

New 3-Year Deep Sea Contract Signed

Special 8-Page Supplement



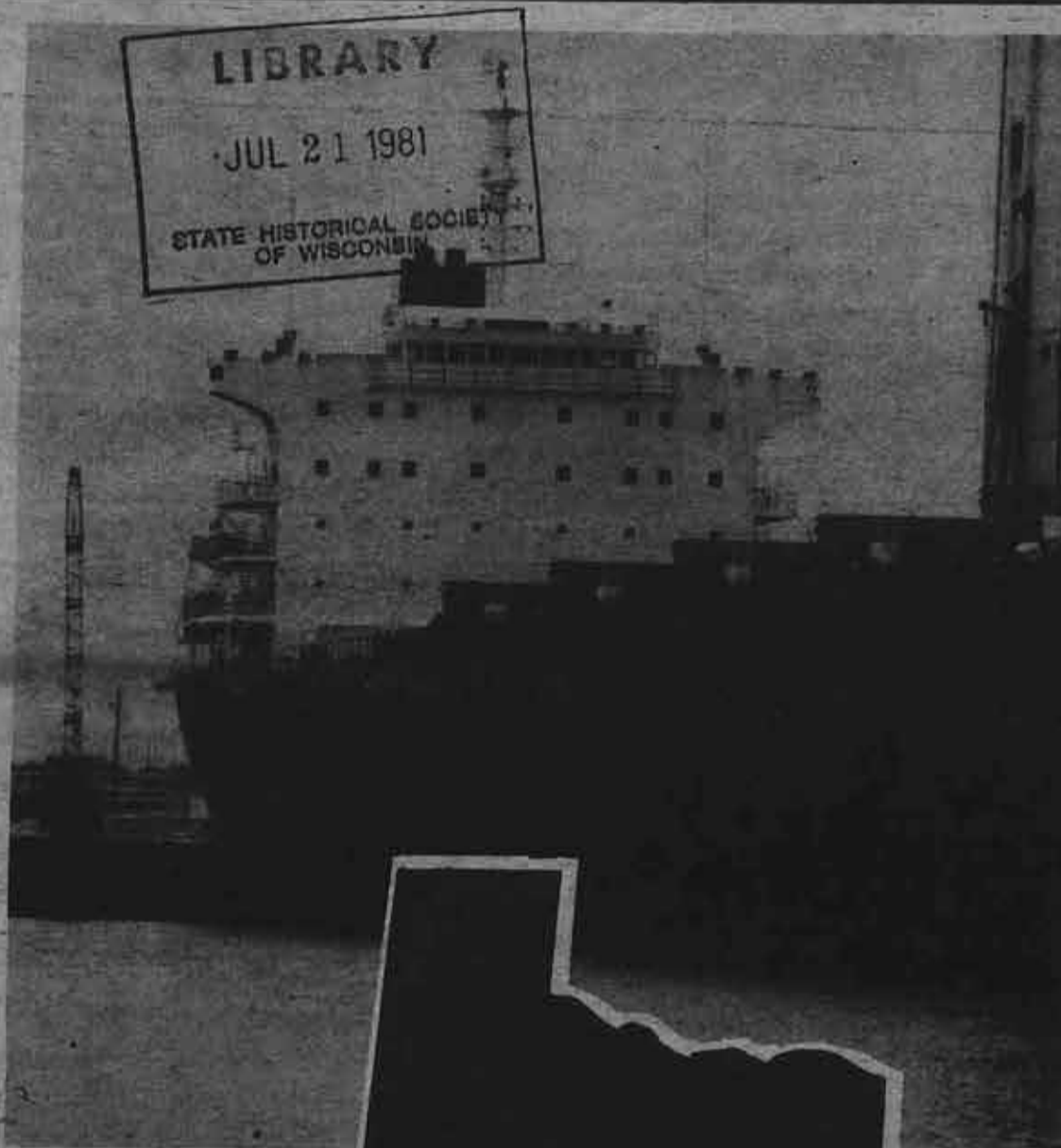
LOG

90755 MI 53706
ACQUISITIONS SECTION
ST HISTORICAL SOC-MISC
816 STATE ST
MADISON

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

VOL. 43
NO. 6

JUNE 1981



LIBRARY
JUL 21 1981
STATE HISTORICAL SOCIETY
OF WISCONSIN



Pride of Texas Off to China

Pages 27-29



New Tug Valiant, New Company BMC

Page 8

SHLSS Upgrading Schedule, and More

Pages 11-15



PRESIDENT'S REPORT

THE number one priority of this organization is the preservation of the jobs and job security of this membership.

Second only to that is the enhancement of the lives of SIU members and their families.

Why jobs first? Because without jobs to be filled, there would be nothing left for us to enhance.

The new deep sea contract has aggressively answered these overriding responsibilities.

The new package of wage, vacation and benefit increases will tremendously improve the financial security of all deep sea members, not only for the next three years, but for years to come.

But I sincerely believe that the most important achievement in the new deep sea contract is the establishment of the new QMED classification system. In fact, it may very well prove to be the most important program the Union has established since the age of automation and high technology began sweeping the world maritime industry more than a decade ago.

I cannot emphasize the importance of the QMED classification program enough. Because at stake today is this Union's entire job jurisdiction in the engine room.

It's a hard cold fact. Automation and high technology have brought about reduced crew complements in all shipboard departments. And it has brought about the need for increased training for all seamen. But no one area has been more affected than the engine room.

If you think that automation has hit a peak, you haven't seen anything yet. Plans for tomorrow's ships eliminate all watchstanding engine room jobs. Some Western nations are already experimenting with sealed engine rooms at night, with day workers as the only engine room personnel. The



Frank Drozak

U.S. has a few ships like this right now.

Realistically, what we are looking at in the not too distant future, is an American merchant marine radically different than the one we know today, especially in regard to manning and training requirements of seamen, engine room people in particular.

To me the answer is clear. Train, train, train!

That's what the new QMED classification system is about—training—to ensure that our QMEDs are qualified top flight all purpose mechanics—to ensure that we will have QMED jobs to fill in the years ahead.

There should be no confusion about the QMED classification system. Those who already have a QMED endorsement have a full two years to get the courses needed to be classified as QMED 1st Class. QMEDs with solid, practical experience as dayworkers, for instance pumpmen, electricians, diesel mechanics, etc., will be classified accordingly. A QMED would simply take practical tests provided by SHLSS covering one or all of the specialty engineroom courses. If he passes two, three, four or all of the tests he would be given credit for those courses without having to take them, and classified accordingly.

On the other hand, for those who initially get their QMED endorsement after June 16, 1981, the QMED classification system provides built-in wage incentives to advance to QMED 1st Class.

A much more detailed description of the QMED Classification program is provided in the Special Contract Supplement in this issue of the *Log*. Please study it closely if it affects you.

Training—that is constant training and refresher courses—is a fact of life for all professional workers today. This is probably more true today for seamen than any group of professional workers.

Hundreds of our SIU Bosuns have recertified themselves in recent years. Hundreds of our Chief Stewards have done the same.

The time is now for our QMEDs to get the training that is absolutely necessary, to be a first class engine room mechanic.

SHLSS has embarked on an all out effort to beef up class size and step up frequency of courses to ensure that all engine room people have ample opportunity and freedom to participate in the needed courses at their convenience.

Again, the QMED Classification system is a must. It is our answer to making sure that when our QMEDs walk into an SIU hall, there will be QMED jobs to throw in for

Reagan Plans Shift of MARAD to DOT

PRESIDENT Ronald Reagan, plans to shift the U.S. Maritime Administration (MARAD) from the Department of Commerce to the Department of Transportation. The plan was announced early this month by the DOT Secretary Drew Lewis.

Lewis said that, "the transfer is the first step in carrying out President Reagan's commitment to the revitalization of the U.S. maritime industry."

New Mobile Hall Open for Business

To better serve the needs of the SIU membership the Union hall in Mobile, Ala. has relocated.

As of June 29, all regular Union business is being conducted out of the brand new hall. Construction of the building, now underway, is expected to be completed by mid-summer.

However, the construction work will not interfere in any way with the regular operation of the new hall.

The new address of the Mobile Union hall is: 1640 Dauphin Island Pkwy., Mobile, Ala., 36605. The new phone number is: 205-478-0916.

"He continued, "I intend to work personally with MARAD to promote the President's goals for the development and progress of our maritime industry."

The secretary stressed that the move has the approval of Secretary of Commerce Malcolm Baldrige and that he had been working closely with MARAD head Samuel B. Nemirow, who will report directly to Lewis.

Secretary Lewis said, "I am deeply committed to an improved U.S. maritime industry. Our maritime interests will be served by the linkage of land, air, sea transportation policies in one department."

He asserted that "putting all the major transportation agencies under one department will result in greater efficiency, better coordination and more effective policy direction."

Under the transfer, Lewis advised that U.S. export performance would be improved "through better coordination of the inland waterways and surface transportation systems, as well as port access and development, with the maritime industry."

Nemirow said that Lewis "shares our firm commitment to strengthen the nation's maritime capabilities and we should all be looking forward

to working with him in shaping a better future for the U.S. merchant marine."

SIU President Frank Drozak is backing the proposed transfer.

Drozak put one proviso on his support: If MARAD "is given the proper representation in DOT and the White House."

Drozak said Secretary Lewis assured him that he "... would be the spokesman between MARAD and the White House."

This seems to put MARAD which was founded in 1950 in a stronger position than it had in the Commerce Department.

However, when the DOT was established in 1967, the SIU led the successful fight to keep MARAD in the Department of Commerce.

MARAD's job is to promote and sustain the U.S. ocean shipping industry. It helps the industry with ship design and construction, in research and market development.

Quarterly Dues Raised to \$54

Pursuant to the provisions of the SIU (AGLIWD) Constitution, Article V, Section 1(a), dues will be increased by \$4 per quarter to \$54, effective with the third quarter of the present year. Subsequent adjustments will be made as prescribed by the Union Constitution.

This increase comes about as the result of Proposition #1 which appeared on the Official Ballot for Election of 1981-1984 Officers and Constitutional Amendments.

The Proposition was passed by an overwhelming majority of

those who voted in the election which took place from Nov. 1, 1980 to Dec. 31, 1980.

Proposition #1 provides for an increase in dues "from time to time by percentages equal to the percentages of negotiated wage increases inclusive of cost of living increases but not more than 10% annually over dues then in effect..." Prior to this increase, regular dues amounted to \$50 per quarter.

The increase in regular dues is necessary in order for the Union to properly discharge its responsibilities to the membership.

PRESIDENT'S REPORT

THE number one priority of this organization is the preservation of the jobs and job security of this membership.

Second only to that is the enhancement of the lives of SIU members and their families.

Why jobs first? Because without jobs to be filled, there would be nothing left for us to enhance.

The new deep sea contract has aggressively answered these overriding responsibilities.

The new package of wage, vacation and benefit increases will tremendously improve the financial security of all deep sea members, not only for the next three years, but for years to come.

But I sincerely believe that the most important achievement in the new deep sea contract is the establishment of the new QMED classification system. In fact, it may very well prove to be the most important program the Union has established since the age of automation and high technology began sweeping the world maritime industry more than a decade ago.

I cannot emphasize the importance of the QMED classification program enough. Because at stake today is this Union's entire job jurisdiction in the engine room.

It's a hard cold fact. Automation and high technology have brought about reduced crew complements in all shipboard departments. And it has brought about the need for increased training for all seamen. But no one area has been more affected than the engine room.

If you think that automation has hit a peak, you haven't seen anything yet. Plans for tomorrow's ships eliminate all watchstanding engine room jobs. Some Western nations are already experimenting with sealed engine rooms at night, with day workers as the only engine room personnel. The



Frank Drozak

U.S. has a few ships like this right now.

Realistically, what we are looking at in the not too distant future, is an American merchant marine radically different than the one we know today, especially in regard to manning and training requirements of seamen, engine room people in particular.

To me the answer is clear. Train, train, train!

That's what the new QMED classification system is about—training—to ensure that our QMEDs are qualified to perform all purpose mechanics—to ensure that we will have QMED jobs to fill in the years ahead.

There should be no confusion about the QMED classification system. Those who already have a QMED endorsement have a full two years to get the courses needed to be classified as QMED 1st Class. QMEDs with solid, practical experience as dayworkers, for instance pumpmen, electricians, diesel mechanics, etc., will be classified accordingly. A QMED would simply take practical tests provided by SHLSS covering one or all of the specialty engineroom courses. If he passes two, three, four or all of the tests he would be given credit for those courses without having to take them, and classified accordingly.

On the other hand, for those who initially get their QMED endorsement after June 16, 1981, the QMED classification system provides built-in wage incentives to advance to QMED 1st Class.

A much more detailed description of the QMED Classification program is provided in the Special Contract Supplement in this issue of the Log. Please study it closely if it affects you.

Training—that is constant training and refresher courses—is a fact of life for all professional workers today. This is probably more true today for seamen than any group of professional workers.

Hundreds of our SIU Bosuns have recertified themselves in recent years. Hundreds of our Chief Stewards have done the same.

The time is now for our QMEDs to get the training that is absolutely necessary, to be a first class engine room mechanic.

SHLSS has embarked on an all out effort to beef up class size and step up frequency of courses to ensure that all engine room people have ample opportunity and freedom to participate in the needed courses at their convenience.

Again, the QMED Classification system is a must. It is our answer to making sure that when our QMEDs walk into an SIU hall, there will be QMED jobs to throw in for.

Reagan Plans Shift of MARAD to DOT

PRESIDENT Ronald Reagan, plans to shift the U.S. Maritime Administration (MARAD) from the Department of Commerce to the Department of Transportation. The plan was announced early this month by the DOT Secretary Drew Lewis. Lewis said that, "the transfer is the first step in carrying out President Reagan's commitment to the revitalization of the U.S. maritime industry."

New Mobile Hall Open for Business

To better serve the needs of the SIU membership the Union hall in Mobile, Ala. has relocated.

As of June 29, all regular Union business is being conducted out of the brand new hall. Construction of the building, now underway, is expected to be completed by mid-summer.

However, the construction work will not interfere in any way with the regular operation of the new hall.

The new address of the Mobile Union hall is: 1640 Dauphin Island Pkwy., Mobile, Ala., 36605. The new phone number is: 205-478-0916.

"He continued, "I intend to work personally with MARAD to promote the President's goals for the development and progress of our maritime industry."

The secretary stressed that the move has the approval of Secretary of Commerce Malcolm Baldrige and that he had been working closely with MARAD head Samuel B. Nemirow, who will report directly to Lewis.

Secretary Lewis said, "I am deeply committed to an improved U.S. maritime industry. Our maritime interests will be served by the linkage of land, air, sea transportation policies in one department."

He asserted that "putting all the major transportation agencies under one department will result in greater efficiency, better coordination and more effective policy direction."

Under the transfer, Lewis advised that U.S. export performance would be improved "through better coordination of the inland waterways and surface transportation systems, as well as port access and development, with the maritime industry."

Nemirow said that Lewis "shares our firm commitment to strengthen the nation's maritime capabilities and we should all be looking forward

to working with him in shaping a better future for the U.S. merchant marine."

SIU President Frank Drozak is backing the proposed transfer.

Drozak put one proviso on his support: If MARAD "is given the proper representation in DOT and the White House."

Drozak said Secretary Lewis assured him that he "... would be the spokesman between MARAD and the White House."

This seems to put MARAD which was founded in 1950 in a stronger position than it had in the Commerce Department.

However, when the DOT was established in 1967, the SIU led the successful fight to keep MARAD in the Department of Commerce.

MARAD's job is to promote and sustain the U.S. ocean shipping industry. It helps the industry with ship design and construction, in research and market development.

Quarterly Dues Raised to \$54

Pursuant to the provisions of the SIU (AGLIWD) Constitution, Article V, Section 1(a), dues will be increased by \$4 per quarter to \$54, effective with the third quarter of the present year. Subsequent adjustments will be made as prescribed by the Union Constitution.

This increase comes about as the result of Proposition #1 which appeared on the Official Ballot for Election of 1981-1984 Officers and Constitutional Amendments.

The Proposition was passed by an overwhelming majority of

those who voted in the election which took place from Nov. 1, 1980 to Dec. 31, 1980.

Proposition #1 provides for an increase in dues "from time to time by percentages equal to the percentages of negotiated wage increases inclusive of cost of living increases but not more than 10% annually over dues then in effect..." Prior to this increase, regular dues amounted to \$50 per quarter.

The increase in regular dues is necessary in order for the Union to properly discharge its responsibilities to the membership.

USPHS: One Foot in Grave, One on Banana Peel

WASHINGTON, D.C.—Despite sound and rational arguments to the contrary, the House Merchant Marine and Fisheries Committee this month voted to break the government's 200-year commitment to care for the medical needs of American seamen.

In line with the Reagan Administration's desire to shut down the eight U.S. Public Health Service Hospitals and 27 out-patient clinics, the Committee passed a resolution stating that merchant seamen no longer have the right to free medical treatment at those facilities.

The measure will now go to the full House where the SIU will continue to fight against it.

At hearings held this month before the House Subcommittee on Merchant Marine, the SIU vigorously spoke out against H.R. 3223 which rescinds medical care services to merchant seamen and permits the closure of the eight hospitals and 27 clinics.

Delivering testimony for the SIU was the Union's Legislative Representative Frank Pecquex.

He referred to the "short-sighted plans of Administration budgeteers to streamline and balance the Federal budget by eliminating so-called 'free' government health care to merchant seamen."

Pecquex noted that the medical care entitlement program is not "free."

Although direct appropriations

Congress Moves Closer To Shutting Hospitals

from the public treasury have financed the PHS hospitals since 1905, a tonnage tax from shipowners that had previously provided the monies was never repealed.

"It logically follows," said Pecquex, "that monies collected by the U.S. Customs Service to the tune of approximately \$15 million annually for the past three years alone may be viewed as a sizeable source of Federal revenue for the medical care of merchant seamen. Therefore, medical care service entitlement is not 'free' as misleadingly portrayed by Administration spokesmen."

Gov't. Will Not Save \$

He noted that seamen account for approximately one-third of the average case load of PHS hospitals and clinics. The Federal government must continue to provide medical

care services for many primary and secondary beneficiaries who use the facilities. Therefore, Pecquex said, "it is estimated that the government will not realize meaningful economies if the present system of medical care and entitlement for merchant seamen is terminated."

He also pointed to the importance of maintaining the health of merchant seamen. Noting that the seaman is "an adjunct of foreign trade in time of peace and a necessary arm of military service in time of war," he added that "in this respect, a seaman's status is as unique as is the government's historical provision to provide medical care" to the seafarer.

The U.S. government has been providing for the medical needs of seafarers since 1798 and Pecquex told the Committee that today there still exists "the principal factors

which warranted a health care delivery system under the auspices of the Federal government.

He pointed to such things as the need for an adequate merchant marine for this nation's defense and commerce; the existence of excessive shipboard hazards; the unavailability of medical care at sea, and the control of disease—all of which are "inherent in maritime employment and all of which will always be present."

As Pecquex so rightly noted "efficiency requires good health which in turn guarantees a manpower pool ever ready to serve in the national interest in peacetime and in time of war or national emergency."

There were other speakers from labor, Congress, and the Administration. Among them were Shannon Wall, president of the National Maritime Union.

SUP Sues Feds Over Moves to Close USPHS Hospitals

A suit against the Federal Government in its attempt to close the USPHS hospitals has been brought by the SIUNA-affiliated Sailors Union of the Pacific.

Filed on May 22 in the San Francisco, Calif. Federal District Court, the suit seeks to stop the Government from ordering USPHS hospitals to cease admitting patients by July 1, 1981, in preparation for

closing the facilities by Oct. 1 of this year.

The Union stated in its case that the PHS hospitals cannot be closed without the approval of Congress. Further, under the Magnuson Act, the Government is obligated to provide full funding for the PHS hospitals unless the Act is repealed by the Congress.

At a hearing on the case

held on June 4, the District judge issued an injunction against the Public Health Service ordering that the hospitals continue contract care and maintain the level of staffing, training and service at the 1973 level.

The Federal government's appeal on this case will be heard on June 23 in front of the Circuit Court of Appeals in California.

Brave AB Pulls Passenger Out of Drink

Brave AB James O'Mara, 45, of Seattle by way of Buffalo, N.Y. must have learned his valor when he was in the Korean War with the U.S. Army.

O'Mara, who has been riding ships for 25 years saved a young lady passenger recently from almost certain death from drowning.

According to Capt. J.L. Sawyer of the SS Santa Magdalena (Delta

Line) "On Mar. 2...at anchor in Manzanillo, Mexico, O'Mara had the gangway watch.

"A launch full of passengers was returning to the vessel. O'Mara had gone down the accommodation ladder to assist them on board.

"One of the ladies lost her balance and fell into the water. With complete disregard for his own safety, O'Mara jumped in the water

and pulled the lady to the surface. In doing this O'Mara wrenched his foot badly, but still was able to keep the lady above water until other assistance arrived."

The master thinks "O'Mara should receive recognition for this act of bravery."

Sawyer emphasized that, "had he not acted as quickly as he did, the results could have been disastrous."



Miles E. Midgette

Scholarship Winner Midgette

The Log last month ran photos and stories of the six winners of Seafarers Scholarships. The photo of one of the winners, Miles Edward Midgette, arrived too late for the May edition.

We are therefore running his picture in this Log.

Winner of a \$10,000 four-year scholarship, Miles, 17, is the son of SIU Boatman Raymond Westcott, Jr. He resides in Manteo, N.C. and will be attending the University of North Carolina at Chapel Hill this summer.

Brand Urges White House to Move Faster on U.S. Maritime Woes

The Reagan Administration was urged last month by Herb Brand, board chairman of the Washington, D.C.-based Transportation Institute, to develop new maritime policies in order to beef up the weakening maritime industry thereby improving our national defense capability.

The policies needed to be looked at are:

1. The role of the U.S. Navy's Military Sealift Command should be lessened in favor of the private mer-

chant marine for auxiliary military duties.

2. Federal departments and agencies should use U.S. flagships for the carriage of government cargoes, instead of circumventing their use.

3. Another look at free trade policies, foreign flags, ship depreciation and bilateral agreements.

Brand further urged that President Reagan display leadership by giving the country a strong merchant marine, consistent with the U.S. position as a big power.



AB James O'Mara

June 22 1st Anniversary of Paul Hall's Death

THIS month marks the one-year anniversary of Paul Hall's death. When he passed away on June 22, 1980 after close to 23 years as president of the SIUNA and 33 years as head of the SIU-A&G District, Paul Hall had made a profound and unparalleled contribution to the seamen's union movement and the U.S. maritime industry. Through hard work and determination Paul Hall built this Union of seamen. He brought us the best contracts and the best job security in the industry. And he built the SIU into a formidable force in politics; into a Union that extended the hand of fellowship to every American labor union that sought help or support.

This was his legacy to the Union members who were his brothers and his friends.

In the year since his death, the many beneficiaries of Paul Hall's legacy have continued to pay tribute to his memory.

Those tributes have taken a variety of forms and have come from many different quarters—from Seafarers, from the maritime industry, from organized labor.

One of those tributes came last October when the University of Southern California announced the creation of the Paul Hall chair in Marine Transportation Studies. Sponsoring the drive to endow the chair are Herb Brand, chairman of

the board of the Transportation Institute, and SIU President Frank Drozak. A long list of U.S. senators, congressmen and union presidents, including AFL-CIO President Lane Kirkland, pledged their support for this project.

The Paul Hall chair in Marine Transportation Studies will be part of USC's highly respected Institute for Marine & Coastal Studies. It is a most fitting way to honor Paul Hall, a self-schooled man whose lifelong commitment to education led him to build the Harry Lundberg School into one of the best maritime training centers in the U.S.

Another tribute came from the United Seamen's Service when they

announced the presentation of their prestigious Admiral of the Ocean Seas (AOTOS) award for 1981 to Paul Hall. This is the first time in the 12 years the annual AOTOS award has been presented that the award has been made posthumously.

The AOTOS tribute to Paul Hall will be presented at a dinner to be held in New York City on Sept. 25. Mrs. Rose Hall, Paul's widow, and SIU President Drozak will accept the AOTOS statuette for Paul.

Mrs. Hall was on the dais at another awards ceremony, held last October, when she presented the first annual Paul Hall Memorial Service Award. That award was created by the Maritime Port Council of Greater N.Y. & Vicinity and will be given

annually to the individual who has done the most for the maritime industry. The first recipient of the award was Sea-Land President Charles Hiltzheimer.

Many other tributes, in the form of proclamations and plaques have been issued to Paul by his friends and peers in the AFL-CIO, the Maritime Trades Department and state and local labor unions.

In addition, many donations have been made in Paul's name to cancer research. One example is the check for \$12,100 which the membership and officials of Local 810 of the International Brotherhood of Teamsters presented to the Cancer Research Fund.

But among the many different forms of praise and thanks for Paul's contributions to U.S. maritime and labor, an action taken by the SIU membership stands out.

Included in the 20 recommendations drawn up by 69 rank-and-file delegates to the SIU Crews Conference held at Piney Point in April was one which indicated the delegates' tremendous respect for the former SIU president. The resolution reads "in honor of Paul Hall, his birthday, August 20, be observed as a holiday."

That resolution, which will be formally included in the new deep sea contract, is just one of the ways SIU members have of saying—"we'll never forget you, Paul."

Navy Brass: U.S. Short of Merchant Ships

Washington, D.C.—The crucial issue of U.S. sealift capability was scrutinized at hearings called by the House Merchant Marine & Fisheries Committee earlier this month.

Committee Chairman Rep. Walter Jones (D-N.C.) scheduled the hearing following release of a report on U.S. sealift capability prepared by the Congressional Research Service. That report, Jones said, underscores the fact that "our inadequate sealift capability is attributable to our lack of an integrated maritime policy."

In addition, Jones added, the report "raises many questions as to what direction the U.S. should take with respect to our fleet and national security."

Witnesses at the June 3 hearing included spokesmen from the Joint Chiefs of Staff, the Navy and the Military Sealift Command as well as the Maritime Administration and the Federation of American-Controlled Shipping, the organization representing American owners of foreign-registered ships. The SIU and other maritime unions will be called to testify when further hearings are held by the Committee later this month.

The lead-off witness, Vice Admiral

Kent J. Carroll, director of logistics for the Joint Chiefs of Staff noted in his testimony that "historically and for the foreseeable future, sealift will carry more than 90 percent of the total tonnage over the great deployment distances."

"In the years following World War II," continued Adm. Carroll, "American trade and commerce moved across the oceans almost exclusively on U.S.-flag ships. That posture has eroded away to the present where we find that . . . about 97 percent of our vital oil import trade and 98 percent of our critical raw materials . . . is carried on

While, under law, all American-owned, foreign-registered vessels may be requisitioned in a national emergency by the U.S. government, recent U.S. history has proved this law a paper tiger. During the 1973 Arab-Israeli conflict the U.S. tried to requisition American-owned, Liberian-flag vessels to carry oil to Israel. Liberia refused.

During his testimony, Adm. Carroll posed the question that since some of the countries of registry of U.S.-owned ships "fly the flags of our potential adversaries . . . should we continue to rely so heavily for the movement of oil and essential raw materials on ships

over which we might have no control?" Going one step further, Adm. Carroll echoed the SIU's often repeated warning that ". . . such dependence" on foreign flag fleets "in itself represents a threat to our national security interests and well-being."

"So spartan is our merchant marine capability," said Adm. Carroll, "that we cannot meet worldwide projected demands without a massive commitment of allied sealift resources. We must recognize," he concluded, "that . . . merchant ships . . . are essential components, along with Navy combat ships, in shaping the leading edge of U.S. forward strategy."

Although in the past the Navy has largely ignored the military support capability of the U.S. merchant marine, testimony from Naval spokesmen during the hearings indicated that this may be changing.

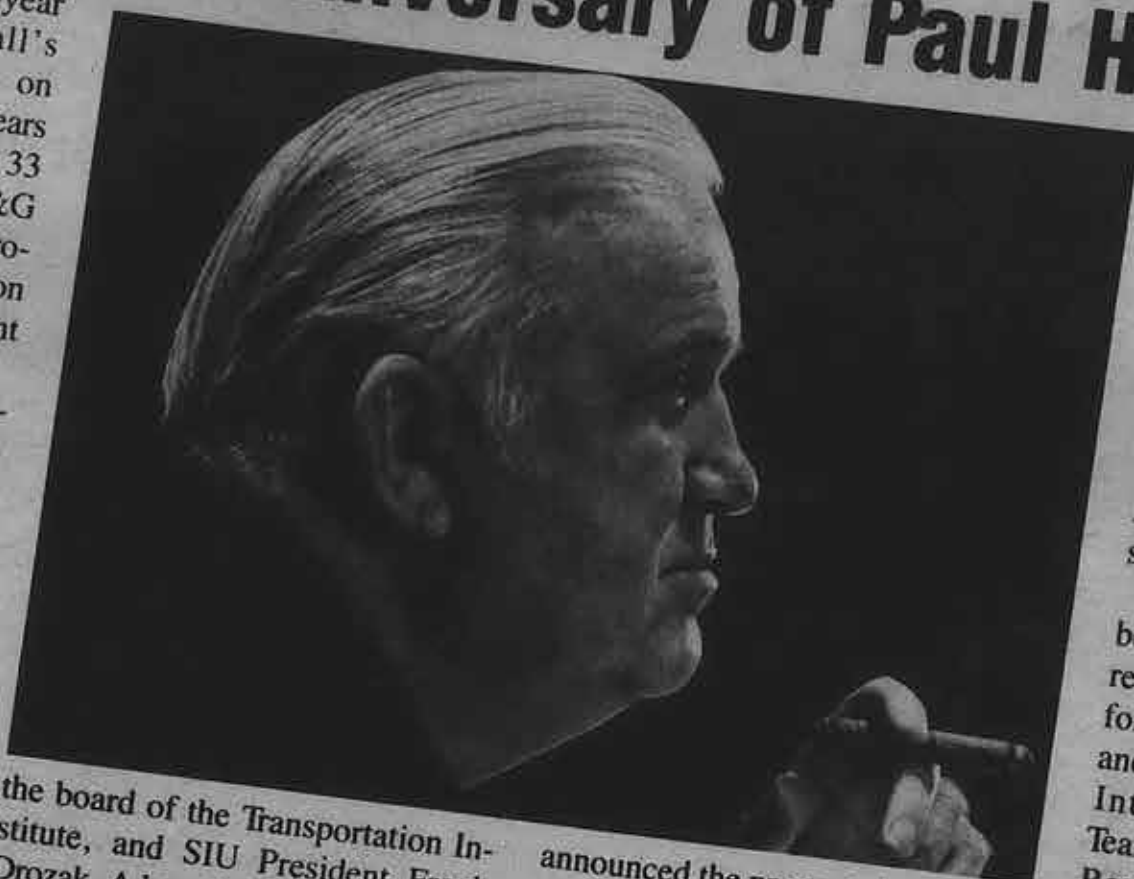
"Our fiscal year 1982 budget," said Vice Admiral William J. Cowhill, deputy chief of naval operations, "supports the acquisition of a number of merchant ship enhancement features which, when incorporated in ships of the U.S. flag fleet will significantly increase the capability of these merchant ships to operate in direct support of the (Naval) fleet."

Rear Admiral Bruce Keener, commander of the Military Sealift Command added that the MSC is in the process of acquiring eight SL-7's from Sea-Land and that the MSC submitted funding requests, now pending in Congress, for a 12-ship Maritime Prepositioned Force. All of these ships, said Adm. Keener, "are expected to be contractor-operated and thus manned with union crews."

As the Committee's final witness during the first day of hearings Samuel Nemirow, head of the Maritime Administration, brought out the "historical record which the American merchant mariner has built in responding to national defense needs.

"In World War I," Nemirow said, "more U.S. merchant seafarers were lost to enemy action, in absolute numbers, than U.S. Navy personnel. In World War II, he continued, "U.S. civilian merchant mariners responded overwhelmingly and suffered a casualty rate . . . exceeding any of our armed services, with the possible exception of the Marine Corps.

"In Korea and again in Vietnam," Nemirow concluded, "the response was thorough, effective and unhesitating."



June 22 1st Anniversary of Paul Hall's Death

THIS month marks the one-year anniversary of Paul Hall's death. When he passed away on June 22, 1980 after close to 23 years as president of the SIUNA and 33 years as head of the SIU-A&G District, Paul Hall had made a profound and unparalleled contribution to the seamen's union movement and the U.S. maritime industry.

Through hard work and determination Paul Hall built this Union of seamen. He brought us the best contracts and the best job security in the industry. And he built the SIU into a formidable force in politics; into a Union that extended the hand of fellowship to every American labor union that sought help or support.

