in the Bay Area Facility Crematory, Clearwater, Fla. Surviving is a brother, Theodore of New Port Richey.



Pensioner Donald Raymond Pitman, 54, died of cancer in the Drew Hospital, Monticello, Ark. on May 19. Brother Pitman joined the SIU in 1946 in the port of Philadelphia sailing as a bosun. He was a PFC veteran of the U.S. Army's 206 Hdqs., 11th Parachute Airborne Div. during the Korean War. Seafarer Pitman received the National Defense Service Medal. Born in Earlsboro, Okla., he was a resident of Monticello. Interment was in the Beulah Cemetery, Drew County, Ark. Surviving are his widow, Verda and a daughter, Cynthia.



Pensioner Herman Sylvio Ricci, 80, passed away at home in Petropolis, Brazil recently. Brother Ricci joined the SIU in 1948 in the port of New York sailing as a chief electrician. He was born in Puerto Rico. Burial was in Petropolis. Surviving are two daughters, Luiz and Mrs. Thais H. Marques and a granddaughter, Denise of Rio de Janeiro, Brazil.



Pensioner James Henry Russell Sr., 79, passed away in the Benner Nursing Home, Houston on June 22. Brother Russell joined the SIU in 1938 in the port of New York sailing in the steward department. He sailed 35 years and during World War II. Seafarer Russell was on the picketline in the 1962 Robin Line beef. And he attended the 1962 Piney Point Pensions Conference. A native of New York City, he was a resident of Houston. Interment was in Mt. Olive Cemetery, Maspeth, Queens, N.Y. Surviving are his widow, Ruth and two sons, James Jr. and Raymond.



Mohamed Saleh Saeed, 45, died on Aug. 20, 1980. Brother Saeed joined the SIU in the port of San Francisco in 1971 sailing as a wiper. He was born in Aden, Yemen, was a naturalized U.S. citizen. He was a resident of Oakland, Calif. Surviving are his widow, Fenda and two brothers, Hanger and Said Al-Khulaqui, both of Aden.

Angel L. Reyes, 58, died of heart-lung failure in Newark, N.J. on Apr. 9. Brother Reyes joined the SIU in the port of New York in 1959 sailing as a chief cook. He was born in Puerto Rico and was a resident of Brooklyn, N.Y. Surviving are his widow, Josefine; two sons, Angel Jr. and David, and four daughters, Elizabeth, Angela, Loalie and Sandra.

Pensioner Howard Adolphus Smith, 80, passed away on June 10. Brother Smith joined the Union in 1940 in the port of Detroit sailing as a chief steward for the Reiss Steamship Co. He sailed for 41 years. Born in New Kensington, Pa., he was a resident of Detroit.



Pensioner Donald Raymond Pitman, 54, died of cancer in the Drew Hospital, Monticello, Ark. on May 19. Brother Pitman joined the SIU in 1946 in the port of Philadelphia sailing as a bosun. He was a PFC veteran of the U.S. Army's 206 Hdqs., 11th Parachute Airborne Div. during the Korean War. Seafarer Pitman received the National Defense Service Medal. Born in Earlsboro, Okla., he was a resident of Monticello. Interment was in the Beulah Cemetery, Drew County, Ark. Surviving are his widow, Verda and a daughter, Cynthia.



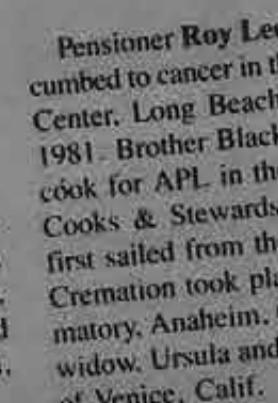
Pensioner Herman Sylvio Ricci, 80, passed away at home in Petropolis, Brazil recently. Brother Ricci joined the SIU in 1948 in the port of New York sailing as a chief electrician. He was born in Puerto Rico. Burial was in Petropolis. Surviving are two daughters, Luiz and Mrs. Thais H. Marques and a granddaughter, Denise of Rio de Janeiro, Brazil.



Pensioner James Henry Russell Sr., 79, passed away in the Benner Nursing Home, Houston on June 22. Brother Russell joined the SIU in 1938 in the port of New York sailing as a chief steward. He sailed 35 years and during World War II. Seafarer Russell was on the picketline in the 1962 Robin Line beef. And he attended the 1962 Piney Point Pensions Conference. A native of New York City, he was a resident of Houston. Interment was in Mt. Olive Cemetery, Maspeth, Queens, N.Y. Surviving are his widow, Ruth and two sons, James Jr. and Raymond.



Mohamed Saleh Saeed, 45, died on Aug. 20, 1980. Brother Saeed joined the SIU in the port of San Francisco in 1971 sailing as a wiper. He was born in Aden, Yemen, was a naturalized U.S. citizen. He was a resident of Oakland, Calif. Surviving are his widow, Fenda and two brothers, Hanger and Said Al-Khulaqui, both of Aden.



Pensioner Angel L. Reyes, 58, died of heart-lung failure in Newark, N.J. on Apr. 9. Brother Reyes joined the SIU in the port of New York in 1959 sailing as a chief cook. He was born in Puerto Rico and was a resident of Brooklyn, N.Y. Surviving are his widow, Josefine; two sons, Angel Jr. and David, and four daughters, Elizabeth, Angela, Loalie and Sandra.

Pensioner Howard Adolphus Smith,

joined the Union in 1940 in the port of Detroit sailing as a chief steward for the Reiss Steamship Co. He sailed for 41 years. Born in New Kensington, Pa., he was a resident of Detroit.

John Robert Dunfee Jr., 52, died on June 4. Brother Dunfee joined the SIU in the port of Houston in 1961 sailing as an oiler. He was born in Kane, Pa. and was a resident of San Francisco. Surviving are his widow, Sandra of Mishawaka, Ind. and a sister, Martha, also of Mishawaka.



Norman Ralph Wright, 54, was lost on the SS *Golden Dolphin* which sunk on Mar. 6. Brother Wright joined the SIU in the port of Baltimore in 1957 sailing as an AB and bosun. He was a veteran of the U.S. Coast Guard in World War II. Seafarer Wright was born in Union Heights, S.C. and was a resident of Savannah. Surviving are his widow, April; a son, Ralph Jr.; a daughter, Theresa and his mother, Mrs. Theresa K. Harvey of Savannah.