This was his legacy to the Union members who were his brothers and his friends.

In the year since his death, the many beneficiaries of Paul Hall's legacy have continued to pay tribute to his memory.

Those tributes have taken a variety of forms and have come from many different quarters—from Seafarers, from the maritime industry, from organized labor.

One of those tributes came last October when the University of Southern California announced the creation of the Paul Hall chair in Marine Transportation Studies. Sponsoring the drive to endow the chair are Herb Brand, chairman of



the board of the Transportation Institute, and SIU President Frank Drozak. A long list of U.S. senators, congressmen and union presidents, including AFL-CIO President Lane Kirkland, pledged their support for this project.

The Paul Hall chair in Marine Transportation Studies will be part of USC's highly respected Institute for Marine & Coastal Studies. It is a most fitting way to honor Paul Hall, a self-schooled man whose lifelong commitment to education led him to build the Harry Lundberg School into one of the best maritime training centers in the U.S.

Another tribute came from the United Seamen's Service when they

annually to the individual who has done the most for the maritime industry. The first recipient of that award was Sea-Land President Charles Hiltzheimer.

Many other tributes, in the form of proclamations and plaques have been issued to Paul by his friends and peers in the AFL-CIO, the Maritime Trades Department and state and local labor unions.

In addition, many donations have been made in Paul's name to cancer research. One example is the check for \$12,100 which the membership and officials of Local 810 of the International Brotherhood of Teamsters presented to the Cancer Research Fund.

But among the many different forms of praise and thanks for Paul's contributions to U.S. maritime and labor, an action taken by the SIU membership stands out.

Included in the 20 recommendations drawn up by 69 rank-and-file delegates to the SIU Crews Conference held at Piney Point in April was one which indicated the delegates' tremendous respect for the former SIU president. The resolution reads "in honor of Paul Hall, his birthday, August 20, be observed as a holiday."

That resolution, which will be formally included in the new deep sea contract, is just one of the ways SIU members have of saying—"we'll never forget you, Paul."

Navy Brass: U.S. Short of Merchant Ships

Washington, D.C.—The crucial issue of U.S. seafight capability was scrutinized at hearings called by the House Merchant Marine & Fisheries Committee earlier this month.

Committee Chairman Rep. Walter Jones (D-N.C.) scheduled the hearing following release of a report on U.S. seafight capability prepared by the Congressional Research Service. That report, Jones said, underscores the fact that "our inadequate seafight capability is attributable to our lack of an integrated maritime policy."

In addition, Jones added, the report "raises many questions as to what direction the U.S. should take with respect to our fleet and national security."

Witnesses at the June 3 hearing included spokesmen from the Joint Chiefs of Staff, the Navy and the Military Sealift Command as well as the Maritime Administration and the Federation of American-Controlled Shipping, the organization representing American owners of foreign-registered ships. The SIU and other maritime unions will be called to testify when further hearings are held by the Committee later this month.

The lead-off witness, Vice Admiral

Kent J. Carroll, director of logistics for the Joint Chiefs of Staff noted in his testimony that "historically and for the foreseeable future, seafight will carry more than 90 percent of the total tonnage over the great deployment distances."

"In the years following World War II," continued Adm. Carroll, "American trade and commerce moved across the oceans almost exclusively on U.S.-flag ships. That posture has eroded away to the present where we find that . . . about 97 percent of our vital oil import trade and 98 percent of our critical raw materials . . . is carried on foreign flag ships."

While, under law, all American-owned, foreign-registered vessels may be requisitioned in a national emergency by the U.S. government, recent U.S. history has proved this law a paper tiger. During the 1973 Arab-Israeli conflict the U.S. tried to requisition American-owned, Liberian-flag vessels to carry oil to Israel. Liberia refused.

During his testimony, Adm. Carroll posed the question that since some of the countries of registry of U.S.-owned ships "fly the flags of our potential adversaries . . . should we continue to rely so heavily for the movement of oil and essential raw materials on ships

over which we might have no control?"

Going one step further, Adm. Carroll echoed the SIU's often repeated warning that ". . . such dependence" on foreign flag fleets "in itself represents a threat to our national security interests and well-being."

"So spartan is our merchant marine capability" said Adm. Carroll, "that we cannot meet worldwide projected demands without a massive commitment of allied seafight resources. We must recognize," he concluded, "that . . . merchant ships . . . are essential components, along with Navy combat ships, in shaping the leading edge of U.S. forward strategy."

Although in the past the Navy has largely ignored the military support capability of the U.S. merchant marine, testimony from Naval spokesmen during the hearings indicated that this may be changing.

"Our fiscal year 1982 budget," said Vice Admiral William J. Cowhill, deputy chief of naval operations, "supports the acquisition of a number of merchant ship enhancement features which, when incorporated in ships of the U.S. flag fleet will significantly increase the capability of these merchant ships to operate in direct support of the (Naval) fleet."

Rear Admiral Bruce Keener, commander of the Military Sealift Command added that the MSC is in the process of acquiring eight SL-7's from Sea-Land and that the MSC submitted funding requests, now pending in Congress, for a 12-ship Maritime Prepositioned Force. All of these ships, said Adm. Keener, "are expected to be contractor-operated and thus manned with union crews."

As the Committee's final witness during the first day of hearings Samuel Nemirow, head of the Maritime Administration, brought out the "historical record which the American merchant mariner has built in responding to national defense needs."

"In World War I," Nemirow said, "more U.S. merchant seafarers were lost to enemy action, in absolute numbers, than U.S. Navy personnel. In World War II, he continued, "U.S. civilian merchant mariners responded overwhelmingly and suffered a casualty rate . . . exceeding any of our armed services, with the possible exception of the Marine Corps."

"In Korea and again in Vietnam," Nemirow concluded, "the response was thorough, effective and unhesitating."

House Unit Ax Falls on U.S. Shipbuilding

THE House Merchant Marine & Fisheries Committee has levelled a double blow at the already crippled American shipbuilding industry in their final version of the Maritime Authorizations bill for Fiscal Year 1982.

Reversing their initial vote, the Merchant Marine & Fisheries Committee axed the \$107 million appropriation for the crucial Construction Differential Subsidy (CDS) program. Instead, the Committee voted to adopt President Reagan's proposal to defer \$92 million in CDS monies from Fiscal Year 1981 to FY 1982.

Tied to the CDS funding cutback, which the SIU has vigorously opposed, is a provision which would allow subsidized U.S. operators to purchase vessels in foreign shipyards without losing their operating subsidies.

That provision says the Secretary of Commerce can allow subsidized U.S. operators "to build, reconstruct or acquire vessels of more than 5,000 tons in a foreign shipyard." Under current law, a vessel must be U.S. built to qualify for operating subsidies.

Rep. Mario Biaggi (D-NY), chairman of the Merchant Marine subcommittee attempted to blunt the impact of the "build foreign" amendment by pushing back its start-up date "to ensure that construction subsidies continue in fiscal 1983 and 1984."

Until then, subsidized U.S. ship operators would be allowed to build foreign only if the Administration budgets and Congress authorizes at least \$100 million for CDS. However, Biaggi acknowledged that even with guarantees of \$100 million for CDS, that amount "would not cover the country's ship construction needs."

The "build foreign" amendment to the Maritime Authorizations bill was backed, as it has been in the past, by Rep. Paul McCloskey (R-CA). Throughout his tenure as a member of the House Merchant Marine & Fisheries Committee, McCloskey has attempted to sabotage the critically important CDS program, which he has repeatedly called "a burden."

The SIU, along with other labor and shipbuilding industry groups have waged all-out campaigns to

save CDS. By paying subsidized U.S. operators a percentage of the cost difference between building a new vessel in a U.S. shipyard and constructing it in a cut-rate foreign yard, CDS kept the hard-pressed U.S. shipbuilding industry afloat.

Eliminating CDS funding, SIU President Frank Drozak said recently, "will signal to the maritime countries of the world that the United States is no longer committed to promote commercial ship construction."

Despite the House Committee's decision to eliminate the \$107 million for CDS, the final battle over CDS has not yet been fought. The Maritime Authorizations bill, along with all other funding authorizations measures, is scheduled to come before the full House on July 13.

The SIU, together with those members of Congress who support a strong, viable U.S. maritime industry, will be working hard to knock out the bill's "build foreign" provision and to restore the \$107 million CDS originally voted by the Committee.

In their first vote on the FY 1982 Maritime Authorizations bill

(numbered H.R. 2526) the House Merchant Marine & Fisheries Committee authorized a total package of approximately \$608 million, which broke down into:

- \$107 million for CDS;
- \$417 million for ODS (operating differential subsidy);
- \$8 million for research and development;
- \$35 million for maritime training and education and;
- \$41 million for Maritime Administration operating expenses.

The Committee's final version of H.R. 2526 retained all the funding totals with the exception of the \$107 million CDS appropriation, which was eliminated. This brought the total request within the \$502.5 million maximum targeted by the Administration for maritime.

In their version of Maritime Authorizations the Senate reached roughly the same total as the House, though specific allocations differed slightly. The Senate also eliminated the \$107 million CDS appropriation.

Developing Nations Seek to Scuttle 'Flags-of-Convenience'

Liberia and Panama effectively blocked Third World attempts to abolish open registries (flag-of-convenience ships) at a special session of the Committee on Shipping of the UN Conference on Trade and Development (UNCTAD) held at Geneva.

In the first round of what promises to be a major international debate over important issues of commerce and law, 77 developing nations criticized existing procedures for determining the national registry under which a vessel may ship.

At the present time, there exists a small group of nations—Liberia, Panama, Singapore, Honduras, Cyprus and the Phillipine—that allow merchant vessels to be documented under their laws without demanding that there be substantive ties between the owners of the merchant vessels and the documenting country.

By paying a fee to an open registry nation, ship owners do not have to pay taxes to their own countries, nor do they have to adhere to any discernible safety standards.

The benefits of registering under open registry nations are compounded by loopholes in national laws that extend many benefits to "flag-of-convenience" vessels. This is especially true of the United States which imposes high taxes and high safety standards on American flag vessels, yet which refuses to protect them from unfair foreign competitors that do not have to pay taxes, nor adhere to any dis-

cernible safety standards.

During the special session, it was pointed out that "flag-of-convenience" vessels are involved in twice as many accidents as vessels that are documented under normal registries.

On the average, twice as many men and women die onboard "flag-of-convenience" vessels than on vessels that require more stringent safety standards.

At Geneva, the developing nations argued that the development of their fleets has been hindered by the existence of large flag of convenience fleets. These developing nations provide the lion's share of cargo, yet ship only a small percentage of the world's ocean-borne commerce.

Ironically, the position of the United States mirrors that of the developing nations. This country generates a great deal of the world's ocean-borne commerce. It exports great quantities of agricultural goods. It imports a great deal of oil and numerous strategic minerals. Yet the American Merchant Marine carries only 5% of America's ocean-borne foreign commerce, and practically none of the rest of the world's.

The attempt by the 77 nations to tighten up existing loopholes in registration procedures comes at a time when there has been a spate of highly publicized accidents involving vessels documented under "flag-of-convenience" registries, such as the *Torrey Canyon*, the *Argo Merchant* and the

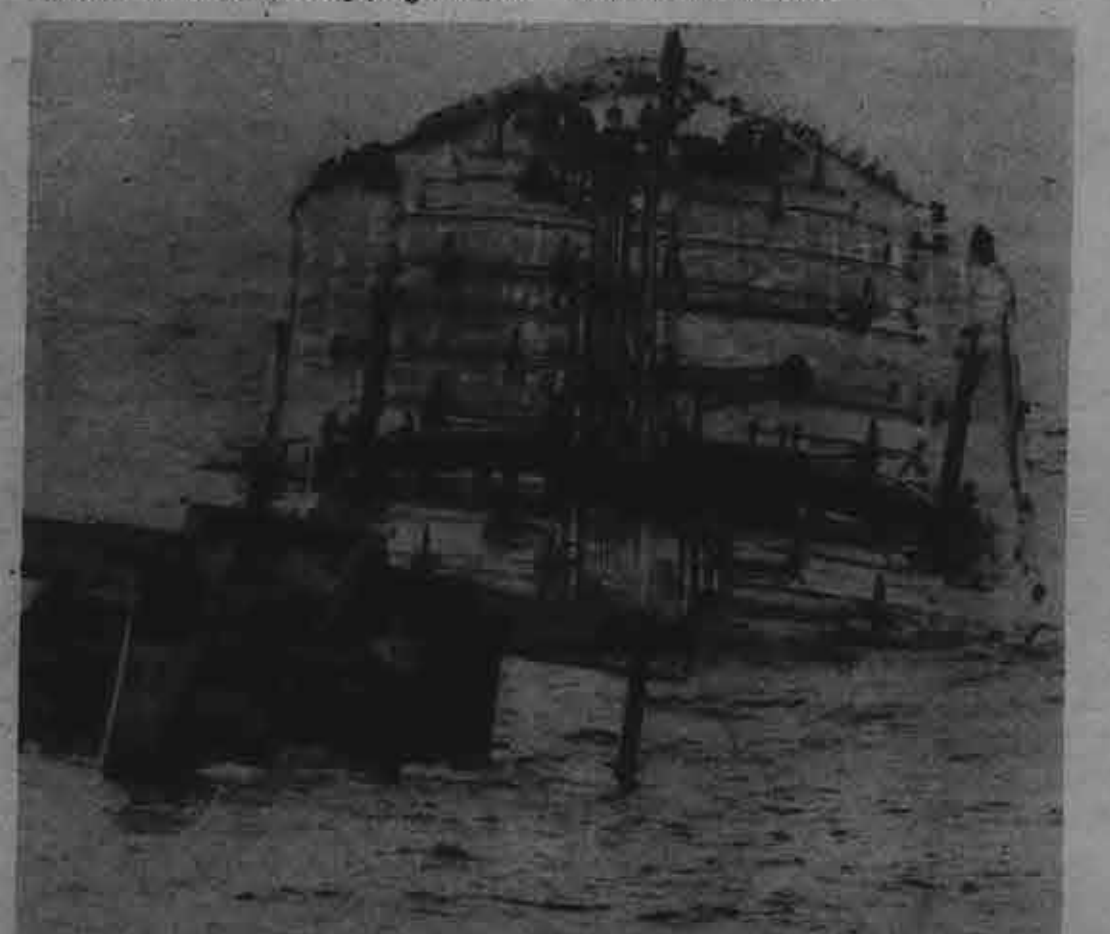
Amoco Cadiz.

Perhaps the biggest users of the "flag-of-convenience" registers are the American oil companies, which have fleets operating under the Liberian flag, which makes up one-fifth of the global fleet.

The fight to abolish open registries is expected to pick up steam. The International Transport Workers Federation has just come out strongly against lax

registering practices.

Moreover, Western European nations and Japan are expected to ratify the United Nations Conference on Trade and Development Code sometime next year. The UNCTAD Code will make major changes in existing international law by setting aside 40% of ocean-borne liner cargoes to the merchant marines of each of the two nations involved in a trade.



Efforts to rid the high seas of "flag-of-convenience" ships, like the infamous *Amoco Cadiz*, which caused the worst oil spill in history in 1978, are underway.

Drozak Visits 'Down Under' for AFL-CIO

Meets With N.Z., Australia Labor Leaders to Strengthen Ties

SIU PRESIDENT FRANK DROZAK travelled to New Zealand and Australia last month of behalf of the AFL-CIO to strengthen American Labor's ties with our brothers and sisters "Down Under."

Serving as AFL-CIO President Lane Kirkland's personal representative, Drozak addressed New Zealand's annual Federation of Labour (FOL) conference, which met May 5-8.

Following the New Zealand Federation of Labour conference, which was run in much the same way as an AFL-CIO convention here, Drozak flew to Sydney, Australia for meetings with labor leaders there.

In the speech he delivered May 7 before more than 500 New Zealand FOL delegates, Drozak keyed on "the AFL-CIO's commitment to free and democratic trade unionism internationally," and "consolidation of unions within the AFL-CIO"—the dual concerns of American labor today.

"When the workers of Poland appealed publicly for essential aid

in the organization of an independent labor movement," said Drozak, "the AFL-CIO's response in forming a Polish Workers Aid Fund was a natural one."

The AFL-CIO's assistance to the emerging Polish labor federation *Solidarity* was a natural extension, Drozak added, of the American labor movement's belief that "the principle of freedom of independent association is the cornerstone of basic human rights."

The AFL-CIO's forum for promoting workers' rights throughout the world widened last year, Drozak told the FOL delegates, when "the U.S. resumed its participation in the International Labor Organization (ILO)."

"The AFL-CIO is devoting great attention and effort within that organization," Drozak continued, because the AFL-CIO's goals mirror "the ILO's mission of improving the conditions of life and work for workers and their families throughout the world."

Drozak noted that the American and New Zealand labor movements shared "traditions of internationalism . . . because we are largely nations of immigrants. I know," he continued "that the New Zealand

trade union movement will continue to play its rightful role in . . . international free trade union efforts."

U.S. Unions Merging

Speaking about the AFL-CIO's efforts on the home front, Drozak told the New Zealand trade unionists that discussions between the AFL-CIO and two independent labor unions, the International Brotherhood of Teamsters and the United Mineworkers, concerning affiliation were underway. "Alongside that development," he added, "the Executive Board of the United Automobile Workers union has voted unanimously to recommend . . . reaffiliation with the AFL-CIO."

This move towards the consolidation of all American labor unions within the AFL-CIO is "one of the few bright spots in the U.S. political swing toward right-wing conservatism," Drozak said.

Coupled with efforts to bring all U.S. trade unions together are the activities of an AFL-CIO backed coalition "to protect needed federal programs from drastic funding slashes that have been proposed."

That coalition, Drozak explained,

"has brought together more than 150 labor, social service, civil rights and public interest groups to direct the mass outpouring of anger" at the dismantling of key economic and social programs.

Wrapping up his address, which was received with enthusiastic applause, Drozak reminded the New Zealand labor delegates that "1981 marks the centennial year of the present day American trade union movement."

American labor's goals today, Drozak said, are the same goals outlined by Samuel Gompers, first president of the AF of L who said American labor ". . . wants the earth and the fullness thereof. There is nothing too precious, there is nothing too beautiful, too lofty, too ennobling unless it is within the scope and comprehension of labor's aspirations and wants."

Following the New Zealand labor confab Drozak went to Sydney, Australia where he met with labor leaders, visited a container terminal and coal port and was honored at a luncheon hosted by members of the Australian Parliament.

In addition, meetings were held with leaders of Australian seaman's and longshoreman's organizations.

Mike Rucker Half Way Thru the Hawsepip

SEAFARERS who dream about getting a license but are afraid to try, should take note of what 33-year-old Mike Rucker has to say. "Once you make a commitment to yourself, that's half the battle."

Brother Rucker should know. A former able-seaman in the SIU, Rucker has been a third mate for three years now and just recently passed the test for his second mate's license. And he doesn't plan to stop there. One day Mate Rucker hopes to be Captain Rucker.

A member of District 2 MEBA-AMO, Rucker studied for his second mate's license at the union's school in Brooklyn, N.Y.

He praised the quality of the instructors at the School, such as Paul Jensen who teaches navigation.

Brother Rucker's sailing career began in the mid 1960's when he was visiting Brooklyn from his native Jacksonville, Fla. and heard about the SIU's Andrew Furuseth Training School. He completed a three month course at the School in 1965 and sailed out as an Ordinary Seaman.

One year later he was shipping



Mike Rucker, former AB with the SIU, works with a chart as he prepares for his second mate's licensing exam at the Marine Engineers Beneficial Association District 2 School in Brooklyn, N.Y.

out as AB. But he didn't last long in his new rating. A few months later the Army grabbed him.

He was in the Army until early 1970 and from 1967 to 1968 he served in Vietnam as a Provost Marshall Investigator.

Brother Rucker went back to sea in 1970 and that same year he went through the Union's "A" Seniority Upgrading Program.

For the next few years Brother Rucker didn't stray far from port.

From early 1971 until the latter part of 1972 he worked as an SIU patrolman out of Union Headquarters. The next year he sailed on the *Hydro-Atlantic* dredge but the vessel never went beyond New Jersey and Coney Island in Brooklyn, N.Y.

During the next two years, Seafarer Rucker worked on the Puerto Rico Marine shore gang in Port Newark, N.J.

Then he decided the time had

come. He had to go back to sea and do what he had originally planned when he first set foot aboard ship—get a license.

First Rucker had to acquire the necessary sea time. Once that was done, he studied for his third mate's license and acquired it in 1978. Now that he's obtained his second mate's license, Rucker is definitely practicing what he preaches. "If you apply yourself," says Mike, "you can do it."

LNG Gemini Picks Up 7 In Water for 22½ Hours

Once again in the finest tradition of the sea, the SIU crew of the *LNG Gemini* (Energy Transport) recently plucked seven crewmembers of a sunk sailboat floating for 22½ hours in the waters of the Macassar Straits to safety.

The motored sailboat sank in the morning on a voyage from Sangkuliirang, Borneo to Donggala Palu, Celebes, Indonesia.

The next morning, fortunately, the *Gemini*, sailing from Osaka, Japan to Bontang, Celebes, spotted the lucky seven in the water to effect the rescue.

Later the rescued were offloaded in Bontang to return to their homes.

Drozak Visits 'Down Under' for AFL-CIO

Meets With N.Z., Australia Labor Leaders to Strengthen Ties

SIU PRESIDENT FRANK DROZAK travelled to New Zealand and Australia last month of behalf of the AFL-CIO to strengthen American Labor's ties with our brothers and sisters "Down Under." Serving as AFL-CIO President Lane Kirkland's personal representative, Drozak addressed New Zealand's annual Federation of Labour (FOL) conference, which met May 5-8.

Following the New Zealand Federation of Labour conference, which was run in much the same way as an AFL-CIO convention here, Drozak flew to Sydney, Australia for meetings with labor leaders there.

In the speech he delivered May 7 before more than 500 New Zealand FOL delegates, Drozak keyed on "the AFL-CIO's commitment to free and democratic trade unionism internationally," and "consolidation of unions within the AFL-CIO"—the dual concerns of American labor today.

"When the workers of Poland appealed publicly for essential aid

in the organization of an independent labor movement," said Drozak, "the AFL-CIO's response in forming a Polish Workers Aid Fund was a natural one."

The AFL-CIO's assistance to the emerging Polish labor federation *Solidarity* was a natural extension, Drozak added, of the American labor movement's belief that "the principle of freedom of independent association is the cornerstone of basic human rights."

The AFL-CIO's forum for promoting workers' rights throughout the world widened last year, Drozak told the FOL delegates, when "the U.S. resumed its participation in the International Labor Organization (ILO)."

"The AFL-CIO is devoting great attention and effort within that organization," Drozak continued, because the AFL-CIO's goals mirror "the ILO's mission of improving the conditions of life and work for workers and their families throughout the world."

Drozak noted that the American and New Zealand labor movements shared "traditions of internationalism . . . because we are largely nations of immigrants. I know," he continued "that the New Zealand

trade union movement will continue to play its rightful role in . . . international free trade union efforts."

U.S. Unions Merging

Speaking about the AFL-CIO's efforts on the home front, Drozak told the New Zealand trade unionists that discussions between the AFL-CIO and two independent labor unions, the International Brotherhood of Teamsters and the United Mineworkers, concerning affiliation were underway. "Alongside that development," he added, "the Executive Board of the United Automobile Workers union has voted unanimously to recommend . . . reaffiliation with the AFL-CIO."

This move towards the consolidation of all American labor unions within the AFL-CIO is "one of the few bright spots in the U.S. political swing toward right-wing conservatism," Drozak said.

Coupled with efforts to bring all U.S. trade unions together are the activities of an AFL-CIO backed coalition "to protect needed federal programs from drastic funding slashes that have been proposed." That coalition, Drozak explained,

"has brought together more than 150 labor, social service, civil rights and public interest groups to direct the mass outpouring of anger" at the dismantling of key economic and social programs.

Wrapping up his address, which was received with enthusiastic applause, Drozak reminded the New Zealand labor delegates that "1981 marks the centennial year of the present day American trade union movement."

American labor's goals today, Drozak said, are the same goals outlined by Samuel Gompers, first president of the AF of L who said American labor ". . . wants the earth and the fullness thereof. There is nothing too precious, there is nothing too beautiful, too lofty, too ennobling unless it is within the scope and comprehension of labor's aspirations and wants."

Following the New Zealand labor confab Drozak went to Sydney, Australia where he met with labor leaders, visited a container terminal and coal port and was honored at a luncheon hosted by members of the Australian Parliament.

In addition, meetings were held with leaders of Australian seaman's and longshoreman's organizations,

Mike Rucker Half Way Thru the Hawsepip

SEAFARERS who dream about getting a license but are afraid to try, should take note of what 33-year-old Mike Rucker has to say. "Once you make a commitment to yourself, that's half the battle."

Brother Rucker should know. A former able-seaman in the SIU, Rucker has been a third mate for three years now and just recently passed the test for his second mate's license. And he doesn't plan to stop there. One day Mate Rucker hopes to be Captain Rucker.

A member of District 2 MEBAMO, Rucker studied for his second mate's license at the union's school in Brooklyn, N.Y.

He praised the quality of the instructors at the School, such as Paul Jensen who teaches navigation.

Brother Rucker's sailing career began in the mid 1960's when he was visiting Brooklyn from his native Jacksonville, Fla. and heard about the SIU's Andrew Furuseth Training School. He completed a three month course at the School in 1965 and sailed out as an Ordinary Seaman.

One year later he was shipping



Mike Rucker, former AB with the SIU, works with a chart as he prepares for his second mate's licensing exam at the Marine Engineers Beneficial Association District 2 School in Brooklyn, N.Y.

out as AB. But he didn't last long in his new rating. A few months later the Army grabbed him.

He was in the Army until early 1970 and from 1967 to 1968 he served in Vietnam as a Provost Marshall Investigator.

Brother Rucker went back to sea in 1970 and that same year he went through the Union's "A" Seniority Upgrading Program.

For the next few years Brother Rucker didn't stray far from port.

From early 1971 until the latter part of 1972 he worked as an SIU patrolman out of Union Headquarters. The next year he sailed on the *Hydro-Atlantic* dredge but the vessel never went beyond New Jersey and Coney Island in Brooklyn, N.Y.

During the next two years, Seafarer Rucker worked on the Puerto Rico Marine shore gang in Port Newark, N.J.

Then he decided the time had

come. He had to go back to sea and do what he had originally planned when he first set foot aboard ship—get a license.

First Rucker had to acquire the necessary sea time. Once that was done, he studied for his third mate's license and acquired it in 1978. Now that he's obtained his second mate's license, Rucker is definitely practicing what he preaches. "If you apply yourself," says Mike, "you can do it."

LNG Gemini Picks Up 7 In Water for 22 1/2 Hours

Once again in the finest tradition of the sea, the SIU crew of the *LNG Gemini* (Energy Transport) recently plucked seven crewmembers of a sunk sailboat floating for 22 1/2 hours in the waters of the Macassar Straits to safety.

The motored sailboat sank in the morning on a voyage from Sangkulirang, Borneo to Donggala Palu, Celebes, Indonesia.

The next morning, fortunately, the *Gemini*, sailing from Osaka, Japan to Bontang, Celebes, spotted the lucky seven in the water to effect the rescue.

Later the rescued were offloaded in Bontang to return to their homes.

McCloskey Seeks Jones Act Waiver

REP. Paul McCloskey (R-Cal.), ranking minority member of the House Merchant Marine & Fisheries Committee has launched a new attack on the Jones Act—the most crucial piece of maritime legislation on the books today.

McCloskey's bill, numbered H.R. 3577, seeks to amend the Merchant Marine Act of 1920 by waiving its "build American, man American" provisions for the transportation of lumber products.

The bill was originally introduced as an amendment to the pending Fiscal Year 1982 Maritime Authorizations measure. But McCloskey agreed to withdraw the amendment so that hearings on the proposed Jones Act waiver for lumber transport could be held.

S.F. Unionists Picket 'Build-a-Fink' Confab

MORE than 200 trade unionists, including members of the SIU, set up a block long picket line in front of the Miyako Hotel in San Francisco to protest a May 11th Conference on "Practical Sessions in Collective Bargaining." By putting up a picket-line, the protesters were trying to call attention to one of the fastest growing threats to organized labor: anti-union seminars whose chief aim is to get around the labor laws of this country.

Sometimes, the seminars are nothing more than spare, make-

SIU Opposes Waiver

Those hearings have been called by the House Merchant Marine Subcommittee for June 23. The SIU will be testifying against the measure as will representatives of several other U.S. maritime unions. Also invited to testify are Samuel Nemirov, head of the Maritime Administration as well as representatives from the maritime industry.

The intent of H.R. 3577 is to revise the 1920 Merchant Marine Act by suspending the Jones Act for a period of two years from the enactment of the bill. That suspension would apply . . . to the transportation of forest products to the East and Gulf Coasts of the United States and to . . . Puerto Rico from any ports or terminal areas on the West Coast of the U.S. whenever

the Secretary of Commerce . . . determines that there are no domestic vessels reasonably available."

The term "reasonably available" is defined to mean . . . offered for service by the vessel owner and operator and having the capability to perform the service described in a timely and safe manner."

Dangerous Precedent

Several West Coast lumber companies, notably Crown-Zellerbach and Weyerhaeuser have been lobbying for a Jones Act waiver for years to allow them to move their lumber products on foreign flag vessels. And Rep. McCloskey has long been a champion of their interests.

However, the impact of Mc-

Closkey's bill will be felt way beyond the West Coast lumberyards. If passed, H.R. 3577 will set a dangerous precedent for the entire U.S. maritime industry.

By allowing one industry to skirt the "build American, man American" provisions of the Jones Act, H.R. 3577 would undoubtedly unleash petitions for similar Jones Act waivers from other special interest groups.

The SIU has always believed that, beyond any other law, the Jones Act ensures the survival of the U.S. merchant fleet. Punching holes in the Jones Act is a sure way to sink that fleet.

As with past attacks on this important law, the SIU is prepared to fight to preserve the integrity of the Jones Act.

that will enable them to put a halt to potentially successful union organizing drives.

Corporations paid as much as \$555 per person to send high-ranking executives to attend the May 11th Conference at the plush Miyako Hotel. Ironically, this "tuition" was tax-deductible, thanks to loop-holes in the tax system. Also deductible were related expenses, such as registration fees, travel, meals and lodging.

Organized labor has suffered greatly from these little publicized yet deadly seminars. Manufacturers and businessmen in all sectors of the economy, from textiles to communications to shipping, learn about union busting in plush, sumptuous, tax-deductible quarters. Human nature being what it is, there is not reason to expect that they will give up this free meal voluntarily. Despite efforts by organized

labor to halt abuses in the legal system and the Internal Revenue Code, Congress has resolutely refused to close any existing loop-holes. The defeat of the Labor Reform Bill a few years back was a watershed victory by Big Business over the workers of this country.



Cop leads away one of the 200 picketers.



SIU West Coast VP George McCarty (left) with two Seafarers last month at the dump the "UNION-busters" rally.

Time Is Money

Make your time as an OS pay. Upgrade to AB at SHLSS.

Courses start July 6 and August 3.

To enroll, contact SHLSS or fill out the application in the LOG.



At dockside are Philadelphia Port Agent Joe Air (right) and OS Robert Murray Jr. of the *Valiant*.



Here's a birdseye view of the upper pilothouse of the ocean-going tug.



Mate Stu Gillette with the giant barge *Bulkfleet Pennsylvania* in the background.

SIU Boatmen Crew New Tug *Valiant*



In the shipshape galley is Chief Steward Tom Rogenski.

BULKFLEET Marine Corporation, a new inland towing company, is the latest outfit to come under the banner of the SIU.

BMC is a Houston-based concern and will operate between the Gulf and East Coast.

BMC presently operates one ocean-going tug and two barges; another tug is under construction with delivery expected by the end of this month. The tug already in operation is the 8,000 h.p. *Valiant* a brand new vessel built at the McDermott Shipyard in Morgan City, Louisiana.

The *Valiant* recently began its

maiden run with the *Bulkfleet Pennsylvania*, a brand new barge capable of carrying 206,000 barrels of fuel, in tow. The two vessels embarked from Port Arthur, Texas for Port Everglades, Fla., Philadelphia and New Haven laden with diesel, gasoline and jet fuel.

Upon arrival in Philadelphia, SIU representative Joe Air greeted the boat and crew.

Together, the *Valiant* and the *Bulkfleet Pennsylvania* carry a top to bottom SIU crew totaling 11 crewmembers including: the captain, 2 mates, 2 deckhands, 2 AB/tankermen, 2 engineers, a motorman and a steward.



Assistant Engineer Randy Whiney near the engineroom controls.



Cleaning a cylinder head is Motorman Richard Duld.



Chief Mate Fred Weber (left) drinks his orange juice while AB/Tankerman Art Harcum does a little reading.



From afar we get a glimpse of the *Tug Valiant* (Bulkfleet Marine)



One of the deckhands gives the lower pilothouse windows a washing.



At dockside are Philadelphia Port Agent Joe Air (right) and OS Robert Murray Jr. of the *Valiant*.



Here's a birdseye view of the upper pilothouse of the ocean-going tug.



Mate Stu Gillette with the giant barge *Bulkfleet Pennsylvania* in the background.

SIU Boatmen Crew New Tug *Valiant*



In the shipshape galley is Chief Steward Tom Rogenski.



Cleaning a cylinder head is Motorman Richard Duld.

BULKFLEET Marine Corporation, a new inland towing company, is the latest outfit to come under the banner of the SIU.

BMC is a Houston-based concern and will operate between the Gulf and East Coast.

BMC presently operates one ocean-going tug and two barges; another tug is under construction with delivery expected by the end of this month. The tug already in operation is the 8,000 h.p. *Valiant* a brand new vessel built at the McDermott Shipyard in Morgan City, Louisiana.

The *Valiant* recently began its

maiden run with the *Bulkfleet Pennsylvania*, a brand new barge capable of carrying 206,000 barrels of fuel, in tow. The two vessels embarked from Port Arthur, Texas for Port Everglades, Fla., Philadelphia and New Haven laden with diesel, gasoline and jet fuel.

Upon arrival in Philadelphia, SIU representative Joe Air greeted the boat and crew.

Together, the *Valiant* and the *Bulkfleet Pennsylvania* carry a top to bottom SIU crew totaling 11 crewmembers including: the captain, 2 mates, 2 deckhands, 2 AB/tankermen, 2 engineers, a motorman and a steward.



Chief Mate Fred Weber (left) drinks his orange juice while AB/Tankerman Art Harcum does a little reading.



From afar we get a glimpse of the *Tug Valiant* (Bulkfleet Marine).



Assistant Engineer Randy Whiney near the engineroom controls.



One of the deckhands gives the lower pilothouse windows a washing.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1981

Legislative, Administrative and Regulatory Happenings



Washington Report

On the first Memorial Day since the release of the American hostages from Iran the U.S. was once again awash in yellow, the color of the ribbons that Americans wore to celebrate the return of their fellow countrymen. There was an intangible but real feeling that this Memorial Day was somehow different. For the first time in many years, Americans seemed willing to recognize that their very existence could be traced to the contributions and sacrifices made by earlier generations of Americans, especially those men and women who fought to protect this country's sovereignty.

It is ironic that just as Americans are willing to recognize the sacrifices made by American soldiers, airmen and seamen, Congress is in the process of eliminating funding for the U.S. Public Health Service hospitals, which have provided quality health care for American seamen since 1798.

For American seamen, then, this Memorial Day was a bittersweet affair. No longer ignored by their fellow countrymen, American seamen were instead ignored by their elected representatives, who even as they gave lip service to the ideal of patriotism, want to strip American seamen of medical protection just when the generation of sailors who fought to protect American freedom in World War II needs it most.

User Fees

Leading figures in the maritime industry, including major officials from most licensed and unlicensed unions, have criticized attempts by the Administration to impose user fee charges on recipients of Coast Guard services. There is a pervasive feeling that the charges have been arbitrarily applied, especially since all segments of American society benefit from these services, many of which have been mandated by Congress.

SIU President Frank Drozak told the House Subcommittee on Coast Guard and Navigation that the Administration's proposals would create many uncertainties for American-flag operators. He questioned the wisdom of burdening the merchant marine with unnecessary costs at a time when it could ill afford to pay them.

Maritime Budget

While haggling over the budget is a time honored Congressional pastime, the haggling this year has been more intense than usual. There is a feeling in Washington that the 1982 Maritime Authorizations Bill will be a watershed document, one which will profoundly affect the people of this country in the years to come.

Non-financial issues have been put on the back burner until some sort of consensus can be reached about the economy. Hard decisions will have to be reached about the 1982 Budget: the depreciations rate on buildings, vessels and inventories, and the extent and nature of any tax cut.

Seamen have an important stake in the outcome of this debate. The entire Democratic minority membership of the Senate Commerce, Science and Transportation Committee has gone on record as opposing proposed funding levels for the 1982 Maritime Administration Program, on the grounds that the \$107 million that is scheduled to be cut from the construction differential subsidy program will adversely affect the American shipbuilding industry, perhaps irrevocably.

U.S.-China Trade

American trade with the People's Republic of China has increased 60% in the past year, making China one of the most important markets for American exports.

According to statistics released by the National Council for U.S.-China Trade, a private organization established in 1973 to promote trade with the PRC, China now stands among the ten largest importers of American goods.

Sino-American trade is covered by a bilateral trade agreement under whose terms each country can reserve the right to carry 40% of the traded goods on national flag carriers. Agricultural products—wheat, cotton, soybeans and soybean oil—accounted for 61% of American exports.

Navy Secretary Speaks Out

In a strongly worded Maritime Day Address, delivered before the Washington, D.C. Propeller Club, John Lehman, Secretary of the Navy, called on the United States to do something to shore up its sagging maritime power.

According to Lehman, this country has not yet faced up to the deterioration of maritime.

About three-quarters of U.S. vessels are approaching the terminal 20 to 25-year point in their operational lives. The Soviet Union, which is primarily a land-based power, has a maritime capability exceeding ours.

In the words of Secretary Lehman, "the United States is, in every sense but geography, an island nation. Without adequate and reliable sealift, literally none of our military plans are executable."

Jones Act Waiver

Members of the House Merchant Marine Subcommittee have scheduled hearings for sometime in June to discuss the merits of H.R. 3577, a bill that would relax American-flag provisions of the Jones Act in regard to the transportation of lumber products off the West Coast.

Under the terms of the bill, the Secretary of Commerce would have the right to waive American-flag provisions on lumber products being shipped from the West Coast to the East and Gulf Coasts and also from the West Coast to Puerto Rico.

The bill, which was introduced by Rep. Pete McCloskey (R-Cal), has aroused considerable opposition in the maritime industry. SIU and many industry and labor organizations feel that Congress would be setting a dangerous precedent by allowing this limited exemption. If the West Coast lumber industry is allowed to use foreign flag vessels to ship products domestically, then other industries and regions will demand the same right.

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



The Lakes Picture

Algonac

The Union has begun contract talks with the Great Lakes Association of Marine Operators (GLAMO). After the new GLAMO contract is wrapped up, talks on a new collective bargaining agreement with SIU contracted Kinsman Lines will begin.

* * *

SIU-contracted Bob Lo Co., which runs the passenger ferries *Columbia* and *Ste. Claire* to and from Bob Lo Island has filed for bankruptcy. The company is currently in the process of reorganizing while continuing to operate under Chapter 11 of the Bankruptcy Laws. Bob Lo has received financial help from the city of Detroit and other concerned parties and is fighting hard to keep their boats running.

* * *

The Michigan State Department of Transportation has until June 30 to hand down their decision on whether the SIU Ann Arbor Carferries stay in Frankfort or move to Ludington, Mich.

The proposal to move the ferries' base to Ludington has kicked off heated protests from Benzie County officials, businesses and residents who want the carferries to stay in Frankfort.

If the DOT paid attention to testimony from the hearings they've held on the carferries, their decision would be clear-cut. According to data presented to the DOT, it will cost the state of Michigan approximately \$1.9 million more per year to operate the carferries out of Ludington than from Frankfort. And that \$1.9 million, coupled with the costs of transferring the carferries to Ludington, would come out of taxpayers' pockets.

* * *

Meanwhile, the Michigan Interstate Railway Co., which operates the ferries and railroad for Ann Arbor, is having troubles of a different sort. MIRC's state subsidy has been cut in half by the DOT this year. In order to operate within their reduced budget, MIRC has to reduce costs by \$1.2 million a year.

Their first proposal was a plan to ask the carferries' crews to give up the \$1.25 cost of living add-on accumulated during the last contract in exchange for stocks.

The company planned to issue \$1.2 million in common stock, giving each crewman a certain number of shares based on hours of employment, in lieu of the COLA.

MIRC asked SIU reps to present the stock option proposal to the Union

carferry crews. The proposal was turned down by a vote of 59-2.

The next step was taken on June 10. MIRC has called a meeting with the SIU, MEBA and 10 other unions involved in their railroad operation to try to work out a solution.

* * *

The coal miners strike has caused a number of SIU Great Lakes ships to lay up because of lack of cargoes. But the vessels, including the *John J. Boland* and *McKee Sons* (American Steamship) and several others will fit out as soon as the coal miners ratify a contract, expected soon.

Two Firsts

The SIU-contracted Adam E. Cornelius (American Steamship) was the first vessel to unload at Green Bay, Wisc., this year.

* * *

Meanwhile, the venerable hand-bomber Chief Wawatam was named to the Michigan State Register of Historic Sites.

Port Projects

The Wisconsin Dept. of Transportation okayed a grant of \$1,008,000 for improving Superior Harbor. The grant was requested by the city of Superior and the Board of Harbor Commissioners and it represents 72 percent of the cost of dredging part of the harbor. The dredging work is the first step towards construction of a grain trans-shipment facility, projected to cost \$27 million when completed.

* * *

A bill to authorize extension of the harbor at Ashtabula, Ohio to accommodate 1,000 foot vessels was introduced in the Senate by Howard Metzenbaum (D-Ohio).

St. Lawrence Seaway

Toll increases for the St. Lawrence Seaway are once again under discussion. A U.S.-Canadian review board, made up of two representatives from the U.S. St. Lawrence Seaway Development Corp. and the Canadian St. Lawrence Seaway Authority said the U.S. side of the Seaway will see a deficit of \$3.8 million for 1981-82. Canada's deficit will be \$23.3 million.

The review board came up with five options to erase the deficits, all of which involve toll increases.

Cargo Preference a Bust

The Maritime Administration's proposal that 10 percent of all government-generated cargoes be allocated to Great Lakes ports sounds better than it is, said SIU President Frank Drozak recently.

"The facts are," said Drozak in his keynote address at the Toledo Port Council's annual dinner, "that very few U.S.-flag ships operating on the Great Lakes are available to take that cargo to its destination. By law," he continued, "the government may transport its cargoes on foreign bottoms if no U.S.-flag vessels are available."

"So what will happen to that cargo?" Drozak queried. "Naturally, the government will say it had no choice but to load it on foreign flag ships."

That situation will do nothing to help the U.S.-flag Great Lakes fleet, Drozak said, adding that the Union will work for "better ways to revitalize Great Lakes shipping while providing more cargoes and more jobs to Great Lakes ports."

A MESSAGE FROM YOUR UNION



NARCOTICS ARE FOR LOSERS
□
IF CAUGHT YOU LOSE YOUR PAPERS FOR LIFE!
□
THINK ABOUT IT!



The Lakes Picture

Algonac

The Union has begun contract talks with the Great Lakes Association of Marine Operators (GLAMO). After the new GLAMO contract is wrapped up, talks on a new collective bargaining agreement with SIU contracted Kinsman Lines will begin.

SIU-contracted Bob Lo Co., which runs the passenger ferries Columbia and Ste. Claire to and from Bob Lo Island has filed for bankruptcy. The company is currently in the process of reorganizing while continuing to operate under Chapter 11 of the Bankruptcy Laws. Bob Lo has received financial help from the city of Detroit and other concerned parties and is fighting hard to keep their boats running.

The Michigan State Department of Transportation has until June 30 to hand down their decision on whether the SIU Ann Arbor Carferries stay in Frankfort or move to Ludington, Mich.

The proposal to move the ferries' base to Ludington has kicked off heated protests from Benzie County officials, businesses and residents who want the carferries to stay in Frankfort.

If the DOT paid attention to testimony from the hearings they've held on the carferries, their decision would be clear-cut. According to data presented to the DOT it will cost the state of Michigan approximately \$1.9 million more per year to operate the carferries out of Ludington than from Frankfort. And that \$1.9 million, coupled with the costs of transferring the carferries to Ludington, would come out of taxpayers' pockets.

Meanwhile, the Michigan Interstate Railway Co., which operates the ferries and railroad for Ann Arbor, is having troubles of a different sort. MIRC's state subsidy has been cut in half by the DOT this year. In order to operate within their reduced budget, MIRC has to reduce costs by \$1.2 million a year.

Their first proposal was a plan to ask the carferries' crews to give up the \$1.25 cost of living add-on accumulated during the last contract in exchange for stocks.

The company planned to issue \$1.2 million in common stock, giving each crewman a certain number of shares based on hours of employment, in lieu of the COLA.

MIRC asked SIU reps to present the stock option proposal to the Union

carferry crews. The proposal was turned down by a vote of 59-2. The next step was taken on June 10. MIRC has called a meeting with the SIU, MEBA and 10 other unions involved in their railroad operation to try to work out a solution.

The coal miners strike has caused a number of SIU Great Lakes ships to lay up because of lack of cargoes. But the vessels, including the John J. Boland and McKee Sons (American Steamship) and several others will fit out as soon as the coal miners ratify a contract, expected soon.

Two Firsts

The SIU-contracted Adam E. Cornelius (American Steamship) was the first vessel to unload at Green Bay, Wisc., this year.

Meanwhile, the venerable hand-bomber Chief Wawatam was named to the Michigan State Register of Historic Sites.

Port Projects

The Wisconsin Dept. of Transportation okayed a grant of \$1,008,000 for improving Superior Harbor. The grant was requested by the city of Superior and the Board of Harbor Commissioners and it represents 72 percent of the cost of dredging part of the harbor. The dredging work is the first step towards construction of a grain trans-shipment facility, projected to cost \$27 million when completed.

A bill to authorize extension of the harbor at Ashtabula, Ohio to accommodate 1,000 foot vessels was introduced in the Senate by Howard Metzgenbaum (D-Ohio).

St. Lawrence Seaway

Toll increases for the St. Lawrence Seaway are once again under discussion. A U.S.-Canadian review board, made up of two representatives from the U.S. St. Lawrence Seaway Development Corp. and the Canadian St. Lawrence Seaway Authority said the U.S. side of the Seaway will see a deficit of \$3.8 million for 1981-82. Canada's deficit will be \$23.3 million.

The review board came up with five options to erase the deficits, all of which involve toll increases.

Cargo Preference a Bust

The Maritime Administration's proposal that 10 percent of all government-generated cargoes be allocated to Great Lakes ports sounds better than it is, said SIU President Frank Drozak recently.

"The facts are," said Drozak in his keynote address at the Toledo Port Council's annual dinner, "that very few U.S.-flag ships operating on the Great Lakes are available to take that cargo to its destination. By law," he continued, "the government may transport its cargoes on foreign bottoms if no U.S.-flag vessels are available."

"So what will happen to that cargo?" Drozak queried. "Naturally, the government will say it had no choice but to load it on foreign flag ships."

That situation will do nothing to help the U.S.-flag Great Lakes fleet, Drozak said, adding that the Union will work for "better ways to revitalize Great Lakes shipping while providing more cargoes and more jobs to Great Lakes ports."

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Basic Ed Program Helps Seafarers Advance In Pay, Job Security

PHILIP Johnson never finished high school. And like many other SIU Seafarers and Boatmen, he found it increasingly difficult to keep up with technical advances in shipboard maintenance and operation.

Study courses for advancement to higher ratings were available at the Seafarers Harry Lundeberg School of Seamanship, but Brother Johnson and others found the study materials "over their heads."

Now special help is available to encourage all SIU members to upgrade their skills. A new program—Adult Basic Education—has been launched by the SIU at the Seafarers Harry Lundeberg School of Seamanship.

It works like this: Any SIU member who wants to enroll in any vocational upgrading courses, or the GED program, but who has study



Seafarer Philip Johnson in a study session with SHLSS Learning Center teacher Cindy Meredith. Johnson is serious about improving himself, and the SHLSS staff is serious about helping. The result: Johnson got a 90 on his Pumpman exam, and he is doing well in the Machinist class. It's only the beginning.

problems in math or science or language, can come to the school two to four weeks ahead of time to work to improve their study skills.

Specially trained and dedicated teachers are available to give students all the help they will need to

get ready for their upgrading classes. Phil Johnson is enrolled at SHLSS in the QMED program. He came to the school ahead of time to "get help in the weak areas I had in studying and learning."

Is it working? Two weeks ago, Johnson passed his Pumpman endorsement exam with a 90%. "I never got a 90 in anything before," he said.

Johnson thinks the new study course is the best thing that could have happened for Seafarers. "Not only does it help in strengthening the weak areas we might have in learning, but it also helps to build our confidence. I know the course has encouraged me to try harder."

The three areas that most people need help with are math, reading and study skills, according to Cindy Meredith, one of the SHLSS teachers working with SIU students in the program. She said that all the student needs is a willingness to try, and "we will work with him to help him succeed."

Phil Johnson has the willingness to try. And, with the help of the teaching staff at SHLSS, he is succeeding. So can you.

Marine Electronics Course, For Higher QMED Rating

Marine Electronics will be one of the endorsements needed for an advanced QMED rating—and higher pay.

The Seafarers Harry Lundeberg School of Seamanship is offering a six-week course in Marine Elec-

tronics which includes both classroom and practical on-the-job training.

The course of instruction provides students with both the knowledge and hands-on skills to troubleshoot and perform maintenance and repair

operations on all shipboard electrical systems. Classes will be kept small to permit experienced SHLSS instructors to give individual attention to every student.

To be eligible for this course, Seafarers must hold an endorsement

of QMED—Any Rating.

The next class will begin Sept. 14. See your SIU Field Representative for more information, or send in the Upgrading application printed in this issue of the Log.

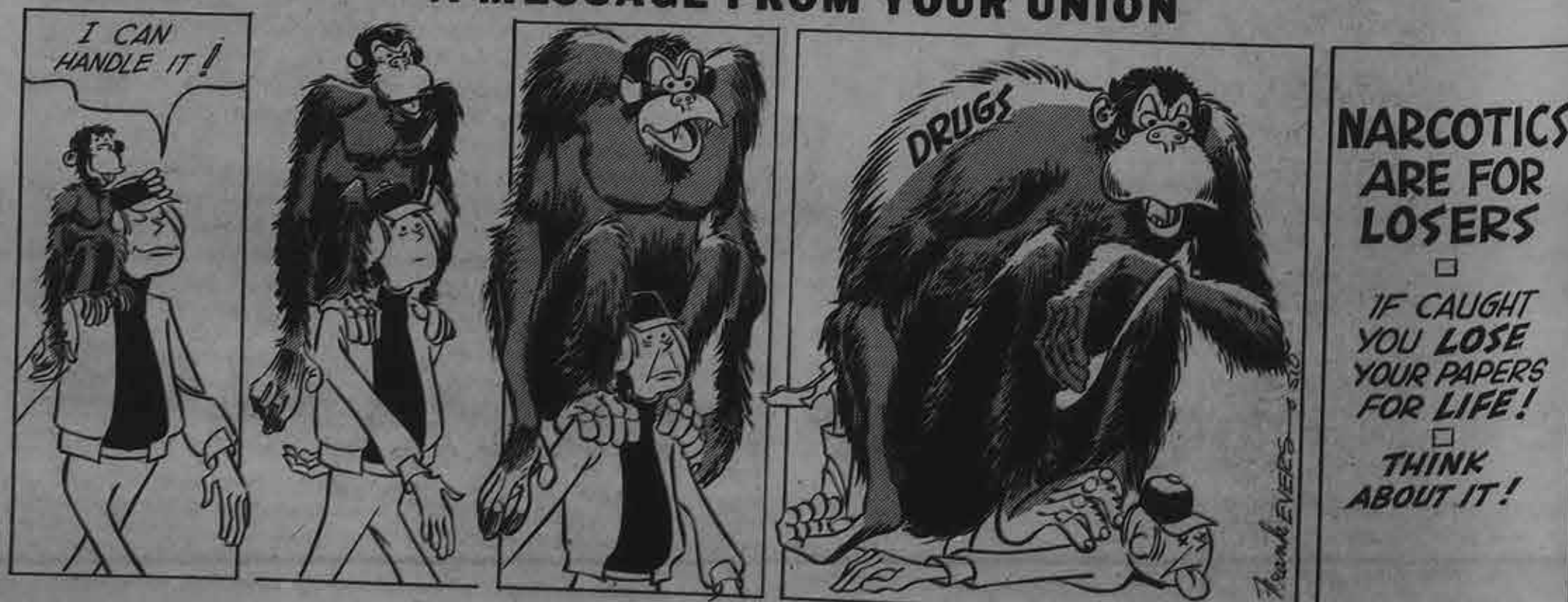


Seafarer Walter Ensor gets the close personal attention of Instructor Don Bush. Small classes allow students to get as much individual help as they need. The next class is Sept. 14-Oct. 23.



Because classes are small, students get individual attention from SHLSS instructors. Here, Instructor Don Bush works with Seafarer Michael Marth while the rest of the class are busy with their projects. In front are Seafarers Walter Ensor and John Ashley; at the rear table are Stephen Kues and Manuel Rodriguez. All of the students are from the Port of New York.

A MESSAGE FROM YOUR UNION



Welding Course Develops Key Shipboard Skills

Seafarers and Boatmen who have the skills of electric and gas welding will always be in demand.

With these skills, Seafarers and Boatmen are protecting their job security as well as expanding their opportunities

for higher pay.

The Seafarers Harry Lundberg School of Seamanship offers a full four-week course in welding to prepare SIU members to handle all types of welding jobs.

The course consists of both classroom and on-the-job training. Included is hands-on instruction in electric arc welding and cutting; and oxy-acetylene welding, brazing and cutting.

Students will have plenty of time for practical work in the SHLSS welding shop. The classes are small enough to allow the instructors to give students all the help they need.

The Welding course is open to all rated Seafarers and to all Boatmen. Those who complete the course will also receive five college credits from Charles County (Md.) Community College.

The next Welding class will begin August 17. See your SIU Field Representative for more details, or send in the Upgrading application in this issue of the LOG.



Seafarer Andre Smith learns to cut metal with a torch as part of the SHLSS Welding course. Brother Smith ships out of the Port of Norfolk.



William "Flatop" Koflowitch makes the sparks fly as he uses a grinder during one of his on-the-job projects in the SHLSS Welding class. "Flatop" ships out of the Port of New York.

SHLSS Offers Towboat Operator Course

SIU Boatmen have a career opportunity in the Towboat Operator course being offered at the Seafarers Harry Lundberg School of Seamanship.

There is both a regular Towboat Operator course and a Scholarship Program which is sponsored by Transportation

Institute.

The course, which is six weeks in length, is designed to prepare SIU Boatmen for a license as Operator of Uninspected Towing Vessels. The course of instruction includes Rules of the Road, Seamanship, Navigation, Rules and

Regulations, and Safety, including first aid, CPR and fire-fighting.

To be eligible for the license, Boatmen must have at least three years seetime on deck with at least one of those on a towing vessel. To be eligible for a license as 2nd Class Op-

erator of Uninspected Towing Vessels, students must have at least 18 months time on towing vessels.

The next Towboat Operator Scholarship Program is scheduled to begin Sept. 14. See your SIU Field Representative for more details.



Ken Haines practices plotting as he prepares for his Towboat Operator certificate at the Seafarers Harry Lundberg School of Seamanship. Brother Haines' home town is Detroit, Mich.



SHLSS Instructor Harry Coyle works closely with his students in Towboat Operator class. Here, he gives special attention to Inocencio Valentin and Pedro Marrero as they work out a navigation problem. Brothers Valentin and Marrero hail from Puerto Rico.

Welding Course Develops Key Shipboard Skills

Seafarers and Boatmen who have the skills of electric and gas welding will always be in demand.

With these skills, Seafarers and Boatmen are protecting their job security as well as expanding their opportunities



William "Flattop" Koflowitch makes the sparks fly as he uses a grinder during one of his on-the-job projects in the SHLSS Welding class. "Flattop" ships out of the Port of New York.

for higher pay.

The Seafarers Harry Lundeberg School of Seamanship offers a full four-week course in welding to prepare SIU members to handle all types of welding jobs.

The course consists of both classroom and on-the-job training. Included is hands-on instruction in electric arc welding and cutting; and oxy-acetylene welding, brazing and cutting.

Students will have plenty of time for practical work in the SHLSS welding shop. The classes are small enough to allow the instructors to give students all the help they need.

The Welding course is open to all rated Seafarers and to all Boatmen. Those who complete the course will also receive five college credits from Charles County (Md.) Community College.

The next Welding class will begin August 17. See your SIU Field Representative for more details, or send in the Upgrading application in this issue of the LOG.



Seafarer Andre Smith learns to cut metal with a torch as part of the SHLSS Welding course. Brother Smith ships out of the Port of Norfolk.

SHLSS Offers Towboat Operator Course

SIU Boatmen have a career opportunity in the Towboat Operator course being offered at the Seafarers Harry Lundeberg School of Seamanship. There is both a regular Towboat Operator course and a Scholarship Program which is sponsored by Transportation

Institute. The course, which is six weeks in length, is designed to prepare SIU Boatmen for a license as Operator of Uninspected Towing Vessels. The course of instruction includes Rules of the Road, Seamanship, Navigation, Rules and

Regulations, and Safety, including first aid, CPR and fire-fighting.

To be eligible for the license, Boatmen must have at least three years seetime on deck with at least one of those on a towing vessel. To be eligible for a license as 2nd Class Op-

erator of Uninspected Towing Vessels, students must have at least 18 months time on towing vessels.

The next Towboat Operator Scholarship Program is scheduled to begin Sept. 14. See your SIU Field Representative for more details.



Ken Haines practices plotting as he prepares for his Towboat Operator certificate at the Seafarers Harry Lundeberg School of Seamanship. Brother Haines' home town is Detroit, Mich.



SHLSS Instructor Harry Coyle works closely with his students in Towboat Operator class. Here, he gives special attention to Inocencio Valentin and Pedro Marrero as they work out a navigation problem. Brothers Valentin and Marrero hail from Puerto Rico.

SHLSS Offers Culinary Programs From Trainee Cook to Chief Steward

A wide variety of Steward Department training and upgrading programs are being offered to Seafarers and Inland Boatmen at the Seafarers

Harry Lundeberg School of Seamanship. Included in the roster of upgrading programs are Assistant Cook, Cook and Baker,

Chief Cook, and Chief Steward. A special program for Towboat Cooks, and a program for Re-certified Stewards are also in the SHLSS curriculum.

All of the courses are six weeks in length, and all of them are taught and supervised by experienced seagoing cooks and bakers. All of the Steward Department courses include both classroom and on-the-job training in the galleys and bake shop at SHLSS.

The next classes for Assistant Cook, Cook and Baker, and Chief Cook are scheduled to begin July 13. Two more classes are scheduled this year: beginning Oct. 5, and Nov. 16. Class sizes are limited, so interested Seafarers should send in applications as soon as possible.

See your SIU Field Representative, or send in the Upgrading application which is published in this issue of THE LOG.



Don Polzin removes a batch of freshly-baked bread from the oven during the early morning watch in the SHLSS galley. Seafarer Polzin, who sails out of the Port of New York, is upgrading to Cook and Baker at the Seafarers Harry Lundeberg School of Seamanship.



Seafarer Mark Kalmus takes a turn on the serving line as part of his on-the-job training. Mark is upgrading to Cook and Baker, and ships out of the Port of New York.



Seafarer Larry Conlon, who is upgrading to Chief Steward, watches as Trainee Assistant Cook Cheryl Plyler adds molasses to a pan of baked beans. Seafarer Conlon has been through all of the Steward Department upgrading programs offered at the Seafarers Harry Lundeberg School of Seamanship. Trainee Cheryl Plyler, who comes from Jacksonville, Fla., is just beginning what can be a very rewarding career.



Ken Starcher, now in the Assistant Cook program at SHLSS, is on his way to a well-paying career as a seagoing member of the Steward Department, thanks to the well-planned training programs offered at the Seafarers Harry Lundeberg School of Seamanship.



Veteran Chief Steward Frank Costango shows the baking skills of the trade to Cook and Baker trainees Peter Schmidt, left, and Thomas Barrett, at right. All of the Steward Department upgrading programs at the Seafarers Harry Lundeberg School of Seamanship emphasize on-the-job experience under the guidance of qualified and experienced seagoing cooks.

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



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date
LNG QMED—Any Rating *(24)	CANCELLED May 11 September	July 30 December 17	Third Mate *(12)	July 6 September 14	September 11 November 20
FOWT *(24)	July 20 August 31 November 9	August 13 October 8 December 17	Able Seaman *(15)	July 6 August 3 November 9	July 30 September 10 December 17
Marine Electrical Maintenance *(12)	July 6 October 26	August 28 December 18	Lifeboatman *(10)	June 22 July 20 October 26	July 3 July 31 November 6
Marine Electronics *(12)	September 14	October 23	Tankerman *(10)	June 8 July 6 September 14	June 18 July 16 September 24
Refrigeration Systems Maintenance and Operations *(12)	June 22 October 13	July 31 November 20	Chief Steward *(3)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Diesel—Regular *(15)	June 22 October 13	July 17 November 6	Chief Cook *(4)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Diesel Scholarship *(12)	June 22 October 13	August 14 December 4	Cook and Baker *(6)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Pumproom Maintenance & Operations *(12)	June 8 October 26	July 17 December 4	Assistant Cook *(8)	June 11 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Automation *(15)	August 3 September 14	August 28 October 9	Bosun Recertification *(12)	August 10	October 5
Basic Welding *(10)	August 17	September 11	Steward Recertification *(12)	July 13 September 8 October 13	September 7 November 2 December 7
Conveyorman *(20)			"A" Seniority *(12)	June 8 July 6 August 10 September 8 October 5 November 9 December 7	July 6 August 3 September 7 October 5 November 2 December 7 January 4
Third Assistant Engineer *(12)	August 3 October 13	October 9 December 18			
Towboat Operator Scholarship *(12)	June 22 September 14	August 7 October 30			
Celestial Navigation *(15)	August 10 November 2	September 11 December 4			
First Class Pilot *(12)	October 5	November 20			
Quartermaster *(12)	June 22 September 14	July 17 October 9			

*Maximum number of students.

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



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date
LNG QMED—Any Rating *(24)	CANCELLED May 11 September	July 30 December 17	Third Mate *(12)	July 6 September 14	September 11 November 20
FOWT *(24)	July 20 August 31 November 9	August 13 October 8 December 17	Able Seaman *(15)	July 6 August 3 November 9	July 30 September 10 December 17
Marine Electrical Maintenance *(12)	July 6 October 26	August 28 December 18	Lifeboatman *(10)	June 22 July 20 October 26	July 3 July 31 November 6
Marine Electronics *(12)	September 14	October 23	Tankerman *(10)	June 8 July 6 September 14	June 18 July 16 September 24
Refrigeration Systems Maintenance and Operations *(12)	June 22 October 13	July 31 November 20	Chief Steward *(3)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Diesel—Regular *(15)	June 22 October 13	July 17 November 6	Chief Cook *(4)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Diesel Scholarship *(12)	June 22 October 13	August 14 December 4	Cook and Baker *(6)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Pumproom Maintenance & Operations *(12)	June 8 October 26	July 17 December 4	Assistant Cook *(8)	June 11 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Automation *(15)	August 3 September 14	August 28 October 9	Bosun Recertification *(12)	August 10	October 5
Basic Welding *(10)	August 17	September 11	Steward Recertification *(12)	July 13 September 8 October 13	September 7 November 2 December 7
Conveyorman *(20)	August 3 October 13	October 9 December 18	"A" Seniority *(12)	June 8 July 6 August 10 September 8 October 5 November 9 December 7	July 6 August 3 September 7 October 5 November 2 December 7 January 4
Third Assistant Engineer *(12)	August 3 October 13	October 9 December 18			
Towboat Operator Scholarship *(12)	June 22 September 14	August 7 October 30			
Celestial Navigation *(15)	August 10 November 2	September 11 December 4			
First Class Pilot *(12)	October 5	November 20			
Quartermaster *(12)	June 22 September 14	July 17 October 9			

*Maximum number of students.