Charles D. Oglesby, 56, died of heart failure in the USPHS Hospital, Nassau Bay, Tex. on Aug. 9, 1981. Brother Oglesby joined the SIU in 1945 in the port of Seattle sailing as an AB. Seafarer Oglesby was born in Florida and was a resident of Hardin, Tex. Burial was in the Baron Hirsch Cemetery, Staten Is., N.Y. Surviving are his widow, Helen of Brooklyn, N.Y.; two sons, Steven and Brian and a brother, Gordon of Houston.



Julio Feliciano Pacheco, 64, died of natural causes on May 30, 1981. Brother Pacheco joined the SIU in 1945 in the port of New York sailing in the steward department. He was awarded a Union Personal Safety Award in 1961 for sailing aboard an accident-free ship, the *SS Seaway Louisiana*. Born in Puerto Rico, he was a resident of Caguas, P.R. Interment was in the Municipal Cemetery, Caguas. Surviving are his widow, Maria of Rio Piedras, P.R.; four sons, Angelo, Rolando, Julio Jr. and Quety and five daughters, Enriqueta, Manuela, Sandra, Evelyn and Carmen.



Pensioner Homer Lee Miller, 80, passed away from heart-lung failure in St. Luke's Hospital, San Francisco on June 14. Brother Miller joined the SIU in the port of New York in 1953 sailing as an oiler. He helped to organize the SS *Hila Miami* (Caribbean Towing) that year. Seafarer Miller also sailed for the P&O Steamship Co. in 1955. He sailed for 40 years and the picketline in the N.Y. Harbor strike. From 1928 to 1932, he was a member of the ISU. And he was a former member of the NMU in 1951. Born in Staunton, Va., he was a resident of San Francisco. Cremation took place in the Bahia Valley Cemetery, Novato, Calif. Surviving are a daughter, Pastora and a sister-in-law, M. Bartlette of Harrisonburg, Va.

Summary Annual Report

SIU PD-PMA Supplemental Benefits Fund

This is a Summary of the Annual Report for the SIU PD-PMA Supplemental Benefits Fund, Inc., Employer Identification No. 94-1431246, for the year ended July 31, 1981. The Annual Report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974, ERISA.

Benefits under the Plan are provided by a trust arrangement. Plan expenses

were \$8,183,262.00. These expenses include \$250,068.00 in administrative expenses and \$7,933,194.00 in benefits paid to participants and beneficiaries. A total of 2,875 persons were participants in or beneficiaries of the Plan at the end of the Plan Year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was

\$1,097,450 as of the end of the Plan Year compared to \$842,023.00 as of the beginning of the Plan Year. During the Plan Year, the Plan experienced an increase in its net assets of \$255,427.00. The Plan had total income of \$8,438,689.00 including contributions of \$8,134,787, earnings from investments of \$272,229.00, and other income of \$31,673.00.

these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison Street, San Francisco California 94105, and at the U.S. Department of Labor in Washington, D. C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

**Public Disclosure Room N4677
Pension and Welfare Benefit Programs
Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216**

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Sept. 7	2:30 p.m.	7:00 p.m.
Philadelphia	Sept. 7	2:30 p.m.	7:00 p.m.
Baltimore	Sept. 8	2:30 p.m.	7:00 p.m.
Norfolk	Sept. 9	9:30 a.m.	7:00 p.m.
Jacksonville	Sept. 9	2:00 p.m.	—
Algonac	Sept. 10	2:30 p.m.	—
Detroit	Sept. 10	2:30 p.m.	—
Houston	Sept. 13	2:30 p.m.	7:00 p.m.
New Orleans	Sept. 14	2:30 p.m.	7:00 p.m.
Mobile	Sept. 15	2:30 p.m.	—
San Francisco	Sept. 16	2:30 p.m.	—
Wilmington	Sept. 20	2:30 p.m.	—
Seattle	Sept. 24	2:30 p.m.	—
Piney Point	Sept. 11	10:30 a.m.	—
San Juan	Sept. 9	2:30 p.m.	—
Columbus	Sept. 18	—	1:00 p.m.
St. Louis	Sept. 17	2:30 p.m.	—
Honolulu	Sept. 9	2:30 p.m.	—
Duluth	Sept. 15	2:30 p.m.	—
Jeffersonville	Sept. 16	2:30 p.m.	—
Gloucester	Sept. 21	2:30 p.m.	—
Jersey City	Sept. 22	2:30 p.m.	—

Your Rights to Additional Information

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

1. an accountant's report;
2. assets held for investment; and
3. transactions in excess of three (3) percent of Plan assets.

To obtain a copy of the full Annual Report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison Street, San Francisco, California 94105. Telephone (415) 495-5949. The charge to cover copying costs will be \$4.00 for the full annual report, or \$0.10 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, and/or statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full Annual Report from the Plan Administrator,

Personals

Samuel Thomas

Please contact Gail Whitmore. Urgent! Tel. (713) 530-5428.

Willie Robertson

Please contact your wife at 3293 Burton Ave., Lynwood, Calif. 90262. Tel. (213) 635-9257.

Martin Robert Tuomala

Please contact your son Charles Martin Tuomala at 603-522-6642. Or write him at Garney Road, Brookfield, N.H. 03872.