Apply Now for an SHLSS Upgrading Course

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

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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

Date Book _____ Port Issued _____ Port Presently _____
Was Issued 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 _____ Endorsement(s) or _____
(dates attended) License Received

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

<p>DECK</p> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator <input type="checkbox"/> Western Rivers <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot <input type="checkbox"/> Third Mate	<p>ENGINE</p> <input type="checkbox"/> FWT <input type="checkbox"/> Oiler <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Others _____ <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	<p>STEWARD</p> <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook <p>ALL DEPARTMENTS</p> <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting
--	--	---

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

A Pix of Life at Sea, As a Passenger Sees It

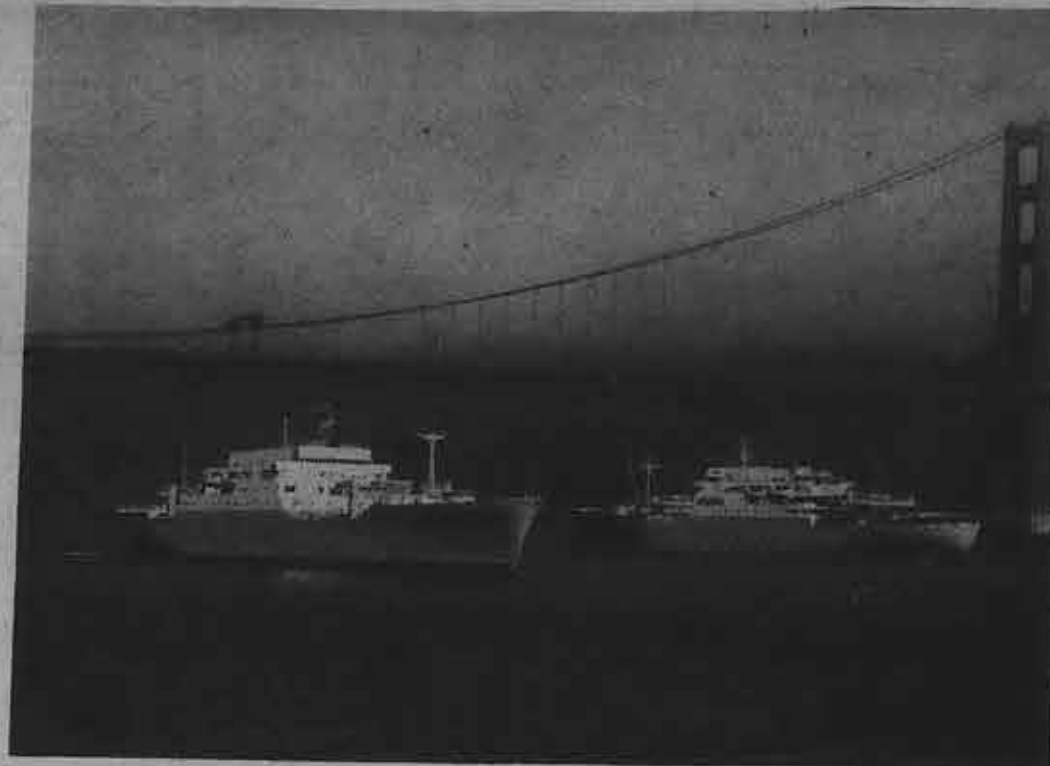
Following is an article by Martin Gerchen, reprinted from the San Francisco Sunday Examiner and Chronicle. Mr. Gerchen was a passenger aboard the SIU's cargo/passenger liner *Santa Mariana*, operated by Delta Line. The article reflects his impressions of life at sea for a passenger—with a little help from the SIU crew.

WERE you able to wash?" a friend asked when I told her I had taken a cargo ship to South America for my vacation. She said she thought of passenger-carrying freighters as rust buckets infested with surly crews who had no time or interest in the passengers who suffered under primitive, Mutiny-on-the-Bounty conditions.

The friend was wrong. I sailed in five-star, hotel-like luxury, pampered by attentive stewards in starched, white coats who soon learned my preferences and catered to me as if I were the captain.

The ship was Delta Line Cruises' *Santa Mariana*, which sails from Vancouver and Tacoma, south along the Pacific Coast to San Francisco and Los Angeles, then through the Panama Canal, around South America and back north to Vancouver. I was on the leg from Los Angeles through the Panama Canal to Caracas.

The ship can carry 100 passengers, but there were only



Delta operates four cargo/passenger liners off the West Coast, all crewed by the SIU. Pictured above are two of them, the *Santa Maria* and the *Santa Mariana*.

71 aboard this time. The crew numbered 110, of whom 42 were assigned to the care and feeding of the passengers.

Our staterooms and cabins were serviced and cleaned every day and beds were turned down at night. If I missed a meal, the chief steward telephoned my stateroom to ask if I would care to have something sent up. Room service ran 22 hours a day—and was free.

But before rhapsodizing about the splendors of cargo ship travel, let me begin at the beginning—with the problems.

While the Delta Line does indeed cater most graciously to the needs of passengers, the primary mission of the ships is to haul cargo. This means that the sailing date is subject to change if the ship is required suddenly to add a port to the schedule in order to take on or off-load cargo.

The Delta Line brochure makes this very clear, and it was made perfectly clear to me when my sailing date was changed twice. It was fortunate that my schedule was flexible enough to allow me to make the trip.

Most freighter passengers are

retired people who have no problems with schedule changes. The *Mariana* was on a 54-day cruise around South America. Regardless of the price paid for the cabins, all passengers dined in the same, well-appointed dining room.

Days began with lavish breakfasts. The menus for all meals were as varied as any first class restaurants.

The ship carried four entertainers. A man and wife conducted the evening entertainment sessions. Two men played pianos in the bar during pre-dinner cocktail hours and afterward.

When we didn't have live entertainment, first-run movies were shown and buttered popcorn was served. No charge. And if you didn't care to join in the usual parlor games, you were free to lounge about in the ship's library, which was filled with the latest hard-cover books.

It was exciting to put into ports where only cargo ships docked. None was pretty or "Love Boat" style. In fact, they were rather dirty, down and out, but also sort of romantic.

Life at sea soon became lost in a gentle swirl of dining and dozing. The bar opened at 11 a.m., and the inexpensive drinks lured many passengers to float on waves other than the ocean.

Inland User Fees Threat to Industry

THE Reagan Administration's budget tightening proposals have a wide ranging impact, touching on virtually every American industry. And inland water transportation is no exception.

A flurry of legislation has been introduced in both houses of Congress which would impose a variety of fees and charges on inland vessel operators. If they are enacted either singly or in combination, these bills could undermine the inland water industry's status as the most economical transportation mode in the U.S.

One pair of bills sponsored by the Administration (S.810 and H.R. 2962) seeks to recover the full costs of operation and maintenance of locks, dams and dredged channels on shallow draft rivers. The bills direct the Army Corps of Engineers to recoup government outlays for operation and maintenance of the inland waterways through a system of fees and taxes.

Companion bills, numbered S.809 in the Senate and H.R. 2959

in the House would impose similar charges on coastal port and deep draft channel users.

Also on the burner are a number of "fast-tracking" proposals. These measures seek to get a U.S. coal export program off the ground by partially funding coal port dredging with user charges.

Legislation Likely

While no decisive action on any of these or a number of other pending user fee bills has yet been taken, some type of waterway user charge is expected to be enacted. (Currently inland user charges are limited to a 4 cent per gallon fuel charge. The fuel tax will rise to 10 cents per gallon by 1985.)

The Administration's budget resolution for fiscal year 1982 has been approved by a joint House-Senate conference committee. While the budget resolution itself does not mandate specific inland user charges, it does direct the Public Works Committees in both houses to make "changes in law" sufficient

to reduce federal "... outlays of \$185 million in fiscal year 1982."

Given this directive, the Public Works Committees reportedly have two choices. They can either recommend further stretchouts of construction schedules or develop user fee legislation which would take the form of segment tolls, lockage fees, license fees, etc., to meet the Administration's funding guidelines.

Pushing for the user fees is Sen. Pete Domenici (R-N. Mex.) who's made a reputation as the most vocal inland user charge advocate in Congress. Domenici sits on the Senate Committee on Environment & Public Works which has to make recommendations on user fees. And he chairs the Senate Budget Committee which has to act on those recommendations.

Hearings Scheduled

In case his Senate colleagues find the Administration's proposed full operation and maintenance cost re-

covery plan too much to take, Domenici has prepared compromise measures. Introduced as amendments to the original Administration bills, Domenici's proposal would require user repayment of 50 percent of new construction and 75 percent of operation and maintenance costs to be phased in over five years.

Reactions from inland vessel operators and other concerned parties to the inland user charge plans will be heard this month. The Senate Water Resources Subcommittee, chaired by Sen. James Abdnor (R-S. D.) began hearings on pending bills, including all user charge proposals, on June 8.

Meanwhile, the prevailing opinion on inland user charges appears to be a grim acceptance of some form of increases. But the inland industry is willing to accept user fees only if a condition of competitive equity exists. That means that user charges are acceptable to inland operators only if comparable fees are also imposed on competing transportation modes.

A Pix of Life at Sea, As a Passenger Sees It

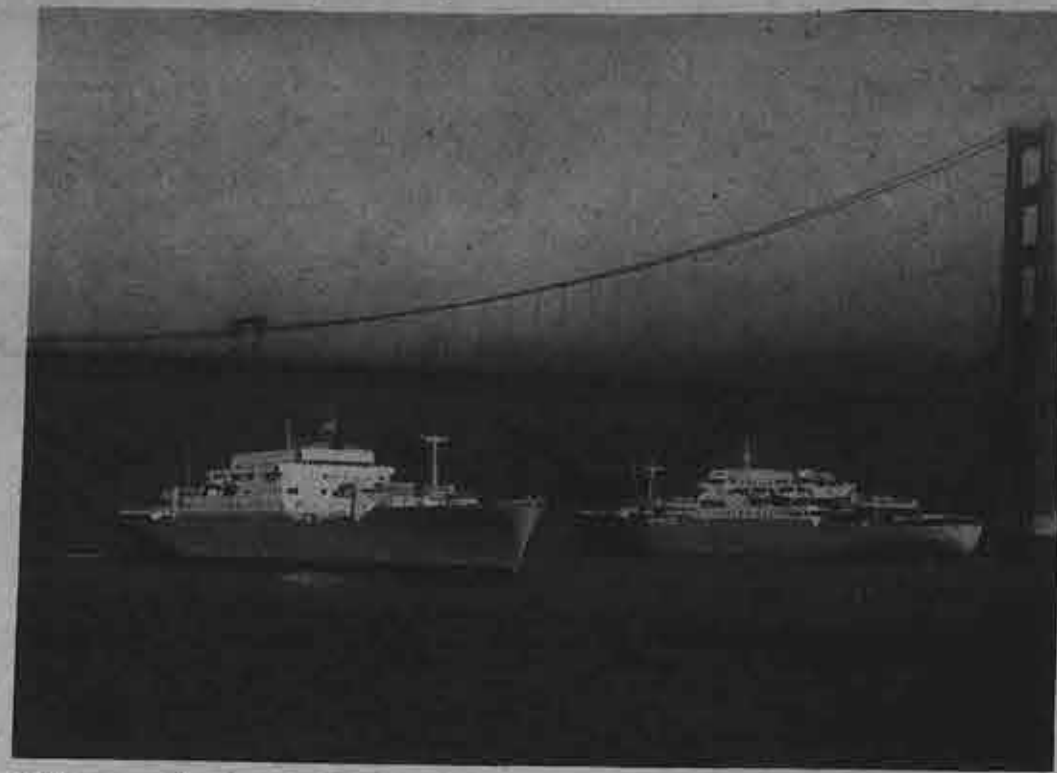
Following is an article by Marlin Gerchen, reprinted from the San Francisco Sunday Examiner and Chronicle. Mr. Gerchen was a passenger aboard the SIU's cargo/passenger liner Santa Mariana, operated by Delta Line. The article reflects his impressions of life at sea for a passenger—with a little help from the SIU crew.

WERE you able to wash?" a friend asked when I told her I had taken a cargo ship to South America for my vacation. She said she thought of passenger-carrying freighters as rust buckets infested with surly crews who had no time or interest in the passengers who suffered under primitive, Mutiny-on-the-Bounty conditions.

The friend was wrong. I sailed in five-star, hotel-like luxury, pampered by attentive stewards in starched, white coats who soon learned my preferences and catered to me as if I were the captain.

The ship was Delta Line Cruises' Santa Mariana, which sails from Vancouver and Tacoma, south along the Pacific Coast to San Francisco and Los Angeles, then through the Panama Canal, around South America and back north to Vancouver. I was on the leg from Los Angeles through the Panama Canal to Caracas.

The ship can carry 100 passengers, but there were only



Delta operates four cargo/passenger liners off the West Coast, all crewed by the SIU. Pictured above are two of them, the Santa Maria and the Santa Mariana.

71 aboard this time. The crew numbered 110, of whom 42 were assigned to the care and feeding of the passengers.

Our staterooms and cabins were serviced and cleaned every day and beds were turned down at night. If I missed a meal, the chief steward telephoned my stateroom to ask if I would care to have something sent up. Room service ran 22 hours a day—and was free.

But before rhapsodizing about the splendors of cargo ship travel, let me begin at the beginning—with the problems.

While the Delta Line does indeed cater most graciously to the needs of passengers, the primary mission of the ships is to haul cargo. This means that the sailing date is subject to change if the ship is required suddenly to add a port to the schedule in order to take on or off-load cargo.

The Delta Line brochure makes this very clear, and it was made perfectly clear to me when my sailing date was changed twice. It was fortunate that my schedule was flexible enough to allow me to make the trip.

Most freighter passengers are

retired people who have no problems with schedule changes. The Mariana was on a 54-day cruise around South America. Regardless of the price paid for the cabins, all passengers dined in the same, well-appointed dining room.

Days began with lavish breakfasts. The menus for all meals were as varied as any first class restaurants.

The ship carried four entertainers. A man and wife conducted the evening entertainment sessions. Two men played pianos in the bar during pre-dinner cocktail hours and afterward.

When we didn't have live entertainment, first-run movies were shown and buttered popcorn was served. No charge. And if you didn't care to join in the usual parlor games, you were free to lounge about in the ship's library, which was filled with the latest hard-cover books.

It was exciting to put into ports where only cargo ships docked. None was pretty or "Love Boat" style. In fact, they were rather dirty, down and out, but also sort of romantic.

Life at sea soon became lost in a gentle swirl of dining and dozing. The bar opened at 11 a.m., and the inexpensive drinks lured many passengers to float on waves other than the ocean.

Inland User Fees Threat to Industry

THE Reagan Administration's budget tightening proposals have a wide ranging impact, touching on virtually every American industry. And inland water transportation is no exception.

A flurry of legislation has been introduced in both houses of Congress which would impose a variety of fees and charges on inland vessel operators. If they are enacted either singly or in combination, these bills could undermine the inland water industry's status as the most economical transportation mode in the U.S.

One pair of bills sponsored by the Administration (S.810 and H.R. 2962) seeks to recover the full costs of operation and maintenance of locks, dams and dredged channels on shallow draft rivers. The bills direct the Army Corps of Engineers to recoup government outlays for operation and maintenance of the inland waterways through a system of fees and taxes.

Companion bills, numbered S.809 in the Senate and H.R. 2959

in the House would impose similar charges on coastal port and deep draft channel users.

Also on the burner are a number of "fast-tracking" proposals. These measures seek to get a U.S. coal export program off the ground by partially funding coal port dredging with user charges.

Legislation Likely

While no decisive action on any of these or a number of other pending user fee bills has yet been taken, some type of waterway user charge is expected to be enacted. (Currently inland user charges are limited to a 4 cent per gallon fuel charge. The fuel tax will rise to 10 cents per gallon by 1985.)

The Administration's budget resolution for fiscal year 1982 has been approved by a joint House-Senate conference committee. While the budget resolution itself does not mandate specific inland user charges, it does direct the Public Works Committees in both houses to make "changes in law" sufficient

to reduce federal "outlays of \$185 million in fiscal year 1982."

Given this directive, the Public Works Committees reportedly have two choices. They can either recommend further stretchouts of construction schedules or develop user fee legislation which would take the form of segment tolls, lockage fees, license fees, etc., to meet the Administration's funding guidelines.

Pushing for the user fees is Sen. Pete Domenici (R-N. Mex.) who's made a reputation as the most vocal inland user charge advocate in Congress. Domenici sits on the Senate Committee on Environment & Public Works which has to make recommendations on user fees. And he chairs the Senate Budget Committee which has to act on those recommendations.

Hearings Scheduled

In case his Senate colleagues find the Administration's proposed full operation and maintenance cost re-

covery plan too much to take, Domenici has prepared compromise measures. Introduced as amendments to the original Administration bills, Domenici's proposal would require user repayment of 50 percent of new construction and 75 percent of operation and maintenance costs to be phased in over five years.

Reactions from inland vessel operators and other concerned parties to the inland user charge plans will be heard this month. The Senate Water Resources Subcommittee, chaired by Sen. James Abdnor (R-S. D.) began hearings on pending bills, including all user charge proposals, on June 8.

Meanwhile, the prevailing opinion on inland user charges appears to be a grim acceptance of some form of increases. But the inland industry is willing to accept user fees only if a condition of competitive equity exists. That means that user charges are acceptable to inland operators only if comparable fees are also imposed on competing transportation modes.

200,000 View Union Industries Show

THE centennial of the organized labor movement in America was highlighted at the 36th AFL-CIO Union-Industries Show held last month in Baltimore, Md.

Drawing nearly 200,000 visitors, the show featured the products and services of unions within the AFL-CIO.

A popular attraction was the SIUNA booth which featured, among other things, the Seafarers Harry Lundeberg School of Seamanship (SHLSS) and the United Cannery & Industrial Workers of the Pacific, Los Angeles and Vicinity District.

Seafarers gave knot tying displays and trainees from SHLSS also participated in the show. A continuous slide presentation compared the U.S. and Russian merchant marines and showed the importance that the

SIUNA Display A Hit

Soviet Union places on a strong domestic fleet. There was also a photo exhibit tracing the history of the SIU.

The Cannery Workers, which is an SIUNA affiliate, raffled off prizes of the products made by its members. These included cans of tuna fish, pet food, hot sauces, and Mexican specialties.

Hundreds of copies of the Log were also distributed.

Manning the SIUNA booth were: Cannery Workers President Steve Edney and his wife, Alberta; Rose Daquisto from the Cannery Workers Health, Welfare, and Pension Department, and her two granddaughters; George Costagno, SIU Baltimore port agent, and Bob Anton, SIU field representative in Baltimore. Also manning the booth for a couple of days was Jean Ingrao, Secretary-Treasurer of the AFL-CIO Maritime Trades Department who attended the Labor Federation's



Seafarers Photo Exhibit gives the history of the SIU from the 40's to the present.



AFL-CIO President Lane Kirkland (center) who opened the show, has MTD Executive Secretary-Treasurer Jean Ingrao on his right. With them are SHLSS trainees in front of their booth.

Executive Board meeting in Baltimore.

The show, which is produced and managed by the AFL-CIO Union Label & Service Trades Dept., presented more than 300 exhibits and demonstrations by AFL-CIO unions.

An estimated \$100,000 in prizes and free samples were given away to show visitors.

An exhibit called "The Way We Worked" was presented by the AFL-CIO in cooperation with the Baltimore Industrial Museum.

Focusing on the theme of organized labor's centennial the exhibit, which showed the development of industry and labor in Baltimore, featured art and artifacts from the city's port, mills, and factories.

Officially opening the show was AFL-CIO President Lane Kirkland. He called the show a demonstration of labor's "confidence in the importance of the collective bargaining system and also in the strength of American industry."

He added that "in a climate of mutual respect, labor, industry and government can work together to

make our economy work . . ."

The show, which is produced in a different city each year, is the only labor-management exposition of its kind in the U.S. Its purpose is to let the public know that union members are involved in most of the country's industrial and service sectors.

For instance, the Bakery, Confectionery & Tobacco Workers' exhibit featured two of Baltimore's most expert cake decorators. At the

Service Employees' booth, visitors could have their blood pressure checked.

Important trade union issues were also promoted at the show. At the Air Line Pilots exhibit, visitors were asked to boycott union-busting New York Air service. At the Government Employees' booth, Baltimore citizens had the opportunity to send post cards to Congress urging retention of the separate retirement program for Federal workers.



Magician entrances part of the week-long 200,000 crowd—especially the kids in front—at the show in Baltimore last month with the magic of chemistry at the Chemical Workers Exhibit.



SIUNA-affiliated Cannery Workers chief Steve Edney (right) appreciates help at the union's booth of (l. to r.) Mrs. Alberta Edney, aide Rose Daquisto and her two granddaughters.

Brotherhood of the Sea Meets Post

by John Bunker

History of the SIU, Part VIII

WHEN World War II ended in 1945, the American flag flew over 5,000 merchant ships, the largest merchant marine in world history. Most of these ships were new or almost new and included a large number of modern and speedy C-class freighters and T-type, war-built tankers.

As soon as Japan surrendered and the war was over, military cargoes dwindled from a flood to a trickle and the need for ships was greatly diminished. Hundreds of Liberties, Victories and other types of wartime, emergency vessels began a steady parade to the lay-up fleets on the Hudson River in New York, the James River in Virginia, Suisan Bay near San Francisco and other reserve fleet anchorages.

With every ship that laid up there went the need for an average crew of some 40 officers and unlicensed men.

By 1946 more than 1400 ships had been laid up.

The reserve fleets would have been double this size except for the huge American foreign aid program that was started after the War to help feed our allies and former enemies and rebuild war-torn Europe.

The American foreign aid to Europe, called the Marshall Plan, was later expanded to extend economic and military assistance to half a hundred nations around the world, Iran being one of the large recipients of American aid. Never in the history of the world has there been such an outpouring of humanitarian assistance—nor had one nation ever done so much to help others in need.

Between 1945 and 1960, the United States spent more than \$80 billion for foreign aid. Some claim that, because of the intricate maze of bureaucratic accounting in Washington, this total was more likely \$100 billion for those 15 years. Foreign aid of one kind or



Hundreds of ships were mothballed after World War II creating monumental challenges for survival of the seamen's movement.

another has continued, of course, ever since.

Hundreds of war-built ships switched in 1945-46 from carrying war cargoes to freighting millions of tons of grain, coal, fertilizers, lumber, machinery, and other cargoes to Europe. Thousands of SIU men helped to sail this huge relief armada—first to Europe, then to India, China, the Middle East and other areas.

U.S. Ships Sold Foreign

England, France, Greece, Norway and our other allies during the war had lost thousands of ships to submarines, surface raiders and bombers and as the United States was unable to use all of its war-built fleet, Congress voted to sell a large part of it to foreign nations. Germany and Japan were excluded but Italy, one of our recent enemies, was permitted to buy surplus American ships.

Many of these vessels were purchased with American funds which had been obtained through economic as-

sistance grants, so in large part it was actually a ship give-away. Only Americans could buy C-2s, C-3s and C-4s, the best of our war-built fleet. Most of the ships "sold foreign" were Liberties, Victories, T-2 tankers, coastal types and a few C-1s.

Before the Surplus Ship Sales Act expired in 1948, foreign buyers had taken 1,159 ships. American firms bought about 800. These vessels enabled many smart foreign operators, such as Aristotle Onassis, to make millions in post-war shipping.

While trying to cope with the fast-changing conditions in maritime caused by the mass lay-up of ships, the SIU was also looking ahead and planning for the future. In 1946, John Hawk was reelected to his seventh term as secretary-treasurer of the A&G District and members voted to buy or build new hiring halls with an eye toward future growth.

Organizing, Upgrading Begins

An Agents' Conference in March of 1946 planned union expansion, with the emphasis on organizing more companies to provide hundreds of additional jobs. New York Port Agent Paul Hall was a strong advocate of a vigorous "move ahead" philosophy.

One evidence of this progressive thinking was expansion of the *Seafarers Log* to 16 pages and a directive to make it a more influential voice for the union.

In 1946, the membership also voted to start an upgrading program to help alleviate the shortage of skilled ratings. This eventually grew into one of the most ambitious educational programs of any labor union—the Seafarers Harry Lundeberg School of Seamanship at Piney Point, Md.

In July of 1946 the SIU signed its "best ever" contract with its two most important lines, the Waterman and

Mississippi Shipping Companies. This pact called for wage increases of from \$17.50 to \$50 a month and set a pattern for other negotiations.

However, these dramatic gains were threatened in August of that year when the National Wage Stabilization Board cut the newly-won SIU wage scale down to the lower level won by the National Maritime Union. This decision affected all ships still under jurisdiction of the War Shipping Administration: vessels still being operated by private companies for the government. This included 94 SIU-contracted ships.

70,000 Seamen Strike

The union was not about to lose what it had gained in tough contract negotiations with the operators and a strike vote was called for, as provided in the union constitution. Members approved a strike. And on September 5, 1946, SIU men walked off the ships. They were supported by the Sailors Union of the Pacific, whose men hit the bricks to retain wage gains they had also won.

More than 70,000 men walked off the ships in all ports.

"This general strike," said John Hawk, "is being directed against the National Wage Stabilization Board and their autocratic infringement of the rights of free labor to bargain collectively with the operators for wages, hours and working conditions."

MTD Established

"For a period of ten days," said the *Seafarers Log*, "not a ship moved or was worked in any port on any coast of the United States. When the strike was brought to an end by the complete capitulation of the Administration (in Washington) an estimated half million waterfront workers had already left their jobs and more were joining the action every day." The SIU had won its beef



Tough duty! A picketeer during the '46 strike grabs 40 winks.

Brotherhood of the Sea Meets Post

by John Bunker

WHEN World War II ended in 1945, the American flag flew over 5,000 merchant ships, the largest merchant marine in world history. Most of these ships were new or almost new and included a large number of modern and speedy C-class freighters and T-type, war-built tankers.

As soon as Japan surrendered and the war was over, military cargoes dwindled from a flood to a trickle and the need for ships was greatly diminished. Hundreds of Liberties, Victories and other types of wartime, emergency vessels began a steady parade to the lay-up fleets on the Hudson River in New York, the James River in Virginia, Suisan Bay near San Francisco and other reserve fleet anchorages.

With every ship that laid up there went the need for an average crew of some 40 officers and unlicensed men.

By 1946 more than 1400 ships had been laid up.

The reserve fleets would have been double this size except for the huge American foreign aid program that was started after the War to help feed our allies and former enemies and rebuild war-torn Europe.

The American foreign aid to Europe, called the Marshall Plan, was later expanded to extend economic and military assistance to half a hundred nations around the world, Iran being one of the large recipients of American aid. Never in the history of the world has there been such an outpouring of humanitarian assistance—nor had one nation ever done so much to help others in need.

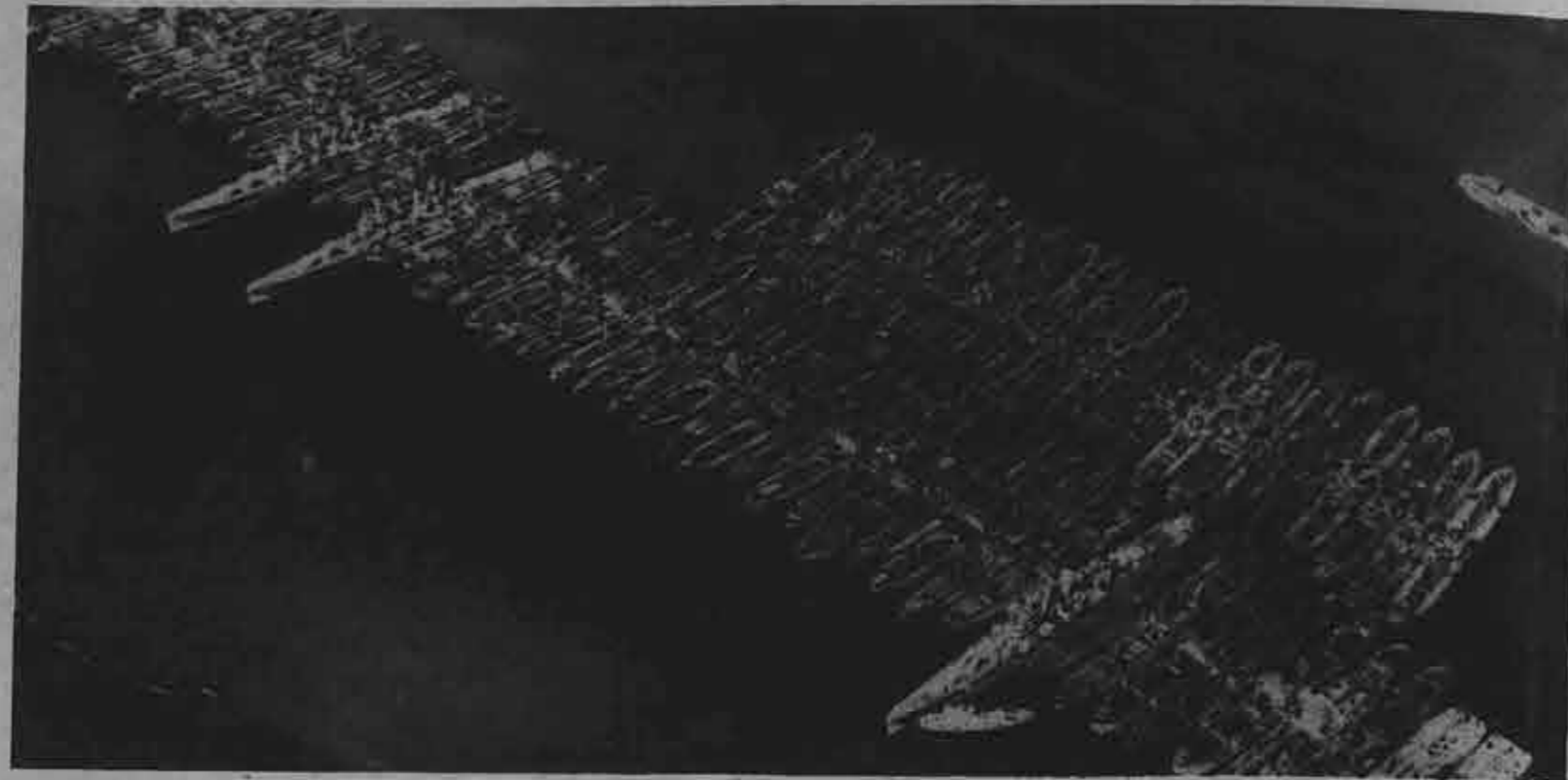
Between 1945 and 1960, the United States spent more than \$80 billion for foreign aid. Some claim that, because of the intricate maze of bureaucratic accounting in Washington, this total was more likely \$100 billion for those 15 years. Foreign aid of one kind or



Tough duty! A picketeer during the '46 strike grabs 40 winks.

18 / LOG / June 1981

History of the SIU, Part VIII



Hundreds of ships were mothballed after World War II creating monumental challenges for survival of the seamen's movement.

another has continued, of course, ever since.

Hundreds of war-built ships switched in 1945-46 from carrying war cargoes to freighting millions of tons of grain, coal, fertilizers, lumber, machinery, and other cargoes to Europe. Thousands of SIU men helped to sail this huge relief armada—first to Europe, then to India, China, the Middle East and other areas.

U.S. Ships Sold Foreign

England, France, Greece, Norway and our other allies during the war had lost thousands of ships to submarines, surface raiders and bombers and as the United States was unable to use all of its war-built fleet, Congress voted to sell a large part of it to foreign nations. Germany and Japan were excluded but Italy, one of our recent enemies, was permitted to buy surplus American ships.

Many of these vessels were purchased with American funds which had been obtained through economic as-

sistance grants, so in large part it was actually a ship give-away. Only Americans could buy C-2s, C-3s and C-4s, the best of our war-built fleet. Most of the ships "sold foreign" were Liberties, Victories, T-2 tankers, coastal types and a few C-1s.

Before the Surplus Ship Sales Act expired in 1948, foreign buyers had taken 1,159 ships. American firms bought about 800. These vessels enabled many smart foreign operators, such as Aristotle Onassis, to make millions in post-war shipping.

While trying to cope with the fast-changing conditions in maritime caused by the mass lay-up of ships, the SIU was also looking ahead and planning for the future. In 1946, John Hawk was reelected to his seventh term as secretary-treasurer of the A&G District and members voted to buy or build new hiring halls with an eye toward future growth.

Organizing, Upgrading Begins

An Agents' Conference in March of 1946 planned union expansion, with the emphasis on organizing more companies to provide hundreds of additional jobs. New York Port Agent Paul Hall was a strong advocate of a vigorous "move ahead" philosophy.

One evidence of this progressive thinking was expansion of the *Seafarers Log* to 16 pages and a directive to make it a more influential voice for the union.

In 1946, the membership also voted to start an upgrading program to help alleviate the shortage of skilled ratings. This eventually grew into one of the most ambitious educational programs of any labor union—the Seafarers Harry Lundeberg School of Seamanship at Pine Point, Md.

In July of 1946 the SIU signed its "best ever" contract with its two most important lines, the Waterman and

Mississippi Shipping Companies. This pact called for wage increases of from \$17.50 to \$50 a month and set a pattern for other negotiations.

However, these dramatic gains were threatened in August of that year when the National Wage Stabilization Board cut the newly-won SIU wage scale down to the lower level won by the National Maritime Union. This decision affected all ships still under jurisdiction of the War Shipping Administration; vessels still being operated by private companies for the government. This included 94 SIU-contracted ships.

70,000 Seamen Strike

The union was not about to lose what it had gained in tough contract negotiations with the operators and a strike vote was called for, as provided in the union constitution. Members approved a strike. And on September 5, 1946, SIU men walked off the ships. They were supported by the Sailors Union of the Pacific, whose men hit the bricks to retain wage gains they had also won.

More than 70,000 men walked off the ships in all ports.

"This general strike," said John Hawk, "is being directed against the National Wage Stabilization Board and their autocratic infringement of the rights of free labor to bargain collectively with the operators for wages, hours and working conditions."

MTD Established

"For a period of ten days," said the *Seafarers Log*, "not a ship moved or was worked in any port on any coast of the United States. When the strike was brought to an end by the complete capitulation of the Administration (in Washington) an estimated half million waterfront workers had already left their jobs and more were joining the action every day." The SIU had won its beef

War Challenges Head On—And Wins



The Canadian beef got rough at times!

Canadian steamship companies asked SIUNA President Harry Lundeberg to form a Canadian union to counteract the Communist-dominated Canadian Seamen's Union.

SUP organizer Hal Banks was selected for the job and the Canadian District of the SIU was formed in September of 1948.

When the contract between the Canadian Shipping Federation, which included most of the Canadian operators, and the Canadian Seamen's Union expired, the Federation signed contracts with the new SIU.

As the SIU began taking over the ships according to the agreement, the CSU called a strike in March of 1949. About 80 ships were affected, for the Canadians at that time still had a sizeable deep sea fleet. The strike spread as far as Great Britain, Europe, Australia and New Zealand as left-wing longshore unions were brought into the beef in support of the CSU.

The famous "battle of Halifax" erupted on April 8, 1949, when some 300 SIU and CSU men came together in a head busting confrontation on the waterfront there, with a number being

hurt by shotgun blasts, bricks, rocks, bottles and other missiles. There were waterfront battles in other ports, too, as the SIU boarded its ships and fulfilled its contract with the Shipping Federation.

The SIU finally prevailed and the CSU faded away in what one writer called "one of the worst defeats to be suffered by communism in North America."

John Bunker is director of the Seafarers Historical Research Department.

and the NMU immediately began demands for the SIU scale.

In August of 1946, the SIU and the SUP fostered establishment of an AFL Maritime Trades Council, later to become the powerful Maritime Trades Department of the AFL-CIO. New York Port Agent Paul Hall was named chairman of the New York unit of the new organization. He would later head up the entire MTD and weld its many members into a powerful supporter of maritime programs in Congress.

According to SIU and SIUNA President Harry Lundeberg, the Maritime Trades Council was created "to better cope with the problems of seamen and maritime workers and to counter raiding activities by the CIO's Committee for Maritime Unity."

The immediate post-war years saw expansion of the SIU with creation of three new unions within the SIU structure.

In 1948, The Inland Boatmen's Union of the Pacific, which had been formed in 1918 as The Ferry Boatmen's Union of California, affiliated with the SIU. After disintegration of the old ISU, it had affiliated with the CIO.

In 1949 the SIU chartered the Brotherhood of Marine Engineers and the Marine Allied Workers, which provided a union home for riggers, tug and ferry boatmen and others.

According to SIU Organizing Director Paul Hall, the BME was created to offer an alternative to men who did not like the Marine Engineers Beneficial Association and to provide a union for men still working for unorganized lines.

SIU of Canada Formed

Largest of the post-war unions under SIU sponsorship was the Seafarer's International Union of Canada.

This organization was formed in the summer of 1948 when a number of



Picketing during the general strike of 1946.

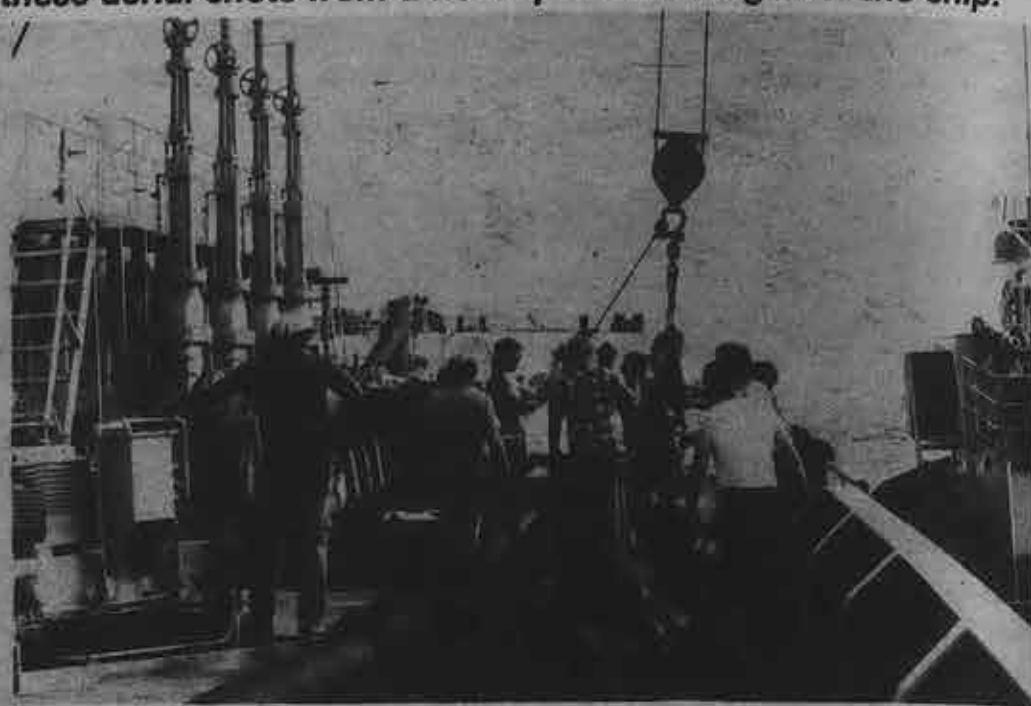
June 1981 / LOG / 19

Birdseye View of Supertanker New York Lightening Cargo

Thirty miles out off the southeast coast of Corpus Christi, Tex. recently, the 225,000 dwt supertanker *New York* (Bay Tankers) offloaded her tanks to lighten cargo weight so she could discharge in port and have a payoff. Our intrepid staff photographer took these aerial shots from a helicopter hovering over the ship.



Seen from the air is the *New York* taking on supplies from a small boat alongside.



Deckmen of the *New York* prepare to connect up the oil hoses so unloading of the fuel and lightening of the ship can start.



Fixing the automatic sounding gauge is Chief Pumpman Dyke Gardner.



Here's some of the *New York's* steward department of (l. to r.) Chief Cook Douglas Thomas, BR Ricardo Tousett, GSU Robert Castillo and Chief Steward/Baker David E. Edward.



Wiper David Jekot paints the deck of the engine room.

SIU's Gerry Brown Tells Congressional Hearing:

'U.S. Ships Must Share in Coal Export Trade'

New Orleans, La.—Hammering home the SIU's position that the growing U.S. coal export trade must include a role for U.S. flag ships, New Orleans Port Agent Gerry Brown testified before a House Merchant Marine Subcommittee field hearing here last month.

Chaired by Rep. Mario Biaggi (D-NY) the series of field hearings are being held in port cities throughout the country to consider actions necessary to get a U.S. coal export program off the ground.

At the New Orleans hearings, the fourth thus far, Rep. Biaggi was joined by Reps. Lindy Boggs (D-LA) and Bob Livingston (R-LA). During the day-long hearing, held May 22 at the Hale Boggs Federal Building, the panel heard from industry, port and government representatives. SIU Port Agent Gerry Brown was the only witness from a maritime labor union.

In his testimony Brown relayed

the Union's conviction that our "ports are essential to our national economy and defense stature as well as to our ability to trade with the world community.

"The SIU fully supports efforts to improve our port system," Brown stated. "Measures to establish an expedited procedure for port improvements are solely needed if the U.S. is to compete, not only in the coal trade but in world trade in general."

Beef Up Bulk Fleet

But equally important, Brown stressed, is the role of the U.S. dry bulk fleet. Though the United States is the largest importer and exporter of bulk commodities in the world, he continued, "our dry bulk fleet consists of 17 ships, the majority of which average over 30 years of age. These vessels," Brown pointed out, "carry less than two percent

of our bulk trade."

The lack of an adequate domestic bulk fleet poses commercial and national security dangers to the U.S., Brown said. It is therefore imperative that "the development of an American owned, operated and registered dry bulk fleet, capable of carrying a substantial portion of our trade, be considered with a seriousness equal to that granted to the development of our ports."

Building up our national dry bulk fleet will result in benefits to both the U.S. and our trading partners, Brown argued. "Providing a total transportation package for export coal from mine to end-user," he said, "will be a boon to our 'potential customers, all of whom have experienced the energy supply manipulations of OPEC.'"

The Federal government can ensure reliable delivery of crucial energy supplies to our trading partners, Brown said, by negotiating "bi-

lateral coal trade agreements (which reserve a substantial share of U.S. export coal for U.S.-flag ships."

Wrapping up, Brown urged the Subcommittee to take action on a national coal export policy which would "fully utilize our domestic coal resources to revitalize this crucial sector of our economy."

Bilateral shipping agreements, he stressed, should be considered "as an integral part of a comprehensive coal export policy."

According to observers at the New Orleans field hearing all other witnesses testified solely in support of legislative proposals to "fast track" U.S. port dredging projects.

The only other statements which touched on the need to include a role for the U.S. merchant fleet in a U.S. coal export program came in remarks from Subcommittee Chairman Biaggi and Congresswoman Boggs, both supporters of a strong U.S. merchant marine.

Birdseye View of Supertanker New York Lightening Cargo

Thirty miles out off the southeast coast of Corpus Christi, Tex. recently, the 225,000 dwt supertanker New York (Bay Tankers) offloaded her tanks to lighten cargo weight so she could discharge



Seen from the air is the New York taking on supplies from a small boat alongside.



Fixing the automatic sounding gauge is Chief Pumpman Dyke Gardner.

in port and have a payoff. Our intrepid staff photographer took these aerial shots from a helicopter hovering over the ship.



Deckmen of the New York prepare to connect up the oil hoses so unloading of the fuel and lightening of the ship can start.



Here's some of the New York's steward department of (l. to r.) Chief Cook Douglas Thomas, BR Ricardo Touset, GSU Robert Castillo and Chief Steward/Baker David E. Edward.



Wiper David Jekot paints the deck of the engine room.

SIU's Gerry Brown Tells Congressional Hearing:

'U.S. Ships Must Share in Coal Export Trade'

New Orleans, La.—Hammering home the SIU's position that the growing U.S. coal export trade must include a role for U.S. flag ships, New Orleans Port Agent Gerry Brown testified before a House Merchant Marine Subcommittee field hearing here last month.

Chaired by Rep. Mario Biaggi (D-NY) the series of field hearings are being held in port cities throughout the country to consider actions necessary to get a U.S. coal export program off the ground.

At the New Orleans hearings, the fourth thus far, Rep. Biaggi was joined by Reps. Lindy Boggs (D-LA) and Bob Livingston (R-LA). During the day-long hearing, held May 22 at the Hale Boggs Federal Building, the panel heard from industry, port and government representatives. SIU Port Agent Gerry Brown was the only witness from a maritime labor union.

In his testimony Brown relayed

the Union's conviction that our ports are essential to our national economy and defense stature as well as to our ability to trade with the world community.

"The SIU fully supports efforts to improve our port system," Brown stated. "Measures to establish an expedited procedure for port improvements are solely needed if the U.S. is to compete, not only in the coal trade but in world trade in general."

Beef Up Bulk Fleet

But equally important, Brown stressed, is the role of the U.S. dry bulk fleet. Though the United States is the largest importer and exporter of bulk commodities in the world, he continued, "our dry bulk fleet consists of 17 ships, the majority of which average over 30 years of age. These vessels," Brown pointed out, "carry less than two percent

of our bulk trade."

The lack of an adequate domestic bulk fleet poses commercial and national security dangers to the U.S., Brown said. It is therefore imperative that "the development of an American owned, operated and registered dry bulk fleet, capable of carrying a substantial portion of our trade, be considered with a seriousness equal to that granted to the development of our ports."

Building up our national dry bulk fleet will result in benefits to both the U.S. and our trading partners, Brown argued. "Providing a total transportation package for export coal from mine to end-user," he said, will be a boon to our "potential customers, all of whom have experienced the energy supply manipulations of OPEC."

The Federal government can ensure reliable delivery of crucial energy supplies to our trading partners, Brown said, by negotiating "bi-

lateral coal trade agreements (which reserve a substantial share of U.S. export coal for U.S.-flag ships)."

Wrapping up, Brown urged the Subcommittee to take action on a national coal export policy which would "fully utilize our domestic coal resources to revitalize this crucial sector of our economy."

Bilateral shipping agreements, he stressed, should be considered "as an integral part of a comprehensive coal export policy."

According to observers at the New Orleans field hearing all other witnesses testified solely in support of legislative proposals to "fast track" U.S. port dredging projects. The only other statements which touched on the need to include a role for the U.S. merchant fleet in a U.S. coal export program came in remarks from Subcommittee Chairman Biaggi and Congresswoman Boggs, both supporters of a strong U.S. merchant marine.

Special 8-Page Contract Supplement New 3-Year Deep Sea Contract

Wages, Premium, Overtime, Penalty Rates up 7½% Each Year
Vacation Up 76% Over Life of Contract
New Wage Related Pension Formula Established

A LANDMARK, new three-year contract for deep sea SIU members which includes tremendous gains in wages and vacation and establishes a wage-related pension has been wrapped up by the Union.

Negotiations on the new deep sea Tanker and Freightship Agreements were concluded June 12, 1981 and the new pact was overwhelmingly ratified by SIU members at special meetings held in all ports on June 13.

Cablegrams outlining the new contract, which became effective June 16, 1981 and runs through June 16, 1983, were sent to all SIU-contracted ships.

Seafarers aboard ship will be filled in more on contract details by boarding Patrolmen and will have an opportunity to vote on the contract when they arrive in port.

SIU President Frank Drozak spoke about the new contract following the special ratification meetings. Drozak called the new contract

a "truly historic agreement. It contains outstanding wage and benefit features. But it also goes a step further."

"This new contract," Drozak said, "includes built-in job security and guaranteed financial security for the future. And in tough economic times like these," he added, "security for tomorrow is crucial—for active Seafarers, for pensioners and for their families."

Drozak went on to praise the SIU membership and the deep sea rank-and-file delegates who attended the recent Crews Conference at Piney Point on April 20-25, 1981.

"This contract is as good as it is because of input from the membership of this Union," Drozak said. "Through contract suggestions and through the fine job done by delegates to the crews Conference, we now have the best overall contract—with the best job security—in the industry."

The recommendations of Crews Conference delegates were used by the Union Negotiating Committee as guidelines during collective bargaining. Most of those recommendations were incorporated into the new contract.

Included in the new agreement are across-the-board wage increases of 7½ percent in each of the three years of the contract. The wage hikes apply to base pay, premium, penalty and overtime rates. Under new regulations in the

contract, wages will be increased in excess of 24 percent compounded over the three-year life of the agreement. That's not including COLA increases, which will be negotiated as in the past.

The stand-out features of the contract are the new vacation benefit schedule and the breakthrough, wage-related pension.

Under the new vacation benefit, deep sea SIU members will be receiving 12 days vacation pay for every 30 days worked in the first year of the contract; 13 for 30 in year two and 14 for 30 in the third and final year of the agreement.

By the third year of the contract, deep sea SIU members will be receiving vacation checks 76 percent higher than vacation benefits under the old agreement.

Also contained in the new contract is a milestone, new deep sea pension which will guarantee retiring SIU members the most secure pension ever received by Seafarers.

For the first time ever, Seafarers are now eligible for a wage-related pension. Based on the new pension formula, the more you work, the higher your monthly pension check.

(See complete details on the new pension formula on page 3 of this special supplement.)

To provide increased financial security for those Seafarers already out on pension, the delegates to the Crew Conference recommended, and the new contract includes, a provision which upgrades pensions for Seafarers currently receiving less than \$300 per month up to a monthly payment of \$300.

These are just some of the top-notch features the new deep sea contract covers. Highlights of the rest of the agreement—which brings SIU deep sea members the best financial security and job security in the maritime industry—appear on this page.

- Contract Highlights**
- Base pay, premium, overtime, and penalty rates to be increased by 7½% the first, second and third year of the agreement.
 - Blue ticket A.B.'s will receive no increase the first year. They will receive 7½% the second and third year.
 - QMED's will be designated by a new classification. (See page 2 of this supplement for complete details.)
 - Vacation pay will be increased as follows:
 - 12 days for 30 worked the first year.
 - 13 days for 30 worked the second year.
 - 14 days for 30 worked the third year.
 - When on foreign articles and receiving unearned wages, full pension, welfare and vacation benefits will be earned.
 - Increased welfare contributions will be paid by the operators to provide full medical and dental benefits to the members if the USPHS operation is terminated.
 - Permanent positions for key personnel is being evaluated by a joint labor/management committee. Procedures will be effective Jan. 1, 1982. The committee is also conducting a study relative to the maintenance of "A" seniority. Any rule change will become effective Jan. 1, 1982.
 - Pensions will be wage related and based on the seamen's best five years of base pay earnings over his last 10 years of employment. (See complete details, page 3 of this supplement.)
 - Seamen presently on pension receiving less than a \$300 SIU pension will be increased to \$300.
 - M & C is still being negotiated but will not be less than the industry figure.
 - Allotments to be allowed every 15 days on intercoastal and foreign voyages.

- Paul Hall's birthday, Aug. 20 will be substituted for Lincoln's birthday, Lincoln's birthday which is a longshoremen's holiday will not be lost to ships in U.S. continental ports. If a recognized holiday in such ports.
- Penalty overtime to be paid for handling liquid cargo hoses on freightships.
- Room and meal allowances will be as established in the industry.
- "No-linen penalty" to be changed from \$2 to one hour overtime.
- Loop trip off on the four "M" ships on West Coast.
- TV cassette systems to be installed on all vessels.
- During any 30-day period the spray equipment is used 8 hours or more, a three-hour overtime penalty will be paid unless protective clothing is provided.
- On vessels without ordinary seamen or no one assigned to cleaning the deck department's quarters, one hour overtime weekly is to be paid. The same shall apply in the Engine Dept. if no wiper or crew member is assigned to daily cleaning of the quarters.
- The rate for carrying passengers is increased from \$2.50 per day to \$4 per day. The extra meal allowance is raised from seventy-five cents to \$1.
- There will be no more working while on wheel watch on tankers.
- Penalty overtime will be payable where required to connect, move or dismantle programmers during the crude oil wash cargo operation.
- All programmer adjustments are the jurisdiction of the Pumpman when available.



The membership votes 'yes' on the new contract at Headquarters. Similar action was taken at special meetings in all ports.

An outline of contract gains and changes appear on this page and in this special 8-page contract supplement.

Outline of New 4-Step QMED Classification

The new 4-Step QMED Classification was established in the new contract for a very crucial reason—to make sure that there will continue to be QMED jobs in a maritime industry of ever increasing technology and automation.

The facts are plain and clear. Automation and technology have affected engine room jobs more than any shipboard department.

Some countries have totally eliminated watchstanding engineer jobs on their automated ships. The United States will not be far behind. In fact, several U.S. ships already have only QMED dayworkers with sealed engine rooms at night.

In other words, the job requirements of engine room professionals are becoming more and more demanding every day. So, for us to maintain our jurisdiction in the engine room, increased training is an absolute necessity.

The bottom line is very clear. If we do not meet this challenge head on today, there could very well be no QMED jobs to fill tomorrow.

The Negotiating Committee took great care to ensure that the QMED classification would be fair to everyone, and that no one will lose anything by it.

The new QMED classification has built-in wage incentives for advancement for those who get their QMED after June 16, 1981.

For those who already have their QMED, there is a full two year period (until June 16, 1983) in which you can get any courses you need to maintain top-rated 1st class QMED wages.

All professionals—like policemen, teachers, firemen, airplane pilots, etc.—are constantly training and retraining to keep up with changes in their jobs. If they don't, they lose their jobs.

Seamen, in particular QMEDs, are no different. Today's maritime industry demands that QMEDs be all purpose professional mechanics. That means, plain and simple, more training.

Here is a complete detailed breakdown of the new 4-Step QMED classification:

The 4 steps for the QMED are as follows:

4th Class QMED—a seaman with the SHLSS QMED certificate or Coast Guard QMED-Any Rating.

3rd Class QMED—a seaman with his QMED, plus 2 or 3 additional SHLSS specialty courses.

2nd Class QMED—a seaman with his QMED, plus 4 or 5 SHLSS specialty courses.

1st Class QMED—a seaman with his QMED plus 6 or more SHLSS specialty courses.

SHLSS offers seven specialty courses for seamen with QMED endorsements. (The School is beefing up class sizes and installing more advanced equipment to meet the new needs of QMED training.)

Here are the seven specialty courses.

1. Automation—4 wks.
2. Marine Electrical Maintenance—8 wks.
3. Refrigeration Maint. & Oper.—6 wks.
4. Welding—4 wks.
5. Marine Electronics—6 wks.
6. Pumproom Maint. & Oper.—6 wks.
7. Diesel Engine Technology—4 wks.

Important Additional Info

1. All S.H.L.S.S. specialty course certificates will be retroactive to the dates obtained. **Example:** If a member completed a class in 1977 it will count.
2. No more than two (2) specialty courses can be taken consecutively. A member needs on-the-job experience to go along with the theory.
3. A minimum of three (3) months seetime will be required before obtaining the next higher QMED class rating. This gives the member a chance to try out day working jobs they are being trained for. **Example:** 2nd Electrician.
4. A test for certification will be given, if the member can show evidence of a class(es) taken elsewhere.
5. There will be a two (2) year period starting from June 1981 to obtain the necessary courses for QMED's who obtained the endorsement before June 15, 1981.
6. Anyone getting the QMED—Any Rating after June 15, 1981 will be classified into the proper classification, upon completion of the course.
7. Any member with an Engineer's license will be classified as a 1st Class QMED.
8. Any member with solid practical experience from a day working job will be able to take a practical test instead of the specialty

course. **Example:** A member with Chief Pumpman discharges can take the Pumproom Maintenance and Operations test, instead of the course. If he/she passes the test, he/she will receive the certificate.

9. S.H.L.S.S. will be increasing the number of classes offered in the seven (7) specialty courses, to make sure everyone has the opportunity to take the classes.
10. S.H.L.S.S. will be getting new equipment to beef up the courses for larger class sizes, and to update the training programs. **Example:** Two (2) or more Diesel Engines, Tanker Cargo Control Simulators and a Regulator Panel with Modular Card Packs.

Here are the Contractual wage and vacation rates for QMEDs.

Effective June 16, 1981

Standard Tanker Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,381.21	\$11.96	\$8.83	\$6,629.81
3rd Class QMED	1,542.06	13.35	8.83	7,401.89
2nd Class QMED	1,702.91	14.74	8.83	8,173.97
1st Class QMED	1,863.77	16.18	8.83	8,946.10

Standard Freightship/ Passenger Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,352.43	\$11.71	\$8.83	\$6,491.66
3rd Class QMED	1,498.69	12.97	8.83	7,193.71
2nd Class QMED	1,644.95	14.24	8.83	7,895.76
1st Class QMED	1,791.22	15.42	8.83	8,597.86

Effective June 16, 1982

Standard Tanker Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$ 14.84	\$12.86	\$9.49	\$ 7,720.96
3rd Class QMED	16.57	14.35	9.49	8,620.09
2nd Class QMED	18.30	15.85	9.49	9,519.28
1st Class QMED	2,003.55	17.39	9.49	10,418.46

Standard Freightship/Passenger Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,453.86	\$12.59	\$9.49	\$ 7,560.07
3rd Class QMED	1,611.09	13.94	9.49	8,377.67
2nd Class QMED	1,768.32	15.31	9.49	9,195.26
1st Class QMED	1,925.56	16.58	9.49	10,012.91

Effective June 16, 1983

Standard Tanker Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,596.16	\$13.82	\$10.20	\$ 8,938.50
3rd Class QMED	1,782.04	15.43	10.20	9,979.42
2nd Class QMED	1,967.93	17.04	10.20	11,020.41
1st Class QMED	2,153.82	18.69	10.20	12,061.39

Standard Freightship/Passenger Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,562.90	\$13.53	\$10.20	\$ 8,752.24
3rd Class QMED	1,731.92	14.99	10.20	9,698.75
2nd Class QMED	1,900.94	16.46	10.20	10,645.26
1st Class QMED	2,069.98	17.82	10.20	11,591.89

Outline of New 4-Step QMED Classification

The new 4-Step QMED Classification was established in the new contract for a very crucial reason—to make sure that there will continue to be QMED jobs in a maritime industry of ever increasing technology and automation.

The facts are plain and clear. Automation and technology have affected engine room jobs more than any shipboard department.

Some countries have totally eliminated watchstanding engineer jobs on their automated ships. The United States will not be far behind. In fact, several U.S. ships already have only QMED dayworkers with sealed engine rooms at night.

In other words, the job requirements of engine room professionals are becoming more and more demanding every day. So, for us to maintain our jurisdiction in the engine room, increased training is an absolute necessity.

The bottom line is very clear. If we do not meet this challenge head on today, there could very well be no QMED jobs to fill tomorrow.

The Negotiating Committee took great care to ensure that the QMED classification would be fair to everyone, and that no one will lose anything by it.

The new QMED classification has built-in wage incentives for advancement for those who get their QMED after June 16, 1981.

For those who already have their QMED, there is a full two year period (until June 16, 1983) in which you can get any courses you need to maintain top-rated 1st class QMED wages.

All professionals—like policemen, teachers, firemen, airplane pilots, etc.—are constantly training and retraining to keep up with changes in their jobs. If they don't, they lose their jobs.

Seamen, in particular QMEDs, are no different. Today's maritime industry demands that QMEDs be all purpose professional mechanics. That means, plain and simple, more training.

Here is a complete detailed breakdown of the new 4-Step QMED classification:

The 4 steps for the QMED are as follows:

4th Class QMED—a seaman with the SHLSS QMED certificate or Coast Guard QMED-Any Rating.

3rd Class QMED—a seaman with his QMED, plus 2 or 3 additional SHLSS specialty courses.

2nd Class QMED—a seaman with his QMED, plus 4 or 5 SHLSS specialty courses.

1st Class QMED—a seaman with his QMED plus 6 or more SHLSS specialty courses.

SHLSS offers seven specialty courses for seamen with QMED endorsements. (The School is beefing up class sizes and installing more advanced equipment to meet the new needs of QMED training.)

Here are the seven specialty courses:

1. Automation—4 wks.
2. Marine Electrical Maintenance—8 wks.
3. Refrigeration Maint. & Oper—6 wks.
4. Welding—4 wks.
5. Marine Electronics—6 wks.
6. Pumproom Maint. & Oper—6 wks.
7. Diesel Engine Technology—4 wks.

Important Additional Info

1. All S.H.L.S.S. specialty course certificates will be retroactive to the dates obtained. *Example:* If a member completed a class in 1977 it will count.

2. No more than two (2) specialty courses can be taken consecutively. A member needs on-the-job experience to go along with the theory.

3. A minimum of three (3) months seetime will be required before obtaining the next higher QMED class rating. This gives the member a chance to try out day working jobs they are being trained for. *Example:* 2nd Electrician.

4. A test for certification will be given, if the member can show evidence of a class(es) taken elsewhere.

5. There will be a two (2) year period starting from June 1981 to obtain the necessary courses for QMED's who obtained the endorsement before June 15, 1981.

6. Anyone getting the QMED—Any Rating after June 15, 1981 will be classified into the proper classification, upon completion of the course.

7. Any member with an Engineer's license will be classified as a 1st Class QMED.
8. Any member with solid practical experience from a day working job will be able to take a practical test instead of the specialty

course. *Example:* A member with Chief Pumpman discharges can take the Pumproom Maintenance and Operations test, instead of the course. If he/she passes the test, he/she will receive the certificate.

9. S.H.L.S.S. will be increasing the number of classes offered in the seven (7) specialty courses, to make sure everyone has the opportunity to take the classes.

10. S.H.L.S.S. will be getting new equipment to beef up the courses for larger class sizes, and to update the training programs. *Example:* Two (2) or more Diesel Engines, Tanker Cargo Control Simulators and a Regulator Panel with Modular Card Packs.

Here are the Contractual wage and vacation rates for QMEDs.

Effective June 16, 1981

Standard Tanker Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,381.21	\$11.96	\$8.83	\$6,629.81
3rd Class QMED	1,542.06	13.35	8.83	7,401.89
2nd Class QMED	1,702.91	14.74	8.83	8,173.97
1st Class QMED	1,863.77	16.18	8.83	8,946.10

Standard Freightship/ Passenger Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,352.43	\$11.71	\$8.83	\$6,491.66
3rd Class QMED	1,498.69	12.97	8.83	7,193.71
2nd Class QMED	1,644.95	14.24	8.83	7,895.76
1st Class QMED	1,791.22	15.42	8.83	8,597.86

Effective June 16, 1982

Standard Tanker Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$ 14.84	\$12.86	\$9.49	\$ 7,720.96
3rd Class QMED	16.57	14.35	9.49	8,620.09
2nd Class QMED	18.30	15.85	9.49	9,519.28
1st Class QMED	2,003.55	17.39	9.49	10,418.46

Standard Freightship/Passenger Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,453.86	\$12.59	\$9.49	\$ 7,560.07
3rd Class QMED	1,611.09	13.94	9.49	8,377.67
2nd Class QMED	1,768.32	15.31	9.49	9,195.26
1st Class QMED	1,925.56	16.58	9.49	10,012.91

Effective June 16, 1983

Standard Tanker Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,596.16	\$13.82	\$10.20	\$ 8,938.50
3rd Class QMED	1,782.04	15.43	10.20	9,979.42
2nd Class QMED	1,967.93	17.04	10.20	11,020.41
1st Class QMED	2,153.82	18.69	10.20	12,061.39

Standard Freightship/Passenger Agreement

	Monthly Rate	Premium Rate	Overtime Rate	Vacation Rate Based on 360 Days
4th Class QMED	\$1,562.90	\$13.53	\$10.20	\$ 8,752.24
3rd Class QMED	1,731.92	14.99	10.20	9,698.75
2nd Class QMED	1,900.94	16.46	10.20	10,645.26
1st Class QMED	2,069.98	17.82	10.20	11,591.89

Historic New Pension Formula Explained

THE recently negotiated deep sea contract includes a revolutionary pension for Seafarers.

Using a formula plan that is based on the amount of base pay earned, the new pension plan is a big breakthrough for Seafarers. It gives the Seafarer two firsts: (1) a wage related pension, and (2) a pension in which the individual has more control than ever before over what he gets for a monthly pension.

However, the Plan also allows the Seafarer to use the current method of calculating the pension if that method is more beneficial to him.

Whereas in the past the pension was based solely on years worked, it can now be computed according to how much base pay was earned. In other words, the Seafarer would, to a large degree, be determining how much pension he received upon retirement.

Under the new formula, the more a Seafarer works, the more he would receive when retiring.

However, the minimum Normal, Early Normal or Disability pension would be \$450 per month.

The formula works like this: For each year of seetime the Seafarer accumulates, he will be given a two percent credit. If you get 15 years seetime, you earn a 30% credit; 20 years seetime, a 40% credit, and so on.

That percentage ratio will then be applied to the best five years of base pay that the Seafarer has earned in his last ten years of employment prior to retirement.

An important point to keep in mind, however, is this: if after the calculation is made it's found that the Seafarer would get more under the old system, then he will get the higher amount. In other words, nobody loses anything.

All rules currently in effect under the Seafarers Pension Plan still exist.

For instance, in order to be eligible for Early Normal Pension, a Seafarer must still be at least 55 years old and have 20 years (7,300 days) of employment time with SIU-contracted companies. For a Normal Pension, a Seafarer must be 65 years old and have 15 years (5,475 days) of employment time.

For a Disability Pension there is no age limit and the Seafarer must have 12 years (4,380 days) of employment time, and a disability award from Social Security.

All current pension benefits, such as the Pension Supplement and the Pension Increment are still in effect.

Under the Pension Increment Program, a Seafarer who is eligible for the Early Normal Pension but chooses to continue working can receive an extra \$25 in pension benefits for every year he or she works, up to a maximum of seven years. In other words, a Seafarer who works a full seven years (2,435 days) beyond the time he is eligible for an Early Normal Pension, will receive a monthly benefit of \$625.