Help A Friend Deal With Alcoholism

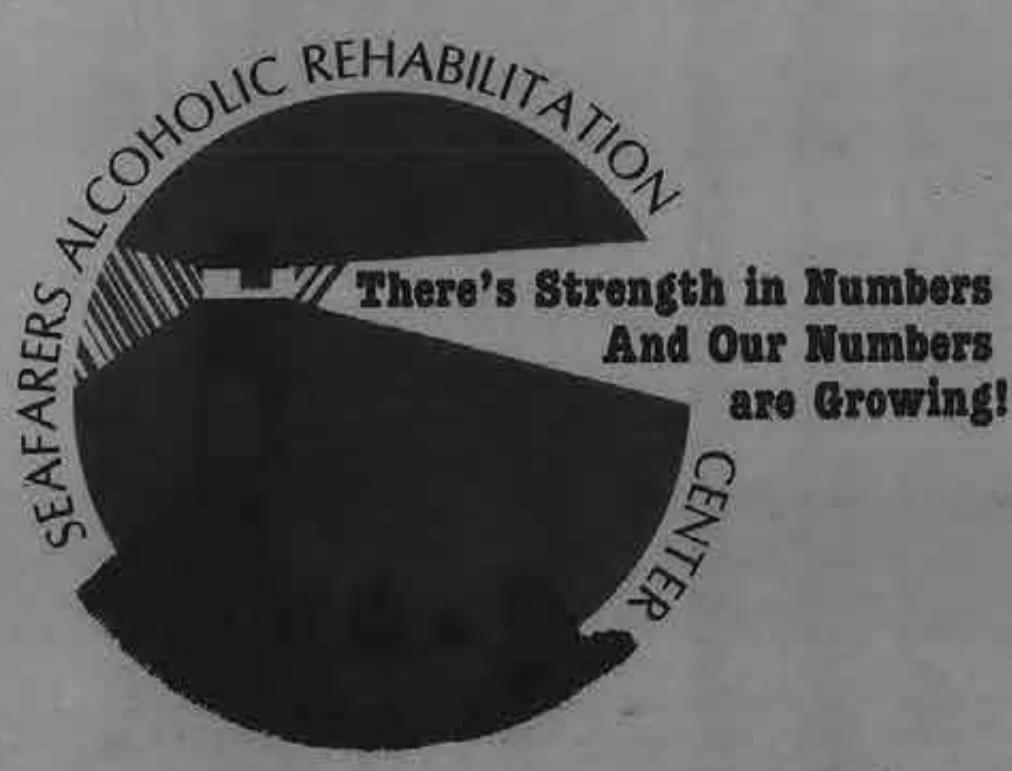
Alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

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

Once he's there, an alcoholic SIU member will receive

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

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



Alcoholic Rehabilitation Center

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

Name _____ Book No. _____

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

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

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

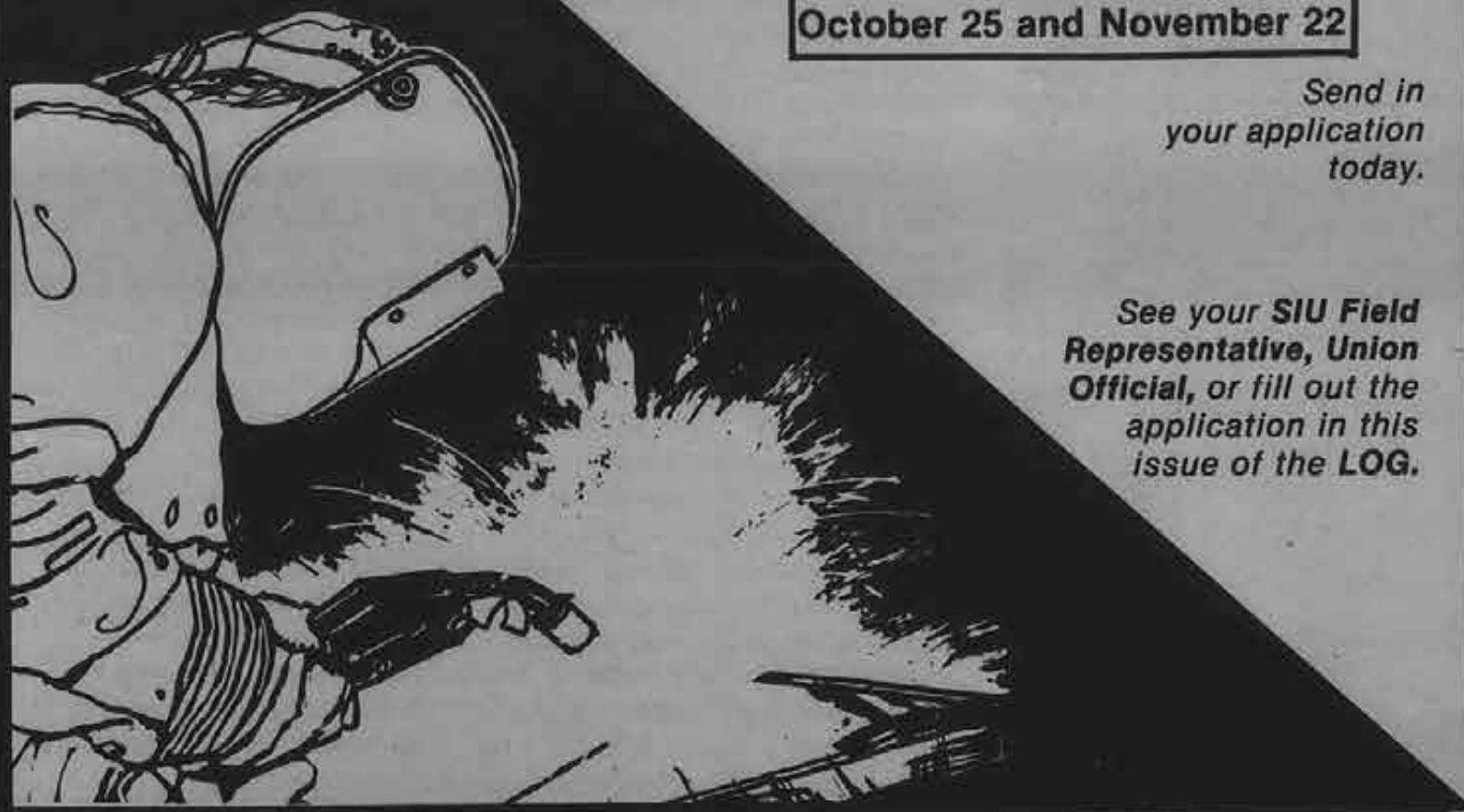
BASIC WELDING

Take the Basic Welding Course
at SHLSS.

Courses start
October 25 and November 22

Send in
your application
today.