The Pension Supplement enables a Seafarer to receive a lump sum equal to 12 times his monthly pension if (1) he is eligible for an Early Normal Pension and (2) he decides to work two years (730 days) beyond the age of 55.

The difference, then, between the new Plan and the old Plan is this. Under the current Plan the maximum for a monthly Early Normal Pension benefit is \$625 and the maximum for a Normal Pension is \$450. Under the new formula, the minimum pension is \$450 and the maximum is really determined by the Seafarer.

Example 1

For instance, let's say that in 1986 Bosun Joe Smith who's 63 years old, decides to retire after sailing for 25 years. After taking the five best base wage earning years in the past ten years, Bosun Smith finds that he has a yearly average earning of \$18,500. Since he's worked 25 years for SIU-contracted com-

panies he's entitled to a 50 percent credit, that is, two percent for each year. Fifty percent of \$18,500 is \$9,250. Divide that figure by 12 and Bosun Smith finds he will receive a monthly pension of \$770.

Now Brother Smith had been eligible for the Early Normal Pension but decided to work five extra years. Therefore under the current Plan he would have received a monthly pension of \$575. Of course, Seafarer Smith chose the new formula when calculating his pension because it is higher.

Example 2

In another instance, let's say 65-year old Seafarer John Brown, who sails as QMED, wants to retire in 1984. He also has 25 years seetime and is eligible for a five year increment on his Early Normal Pension. That would mean that he too could get a pension of \$575 under the old formula. But in calculating his five best base wage earning years in the last ten years, Brother Brown found he averaged \$15,472. Considering he worked 25 years, he had a 50 percent credit coming. Fifty percent of 15,472 is \$7,736. Dividing 12 into that figure gives Seafarer Brown a monthly pension of \$644. That's \$69 a month more than he would get under the old Plan. So he takes the new formula because its higher.

Example 3

But now let's take a completely different example. Brother Jack Jones has been in the Union and sailed with SIU-contracted companies for 25 years, like the two Seafarers mentioned above. However, Brother Jones has always sailed as Ordinary Seaman, usually on freightships. In 1985 he decides to retire at age 64. Taking his five best wage earning years in the last ten years, Brother Jones figures he averaged \$8,700 a year. Because of his 25 years with SIU-contracted companies, Brother Jones has a 50 percent credit which amounts to \$4,350. When he divides that figure by 12, Jones finds that under the new formula he would receive a monthly pension of \$362.

Brother Jones is eligible for an Early Normal Pension with five increments under the old formula. In other words, he is eligible for a pension of \$575 a month under the current Plan. Seafarer Jones of course will receive the higher pension allowance.

Conclusion

As can be seen, a lot depends on the individual Seafarer—whether or not he has upgraded and how much time is worked. But one of the big bonuses of the new pension formula is that inflation will not erode the pension as much as it has in recent years.

In negotiating new contracts inflation will be taken into consideration when wages are raised. Those raised wages will in turn be used in calculating the pension.

In a related contract move, the Union negotiating committee asked for and received Pension increases for retired Seafarers receiving less than \$300 a month. All Seafarers getting less than that amount will now receive \$300 monthly.

Also, under the new Pension Plan, rules that are in effect because of the Employee Retirement Income Security Act of 1974 still apply. For instance, a Seafarer is still vested after ten years of employment and Break-in-Service Rules are still the same.

Further, the dual calculation of pensions will begin 125 days after June 16, 1981, the date that the new contract was signed.

New Vacation Rates

The new deep sea contract includes outstanding vacation benefit increases. By the final year of the new three-year agreement, Seafarers will be collecting vacation checks 76 percent higher than past vacation benefits.

Based on a calendar year of 360 days of employment, the new vacation rates break down as follows:

Effective June 16, 1981—12 days of vacation for every 30 days worked.

Effective June 16, 1982—13 days of vacation for every 30 days worked.

Effective June 16, 1983—14 days of vacation for every 30 days worked.

Through the new vacation benefit, SIU members have taken a tremendous step forward in the on-going effort to achieve the best financial and job security possible.

The formula for computing the vacation benefit you'll be collecting in each of the three years of the new contract appears below. Note the last column of figures which reflects the overall increase in vacation pay as of the third and final year of the agreement.

Vacation Rates for Freighters/Passenger Ships

	Old Vacation Rates Based on 360 Days	Effective June 16, 1981	Increase Over Old Contract	Effective June 16, 1982	Increase Over 1981	Effective June 16, 1983	Increase Over 1982	Total Increase Over 3 Years
DECK DEPARTMENT								
Boatswain (SL-7's, SL-18's, D-6's, D-9's, Lash, Mariner & Passenger)	\$8,573.78	\$8,597.86	\$2,024.08	\$10,012.91	\$1,415.05	\$11,591.89	\$1,578.98	\$5,018.11
Boatswain	5,814.22	7,604.50	1,790.28	8,856.07	1,251.57	10,252.59	1,396.52	4,437.37
Carpenter	5,340.28	6,996.43	1,647.15	8,147.93	1,151.50	9,432.81	1,284.88	4,092.53
Carpenter Maintenance	4,943.88	6,465.60	1,522.22	7,529.76	1,064.16	8,717.13	1,187.37	3,773.25
A.B. Maintenance	4,882.47	6,098.16	1,435.69	7,101.85	1,003.69	8,221.75	1,119.90	3,339.28
Quartermaster	4,408.58	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,378.17
Able Seaman (Green)	4,426.58	5,385.70	959.14	6,272.08	886.38	7,261.13	989.05	2,834.57
Able Seaman (Blue)	4,426.58	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,378.17
Fire Patrolman	3,595.98	4,837.97	1,139.01	5,634.20	796.23	6,522.66	888.46	2,927.70
O.S. Maintenance	3,400.14	4,525.58	1,065.44	5,270.41	744.83	6,101.54	831.13	2,681.40
Ordinary Seaman								
ENGINE DEPARTMENT								
Chief Electrician (SL-7's, SL-18's, D-6's, Lash, Mariner & Passenger)	\$7,032.90	\$9,198.58	\$2,165.62	\$10,712.52	\$1,513.94	\$12,401.82	\$1,689.30	\$5,368.86
Q.M.E.D./Electrician D-9	7,032.90	9,198.58	2,165.62	10,712.52	1,513.94	12,401.82	1,689.30	5,368.86
Chief Electrician (Delta)	7,031.19	9,183.17	2,161.98	10,694.58	1,511.41	12,381.04	1,686.46	5,350.85
Chief Electrician	6,930.90	8,946.10	2,106.14	10,418.46	1,472.36	12,061.34	1,642.88	5,131.38
Crane Mtce./Electrician	6,120.86	8,946.10	2,106.14	10,418.46	1,472.36	12,061.34	1,642.88	5,940.50
Electrician Reefer Mtce.	6,530.36	8,946.10	2,106.14	10,418.46	1,472.36	12,061.34	1,642.88	5,531.38
Second Electrician	6,394.07	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	4,881.03
Engine Maintenance	6,394.07	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	4,881.03
Engine Utility Reefer Mtce.	6,394.07	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	4,881.03
Refrigeration Engineer (when one is carried)	6,394.07	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	4,881.03
Refrigeration Engineer (when three are carried)								
Chief	6,568.55	8,578.03	2,019.48	9,989.82	1,411.79	11,565.12	1,575.30	5,006.57
First Assistant	5,228.00	7,622.59	1,794.60	8,877.13	1,254.54	10,277.01	1,399.88	4,448.02
Second Assistant	6,435.76	7,110.86	1,674.10	8,281.21	1,170.35	9,587.09	1,305.88	4,151.33
Q.M.E.D.								
Class 1	8,573.78	8,597.86	2,024.08	10,012.91	1,415.05	11,591.89	1,578.98	5,018.11
Class 2	New Rating	7,895.76		9,195.26	1,299.50	10,645.26	1,450.00	2,749.50
Class 3	New Rating	7,193.71		8,377.67	1,183.96	9,698.75	1,321.08	2,505.04
Class 4	New Rating	6,491.66		7,560.07	1,068.41	8,752.24	1,192.17	2,260.58
Plumber Machinist	5,882.92	7,668.29	1,805.37	8,930.38	1,262.09	10,338.61	1,408.23	4,455.69
Unlicensed Jr. Engr. (Day)	5,584.29	7,316.93	1,722.64	8,521.19	1,204.26	9,864.90	1,343.71	4,279.61
Unlicensed Jr. Engr. (Watch)	5,037.19	6,588.24	1,551.05	7,672.55	1,084.31	8,882.44	1,209.89	3,845.25
Deck Engineer	5,425.02	7,095.50	1,670.48	8,263.32	1,167.82	9,566.37	1,303.05	4,141.35
Engine Utility/FOWT (Delta)	5,476.88	7,163.04	1,686.36	8,341.94	1,178.90	9,657.42	1,315.48	4,180.74
Engine Utility	5,109.52	6,682.85	1,573.33	7,782.74	1,099.89	9,010.01	1,227.27	3,900.49
Evaporator/Mtce.	4,885.52	6,129.60	1,443.08	7,138.46	1,008.86	8,264.14	1,125.68	3,377.62
Oiler	4,426.58	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,378.17
Oiler (Diesel)	4,763.59	6,230.40	1,466.81	7,255.82	1,025.42	8,400.00	1,144.18	3,636.41
Watertender	4,426.58	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,378.17
Fireman/Watertender	4,426.58	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,378.17
Fireman	4,426.58	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,378.17
Wiper	4,036.10	5,377.97	1,278.87	6,263.09	885.12	7,250.71	987.62	3,214.61
Ship's Welder Mtce.	5,481.44	7,182.29	1,690.85	8,364.36	1,182.07	9,683.35	1,318.99	4,191.91
Oiler/Mtce. Utility	6,109.52	6,682.85	1,573.33	7,782.74	1,099.89	9,010.01	1,227.27	3,900.49
General Utility/Deck Engine	4,095.10	5,377.97	1,278.87	6,263.09	885.12	7,250.71	987.62	3,155.61
STEWARD DEPARTMENT								
Chief Steward (SL-7's, SL-18's, D-6's, D-9's, Lash & Mariner)	6,573.78	8,597.86	2,024.08	10,012.91	1,415.05	11,591.89	1,578.98	5,018.11
Steward/Cook	6,573.78	8,597.86	2,024.08	10,012.91	1,415.05	11,591.89	1,578.98	5,018.11
Steward/Baker	6,573.78	8,597.86	2,024.08	10,012.91	1,415.05	11,591.89	1,578.98	5,018.11
Chief Steward	6,814.22	7,604.50	1,790.28	8,856.07	1,251.57	10,252.59	1,396.52	4,437.37
Chief Cook	6,167.80	6,759.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27	2,944.97
Cook & Baker	5,937.19	6,588.19	1,551.00	7,672.50	1,084.31	8,882.38	1,209.88	2,945.19
Second Cook	4,426.58	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,378.17
Third Cook	4,426.58	5,711.38	1,344.65	6,651.37	939.99	7,700.22	1,048.85	3,274.64
Assistant Cook	4,426.58	5,711.38	1,344.65	6,651.37	939.99	7,700.22	1,048.85	3,274.64
Steward Assistant (formerly messman-utilityman)	4,426.58	4,490.30	1,057.12	5,229.33	739.03	6,053.94	824.61	1,627.36

New Vacation Rates

The new deep sea contract includes outstanding vacation benefit increases. By the final year of the new three-year agreement, Seafarers will be collecting vacation checks 76 percent higher than past vacation benefits.

Based on a calendar year of 360 days of employment, the new vacation rates break down as follows:

Effective June 16, 1981—12 days of vacation for every 30 days worked.

Effective June 16, 1982—13 days of vacation for every 30 days worked.

Effective June 16, 1983—14 days of vacation for every 30 days worked.

Through the new vacation benefit, SIU members have taken a tremendous step forward in the on-going effort to achieve the best financial and job security possible.

The formula for computing the vacation benefit you'll be collecting in each of the three years of the new contract appears below. Note the last column of figures which reflects the overall increase in vacation pay as of the third and final year of the agreement.

Vacation Rates for Freighters/Passenger Ships

Old Vacation Rate Based on 360 Days	Effective June 16, 1981	Increase Over Old Contract	Effective June 16, 1982	Increase Over 1981	Effective June 16, 1983	Increase Over 1982	Total Increase Over 3 Years
DECK DEPARTMENT							
Boatswain (SL-7's, SL-18's, D-6's, D-9's, Lash, Mariner & Passenger)							
\$3,573.78	\$8,597.86	\$2,024.08	\$10,012.91	\$1,415.05	\$11,591.89	\$1,578.98	\$5,719.11
Boatswain	7,604.50	1,790.28	8,856.07	1,251.57	10,252.59	1,396.52	4,898.37
Lash, Mariner & Passenger	6,996.43	1,647.15	8,147.93	1,151.50	9,432.81	1,284.88	4,000.53
Carpenter	6,996.43	1,647.15	8,147.93	1,151.50	9,432.81	1,284.88	4,000.53
Carpenter Maintenance	6,465.60	1,522.22	7,529.76	1,064.16	8,717.13	1,187.37	3,589.28
A.B. Maintenance	6,098.16	1,435.69	7,101.85	1,003.69	8,221.75	1,119.90	3,459.28
Quartermaster	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,376.17
Able Seaman (Green)	5,385.70	959.14	6,272.08	886.38	7,261.13	989.05	3,204.57
Able Seaman (Blue)	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,376.17
Fire Patrolman	4,837.97	1,139.07	5,634.20	796.23	6,522.66	888.46	3,149.40
O.S. Maintenance	4,525.58	1,065.44	5,270.41	744.83	6,101.54	831.13	2,981.98
Ordinary Seaman							
ENGINE DEPARTMENT							
Chief Electrician (SL-7's, SL-18's, D-6's, Lash, Mariner & Passenger)							
\$7,032.86	\$9,198.58	\$2,165.62	\$10,712.52	\$1,513.94	\$12,401.82	\$1,689.30	\$6,363.66
Q.M.E.D./Electrician D-9	9,198.58	2,165.62	10,712.52	1,513.94	12,401.82	1,689.30	6,363.66
Chief Electrician (Delta)	9,183.17	2,161.98	10,694.58	1,511.41	12,381.04	1,686.46	6,349.45
Chief Electrician	8,946.10	2,106.14	10,418.46	1,472.36	12,061.34	1,642.88	6,231.38
Crane Mice/Electrician	8,946.10	2,106.14	10,418.46	1,472.36	12,061.34	1,642.88	6,231.38
Electrician Reel/Mice	8,946.10	2,106.14	10,418.46	1,472.36	12,061.34	1,642.88	6,231.38
Second Electrician	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	5,913.03
Engine Maintenance	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	5,913.03
Engine Utility Reel/Mice	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	5,913.03
Refrigeration Engineer (when one is carried)	8,362.90	1,968.83	9,739.29	1,376.39	11,275.10	1,535.81	5,913.03
Refrigeration Engineer (when three are carried)							
Chief	8,578.03	2,019.48	9,989.82	1,411.79	11,565.12	1,575.30	6,005.67
First Assistant	7,622.59	1,794.60	8,877.13	1,254.54	10,277.01	1,399.88	4,448.92
Second Assistant	7,110.86	1,674.10	8,281.21	1,170.35	9,587.09	1,305.88	4,189.33
Q.M.E.D.							
Class 1	8,597.86	2,024.08	10,012.91	1,415.05	11,591.89	1,578.98	6,018.11
Class 2	7,895.76		9,195.26	1,299.50	10,645.26	1,450.00	5,330.38
Class 3	7,193.71		8,377.67	1,183.96	9,699.75	1,321.08	4,770.04
Class 4	6,491.66		7,560.07	1,068.41	8,752.24	1,192.17	4,239.57
Plumber/Machinist	7,668.29	1,805.37	8,930.38	1,262.09	10,338.61	1,408.23	4,775.69
Unlicensed Jr. Engr. (Day)	7,316.93	1,722.64	8,521.19	1,204.26	9,864.90	1,343.71	4,539.71
Unlicensed Jr. Engr. (Watch)	6,588.24	1,551.05	7,672.55	1,084.31	8,882.44	1,208.89	4,299.25
Deck Engineer	7,095.50	1,670.48	8,263.32	1,167.82	9,566.37	1,303.05	4,471.35
Engine Utility/FOWT (Delta)	7,163.04	1,686.36	8,341.94	1,178.90	9,657.42	1,315.48	4,489.74
Engine Utility	6,682.85	1,573.33	7,782.74	1,099.89	9,010.01	1,227.27	4,300.49
Evaporator/Mice	6,129.60	1,443.09	7,138.46	1,008.86	8,264.14	1,125.68	4,178.62
C/Oiler	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,979.17
Oiler (Diesel)	6,230.40	1,466.81	7,255.82	1,025.42	8,400.00	1,144.18	4,336.41
Water-tender	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,979.17
Fireman/Water-tender	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,979.17
Fireman	5,789.62	1,363.06	6,742.48	952.86	7,805.73	1,063.25	3,979.17
Wiper	5,377.97	1,278.87	6,263.09	885.12	7,250.71	987.62	3,191.61
Ship's Welder/Mice	7,182.29	1,890.85	8,364.36	1,182.07	9,683.35	1,318.99	4,719.51
Oiler/Mice Utility	6,682.85	1,573.33	7,782.74	1,099.89	9,010.01	1,227.27	4,300.49
General Utility/Deck Engine	6,129.60	1,443.09	7,250.71	1,120.61	8,400.00	1,144.18	4,336.41
STEWARD DEPARTMENT							
Chief Steward (SL-7's, SL-18's, D-6's, D-9's, Lash & Mariner)							
\$5,737.78	\$8,597.86	\$2,024.08	\$10,012.91	\$1,415.05	\$11,591.89	\$1,578.98	\$6,018.11
Steward/Cook	8,597.86	2,024.08	10,012.91	1,415.05	11,591.89	1,578.98	6,018.11
Steward/Baker	8,597.86	2,024.08	10,012.91	1,415.05	11,591.89	1,578.98	6,018.11
Chief Steward	7,604.50	1,790.28	8,856.07	1,251.57	10,252.59	1,396.52	4,898.37
Chief Cook	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27	3,944.97
Cook & Baker	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
2nd Steward/Head Waiter	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
3rd Steward/Storekeeper	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Chief Pantryman	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Butcher	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
2nd Cook	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
2nd Cook/Larder	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Cook & Baker	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Asst. Head Waiter	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
2nd Baker	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
3rd Night Cook	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Bar-tender/Club Steward	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Messman/Utility	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Utilityman	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Galley Utility	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Pantryman	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Passenger Waiter	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Officer Bedroom Steward	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Passenger Bedroom Steward	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Night Steward	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Stewardess	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Deck Steward	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Deck/Smoking Room Steward	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Janitor/Utilityman	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Day Porter/Utilityman	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Chief Utility	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Crew Messman	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Crew Pantryman	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Crew Bedroom Steward	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97
Beautician-Barber	5,167.80	1,197.27	6,271.50	1,112.43	8,112.77	1,241.27	3,044.97

New Vacation Rates

Vacation Rates for Freighters/Passenger Ships

Old Vacation Rate Based on 360 Days	Effective June 16, 1981	Increase Over Old Contract	Effective June 16, 1982	Increase Over 1981	Effective June 16, 1983	Increase Over 1982	Total Increase Over 3 Years
PASSENGER VESSELS							
Chief Steward	7,672.32	10,034.69	2,362.37	11,686.22	1,651.53	13,529.04	1,842.82
Chief	5,814.22	7,604.50	1,790.28	8,856.07	1,251.57	10,252.59	1,396.52
Chief Cook	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
Headwaiter/Wine Steward	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
Chief Baker	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
2nd Steward/Head Waiter	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
3rd Steward/Storekeeper	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
Chief Pantryman	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
Butcher	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
2nd Cook	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
2nd Cook/Larder	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
Cook & Baker	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
Asst. Head Waiter	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
2nd Baker	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
3rd Night Cook	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27
Bar-tender/Club Steward	5,167.80	6,753.07	1,591.27	7,871.50	1,112.43	9,112.77	1,241.27

New Wage Rates

This chart represents the base monthly wage gains negotiated in the new three-year deep sea contract. The gains amount to 7½ percent in each of the three years of the agreement. Compounded, that amounts to in excess of 24 percent for the three years (not including COLA).

Seafarers should note that the Union also negotiated a 7½ percent per year increase in the premium, overtime and penalty rates. A complete outline of these rates will be carried in the full Agreement.

Standard Freightship/ Passenger Agreement Wages June 16, 1981-June 16, 1983

	Old Wages	Effective 6/16/81	Effective 6/16/82	Effective 6/16/83	Wage Increase Over 3 Years
DECK DEPARTMENT					
Boatswain (SL-7's, SL-18's, D-6's, D-9's, Lash, Mariner & Passenger)	\$1,006.25	\$1,791.22	\$1,925.56	\$2,069.98	\$403.73
Boatswain	1,473.74	1,584.27	1,703.09	1,830.82	357.08
Carpenter	1,335.90	1,457.59	1,566.91	1,684.43	348.53
Carpenter Maintenance	1,305.90	1,457.59	1,566.91	1,684.43	378.53
A.B. Maintenance	1,363.02	1,347.00	1,448.03	1,556.63	303.61
Quartermaster	1,181.51	1,270.45	1,365.74	1,468.17	286.66
Able Seaman (Green)	1,022.02	1,206.17	1,296.63	1,393.88	271.86
Able Seaman (Blue)	1,122.02	1,122.02	1,206.17	1,296.63	174.61
Fire Patrolman	1,122.02	1,206.17	1,296.63	1,393.88	271.86
O.S. Maintenance	997.29	1,007.91	1,083.50	1,164.76	227.17
Ordinary Seaman	877.85	942.83	1,013.54	1,089.56	212.51
ENGINE DEPARTMENT					
Chief Electrician (SL-7's, SL-18's, D-6's, Lash, Mariner & Passenger)	\$1,782.67	\$1,916.37	\$2,060.10	\$2,214.61	\$431.94
Q.M.E.D./Electrician D-9	New Rating	1,916.37	2,060.10	2,214.61	New Rating
Chief Electrician (Delta)*	1,770.68	1,913.16	2,056.65	2,210.90	431.22
Chief Electrician	1,733.74	1,863.77	2,003.55	2,153.81	420.07
Crane Mtce./Electrician	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Electrician Reefer Mtce.	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Second Electrician	1,620.72	1,742.27	1,872.94	2,013.41	392.69
Engine Maintenance	New Rating	1,742.27	1,872.94	2,013.41	New Rating
Engine Utility Reefer Mtce.	1,620.72	1,742.27	1,872.94	2,013.41	392.69
Refrigeration Engineer (when one is carried)	1,620.72	1,742.27	1,872.94	2,013.41	392.69
Refrigeration Engineer (when three are carried)					
Chief	1,862.41	1,787.09	1,921.12	2,065.20	402.79
First Assistant	1,477.25	1,588.04	1,707.14	1,835.18	357.93
Second Assistant	1,376.07	1,481.43	1,592.54	1,711.98	334.91
Q.M.E.D.					
Class 1	1,666.25	1,791.22	1,925.56	2,069.98	403.73
Class 2	New Rating	1,644.95	1,768.32	1,900.94	New Rating
Class 3	New Rating	1,498.69	1,611.09	1,731.92	New Rating
Class 4	New Rating	1,352.43	1,453.86	1,562.90	New Rating
Plumber Machinist	1,486.10	1,597.56	1,717.38	1,846.18	360.08
Unlicensed Jr. Engr. (Day)	1,418.01	1,524.36	1,638.69	1,761.59	343.58
Unlicensed Jr. Engr. (Watch)	1,276.79	1,372.55	1,475.49	1,586.15	309.36
Deck Engineer	1,373.10	1,478.23	1,589.10	1,708.28	335.18
Engine Utility/FOWT (Delta)*	1,366.19	1,492.30	1,604.22	1,724.54	358.35
Engine Utility	1,295.13	1,392.26	1,496.68	1,608.93	313.80
Evaporator/Mtce.	1,187.91	1,277.00	1,372.78	1,475.74	287.83
Oiler	1,122.02	1,206.17	1,296.63	1,393.88	271.86
Oiler (Diesel)	1,207.44	1,298.00	1,395.35	1,500.00	292.56
Watertender	1,122.02	1,206.17	1,296.63	1,393.88	271.86
Fireman/Watertender	1,122.02	1,206.17	1,296.63	1,393.88	271.86
Fireman	1,122.02	1,206.17	1,296.63	1,393.88	271.86
Wiper	1,042.24	1,120.41	1,204.44	1,294.77	252.53
Ship's Welder Mtce.	1,391.52	1,496.31	1,608.53	1,729.17	337.65
Oiler/Mtce. Utility	1,295.13	1,392.26	1,496.68	1,608.93	313.80
General Utility/Deck Engine	1,042.24	1,120.41	1,204.44	1,294.77	252.53
<i>*Delta: Del Mundo, Del Monte, Del Viento, Del Campo and Del Valle.</i>					
STEWARD DEPARTMENT					
Chief Steward (SL-7's, SL-18's, D-6's, D-9's, Lash & Mariner)	\$1,666.25	\$1,791.22	\$1,925.56	\$2,069.98	\$403.73
Steward/Cook	1,666.25	1,791.22	1,925.56	2,069.98	403.73
Steward/Baker	1,666.25	1,791.22	1,925.56	2,069.98	403.73
Chief Steward	1,473.74	1,584.27	1,703.09	1,830.82	357.08
Chief Cook	1,306.80	1,408.14	1,513.75	1,627.28	317.80
Cook & Baker	1,276.78	1,372.54	1,475.48	1,586.14	309.36
Second Cook	1,122.02	1,206.17	1,296.63	1,393.88	271.86
Third Cook*	1,106.86	1,189.87	1,279.11	1,375.04	268.18
Assistant Cook	1,106.86	1,189.87	1,279.11	1,375.04	268.18
Steward Assistant (formerly messman-utilityman)	870.21	935.48	1,005.64	1,081.06	210.85

*On freighters when passengers are carried, the Third Cook will be re-rated as Second and will be paid wages in accordance with the agreement.

New Wage Rates

This chart represents the base monthly wage gains negotiated in the new three-year deep sea contract. The gains amount to 7½ percent in each of the three years of the agreement. Compounded, that amounts to in excess of 24 percent for the three years (not including COLA).

Seafarers should note that the Union also negotiated a 7½ percent per year increase in the premium, overtime and penalty rates. A complete outline of these rates will be carried in the full Agreement.

Standard Freightship/ Passenger Agreement Wages June 16, 1981—June 16, 1983

	Old Wages	Effective 6/16/81	Effective 6/16/82	Effective 6/16/83	Wage Increase Over 3 Years
DECK DEPARTMENT					
Boatswain (SL-7's, SL-18's, D-6's, D-9's, Lash, Mariner & Passenger)	\$1,988.25	\$1,791.22	\$1,925.56	\$2,069.98	\$403.73
Boatswain	473.74	1,584.27	1,703.09	1,830.82	357.09
Carpenter	1,325.90	1,457.59	1,566.91	1,684.43	358.53
Carpenter Maintenance	1,353.95	1,457.59	1,566.91	1,684.43	330.48
A.B. Maintenance	1,353.95	1,448.03	1,556.63	1,664.43	310.48
Quartermaster	1,191.81	1,270.45	1,365.74	1,468.17	276.36
Able Seaman (Green)	1,122.02	1,206.17	1,296.63	1,393.88	271.86
Able Seaman (Blue)	1,122.02	1,206.17	1,296.63	1,393.88	271.86
Fire Patrolman	1,122.02	1,206.17	1,296.63	1,393.88	271.86
O.S. Maintenance	937.55	1,007.91	1,083.50	1,164.76	227.21
Ordinary Seaman	877.06	942.83	1,013.54	1,089.56	212.51
ENGINE DEPARTMENT					
Chief Electrician (SL-7's, SL-18's, D-6's, Lash, Mariner & Passenger)	\$1,792.57	\$1,916.37	\$2,060.10	\$2,214.61	\$422.04
Q.M.E.D./Electrician D-9	1,792.57	1,916.37	2,060.10	2,214.61	422.04
Chief Electrician (Delta)	1,792.57	1,916.37	2,060.10	2,214.61	422.04
Chief Electrician	1,792.57	1,863.77	2,003.55	2,153.82	422.04
Crane Mtc./Electrician	1,792.57	1,863.77	2,003.55	2,153.82	422.04
Electrician Reefer Mtc.	1,792.57	1,863.77	2,003.55	2,153.82	422.04
Second Electrician	1,792.57	1,742.27	1,872.94	2,013.41	320.84
Engine Maintenance	1,792.57	1,742.27	1,872.94	2,013.41	320.84
Engine Utility Reefer Mtc.	1,792.57	1,742.27	1,872.94	2,013.41	320.84
Refrigeration Engineer (when one is carried)	1,792.57	1,742.27	1,872.94	2,013.41	320.84
Refrigeration Engineer (when three are carried)	1,792.57	1,742.27	1,872.94	2,013.41	320.84
Chief	1,652.41	1,787.09	1,921.12	2,065.20	412.79
First Assistant	1,471.53	1,588.04	1,707.14	1,835.18	363.65
Second Assistant	1,378.07	1,481.43	1,592.54	1,711.98	333.91
Q.M.E.D.	1,652.41	1,791.22	1,925.56	2,069.98	417.57
Class 1	1,652.41	1,791.22	1,925.56	2,069.98	417.57
Class 2	1,652.41	1,644.95	1,788.32	1,900.94	348.53
Class 3	1,652.41	1,498.69	1,611.09	1,731.92	279.51
Class 4	1,652.41	1,352.43	1,453.86	1,562.90	210.49
Plumber/Machinist	1,485.10	1,597.56	1,717.38	1,846.18	361.08
Unlicensed Jr. Engr. (Day)	1,418.01	1,524.36	1,638.69	1,761.59	343.58
Deck Engineer	1,278.79	1,372.55	1,475.49	1,586.15	307.36
Engine Utility/FOWT (Delta)	1,278.79	1,478.23	1,589.10	1,708.28	329.49
Engine Utility	1,278.79	1,492.30	1,604.22	1,724.54	335.75
Evaporator/Mtc.	1,278.79	1,392.26	1,496.68	1,608.93	330.14
Oiler	1,182.02	1,277.00	1,372.78	1,475.74	293.72
Oiler (Diesel)	1,182.02	1,206.17	1,296.63	1,393.88	211.86
Water tender	1,182.02	1,298.00	1,395.35	1,500.00	317.98
Fireman/Water tender	1,182.02	1,206.17	1,296.63	1,393.88	211.86
Fireman	1,182.02	1,206.17	1,296.63	1,393.88	211.86
Wiper	1,042.24	1,120.41	1,204.44	1,294.77	252.53
Ship's Welder Mtc.	1,391.92	1,496.31	1,608.53	1,729.17	337.25
Oiler/Mtc. Utility	1,353.95	1,392.26	1,496.68	1,608.93	315.83
General Utility/Deck Engine	1,353.95	1,120.41	1,204.44	1,294.77	252.53
*Delta: Del Mundo, Del Monte, Del Viento, Del Campo and Del Valle.					
STEWARD DEPARTMENT					
Chief Steward (SL-7's, SL-18's, D-6's, D-9's, Lash & Mariner)	\$1,925.56	\$1,791.22	\$1,925.56	\$2,069.98	\$403.73
Steward/Cook	1,925.56	1,791.22	1,925.56	2,069.98	403.73
Steward/Baker	1,925.56	1,791.22	1,925.56	2,069.98	403.73
Chief Steward	1,473.74	1,584.27	1,703.09	1,830.82	357.09
Chief Cook	1,393.88	1,408.14	1,513.75	1,627.28	317.39
Cook & Baker	1,296.63	1,372.54	1,475.48	1,586.14	289.51
Second Cook	1,296.63	1,372.54	1,475.48	1,586.14	289.51
Third Cook	1,068.80	1,189.87	1,296.63	1,413.04	344.24
Assistant Cook	1,068.80	1,189.87	1,296.63	1,413.04	344.24
Steward Assistant (formerly messman-utilityman)	870.21	935.48	1,005.64	1,081.06	210.85

*On freighters when passengers are carried, the Third Cook will be re-rated as Second and will be paid wages in accordance with the agreement.

New Wage Rates

Standard Freightship/ Passenger Agreement Wages June 16, 1981—June 16, 1983

	Old Wages	Effective 6/16/81	Effective 6/16/82	Effective 6/16/83	Wage Increase Over 3 Years
PASSENGER VESSELS					
Chief Steward	\$1,944.71	\$2,090.56	\$2,247.35	\$2,415.90	\$471.19
Chief	1,473.74	1,584.27	1,703.09	1,830.82	357.09
Headwater/Wine Steward	1,393.88	1,408.14	1,513.75	1,627.28	317.39
Chief Baker	1,393.88	1,408.14	1,513.75	1,627.28	317.39
2nd Steward/Head Water	1,393.88	1,408.14	1,513.75	1,627.28	317.39
3rd Steward/Storekeeper	1,307.84	1,405.39	1,510.74	1,624.05	316.21
Chief Pantryman	1,305.94	1,403.89	1,509.18	1,622.37	316.43
Butcher	1,296.63	1,396.40	1,501.13	1,613.71	317.08
2nd Cook	1,296.63	1,396.40	1,501.13	1,613.71	317.08
2nd Cook/Larder	1,296.63	1,385.76	1,489.69	1,601.42	312.79
Cook & Baker	1,278.78	1,372.54	1,475.48	1,586.14	307.36
Asst. Head Waiter	1,276.76	1,372.54	1,475.48	1,586.14	309.38
2nd Baker	1,274.00	1,369.55	1,472.27	1,582.69	308.69
3rd Night Cook	1,268.21	1,363.33	1,465.58	1,575.50	307.29
Bar tender	1,108.65	1,189.87	1,279.11	1,375.04	266.39
Bar tender/Club Steward	1,108.65	1,189.87	1,279.11	1,375.04	266.39
Messman/Utility	870.21	935.48	1,005.64	1,081.06	210.85
Utilityman	870.21	935.48	1,005.64	1,081.06	210.85
Galley Utility	870.21	935.48	1,005.64	1,081.06	210.85
Pantryman	870.21	935.48	1,005.64	1,081.06	210.85
Passenger Waiter	870.21	935.48	1,005.64	1,081.06	210.85
Officer Bedroom Steward	870.21	935.48	1,005.64	1,081.06	210.85
Passenger Bedroom Steward	870.21	935.48	1,005.64	1,081.06	210.85
Night Steward	870.21	935.48	1,005.64	1,081.06	210.85
Stewardess	870.21	935.48	1,005.64	1,081.06	210.85
Deck Steward	870.21	935.48	1,005.64	1,081.06	210.85
Deck/Smoking Room Steward	870.21	935.48	1,005.64	1,081.06	210.85
Janitor/Utilityman	870.21	935.48	1,005.64	1,081.06	210.85
Day Porter/Utilityman	870.21	935.48	1,005.64	1,081.06	210.85
Chief Utility	870.21	935.48	1,005.64	1,081.06	210.85
Crew Messman	870.21	935.48	1,005.64	1,081.06	210.85
Crew Pantryman	870.21	935.48	1,005.64	1,081.06	210.85
Crew Bedroom Steward	870.21	935.48	1,005.64	1,081.06	210.85
Beautician/Barber	1,242.91	1,336.13	1,436.34	1,544.07	301.16

Standard Tanker Agreement Wages June 16, 1981—June 16, 1983

	Old Wages	Effective 6/16/81	Effective 6/16/82	Effective 6/16/83	Wage Increase Over 3 Years
DECK DEPARTMENT					
Boatswain (on vessel constructed since 1970)	\$1,733.74	\$1,863.77	\$2,003.55	\$2,153.82	\$420.08
Boatswain (25,500 D.W.T. or over)	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Boatswain (under 25,500 D.W.T.)	1,733.74	1,863.77	2,003.55	2,153.82	420.08
A.B. Deck Maintenance	1,689.47	1,816.18	1,952.39	2,099.19	389.72
Able Seaman (Green)	1,689.47	1,816.18	1,952.39	2,099.19	389.72
Able Seaman (Blue)	1,689.47	1,816.18	1,952.39	2,099.19	389.72
O.S. Deck Maintenance	1,442.31	1,524.48	1,612.52	1,706.66	264.35
Ordinary Seaman	1,042.31	1,120.48	1,204.52	1,294.86	252.55
ENGINE DEPARTMENT					
Q.M.E.D.	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Class 1	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Class 2	1,733.74	1,702.91	1,830.63	1,967.93	334.19
Class 3	1,733.74	1,542.06	1,657.71	1,782.04	248.30
Class 4	1,733.74	1,381.21	1,484.80	1,596.16	192.42
Q.M.E.D./Pumpman	1,689.47	1,816.18	2,003.55	2,153.82	420.08
Chief Pumpman	1,689.47	1,816.18	2,003.55	2,153.82	420.08
Second Pumpman/Engine Mtc.	1,689.47	1,704.93	1,832.80	1,970.26	380.79
Ship's Welder Maintenance	1,689.47	1,704.93	1,832.80	1,970.26	380.79
Engine Utility	1,689.47	1,509.35	1,622.55	1,744.24	354.77
Oiler/Maintenance Utility	1,689.47	1,372.75	1,475.71	1,586.39	306.92
Oiler	1,689.47	1,406.44	1,511.92	1,625.31	335.84
Fireman/Water tender	1,689.47	1,220.34	1,311.87	1,410.26	270.79
General Utility/Deck Engine	1,689.47	1,220.34	1,311.87	1,410.26	270.79
Wiper	1,042.31	1,120.48	1,204.52	1,294.86	252.55
STEWARD DEPARTMENT					
Chief Steward (on vessels constructed since 1970)	\$1,733.74	\$1,863.77	\$2,003.55	\$2,153.82	\$420.08
Steward/Cook	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Steward/Baker	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Chief Steward (under 25,500 D.W.T.)	1,733.74	1,863.77	2,003.55	2,153.82	420.08
Chief Cook	1,689.47	1,816.18	1,952.39	2,099.19	389.72
Cook & Baker	1,689.47	1,816.18	1,952.39	2,099.19	389.72
Second Cook	1,689.47	1,816.18	1,952.39	2,099.19	389.72
Third Cook	1,689.47	1,816.18	1,952.39	2,099.19	389.72
Assistant Cook	1,689.47	1,816.18	1,952.39	2,099.19	389.72
Steward Assistant (formerly messman, utilityman)	870.21	935.47	1,005.63	1,081.05	210.84

Contract Gains Mirror Crew Conference Recommendations

The Crews Conference that was held at Piney Point April 20-25, 1981 produced many concrete results. By getting recommendations from members who had been elected by their fellow Seafarers to represent them at the Conference, the Union was able to negotiate a contract that addressed the issues that the men and women who sail onboard SIU-contracted vessels feel are important.



A Comparison

Crew Conference Recommendations	Contract gains
That percentage increases are to be applied to the base monthly pay rates, premium rates, overtime rates, and penalty rates, and further that the percentage increases be no less than those negotiated in the industry.	Base pay, premium, overtime, and penalty rates to be increased by 7½%. The first second and third year of the agreement. Wages will be in excess of 24% over three-year period, not including COLA.
That an increase be negotiated in vacation pay, and that the seatime requirement to collect vacation pay be reduced from 125 days to 120 days.	Vacation pay will be increased as follows: 12 days for 30 the first year. 13 days for 30 the second year. 14 days for 30 the third year. Because of the tremendous increases in vacation benefits, the Contract Committee left the seatime requirement at 125 days.
That a wage related pension be negotiated.	A wage-related pension has been achieved. See Special Supplement, page 3, for a full explanation of the new pension benefit.
That all seamen presently receiving a normal or disability pension from the Seafarers Pension Plan of less than \$300.00, shall receive an increase which will provide a \$300.00 monthly benefit.	Seamen presently on pension receiving less than a \$300 S.I.U. pension will be increased to \$300.
That Maintenance and Cure, and the Sickness and Accident Benefit be increased to \$12.00 per day.	M & C is still being negotiated but will not be less than the industry figure.
That if the USPHS hospitals and out-patient clinics are closed , an increase in the Welfare Plan contribution be negotiated to provide the members with medical and dental care equal to that provided by the USPHS.	Increased welfare contributions will be paid by the operators to provide full medical and dental benefits to the members if the USPHS operation is terminated.
That in honor of Paul Hall , his birthday, August 20, be observed as a holiday, and that Lincoln's Birthday be deleted from the contractual holidays.	Paul Hall's birthday, Aug. 20 will be substituted for Lincoln's Birthday. Lincoln's Birthday which is a longshoremen's holiday will not be lost to ships in the U.S. continental ports.
That T.V. cassette systems be installed on all contracted vessels.	T.V. cassette systems to be installed on all vessels.
The provisions contained in the freightship Agreement regarding working at the wheel be incorporated into the Tanker Agreement.	There will be no more working while on wheel watch on tankers.
That a differential in pay be negotiated for the Green ticket AB above that of the Blue ticket AB.	Blue ticket A.B.'s will receive no increase the first year. They will receive 7½% the second and third year.
That all entry rating in the Steward Department be classified as Steward Assistants , except specified ratings aboard passenger ships, where special skills and experience are necessary.	The Steward Department entry ratings Messman and Utilityman have been re-classified as Steward Assistants except on vessels having specific designations in the manning scale.
That on the four "M" class passenger vessels, crew members shall have the option of requesting the "loop" off , provided a replacement is available.	Loop trip off on the four "M" ships was negotiated.
That due to extensive technological change in the engine room, the rating of Q.M.E.D. will require satisfactory completion of various training programs conducted at the Seafarers Harry Lundeberg School of seamanship in order to provide qualified, competent and productive personnel. That there be four (4) classes of Q.M.E.D., and that the base monthly pay and overtime rates be increased with each classification. A two year period from June 16, 1981 till June 15, 1983 shall be allowed each QMED to acquire the necessary training for each classification. At the end of the two year period, he shall be paid according to the classification acquired at such time.	The 4-class QMED rating has been established. See Special supplement, page 2, for full explanation of the new QMED rating.
That on all vessels, the following specified ratings, possessing class "A" seniority , shall have the option of requesting a relief after four (4) months of continuous employment, provided a relief is available: Bosuns QMED/Pumpman Chief Stewards Chief Electrician Steward/Cooks QMED/Electrician Steward/Baker Reefer Engineers Passenger BR/UT	Permanent positions for key personnel is being evaluated by a joint labor/management committee. Procedures will be effective Jan. 1, 1982. The Committee is also conducting a study relative to the maintenance of "A" seniority. Any rule change will become effective Jan. 1, 1982.

Contract Gains Mirror Crew Conference Recommendations

The Crews Conference that was held at Piney Point April 20-25, 1981 produced many concrete results. By getting recommendations from members who had been elected by their fellow Seafarers to represent them at the Conference, the Union was able to negotiate a contract that addressed the issues that the men and women who sail onboard SIU-contracted vessels feel are important.



A Comparison

Crew Conference Recommendations	Contract gains
That percentage increases are to be applied to the base monthly pay rates, premium rates, overtime rates, and penalty rates, and further that the percentage increases be no less than those negotiated in the industry.	<i>Base pay, premium, overtime, and penalty rates to be increased by 7 1/2%. The first second and third year of the agreement. Wages will be in excess of 24% over three-year period, not including COLA.</i>
That an increase be negotiated in vacation pay, and that the seaside requirement to collect vacation pay be reduced from 125 days to 120 days.	<i>Vacation pay will be increased as follows: 12 days for 30 the first year. 13 days for 30 the second year. 14 days for 30 the third year. Because of the tremendous increases in vacation benefits, the Contract Committee left the seaside requirement at 125 days.</i>
That a wage related pension be negotiated.	<i>A wage-related pension has been achieved. See Special Supplement, page 3, for a full explanation of the new pension benefit.</i>
That all seamen presently receiving a normal or disability pension from the Seafarers Pension Plan of less than \$300.00, shall receive an increase which will provide a \$300.00 monthly benefit.	<i>Seamen presently on pension receiving less than a \$300 S.I.U. pension will be increased to \$300.</i>
That Maintenance and Cure, and the Sickness and Accident Benefit be increased to \$12.00 per day.	<i>M & C is still being negotiated but will not be less than the industry figure.</i>
That if the USPHS hospitals and out-patient clinics are closed , an increase in the Welfare Plan contribution be negotiated to provide the members with medical and dental care equal to that provided by the USPHS.	<i>Increased welfare contributions will be paid by the operators to provide full medical and dental benefits to the members if the USPHS operation is terminated.</i>
That in honor of Paul Hall , his birthday, August 20, be observed as a holiday, and that Lincoln's Birthday be deleted from the contractual holidays.	<i>Paul Hall's birthday, Aug. 20 will be substituted for Lincoln's Birthday. Lincoln's Birthday which is a longshoremen's holiday will not be lost to ships in the U.S. continental ports.</i>
That T.V. cassette systems be installed on all contracted vessels.	<i>T.V. cassette systems to be installed on all vessels.</i>
The provisions contained in the freightship Agreement regarding working at the wheel be incorporated into the Tanker Agreement.	<i>There will be no more working while on wheel watch on tankers.</i>
That a differential in pay be negotiated for the Green ticket AB above that of the Blue ticket AB.	<i>Blue ticket A.B.'s will receive no increase the first year. They will receive 7 1/2% the second and third year.</i>
That all entry rating in the Steward Department be classified as Steward Assistants , except specified ratings aboard passenger ships, where special skills and experience are necessary.	<i>The Steward Department entry ratings Messman and Utilityman have been re-classified as Steward Assistants except on vessels having specific designations in the manning scale.</i>
That on the four "M" class passenger vessels, crew members shall have the option of requesting the "loop" off , provided a replacement is available.	<i>Loop trip off on the four "M" ships was negotiated.</i>
That due to extensive technological change in the engine room, the rating of Q.M.E.D. will require satisfactory completion of various training programs conducted at the Seafarers Harry Lundeberg School of seamanship in order to provide qualified, competent and productive personnel. That there be four (4) classes of Q.M.E.D., and that the base monthly pay and overtime rates be increased with each classification. A two year period from June 16, 1981 till June 15, 1983 shall be allowed each QMED to acquire the necessary training for each classification. At the end of the two year period, he shall be paid according to the classification acquired at such time.	<i>The 4-class QMED rating has been established. See Special supplement, page 2, for full explanation of the new QMED rating.</i>
That on all vessels, the following specified ratings, possessing class "A" seniority , shall have the option of requesting a relief after four (4) months of continuous employment, provided a relief is available: Bosuns QMED/Pumpman Chief Stewards Chief Electrician Steward/Cooks QMED/Electrician Steward/Baker Reefer Engineers Passenger BR/UT	<i>Permanent positions for key personnel is being evaluated by a joint labor/management committee. Procedures will be effective Jan. 1, 1982. The Committee is also conducting a study relative to the maintenance of "A" seniority. Any rule change will become effective Jan. 1, 1982.</i>

Special Supplement—8

Bill Kaiser, Czar of the Del Norte for 23 Years

FROM 1946 to 1969, home to Bill Kaiser was the steward's cabin on the old passenger liner *Del Norte*, a venerable Hog Islander, which Bill lovingly refers to as his "floating resort hotel."

He boarded the *Del Norte* at the Hog Island Shipyard in Pennsylvania in September '46, when the ship was brand new. He signed on as chief steward for her trial voyage and then "held on to that job like a hound dog" for 23 years.

For Bill Kaiser, life on the *Del Norte*, operated by Delta Line, was the best of all possible worlds. He was single and had few ties to shoreside family.

As Chief Steward, Bill had officer status. He fondly recalls making friends "with thousands of beautiful people, including quite a few well known actors, actresses, politicians and a few millionaires here and there."

He still gets hundreds of Christmas cards each year from passengers he served during those years on the *Del Norte*.

Some of his favorite stories from the *Del Norte* "are unprintable," says Bill. "Things that happened on that ship make 'Loveboat' look like kindergarten."

Bill likes to joke, "if only those staterooms and elevators could talk, you could write a book."

All in all, Bill has accumulated an incredible 40 years seafaring. He



Bill Kaiser, chief steward on the *Del Norte* for 23 years.

was never off a ship for more than four months from 1936, when he started sailing, to 1971. He's proud of the fact that in his entire career, he's never been fired, logged or asked to leave a vessel.

Those that know Bill know why he has an unblemished record. He's a soft spoken, friendly and immensely personable gentleman. Besides that, he really knows his business and is considered one of the best stewards in the Union.

Bill's first job at sea was on the *Del Sud*, another Hog Islander. He got that job in '36 and stayed on for a mere 4 1/2 years. During the War, he sailed on vessels carrying troops. Shortly after the War, he boarded the *Del Norte*.

He recalls that the *Del Norte* was the first fully air-conditioned vessel in the American-flag fleet. In 1967, she was reclassified from passenger/cargo ship to strictly a cargo carrier, and Bill got off two years later.

He was on the beach for a few months and then caught the *Delta Uruguay* out of New Orleans, his

home town. He only stayed on her for a short spell—six years.

At 64, Bill has no intentions of retiring. He's in good shape and keeps himself that way, and says "I'll keep going to sea until they chase me down the gangway."

Bill was a recent visitor to Piney Point where he participated in the deep sea Crew Conference April 20-25, 1981. The School just happens to have a glass-encased model of the *Del Norte*. No one thought it strange when Bill Kaiser was seen saluting her.

Notice On Job Call Procedure (Inland)

When throwing in for work during a job call at any SIU Hiring Hall, boatmen must produce the following:

- membership certificate (where possessed)
- registration card
- clinic card
- seaman's papers

Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

An alcoholic can't see where he's going either, only alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has led to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

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

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

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

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692
or call, 24 hours-a-day, (301) 994-0010





Martin Hammond



Allan Rogers



Louis Hackey



Norberto Prats



Dempsey Nicholson



Anthony Vilanova

Bosun Recertification

After completing a rigorous two month course, 12 more SIU Bosuns received their diplomas of recertification at the June membership meeting at Headquarters.

The Bosuns split time between the SHLSS at Piney Point, Md. and at Headquarters. During the two month period, the Bosuns were able to talk with union officials about important issues affecting the maritime industry. The Bosuns also learned about the procedures governing the processing of claims, the distribution of vacation pay benefits, and the determination of eligibility require-

ments for pensions.

By completing this course, the Bosuns are in a better position to help their fellow shipmates protect their rights.

During the membership meeting, each of the twelve Bosuns was called up to receive a diploma of recertification. Several hundred union members were on hand to cheer them on, and to listen to their respective acceptance speeches. Most of the Bosuns praised the union for its efforts to keep the membership informed, and thanked the members on hand for their support.



Joseph Meyerchak



Francis White



Anthony Notturmo



Alvie Rushing



Lester Freeburn

American Deep Sea Jobs At All Time Low

Marine Index Bureau Releases New Stats

The Marine Index Bureau, a private company that monitors trends in the maritime industry, recently released its 34th annual statistical analysis of the American flag merchant marine. Citing figures compiled by the U.S. Department of Commerce, the Bureau asserted that employment opportunities for deep sea sailors reached a new low in 1980.

In 1945, when the Bureau began

compiling these statistics, there were 168,000 jobs available to merchant seamen. By 1951, that figure had dropped to 93,163. Last year, there were 19,720 jobs available to deep sea sailors.

The employment figures underscore an unfortunate, but perhaps inevitable, historical trend. Fewer and fewer seamen are needed to man modern ships. The union membership that understands that fact, and adjusts itself to the reality of the present situation, is the one that will survive.

Given the opportunity to choose from several different unlicensed unions, new American-flag owners will choose the membership that is the best prepared and the most skilled. That is where the members of this union have an edge over the members of other maritime unions. The Seafarers Harry Lundeberg School of Seamanship is one of the finest maritime educational centers in the United States. But those facilities mean nothing if the members of this union do not make use of them.

While other maritime unions have steadily lost jobs, this union has been able to maintain and even expand its job base. But the relationship between the union and union members is a two way street. By accepting the increased job opportunities that this union offers its members, a Seafarer has the obligation to make the most of the training facilities he has at his disposal. If he doesn't do that, then he not only puts his own job in jeopardy, but he also jeopardizes the jobs of his fellow union members.

SIU Tugs James E. Smith, Kyle Smith Cited for Heroics

The SIU tugs *James E. Smith* and *Kyle Smith* (both Crescent Towing) with seven other tugs and their crews were cited for heroism late last month at the Hale Boggs Federal Building in the port of New Orleans.

Getting the Gallant Ships Award Plaques from MARAD and the Coast Guard with the two Smith tugs were the tugs *Captain Ed*, *Bonnie Palmer* and *Okaloosa*. Their captains and crewmembers got the U.S. Merchant Marine Meritorious Service Medals and letters of commendation respectively. Each got Unit Citations and Gallant Ship Unit Citation Bar.

Letters went also to the captains and crews of the tugs *Shane C*, *Fort Pike* and *Cindy Cole*.

They were all honored for their valor in averting a possible major catastrophe after a tanker-berge crash on the Mississippi on the night of Dec. 19, 1979.

It involved the partially loaded Liberian flag tanker *ST Pina* and two barges towed by the tug *Mr. Pete*.

The *Pina* on fire and drifting out of control menaced ships and oil refineries in the harbor.

At crash impact, the lead barge ripped open the fore section of the *Pina*. Oil gushed out of the gash and ignited

to cover the river with a sea of flame.

The barges, one on fire were cut loose to drift on the current toward a densely populated area holding wharfs, warehouses, ferry landings and barge fleets.

The hit tanker swung across the river in a trail of burning oil to smash into a fleet of barges moored on the West bank. Due to the heat on the burning *Pina*, her crew abandoned the ship casting her adrift.

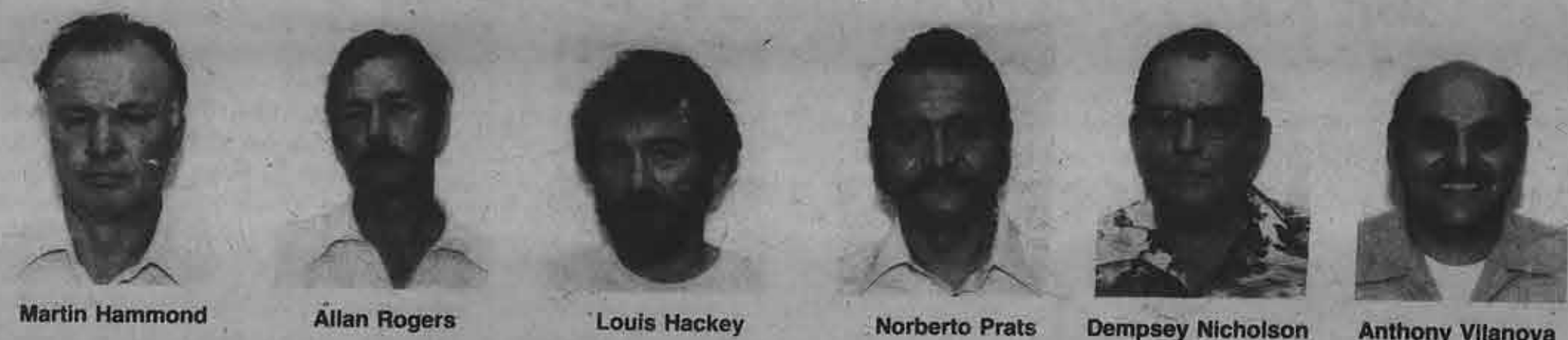
Close by the tug *Point Clear* moved in quickly to rescue the tankermen from their lifeboat.

Boatmen of the SIU tugs *James E.*

Smith and *Kyle Smith* and the crews of the tugs *Captain Ed*, *Bonnie Palmer* and *Okaloosa*, also nearby, responded immediately. Ignoring danger they had their tugs push the stricken *Pina* to a pier to secure her and fight the blaze aboard.

The crews of the tugs *Shane C*, *Fort Pike* and *Cindy Cole* assisted in the rescue and rounded up the drifting barges.

In addition, the port's firefighting vessels, the tug *Deluge* and tug *Lewis Bourgeois II* with the help of the other tugs and shore firefighting equipment, put the fire out.



Martin Hammond Allan Rogers Louis Hackey Norberto Prats Dempsey Nicholson Anthony Vilanova

Bosun Recertification

After completing a rigorous two month course, 12 more SIU Bosuns received their diplomas of recertification at the June membership meeting at Headquarters.

The Bosuns split time between the SHLSS at Piney Point, Md. and at Headquarters. During the two month period, the Bosuns were able to talk with union officials about important issues affecting the maritime industry. The Bosuns also learned about the procedures governing the processing of claims, the distribution of vacation pay benefits, and the determination of eligibility require-

ments for pensions.

By completing this course, the Bosuns are in a better position to help their fellow shipmates protect their rights.

During the membership meeting, each of the twelve Bosuns was called up to receive a diploma of recertification. Several hundred union members were on hand to cheer them on, and to listen to their respective acceptance speeches. Most of the Bosuns praised the union for its efforts to keep the membership informed, and thanked the members on hand for their support.



Joseph Meyerchak Francis White



Anthony Notturmo Alvie Rushing Lester Freeburn

American Deep Sea Jobs At All Time Low

Marine Index Bureau Releases New Stats

The Marine Index Bureau, a private company that monitors trends in the maritime industry, recently released its 34th annual statistical analysis of the American flag merchant marine. Citing figures compiled by the U.S. Department of Commerce, the Bureau asserted that employment opportunities for deep sea sailors reached a new low in 1980.

In 1945, when the Bureau began

compiling these statistics, there were 168,000 jobs available to merchant seamen. By 1951, that figure had dropped to 93,163. Last year, there were 19,720 jobs available to deep sea sailors.

The employment figures underscore an unfortunate, but perhaps inevitable, historical trend. Fewer and fewer seamen are needed to man modern ships. The union membership that understands that fact, and adjusts itself to the reality of the present situation, is the one that will survive.

Given the opportunity to choose from several different unlicensed unions, new American-flag owners will choose the membership that is the best prepared and the most skilled. That is where the members of this union have an edge over the members of other maritime unions. The Seafarers Harry Lundeberg School of Seamanship is one of the finest maritime educational centers in the United States. But those facilities mean nothing if the members of this union do not make use of them.

While other maritime unions have steadily lost jobs, this union has been able to maintain and even expand its job base. But the relationship between the union and union members is a two way street. By accepting the increased job opportunities that this union offers its members, a Seafarer has the obligation to make the most of the training facilities he has at his disposal. If he doesn't do that, then he not only puts his own job in jeopardy, but he also jeopardizes the jobs of his fellow union members.

SIU Tugs James E. Smith, Kyle Smith Cited for Heroics

The SIU tugs *James E. Smith* and *Kyle Smith* (both Crescent Towing) with seven other tugs and their crews were cited for heroism late last month at the Hale Boggs Federal Building in the port of New Orleans.

Getting the Gallant Ships Award Plaques from MARAD and the Coast Guard with the two Smith tugs were the tugs *Captain Ed*, *Bonnie Palmer* and *Okaloosa*. Their captains and crewmembers got the U.S. Merchant Marine Meritorious Service Medals and letters of commendation respectively. Each got Unit Citations and Gallant Ship Unit Citation Bar.

Letters went also to the captains and crews of the tugs *Shane C*, *Fort Pike* and *Cindy Cole*.

They were all honored for their valor in averting a possible major catastrophe after a tanker-berge crash on the Mississippi on the night of Dec. 19, 1979.

It involved the partially loaded Liberian flag tanker *ST Pina* and two barges towed by the tug *Mr. Pete*.

The *Pina* on fire and drifting out of control menaced ships and oil refineries in the harbor.

At crash impact, the lead barge ripped open the fore section of the *Pina*. Oil gushed out of the gash and ignited

to cover the river with a sea of flame.

The barges, one on fire were cut loose to drift on the current toward a densely populated area holding wharfs, warehouses, ferry landings and barge fleets.

The hit tanker swung across the river in a trail of burning oil to smash into a fleet of barges moored on the West bank. Due to the heat on the burning *Pina*, her crew abandoned the ship casting her adrift.

Close by the tug *Point Clear* moved in quickly to rescue the tankermen from their lifeboat.

Boatmen of the SIU tugs *James E.*

Smith and *Kyle Smith* and the crews of the tugs *Captain Ed*, *Bonnie Palmer* and *Okaloosa*, also nearby, responded immediately. Ignoring danger they had their tugs push the stricken *Pina* to a pier to secure her and fight the blaze aboard.

The crews of the tugs *Shane C*, *Fort Pike* and *Cindy Cole* assisted in the rescue and rounded up the drifting barges.

In addition, the port's firefighting vessels, the tug *Deluge* and tug *Levis Bougeois II* with the help of the other tugs and shore firefighting equipment, put the fire out.

'Fire in the Hold' on the SS Bridgehampton

by Saki Jack Dolan

Here is Chapter II in Saki Jack's saga, entitled "Shanghaied to Canada, SIU Style." Chapter I appeared in the April 1981 issue of the Log.

WEATHER is never or seldom ever calm on the North Atlantic Ocean. I have made many, many crossings on the Atlantic Ocean and can say without a doubt I have enjoyed other waters much, much better.

We weighed anchor and sailed out of Halifax (Nova Scotia, Canada) Harbor heading for Port Said, Egypt. About three days into the voyage at 1 a.m., all hell broke loose. The night-deck-watch discovered a raging fire in No. 3 hold.

The ship's fire alarms, whistles, were screaming loud and clear. It was January and plenty cold. All hands were turned to and all the firehoses forward of the house were aimed down into No. 3 hold all night long.

The chief mate took charge and told me to take my steward department and go and make coffee. And keep the galley open and feed the men as needed. I turned my gang to preparing coffee and food. We stayed in the galley until it was under control (about three days and nights later).

No one dared go to sleep, as we were running into a North Atlantic storm. The captain had all the lifeboats and liferafts swung over the side of the ship and secured for emergency launching at a second's notice.

The next morning, the mate said: "Someone will have to go down into the hold to locate the exact location of the fire." The smoke was so thick you couldn't see anything and apparently the fire was really raging.

The No. 3 hold was loaded with all Marshall-Plan giveaway equipment, designated for Pakistan. There was barrels of paint and flour, jeeps, trucks, steel cables, etc., etc., and the ship was starting to roll like an old Liberty ship (which was about as bad as you can roll).

Our Ship's Delegate Tom Pons out of Baltimore volunteered to be lowered down into the hold. Believe-me this was not an easy decision to make as it was his life he was risking and everyone knew it.

The bosun secured a life-line to Tom. He donned a gas mask and started to climb down into the hold. All hands stood by ready to help anyway they could. After a long five minutes, Tom signaled to be pulled up out of the hold (everyone breathed a sigh of relief). He told the mate that the fire was on the opposite side of the hold to where the water was being sent. This was corrected at once. And it still took another full 20 hours to bring the fire under control.

In the meantime, the Jeeps, trucks, cargo in No. 3 hold broke loose and

started to bang back and forth with the roll of the ship (which was very bad, due to the storm). It (the cargo) sounded like it was going to go right through the side of the ship with each roll.

There were heavy rolls of steel cables which started to smash everything in the hold. Breaking open barrels of paint and flour which really turned into a mess. There was nothing we could do about it until the storm would let up.

We were heading back to port, when three Canadian corvettes showed up. They stayed alongside to help us in case we had to abandon ship. All hands were up and had life jackets on and some of us were really scared, as its no picnic to have to go over the side in winter time in the North Atlantic.

Finally the fire died down and went out and just kept smoldering all the way back to Halifax due to the paint and flour. We anchored in the harbor. The captain and Tom our ship's delegate made ready to go ashore and find out what was going to happen to us. The water-taxis came out, but still would not come alongside the gangway until they were shown green money.

Tom was dressed in his best Sunday-go-to-meeting-gear. He borrowed my briefcase and reminded me of a Philadelphia lawyer

A police launch came alongside. Some insurance clown came aboard and said he was going down into the hold and check the damage to the cargo. He put a foot on the top rung of the ladder leading into the hold and was all ready to climb down into the hold when a Sergeant of the Canadian Mounties (who came out on the same police launch) hollered at him: "If you go down into that hold, the Canadian Government will hold you and your insurance company responsible for all damage done to the cargo! You must have a written court order to do that!" Well, that put the cabosh on the insurance clown. He jumped out of that hold like he had been shot at and went back ashore to get the court order.

Later in the day, the captain and the ship's delegate returned aboard ship and called a meeting in the messhall for all hands to tell us what was going to happen. The captain said the company was sending someone on the next plane to see what they could do. Tom said he went to the Canadian SIU Hall where they called Headquarters in New York.

The very next morning a launch came alongside with Ed Mooney, and Joe Di Giorgio aboard. They climbed on board our ship and came into the messhall and gave us the bad news: Kulakundis (the company) was arranging for us to go to a pier and unload the damaged cargo, but would not come up with any dinero!! This went over like a bag of



"Saki" Jack

mud. But, Ed Mooney said, "don't get nervous," as the Union would give us a money-draw as soon as we got to the dock the next day.

We were towed back to the same pier next to the Halifax Railroad Station. This pleased all hands since we all had girlfriends working there in the Chinese restaurant across the street.