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



Dispatchers Report for Inland Waters

JULY 1-31, 1982

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
DECK DEPARTMENT									
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	5	1	0	0	0	0	14	2	0
Norfolk	1	1	0	0	0	0	1	1	0
Mobile	1	0	0	0	0	0	2	0	0
New Orleans	0	1	2	1	1	1	2	2	1
Jacksonville	3	2	1	0	2	1	8	6	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	7	1	2	0	0	0	13	1	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	7	0	2	3	0	0	14	2	4
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	8	3	8	4	3	4	9	4	14
Piney Point	0	1	0	0	1	0	0	0	0
Totals	32	10	15	8	7	6	63	18	25
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	1
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	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	1	0	1
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	4	1	3
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	0	1	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	2	1	0	1	0	0	6	2	6
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	1	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	1	0	0	0
Jacksonville	2	2	0	1	2	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	1	4	3	1	10	1	0	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	4	3	6	4	3	12	2	2	4

Totals All Departments

38 14 21 13 10 18 79 22 35

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

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

BOSTON, MASS.

Stephen J. Abarbanel
Latti Associates
30-31 Union Wharf
Boston, Mass. 02109
Tele. # (617) 523-1000

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

Simon & Wood
1010 Van Antwerp Building
Mobile, Ala. 36602
Tele. # (205) 433-4804

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
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At Sea/Ashore



The loaded containership SS Sea Land Express tied up dockside early last month at Port Elizabeth, N.J.



Coffee and donut man AB Merle Duckworth heads for the Express gangway.



Saloon Messman Pedro Infante sorts out the silverware on the Express.



Ladling out the soup is S-L Shoregang Chief Cook Tony Petrillo.



Headin' for shore leave is AB Peter Christopher of the S-L Express.



QMED Manuel Rials oils up the machinery aboard the S-L Express.



Shoregang Electrician John Carmello is on the job.

Steward's Yells Scare Off Holdup Men

The loud yells of Chief Steward Bill Kaiser aboard the SS *Del Sol* (Delta Line) helped to scare off two holdup men last month who tried to rob him of a two-month's pay check in the port of New Orleans.

Six-and-a-half hours later, Brother Kaiser left the *Del Sol* with his check. The robbers were caught.

It all began about 4 p.m. when Kaiser answered "a couple of light taps" on his foc'sle door with a "Come In. Two men stepped in—one pushing a gun" into his chest "with a warning to keep quiet."

The gunman pushed the chief steward across the cabin toward a large lounge chair while the other bandit tried to tape his mouth.

But the second robber got his hands stuck in the sticky tape as the gunman attempted to reach over to help him get his hands clear.

With that, Kaiser reached up and pulled the tape off his mouth and yelled as loud as he could.

This caused the "tape bandit" to bolt through the door as the gunman tried to conk Seafarer Kaiser "yelling all the time" with the gun. Then the gunman ran into Officer Messman Earl Pence coming into the cabin who grabbed at him but backed off when he saw the gun.

Kaiser said he ran out on deck yelling to the stevedores to grab the tape man. None moved but AB David Dinges chased him down the gangway before he (the AB) fell.

Later the taper, running through a warehouse, was caught by the dock patrolman, handcuffed and brought back to the ship.

Where, the chief steward, tearing the tape off his mouth, spotted "the gunman walking up the deck like a stevedore."

Yelling again and again to the unattentive stevedores on deck, Kaiser cried out that the man in the blue and white shirt had a gun and had tried to rob him. Still no movement from the dock wallopers.

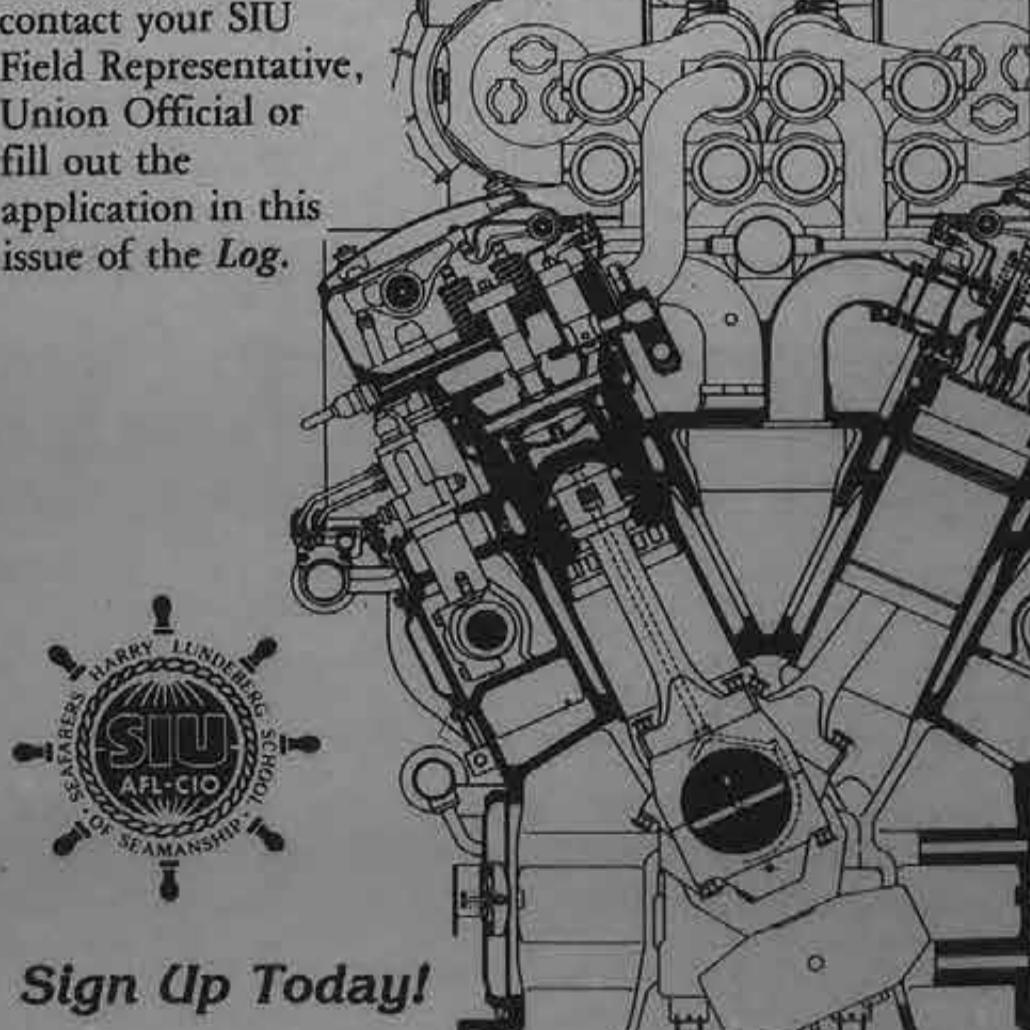
However, 3rd Mate Joseph Klenczar ran up from the aft near the gunman who then heaved the gun into Ole Man River. Both henchmen were arrested. Police said both had "rap sheets" a mile long. The moral to this story is, never take a payoff in cash.

Attention Seafarers . . .

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

Courses start October 25 and November 22.

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



Sign Up Today!

Adm. Keener Heads United Seamen's Service

Retired Rear Adm. Bruce Keener III, former MSC commander, has been named head of the United Seamen's Service (USS) succeeding Sea-Land VP James J. Hayes who resigned after a two-year-term.

USS operates overseas centers in 30 ports around the world (a new one in Diego Garcia) offering services to merchant seamen.

From N.C. to Karachi for Star of Texas

In early Sept. the bulk carrier *SS Star of Texas* (Titan Navigation) will sail from Morehead City, N.C. to Karachi, Pakistan with a cargo of 31,500 metric tons of diammonium phosphate.

MARAD Firefighting School Opens

MARAD's Marine Fire Training Center in Swanton, Ohio opened Aug. 11.

The firefighting school near the Toledo (Ohio) Express Airport, became the country's and MARAD's fourth such facility operated by them or jointly operated with someone else.

The other schools are in the port of New Orleans, and the others, operated with the U.S. Navy's MSC, are in Early, N.J. and on Treasure Is., San Francisco, Calif.

Edward Rutledge to Karachi Next Month

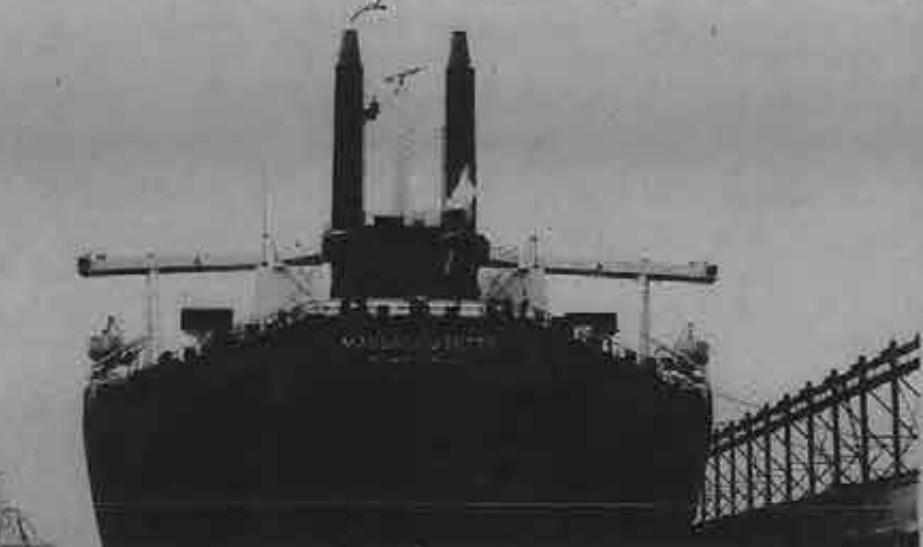
From Port Manatee, port of Tampa, from Sept. 10 to Sept. 20, the LASH *Edward Rutledge* (Waterman) will haul 12,500 metric tons of diammonium phosphate to Karachi, Pakistan.

Ship Safety Award to Del Norte

The SIU crew and officers of the *SS Del Norte* (Delta Line) last month were awarded the annual Ship Safety Achievement Award by the American Institute of Merchant Shipping and the National Safety Council.

The award to the *Del Norte* was for successfully putting out a shipboard fire under difficult conditions on May 15, 1981 off the east coast of South America.

At Sea/Ashore



Tug pushes ULC Massachusetts (Bay Tanker) into Erie Basin Dock, Brooklyn, N.Y. last month. The ship is laid up waiting for a charter.



"Here I am," says AB Candelario Galvan on Supertanker's deck.



OS Mike Hasson stands by on the Massachusetts.



SIU Port Agent Juan Reinoso (3rd from left) accepts plaque recently upon the opening of the new SIU hiring hall in Santurce, Puerto Rico. Participating in ceremony, from the left, are: Wilfredo Medina, secretary of the Central Labor Council; Ebenezer Lopez, exec. dir. for Improvement of employment on Puerto Rico; Juan Reinoso; Paul Sanchez, AFL-CIO field representative; and Raymond Ayala, former seafarer, now president of the Municipal Police Association. In the back are SIU representatives Hernando Salazar, Abraham Aragones.

REFRIGERATION IT PAYS TO BE ABLE TO KEEP THINGS COOL

If you know how to keep things cool, you'll always be needed aboard ships that carry refrigerated containers. So take the *Refrigeration Systems Maintenance and Operations Course* at SHLSS.

This course starts October 25.

When you finish your class, you get a certificate of completion from SHLSS — your ticket to JOB SECURITY.

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



SEA-LAND DEFENDER (Sea-Land Service), June 6—Chairman, Recertified Bosun Demetrios Calogeros; Secretary Ceasar F. Blanco; Educational Director Patrick Warnick; Deck Delegate Melvin R. Ferguson; Steward Delegate Harry Lively. \$22 in ship's fund. No disputed OT. Secretary reports that the chief steward has applications for upgrading and schedules for Piney Point. Also, requested that library books be returned to the library room when someone leaves the ship. A vote of thanks to all department delegates. Next port Kaohsiung.

M/V PATRIOT (Ocean Carriers), June 20—Chairman, Recertified Bosun Morton Kemgood; Educational Director E. H. Frederickson; Engine Delegate Vincent Welch; Steward Delegate David Cunningham. No disputed OT. Chairman reported on the need for safety at all times, particularly, to wear proper work shoes while handling water hoses when circulation is in progress. Upgrading by QMED's and Utilities is not only necessary but is beneficial to those who participate. It was further reported that the crew will not have to run a launch boat in the future. A new system is to be put into effect sometime in August. Observed one minute of silence in memory of our departed brothers and sisters. Next port Diego Garcia.

LNG GEMINI (Energy Transport), June 27—Chairman G. Miller; Secretary G. De Baere. No disputed OT. The Chairman, Glen Miller, gave a talk about the President's report in the Log. He discussed the importance of donating to SPAD and upgrading in Piney Point. A request was made for all members to keep the messhall and recreation room clean so everyone can enjoy them. A vote of thanks to the steward department for a job well done and for the pool parties which are always a success. Next port Nagoya.

SANTA CLARA (Delta Line), June 11—Chairman R. Bradford; Secretary G. Murray. \$45 in ship's fund. No disputed OT. In the chairman's report he informed all key rated men that to secure their permanent jobs they must take ninety days off each year. He also thanked everyone for a job well done. Next port New York.

TRANSCOLORADO (Hudson Waterways), June 19—Chairman, Recertified Bosun John Bertolino; Secretary D. G. Chafin; Educational Director Robert Bacon; Deck Delegate Michael Delaney; Steward Delegate William Karpik. \$29 in ship's fund. Some disputed OT in engine department. Chairman reported that this has been a good trip and that we were going to a port in the U.S.A. from Rota, Spain. The Log was received and a copy was given to each department delegate for them to read and then pass along to other members so that all would be aware of what is going on in the Union. A radiogram from President Frank Drozak was posted on the bulletin board informing all members of the 7½ percent raise on base wages, premium, regular, penalty and OT. A vote of thanks to the steward department for the good food and service. Observed one minute of silence in memory of our departed brothers and sisters. Next port Beaumont, Tex.



LNG AQUARIUS (Energy Transport), June 12—Chairman Joe Morrison; Secretary P. Geary; Deck Delegate Leggette Jones; Engine Delegate Charles Dahlaus; Steward Delegate William Christmas. \$100 in ship's fund. Some disputed OT in deck department. A safety meeting was held and members were advised that they must wear hard hats on deck. There is to be no smoking at anytime on deck and no one should enter any void spaces or tanks unless authorized. Chairman stressed the importance of donating to SPAD. Secretary advised members that if they want to keep in touch with Union activities and the status of the maritime industry, the best source of information is the Log. A vote of thanks to all department delegates for their cooperation. Next port Nagasaki.

OVERSEAS HARRIETTE (Maritime Overseas), June 13—Chairman, Recertified Bosun Walter Compton; Secretary R. A. Cobb; Educational Director J. Coombs. No disputed OT. Chairman gave a brief lecture on proper safety habits aboard ship and discussed the importance of SPAD. He further advised all members who qualify to upgrade themselves at Piney Point for their own future security. There are many programs active at this time and the list of dates for classes can be found in each issue of the Log. A vote of thanks was extended to all department delegates for keeping their departments running so efficiently due to cooperation of all members. A telegram was received from Headquarters concerning the pay increase and posted for all to read. Observed one minute of silence in memory of our departed brothers and sisters. Next port Elizabeth, N.J.

OVERSEAS CHICAGO (Maritime Overseas), June 27—Chairman, Recertified Bosun J. R. Thompson; Secretary Clyde Kreiss; Educational Director Eusebio Figueroa; Deck Delegate W. Johnson; Engine Delegate L. Moreno; Steward Delegate R. Escobar. \$470 in ship's fund. No disputed OT. Chairman reported that hospital and vacation forms were available for those who needed them. A suggestion was made that all those who qualify for upgrading at Piney Point should take advantage of a great opportunity to advance. Next port Perth Amboy, N.J.

M/V ROVER (Ocean Carriers), June 27—Chairman Patrick Hawker; Secretary J. Temple; Educational Director Michael Vacca; Deck Delegate John Hamot. Some disputed OT in engine and steward departments. The crew built a raft to enter a race with the military in Diego Garcia on July 4. A vote of thanks to all department delegates for making this a good trip. Observed one minute of silence in memory of our departed brothers.

LNG LEO (Energy Transport), June 20—Chairman, Recertified Bosun T. Brooks; Secretary H. Jones Jr.; Educational Director D. McLeod; Deck Delegate Eugene Bonson. \$110 in ship's fund. No disputed OT. Educational Director noted in his report, for the benefit of new members, that one must always go to the department delegate before going to the ship's committee or chairman with a beef. The 7½ percent wage increase notice was received from President Frank Drozak and posted. A general discussion was held on the need to avoid at all times the use of narcotics and alcohol. Each man depends on his shipmates as they depend upon him, in an emergency which could occur at anytime. Alert and sober action can save a life, even your own. Next port Nagoya, Japan.

SEA-LAND INDEPENDENCE (Sea-Land Service), June 20—Chairman, Recertified Bosun J. A. Puglisi; Secretary Roy R. Thomas; Educational Director R. V. Panos. \$34.50 in ship's fund. No disputed OT. Chairman began the meeting by thanking the crew for a good trip and then reading the reports from Headquarters and the Log. He discussed the importance of donating to SPAD so we can continue to fight in Washington, D.C. to have a strong maritime industry. A vote of thanks was extended to the steward department for fine food and service to the crew. Observed one minute of silence in memory of our departed brothers and sisters. Advised all members to read the Log so they will be well informed on what is going on in the Union. Next port Matadi, Zaire.

BALTIMORE (Sea-Land Service), June 20—Chairman, Recertified Bosun G. R. Kidd; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Steward Delegate Ralph Edmonds. No disputed OT. Chairman noted that questions concerning the relief of key ratings should be sent to Vice President Red Campbell at Headquarters. Secretary reported that different articles from the Log were discussed at this meeting. A request was made to have the air conditioning fixed immediately due to the extremely hot weather. A vote of thanks to the crew for keeping the ship clean and to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Philadelphia, Pa.

DEL VALLE (Delta Steamship), June 20—Chairman Michael Ventry; Secretary J. Miles; Educational Director J. C. Griffith; Engine Delegate Paul Thomas; Steward Delegate Lonnie Bettis Jr. \$405 in movie fund. \$19 in ship's fund. Educational Director made a suggestion that all members of the Union should write to their Congressman and express their opinion pertaining to foreign ships carrying American cargo. This practice takes away many of the jobs that are needed so badly by American seamen. All communications received were posted on the bulletin board for the membership to read. A vote of thanks to the steward department and the deck department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Advised all members to read the Log so they will be well informed on what is going on in the Union. Next port Matadi, Zaire.

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

Sea-Land Endurance
Delta Caribe
Sea-Land Innovator
LNG Taurus
Great Land
Cove Trader
Manhattan
Ogden Leader
Transcolumbia
Sea-Land Boston
LNG Capricorn
Edward Rutledge
Tamara Guilden
Point Manatee
Ogden Merrimac
Caguas
Del Mundo
Sea-Land Leader
Sea-Land Producer
Sea-Land Galloway
Delta Mar
Pittsburgh
Jacksonville
Sea-Land Voyager
Sea-Land Express
Santa Barbara
Philadelphia
Brooks Range
Charleston
San Pedro
Puerto Rico
Portland
Inger
LNG Virgo
Galveston
Cove Communicator
Bayamon
Ogden Traveler
Brooklyn
Thompson Pass
Stuyvesant
Point Julie
Ogden Wabash
Overseas Anchorage
Ultramar
Button Gwinnett



Snapped in a pensive pose, the Sugar Island's Chief Engineer William Koch.



At work off Sandy Hook, N.J., North American Towing Co.'s hopper dredge Sugar Island.



Here are Deck Delegate Ed Broadus and Ship's Chairman Tony Aronica, both serving as AB's on the Sugar Island.

Sugar Island Hops to It at Sandy Hook

VISITORS to the Atlantic Highlands, New Jersey shore area recently were able to get a rare and interesting view of the hopper dredge *Sugar Island* at work.

The 281 foot vessel was fulfilling a contract with the U.S. Army Corps

of Engineers maintaining the Sandy Hook channel's depth at 35 feet. Split-hulled and streamlined the *Sugar Island* was easily spotted by bathers and curious pleasure-crafters as she went on her way sucking up mud and sand from the channel bottom then, carrying it out to sea

(six miles from shore) where she would split her hull apart and disgorge the debris.

Upon completion of her job at the mouth of New York Harbor, *Sugar Island*, one of four hopper dredges manned top-to-bottom by an SIU crew, will make her way south to

Morehead, No. Carolina for her next assignment.

A sister dredge the *Padre Island* will at the same time be headed for South America to fulfill a contract she has with the Columbian government and Exxon for dredging a coalport channel.



On a servicing visit to the *Sugar Island* is SIU Representative Terry Bader (right) talking here with AB Tony Aronica (left) and 2nd Engineer Mark Wirtanen.



These *Sugar Island* crewmen—all SHLSS grads—are (left to right): AB Dennis Catrett; AB Lou Green; AB Sal Ventura; Electrician/Oiler Jeff Gren; GSU Paul Payne and Chief Cook Dave Strickland.



At the map, the Sugar Island's Chief Mate Jake McCauley.



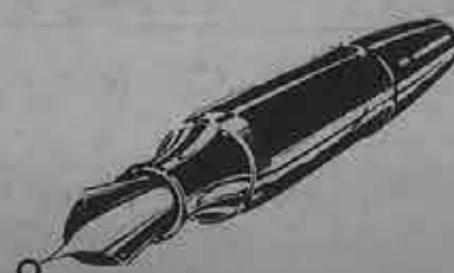
J.L. Brodshaw skips the hopper dredge *Sugar Island*.



Taking a break from the engineroom are Sean Fogarty (left), third engineer and Wiper Tommy Vallerchamp.

LETTERS

TO THE EDITOR



A Head Start in Life

I've just finished a year of college at the University of New Hampshire thanks to the Charlie Logan Scholarship awarded to me by the SIU. Without the scholarship my goals for higher education would have at best been postponed, at worst cancelled. Next December 18th I'll have my degree, a B.A. in English, and I don't plan on stopping there. Not bad for a guy who was in the bottom 20% of his high school class!

I'm proud to be a union man, and especially proud to belong to a union that shows such genuine concern for its membership. The SIU has given me a real head start in life. I'm working hard in school to keep that head start and to represent my brothers and sisters of the sea. I thank you all, and wish you clear skies, smooth seas...

Fraternally,
John W. Boughman
Dover, New Hampshire

Some Thoughts From an Oldtimer

I often wonder what I would have done in life had I not decided one day in 1950 to try to resume sailing. I had been with the Military Sea Transport Service on a Liberty ship for about two years. I wanted to take a crack at the big freighters and tankers. I thought they would be more adventurous than the stuffy atmosphere of the MSTS. I also thought all one had to do was knock on a door of a steamship company, ask for a job and get hired. I was wrong!

My first stop, of all places, was Sinclair. The guy I talked to reacted like he had just seen a ghost. He thought I was some sort of union spy or organizer. The guy scared me so I left in haste.

My next stop was Cities Service and I was told I would just have to go to the SIU—so there!

I went to the old hall on Beaver St. in Downtown Manhattan. But I couldn't get past the door because the late Pete Larsen was there and he impressed me as a man of few words. "Nothing doing," he said. I kept coming back every day and I got the same routine; "Times are tough, no jobs," etc., etc. I finally did get in one day when Pete (I think he did it purposely for my sake) turned his back.

As I waited for a job, I remember sensing an attitude of importance in the room. I remember looking at the **Seafarers Log** and one glance at the minutes of shipboard meetings was fascinating and I was thrilled by the chance of being on one of the big ships.

I got a job that day as a BR on the Cities Service tanker **Royal Oaks**. When I got aboard, the element that intrigued me the most was the certain kind of militancy that demanded respect—yet at the same time could make you feel at ease. This had to be the best place to understand what a union was.

I also clearly remember my first shipboard union meeting. The chairman called for "a minute of silence for our departed brothers." I was surprised to feel "goose pimples" by being overwhelmed by the solemnity and respect from regular working men—some of them rough as could be—in a ceremony like that.

I believe that it is only on an SIU ship that one can see that doing the job and living with other seamen is only one side of the seafaring society—the material side. But there was the spiritual side as well—where the camaraderie was so strong that there were few places that the same could exist.

Fraternally,
William Gaffato, C-936
Seattle, Wash.

Don't Take Benefits for Granted

Insurance is something very few people get concerned about until the time comes to use it. I was recently hospitalized for major surgery and a long period of recuperation followed.

Thanks to the Seafarers Welfare Plan this period was made much easier for me. My sincere appreciation goes out to the Plan and the many people who make it work for us.

Hopefully I will never take for granted something that is so important to my livelihood and welfare. Again, thank you, SIU, for your help and the great Welfare Plan you have for myself and all the members.

Fraternally,
Elias Landrum, L-5456
Pensacola, Fla.

Trying to Keep Cool

We of the crew of the **SS Transcolumbia** have been having one hot time out here in Subic Bay, P.I. Been here now 10 days with temperatures of 95 degrees and without air conditioner unit working.

Also, our crew refrigerator was broken down before we got here to Subic Bay. Then the saloon refrigerator gave out. What a mess! The messman had to work out of the dairy box. (How sweet it is!)

When we got into port we had to put out night lunch and fruits since the crew comes back to stand their watches and they want to eat. They only drink and dance ashore. So we tried to leave it in the dairy box but that did not work out too well since the longshoremen got into it and took the meat that was left out for the next day's meal. Tempers were running short with no AC.

Then QMED John F. McLaughlin, M-26, a 40-year SIU black gang man who just last year took the refrigeration course at SHLSS, went to the chief engineer and said, "let me take a look at the crew box." You know what, in two hours he had it running and it's still running. The crew gave Brother John a special vote of thanks. The next day he looked at the refrigerator in the saloon and he got that running too.

So all you brothers young and old, it can be done! The SHLSS is the place to learn. It pays off not only in money but self satisfaction.

Yours truly,
Paul Franco, F-455
Chief Steward

Always Be Thankful to 'Brotherhood'

My husband, Narcisse McKenven, died after a long illness several months ago. But it's only now that I've been able to get up the energy to write to thank everyone at the SIU for all the kindness extended during this very difficult time. Even though I'll never have my husband back, I will always be thankful to his "Brothers of the Sea" for their goodness and kindness to him as well as to me and our daughter. We can't thank you enough. Most of his shipmates knew him as "Mac" or as "Old Mac". He was kind to everyone and often did another brother's job for him so he could go ashore. Thank you again.

Sincerely,
Mrs. Mary McKenven,
Jacksonville, Fla.

SIU Helping Him Thru

I want to thank the Seafarers Welfare Plan for helping me pay the doctor and hospital bills for my operation. I have been sick for seven years. I also thank them for the increase in my pension. With all the help that I have gotten from the Union, it has helped me get by. Thanks again for everything.

Fraternally,
Pat Santoto
Pompano Beach, Fla.

Boggs Bulk Bill Is Right for the Times

THE survival of the U.S. merchant marine depends upon cargo. Subsidies, tax breaks and benefit programs for the maritime industry, while helpful, are only temporary stop-gaps which slow the rate of U.S. maritime's decline.

Guaranteeing U.S.-flag ships a fixed percentage of U.S. foreign trade is the only way to restore the American merchant marine to health. And a healthy national maritime industry relates directly to a healthier national economy and national security.

Strong action to reverse the fortunes of the ailing U.S. bulk fleet was taken recently with the introduction of the "Competitive Merchant Shipping and Shipbuilding Act of 1982" in the House of Representatives this month. The bill, numbered H.R. 6979, was authored by Rep. Lindy Boggs (D-La) and has the sponsorship of 18 representatives from both sides of the Congressional aisle.

When introducing the bill before Congress, Rep. Boggs bluntly declared: "This nation cannot survive and prosper as an economic and political entity without the ships and shipyards necessary to support national defense and the industrial economy. I strongly believe," she added, "that the trend we see in American shipping and shipbuilding can and must be reversed."

We fully agree. And we believe that H.R. 6979 is the key to that reversal.

The bill's objective is guaranteed cargo for the U.S. merchant fleet. "In calendar year 1983," the measure reads, "at least five percent of all bulk commodities moved by water and imported to or exported from any point in the United States shall be carried on United States-flag ships."

In each year after 1983, the bill stipulates, that amount shall increase by one percent. The ultimate aim of the bill is the carriage of 20 percent of U.S. bulk cargoes in U.S.-flag, U.S.-built ships by 1998.

This is not, however, simply another cargo preference bill. It is a bill that wisely reflects the belt-tightening, cost-cutting tenor of this Administration while addressing President Reagan's stated view that "shipbuilding, a strong maritime industry and our national security go hand in hand."

If H.R. 6979 is enacted, the U.S. Treasury will expend no additional funds. In fact, since the bill will create employment in U.S. shipyards and support industries as well as aboard ships, the Treasury will receive added revenues from corporate and personal taxes.

The bill does not demand that the government give the U.S. maritime industry something for nothing.

H.R. 6979 stipulates that "in order for the percentages of bulk cargo



imports and exports required to be carried in U.S.-flag ships... to be enforced, the actual cost of U.S. flag bulk ship operation and U.S. bulk shipbuilding under this program shall be at least 15 percent below the estimates of projected costs."

We are ready to comply with this call for reduced costs.

The bill calls for construction of a series of 158 bulk carriers by 1998. Because of the series construction, similar to the very successful Mariner construction program of the 1950's, the cost of building the vessels in U.S. shipyards will be 15 percent below current shipyard costs.

The bill also calls for a fifteen percent reduction in operating costs which could be achieved through changes in crew rotation and contractual arrangements consistent with required skills and the need for higher productivity.

As Rep. Boggs warned when she introduced H.R. 6979, "failure to enact this bill could add to the continuing strain of a declining U.S. flag, U.S. built merchant fleet and shipyard mobilization base and increase U.S. dependence on foreign carriage of both

imported and exported bulk commodities. This could pose a situation in which this nation would have virtually no control."

Clearly, the U.S. cannot afford to allow the continuing decline of its merchant fleet. Equally clear is the

fact that the Administration's economic austerity program will not tolerate any major new expenditure programs.

The time is right for a bold, new, forward-looking initiative to save the U.S. merchant marine. H.R. 6979 fits the bill on every count.

August 1982

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