A special cargo gang came and started to unload the damaged cargo onto the dock. If you did not see it, you would never believe what it looked like. The Jeeps and trucks were smashed just as thin as a pancake. Everything looked like it had went through a giant cement mixer. It was on the TV news at that time. One of the crew took many photos. I gave him five bucks to send me copies, but never heard from him again.

Luckily, I had money in the bank in Brooklyn. So I went uptown and sent for five bills so I would have some spending money during the voyage.

Well, being I had some of the "old green" again, I got ready to go ashore and enjoy some of the better things in life. Halifax was the best

port I had ever been on the beach in. And I have been on the beach all over the world, from Liverpool, England to Shanghai, China and back and I have never ever met any people better than the Canadian people. Most places in the world at this time, seamen were looked down upon like they were some kind of plague.

I picked up my little "redhead" and we headed for the Peppermint Lounge for an exciting evening. There were plenty of "speakeasys," so we made the rounds.

The captain didn't make any of the crew do anything but stand the watches. The company had said there was no money! Naturally, the "stupid department" had to work seven days a week as all hands had to be fed, but I arranged it so each man got time off. They took turns relieving each other and I relieved the cooks.

Our captain, Capt. Horan, was as good a man as you could hope for and he was well liked by all hands. As soon as he got word from anyone, he would tell us at once. He never gave anyone a hard time during the entire voyage. Word came after about three weeks that we would sail in the morning with the tide for Port Said. This gave me time to go uptown and gather a few bottles of spirits, which I forthwith did.

Our radio officer (a midget out of Baltimore) was a real nice fellow who came and told me he didn't think we would get past the Suez Canal (he was right).

Next morning we put to sea for Port Said and bankruptcy.

In Chapter 3 I'll tell all about our Little RO and our stay in Port Said. I'll call it: "Broke on the Beach in Port Said, Egypt."

Navigate Your Way To A Better Paying Job . . .

Apply for the Third Mate Course offered on July 6 at the Seafarers Harry Lundeberg School of Seamanship.

Sign up with your SIU Field Representative or contact the Admissions Office at (301) 994-0010





Dispatchers Report for Deep Sea

APRIL 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	5	4	1	3	3	0	9	9	5
New York	107	45	4	90	60	0	156	74	18
Philadelphia	6	9	1	5	7	0	16	8	1
Baltimore	21	12	3	17	5	0	42	18	5
Norfolk	29	10	0	15	9	0	36	19	4
Tampa	16	13	2	17	18	1	21	14	2
Mobile	26	2	0	12	3	0	43	7	0
New Orleans	93	31	2	64	35	0	141	41	11
Jacksonville	59	12	2	28	16	0	78	25	4
San Francisco	0	0	0	0	0	0	49	15	5
Wilmington	26	17	13	15	11	2	38	30	25
Seattle	42	9	6	23	11	0	80	16	15
Puerto Rico	13	1	0	30	14	1	17	2	0
Houston	86	28	7	45	25	0	154	43	17
Piney Point	0	1	0	0	10	0	0	0	0
Yokohama	0	0	0	0	3	0	3	0	0
Totals	529	194	41	364	230	4	883	321	112
ENGINE DEPARTMENT									
Boston	2	1	1	2	1	0	6	4	3
New York	90	43	0	69	28	0	148	65	5
Philadelphia	8	1	0	5	4	0	11	3	0
Baltimore	15	12	2	10	4	0	29	19	3
Norfolk	13	13	0	7	7	0	22	10	1
Tampa	9	9	0	16	10	0	7	9	2
Mobile	26	3	0	14	3	0	49	5	0
New Orleans	78	25	0	41	17	0	120	46	1
Jacksonville	18	4	2	21	10	0	32	6	4
San Francisco	0	0	0	0	0	0	44	14	6
Wilmington	11	14	9	7	7	1	26	19	14
Seattle	20	17	3	14	4	0	39	30	10
Puerto Rico	6	4	0	6	7	0	12	4	1
Houston	57	24	3	31	12	0	90	38	6
Piney Point	1	2	0	1	9	0	0	0	0
Yokohama	1	0	2	0	0	1	1	0	1
Totals	355	172	22	244	123	2	636	272	57
STEWARD DEPARTMENT									
Boston	2	2	0	0	2	0	2	3	0
New York	38	24	1	43	44	0	54	45	10
Philadelphia	1	3	0	0	2	0	3	4	1
Baltimore	7	4	2	4	3	0	17	11	3
Norfolk	13	8	1	11	9	0	16	8	4
Tampa	9	1	3	9	6	2	12	3	3
Mobile	9	2	0	6	3	0	28	3	1
New Orleans	31	9	0	31	12	0	46	11	0
Jacksonville	14	2	0	17	9	0	22	6	1
San Francisco	0	0	0	0	0	0	28	22	14
Wilmington	12	2	3	11	4	5	19	2	9
Seattle	16	3	10	26	15	2	32	8	14
Puerto Rico	4	0	0	9	12	0	10	2	1
Houston	37	10	0	12	18	0	70	14	0
Piney Point	0	2	0	0	34	0	0	1	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	193	72	20	179	173	9	359	143	61
ENTRY DEPARTMENT									
Boston	2	10	2				5	18	10
New York	27	133	25				25	275	95
Philadelphia	2	14	1				4	31	1
Baltimore	8	28	6				20	70	14
Norfolk	7	25	5				9	48	12
Tampa	3	14	5				3	22	7
Mobile	5	25	0				7	45	1
New Orleans	27	54	9				48	110	22
Jacksonville	14	31	4				17	43	12
San Francisco	0	0	0				22	69	76
Wilmington	6	25	32				8	55	94
Seattle	11	25	18				14	58	45
Puerto Rico	6	17	2				12	28	7
Houston	15	43	11				25	81	19
Piney Point	0	50	0				0	7	0
Yokohama	0	0	0				0	0	1
Totals	133	494	120	0	0	0	219	960	416
Totals All Departments	1,210	932	203	787	526	15	2,097	1,696	646

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

Shipping in the month of April was good in all A&G deepsea ports. A total of 1,328 jobs were shipped in April to SIU-contracted deep sea vessels. That's an increase of 147 jobs shipped over the previous month. Of the 1,328 jobs, only 787 or about 60 percent, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

Directory of Ports

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

HEADQUARTERS
 675 4 Ave., Bklyn. 11232
 (212) HY 9-6800

ALGONAC, Mich.
 520 St. Clair River Dr. 48001
 (313) 794-9375

ALPENA, Mich. ... 800 N. 2 Ave. 49707
 (517) EL 4-3616

BALTIMORE, Md.
 1216 E. Baltimore St. 21202
 (301) EA 7-4900

BOSTON, Mass. ... 215 Essex St. 02111
 (617) 482-4716

CHICAGO, ILL.
 9402 S. Ewing Ave. 60617
 (312) SA 1-0733

CLEVELAND, Ohio
 1290 Old River Rd. 44113
 (216) MA 1-5450

COLUMBUS, Ohio
 4937 West Broad St. 43228
 (614) 870-6161

DULUTH, Minn.
 705 Medical Arts Building 55802
 (218) RA 2-4110

FRANKFORT, Mich. ... P.O. Box D
 415 Main St. 49635
 (616) 352-4441

GLOUCESTER, Mass.
 63 Rogers St. 01903
 (617) 283-1167

HONOLULU, Hawaii
 707 Alaska St. 96813
 (808) 537-5714

HOUSTON, Tex. 1221 Pierce St. 77002
 (713) 659-5152

JACKSONVILLE, Fla.
 3315 Liberty St. 32206
 (904) 353-0987

JERSEY CITY, N.J.
 99 Montgomery St. 07302
 (201) HE 5-9424

MOBILE, Ala. ... 1 S. Lawrence St. 36602
 (205) HE 2-1754

NEW ORLEANS, La.
 630 Jackson Ave. 70130
 (504) 529-7546

NORFOLK, Va. ... 115 3 St. 23510
 (804) 622-1892

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

PHILADELPHIA, Pa. 2604 S. 4 St. 19148
 (215) DE 6-3818

PINEY POINT, Md.
 St. Mary's County 20674
 (301) 994-0010

PORT ARTHUR, Tex. 534 9 Ave. 77640
 (713) 983-1679

SAN FRANCISCO, Calif.
 350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.
 1313 Fernandez, Juncos,
 Stop 20 00909
 (809) 725-6960

SEATTLE, Wash. ... 2505 1 Ave. 98121
 (206) MA 3-4334

ST. LOUIS, Mo. 4581 Gravois Ave. 63116
 (314) 752-6500

TAMPA, Fla.
 2610 W. Kennedy Blvd. 33609
 (813) 870-1601

TOLEDO, Ohio ... 635 Summit St. 43604
 (419) 248-3691

WILMINGTON, Calif.
 408 Avalon Blvd. 90744
 (213) 549-4000

YOKOHAMA, Japan ... P.O. Box 429
 Yokohama Port P.O. 5-6 Nihon Ohdori
 Naka-Ku 231-91
 201-7935



Dispatchers Report for Deep Sea

APRIL 1-30, 1981

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
DECK DEPARTMENT									
Boston	5	4	1	3	3	0	9	9	5
New York	107	45	1	90	60	0	156	74	18
Philadelphia	6	9	1	17	7	0	16	8	1
Baltimore	21	12	0	17	7	0	42	18	5
Norfolk	29	10	0	15	9	0	36	19	4
Tampa	16	13	0	12	18	1	21	14	2
Mobile	93	31	0	64	35	0	43	7	0
New Orleans	59	12	0	28	16	0	141	41	11
Jacksonville	0	0	0	0	0	0	78	25	4
San Francisco	26	17	13	15	11	0	49	15	5
Wilmington	42	9	6	23	11	0	38	30	25
Seattle	13	1	0	45	25	1	80	16	15
Puerto Rico	86	28	7	30	14	0	17	4	0
Houston	0	1	0	0	0	0	154	43	17
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	529	194	41	364	230	4	883	321	112
ENGINE DEPARTMENT									
Boston	2	1	1	2	1	0	6	4	3
New York	90	43	0	69	28	0	148	65	10
Philadelphia	8	12	0	10	4	0	11	3	0
Baltimore	15	13	0	10	7	0	29	19	3
Norfolk	13	9	0	7	7	0	22	10	2
Tampa	26	3	0	16	10	0	7	9	0
Mobile	78	25	0	41	17	0	49	5	0
New Orleans	18	4	0	14	10	0	120	46	4
Jacksonville	0	0	0	0	0	0	32	10	1
San Francisco	11	14	7	7	0	0	44	14	6
Wilmington	20	17	3	14	4	1	26	19	14
Seattle	6	4	0	6	7	0	39	30	10
Puerto Rico	57	24	3	31	12	0	12	4	0
Houston	1	2	0	3	1	0	90	38	6
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	355	172	22	244	123	2	636	272	57
STEWARD DEPARTMENT									
Boston	2	2	0	0	2	0	2	3	0
New York	38	24	1	43	44	0	54	46	10
Philadelphia	7	4	0	4	3	0	17	11	3
Baltimore	13	8	1	11	9	0	16	12	4
Norfolk	9	2	0	6	6	0	12	3	0
Tampa	31	9	0	31	12	0	28	3	1
Mobile	14	0	0	10	4	0	46	11	1
New Orleans	0	0	0	0	0	0	22	3	0
Jacksonville	12	3	0	11	4	0	28	22	14
San Francisco	16	3	10	26	15	0	19	2	9
Wilmington	4	0	0	9	12	0	10	9	14
Seattle	37	10	0	12	18	0	70	14	1
Puerto Rico	0	0	0	0	34	0	0	1	0
Houston	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	193	72	28	179	173	9	359	143	61
ENTRY DEPARTMENT									
Boston	2	10	2	5	18	0	5	18	10
New York	27	133	25	25	275	0	25	275	95
Philadelphia	2	14	1	4	31	0	4	31	1
Baltimore	7	25	0	20	70	0	20	70	14
Norfolk	3	14	0	3	48	0	3	48	12
Tampa	5	25	0	3	22	0	7	22	1
Mobile	27	54	9	17	110	0	48	110	22
New Orleans	14	31	4	17	43	0	17	43	12
Jacksonville	0	0	0	22	69	0	22	69	76
San Francisco	6	25	32	18	55	0	18	55	94
Wilmington	11	25	18	14	58	0	14	58	45
Seattle	15	43	11	12	28	0	12	28	8
Puerto Rico	0	0	0	0	81	0	0	81	19
Houston	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	133	494	120	0	0	0	219	960	416
Totals All Departments	1,210	932	203	787	526	15	2,097	1,696	646

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

Shipping in the month of April was good in all A&G deepsea ports. A total of 1,328 jobs were shipped in April to SIU-contracted deep sea vessels. That's an increase of 147 jobs shipped over the previous month. Of the 1,328 jobs, only 787 or about 60 percent, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

Directory of Ports

- Frank Drozak, president
 Ed Turner, exec. vice president
 Joe DiGiorgio, secretary-treasurer
 Leon Hall, vice president
 Angus "Red" Campbell, vice president
 Mike Sacco, vice president
 Joe Sacco, vice president
 George McCartney, vice president
- HEADQUARTERS**
 675 4 Ave., Bklyn. 11232
 (212) HY 9-6600
- ALGONAC, Mich.**
 520 St. Clair River Dr. 48001
 (313) 794-9375
- ALPENA, Mich.** ... 800 N. 2 Ave. 49707
 (517) EL 4-3616
- BALTIMORE, Md.**
 1216 E. Baltimore St. 21202
 (301) EA 7-4900
- BOSTON, Mass.** ... 215 Essex St. 02111
 (617) 482-4716
- CHICAGO, ILL.**
 9402 S. Ewing Ave. 60617
 (312) SA 1-0733
- CLEVELAND, Ohio**
 1290 Old River Rd. 44113
 (216) MA 1-5450
- COLUMBUS, Ohio**
 4937 West Broad St. 43228
 (614) 870-6161
- DULUTH, Minn.**
 705 Medical Arts Building 55802
 (218) RA 2-4110
- FRANKFORT, Mich.** ... P.O. Box D
 415 Main St. 49635
 (616) 352-4441
- GLOUCESTER, Mass.**
 63 Rogers St. 01903
 (617) 283-1167
- HONOLULU, Hawaii**
 707 Alaska St. 96813
 (808) 537-5714
- HOUSTON, Tex.** 1221 Pierce St. 77002
 (713) 659-5152
- JACKSONVILLE, Fla.**
 3315 Liberty St. 32206
 (904) 353-0987
- JERSEY CITY, N.J.**
 99 Montgomery St. 07302
 (201) HE 5-9424
- MOBILE, Ala.** 1 S. Lawrence St. 36602
 (205) HE 2-1754
- NEW ORLEANS, La.**
 630 Jackson Ave. 70130
 (504) 529-7546
- NORFOLK, Va.** ... 115 3 St. 23510
 (804) 622-1892
- PADUCAH, Ky.** ... 225 S. 7 St. 42001
 (502) 443-2493
- PHILADELPHIA, Pa.** 2604 S. 4 St. 19148
 (215) DE 6-3818
- PINEY POINT, Md.**
 St. Mary's County 20674
 (301) 994-0010
- PORT ARTHUR, Tex.** 534 9 Ave. 77640
 (713) 983-1679
- SAN FRANCISCO, Calif.**
 350 Fremont St. 94105
 (415) 543-5855
- SANTURCE, P.R.**
 1313 Fernandez, Juncos,
 Stop 20 00909
 (809) 725-6990
- SEATTLE, Wash.** ... 2505 1 Ave. 98121
 (206) MA 3-4334
- ST. LOUIS, Mo.** 4581 Gravois Ave. 63116
 (314) 752-6500
- TAMPA, Fla.**
 2610 W. Kennedy Blvd. 33609
 (813) 870-1601
- TOLEDO, Ohio** ... 635 Summit St. 43604
 (419) 248-3691
- WILMINGTON, Calif.**
 408 Avalon Blvd. 90744
 (213) 549-4000
- YOKOHAMA, Japan** ... P.O. Box 429
 Yokohama Port P.O. 5-8 Nihon Ohdori
 Naka-Ku 231-91
 201-7935

At Sea & Ashore

New Orleans
 America's first offshore oil superport terminal, the Louisiana Offshore Oil Port (LOOP) opened for business early last month as a supertanker offloaded a cargo of black Arabian gold worth \$50-million (1.5 million barrels) into one of the three 2-story high buoys standing on stilts in 110-feet of the Gulf, 19 miles south of Grand Isle, La.

The \$732-million superport, which took 10 years to plan, finance and build, could handle 1/4 of all the foreign crude imported into this country. Two other supertankers off-loaded in mid-May and June.

The three-day pumpout goes into pipes on-the-ocean floor to an onshore 60-mile pipeline linked to the St. James Storage Terminal. The huge pipes must each be filled with 40,000 barrels of oil and the 60-mile pipeline, too, before the LOOP can make full delivery.

Going full blast, the platform could shove 750,000 barrels a day ashore, half to be refined for Louisiana, the other for the Midwest and Buffalo, N.Y.

In September, LOOP expects to store its first shipment of crude in a salt cave in the Clovelly Salt Dome near Galliano and Leville, La. It will have eight caves holding 4-million barrels.

The LOOP can accommodate 500,000 dwt supertankers. But will not accept less than 80,000 dwt tankers. It must unload 600,000 barrels a day to be profitable.

SS Delta Caribe
 The bulk carrier SS Delta Caribe (Delta Line) this month will carry 29,500 tons of wheat or 28,600 tons of corn, soybeans or sorghum to Haifa or Ashdod, Israel.

Zaire, Guinea and Honduras
 Under U.S. Public Law 480, ships of this country will haul 52,000 metric tons of wheat and flour worth \$10-million to Zaire. And \$7-million worth or 10,500 metric tons of rice, 3,400 metric tons of wheat and flour and 1,300 metric tons of vegetable oil to Guinea. Honduras will get 20,000 metric tons of wheat and flour valued at \$3.8 million.

All of this is for 1981 fiscal year delivery.

SS Del Rio
 From July 5-15 in the Gulf, the SS Del Rio (Delta Line) will carry 8,332 metric tons of bagged, milled rice to Tema, Ghana.

Jacksonville
 A bright blue anchor from a merchant ship and a memorial marker were dedicated here recently as a permanent remembrance of the American mariners who passed away at sea.

Two tugs, a U.S. Coast Guard pilot boat and a private craft cruised in the St. John's River near the memorial at St. John's Place as local dignitaries spoke of the importance of the merchant marine to Jacksonville and the nation.

Chester, Pa.
 The Sun Shipyard has begun work jumbo-izing the 700-foot trailership SS Lurline (Matson Line). Built here in 1973, the ship will be lengthened by 126 feet and her forward R/O R/O cargo area converted to container holds.

Hydraulic devices jacked the vessel out of the water onto a drydock in six hours.

Work is expected to be completed by December.

Washington, D.C.
 Seven voyages and a \$250,000 savings bond were awarded to the high school national winners of the 1981 Harold Harding Maritime Essay Contest annually sponsored by the Propeller Club of the U.S. There were 15 other winners also.

APL awarded trips to the Orient and back to Margaret Allen of Houston and Brit T. Backous of San Diego, Calif.

Maritime Overseas gave Michael Daniel Bopp of Portland, Me. a roundtrip to Panama.

Sherry Lynne Fine of Lloyd, Ky. and the Huntington, W. Va. club got a Great Lakes cruise from the American Steamship Co.

The Delta Queen will steam on the Mississippi with Stephen Anthony Fern of Baton Rouge, La. and Laura Gilchrist of Georgetown, S.C.

Reed Allen Alsip of Cincinnati, Ohio got a \$250,000 U.S. Savings Bond from Sea-Land.

Last but not least, Totem Ocean Trailer Express of the port of Seattle will carry David Jeffery Groom of Kent, Wash. to Alaska and back.

A Professional Career At Sea

Become a licensed Third Engineer. This 10 week course is a Third Assistant Engineer preparation course for motor or steam. The requirements for this course are 3 years seetime.

Learn Propulsion, Diesel Engines, Auxiliary Boilers, Water Systems, Auxiliary Diesel Engines, Engineering Safety, Electricity and miscellaneous systems.

Course starts July 6 through August 28.

Sit for your exam at any licensing Coast Guard office.

For more information, contact SHLSS or your SIU Field Representative.



Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	July 6	2:30 p.m.	7:00 p.m.
Philadelphia	July 7	2:30 p.m.	7:00 p.m.
Baltimore	July 8	2:30 p.m.	7:00 p.m.
Norfolk	July 9	9:30 a.m.	7:00 p.m.
Jacksonville	July 9	2:00 p.m.	—
Algonac	July 10	2:30 p.m.	—
Detroit	July 10	2:30 p.m.	—
Alpena	July 13	2:30 p.m.	—
Houston	July 13	2:30 p.m.	7:00 p.m.
New Orleans	July 14	2:30 p.m.	7:00 p.m.
Mobile	July 15	2:30 p.m.	—
San Francisco	July 16	2:30 p.m.	—
Wilmington	July 20	2:30 p.m.	—
Seattle	July 24	2:30 p.m.	—
Piney Point	July 11	10:30 a.m.	—
San Juan	July 9	2:30 p.m.	—
Columbus	July 18	—	—
Chicago	July 14	—	1:00 p.m.
Port Arthur	July 14	2:30 p.m.	—
St. Louis	July 17	2:30 p.m.	—
Cleveland	July 17	—	—
Honolulu	July 9	2:30 p.m.	—
Duluth	July 22	2:30 p.m.	—
Paducah	July 24	2:30 p.m.	—
Jeffersonville	July 23	2:30 p.m.	—
Frankfort	July 17	2:30 p.m.	—
Tampa	July 23	2:30 p.m.	—
Boston	July 20	2:30 p.m.	—
Gloucester	July 21	2:30 p.m.	—
Jersey City	July 22	2:30 p.m.	—



Francis Joseph Sullivan, 64, joined the SIU in 1948 in the port of Galveston sailing as a fireman-watertender. Brother Sullivan also worked on the Sea-Land Shoregang (Port Elizabeth, N.J.) from 1973-4. He is a veteran of the U.S. Navy in World War II. Seafarer Sullivan was born in Springfield, Mass. and is a resident of Edgewater, N.J.



Ernesto A. Valdes, 65, joined the SIU in 1944 in the port of New York sailing in the steward dept. Brother Valdes walked the picketline in the 1961 N.Y. Harbor beef. He attended a Piney Point Educational Conference. Seafarer Valdes was born in Puerto Rico and is a resident of Juana Diaz, P.R.



Gerald Francis Shaffer, 55, joined the SIU in 1942 in the port of New York sailing in the engine department. Brother Shaffer also sailed as 2nd assistant engineer after graduation from the Union—MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. in 1966. A native of Philadelphia, he is a resident of Brownsville, Tex.



Easton Simon, 63, joined the Union in Port Arthur, Tex. in 1963 sailing as a mate and deckhand. Brother Simon was a former member of the NMU. He was born in Vermillion Parish, La. and is a resident of Kaplan, La.



William V. Ward, 62, joined the Union in the port of Baltimore in 1971 sailing as a cook and deckhand for IOT from 1969 to 1970, Steuart Petroleum in 1971. McAllister Brothers in 1972 and Curtis Bay Towing from 1973 to 1981. Brother Ward was a member of the Teamsters Union from 1959 to 1962. He is a 22-year veteran of the U.S. Air Forces including World War II. Born in Manteo, N.C., he is a resident of Norfolk.



Pensioner's Corner



Charles W. Laird, 70, joined the SIU in the port of San Francisco in 1964 sailing as a BR utility and bartender. Brother Laird sailed 33 years. He was born in the Philippine Islands and is a resident of Daly City, Calif.



Andrew "Andy" Pickur, 55, joined the SIU in 1943 in the port of Boston sailing as an AB. Brother Pickur also sailed as a ship's delegate. He hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Pickur was born in Pennsylvania and is a resident of Pittsburgh, Pa.



Arnaldo Aleman, 59, joined the SIU in the port of New Orleans in 1962 sailing as a FOWT. Brother Aleman is a 1961 graduate of the Andrew Furuseth Training School, New Orleans. He was born in Honduras, Central America and is a naturalized citizen. Seafarer Aleman is a resident of New Orleans.



Carlos Troncosco, 55, joined the SIU in 1946 in the port of New Orleans sailing as a FOWT. Brother Troncosco is a veteran of the U.S. Army during the Korean War. He was born in New Orleans and is a resident of Metairie, La.



Joseph Alfred Robertson, 65, joined the SIU in 1943 in the port of New York sailing as a FOWT. Brother Robertson was born in Danville, Va. and is a resident of Virginia Beach, Va.



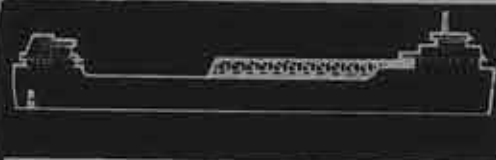
Michael Marcus Sporich, 66, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Sporich also worked in the inland field in St. Louis harbor. He was born in St. Louis and is a resident there.



Artemi Kanits, 65, joined the SIU in 1943 in the port of New York sailing as a deck engineer and pumpman. Brother Kanits sailed 43 years. He is also a machinist. Seafarer Kanits hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Born in Estonia, USSR, he is a resident of Long Island City, Queens, N.Y.



Curl Thomas Banks, 65, joined the Union in the port of Baltimore in 1965 sailing as a cook for Berg Towing from 1962 to 1981. Brother Banks is a veteran of the U.S. Navy in World War II. He was born in Sussex County, Del. and is a resident of Bishopville, Md.



APRIL 1-30, 1981

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	74	8	3	66	24	0	66	22	12
ENGINE DEPARTMENT									
Algonac (Hdqs.)	26	7	2	26	9	0	36	15	9
STEWARD DEPARTMENT									
Algonac (Hdqs.)	5	3	0	12	8	1	12	8	2
ENTRY DEPARTMENT									
Algonac (Hdqs.)	42	32	12	0	0	0	66	89	46
Totals All Departments	147	50	17	104	41	1	180	134	69

*"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.

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

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

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

its many beefs in peacetime.

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

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

SEAFARERS HISTORICAL RESEARCH DEPARTMENT ORAL HISTORY PROGRAM

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

Name _____ Book # _____

Address _____

Phone _____ Joined Union in _____

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

I participated in the following SIU beefs _____

I served on the following SIU ships of note _____

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



Francis Joseph Sullivan, 64, joined the SIU in 1948 in the port of Galveston sailing as a fireman-watertender. Brother Sullivan also worked on the Sea-Land Shoregang (Port Elizabeth, N.J.) from 1973-4. He is a veteran of the U.S. Navy in World War II. Seafarer Sullivan was born in Springfield, Mass. and is a resident of Edgewater, N.J.



Ernesto A. Valdes, 65, joined the SIU in 1944 in the port of New York sailing in the steward dept. Brother Valdes walked the picketline in the 1961 N.Y. Harbor beef. He attended a Piney Point Educational Conference. Seafarer Valdes was born in Puerto Rico and is a resident of Juana Diaz, P.R.



Gerald Francis Shaffer, 55, joined the SIU in 1942 in the port of New York sailing in the engine department. Brother Shaffer also sailed as 2nd assistant engineer after graduation from the Union—MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. in 1966. A native of Philadelphia, he is a resident of Brownsville, Tex.



Easton Simon, 63, joined the Union in Port Arthur, Tex. in 1963 sailing as a mate and deckhand. Brother Simon was a former member of the NMU. He was born in Vermillion Parish, La. and is a resident of Kaplan, La.



William V. Ward, 62, joined the Union in the port of Baltimore in 1971 sailing as a cook and deckhand for IOT from 1969 to 1970. Steuart Petroleum in 1971. McAllister Brothers in 1972 and Curtis Bay Towing from 1973 to 1981. Brother Ward was a member of the Teamsters Union from 1959 to 1962. He is a 22-year veteran of the U.S. Air Forces including World War II. Born in Manteo, N.C., he is a resident of Norfolk.



Pensioner's Corner



Charles W. Laird, 70, joined the SIU in the port of San Francisco in 1964 sailing as a BR utility and bartender. Brother Laird sailed 33 years. He was born in the Philippine Islands and is a resident of Daly City, Calif.



Andrew "Andy" Pickur, 55, joined the SIU in 1943 in the port of Boston sailing as an AB. Brother Pickur also sailed as a ship's delegate. He hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Pickur was born in Pennsylvania and is a resident of Pittsburgh, Pa.



Arnaldo Aleman, 59, joined the SIU in the port of New Orleans in 1962 sailing as a FOWT. Brother Aleman is a 1961 graduate of the Andrew Furuseth Training School, New Orleans. He was born in Honduras, Central America and is a naturalized citizen. Seafarer Aleman is a resident of New Orleans.



Carlos Troncosco, 55, joined the SIU in 1946 in the port of New Orleans sailing as a FOWT. Brother Troncosco is a veteran of the U.S. Army during the Korean War. He was born in New Orleans and is a resident of Metairie, La.



Joseph Alfred Robertson, 65, joined the SIU in 1943 in the port of New York sailing as a FOWT. Brother Robertson was born in Danville, Va. and is a resident of Virginia Beach, Va.



Michael Marcus Sporich, 66, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Sporich also worked in the inland field in St. Louis harbor. He was born in St. Louis and is a resident there.



Artemi Kanits, 65, joined the SIU in 1943 in the port of New York sailing as a deck engineer and pumpman. Brother Kanits sailed 43 years. He is also a machinist. Seafarer Kanits hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Born in Estonia, USSR, he is a resident of Long Island City, Queens, N.Y.



Carl Thomas Banks, 65, joined the Union in the port of Baltimore in 1965 sailing as a cook for Berg Towing from 1962 to 1981. Brother Banks is a veteran of the U.S. Navy in World War II. He was born in Sussex County, Del. and is a resident of Bishopville, Md.

Dispatchers Report for Great Lakes

APRIL 1-30, 1981

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Algonac (Hdqs.)	74	8	3	66	24	0	66	22	12
Algonac (Hdqs.)	26	7	2	26	9	0	36	15	9
Algonac (Hdqs.)	5	3	0	12	8	1	12	8	2
Algonac (Hdqs.)	42	32	12	0	0	0	66	89	46
Totals All Departments	147	50	17	104	41	1	180	134	69

*"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.

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

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

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

its many beefs in peacetime.

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

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

SEAFARERS HISTORICAL RESEARCH DEPARTMENT
ORAL HISTORY PROGRAM

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

Name _____ Book # _____

Address _____

Phone _____ Joined Union In _____

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

I participated in the following SIU beefs _____

I served on the following SIU ships of note _____

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



AB Richard Newall secures a lifeboat.



Chief Cook John White stirs up a cloud of fragrant steam as Steward/Baker John Darrow looks on.



A slightly surprised Steve Crawford, QMED/Oiler, snapped as he checks supplies aboard the *Pride of Texas*.

Pride of Texas Off to China

OFF on the first leg of her historic maiden run to the People's Republic of China is the brand new, 36,000 dwt bulk carrier *Pride of Texas*. By the time she reaches the port of Tientsin on China's northeast coast, the 26-man American crew (including 16 unlicensed SIU members) will have logged over 10,000 miles and have spent a total of three months at sea.

After picking up her SIU crew (and a Log photographer) in Orange, Tex., last month, the *Pride of Texas* headed for Mobile, Ala., to take on her cargo of grain (and discharge the photographer) from Mobile the 590-foot bulk carrier headed for a 1,300 mile transit through the Panama Canal.

Next, she'll make a 3,000 mile hop to Long Beach, Ca. to take on

bunkers. From Long Beach the *Pride of Texas* will begin the 6,000 mile crossing to mainland China.

For her return trip the *Pride of Texas* is expected to carry cargo back from China. She'll either be loaded with barytes, a mineral component of the compound used to put out oil rig fires, or bauxite.

With a price tag of \$40 million, the *Pride of Texas* was built specifically for the newly-opened U.S.-China trade. She was built at Lev-ington Shipbuilding Co. for Asco-Falcon Shipping Co. and part of the building costs were footed by a construction differential subsidy from the Maritime Administration. She's operated by Titan Navigation.

Powered by twin diesel engines with a combined horsepower of

15,400 and travelling at a service speed of about 16 knots, the *Pride of Texas* should reach Tientsin by the end of June.

Tientsin, China's largest deep-water port, can accommodate four grain carriers. The port is equipped with 15 Gantry cranes. A vessel the size of the *Pride of Texas* takes six to 10 days to discharge her cargo. The 16-man SIU crew is looking forward to their port time. For most of the Seafarers aboard the *Pride of Texas*, this will be their first glimpse of mainland China.

A few of the oldtimes aboard did ship to the Chinese mainland before U.S.-China relations were terminated in 1950. Oliver Hess, a QMED on the *Pride of Texas*, remembers a voyage to China in 1946. And Chief Cook Jack White made

a China run back in 1936.

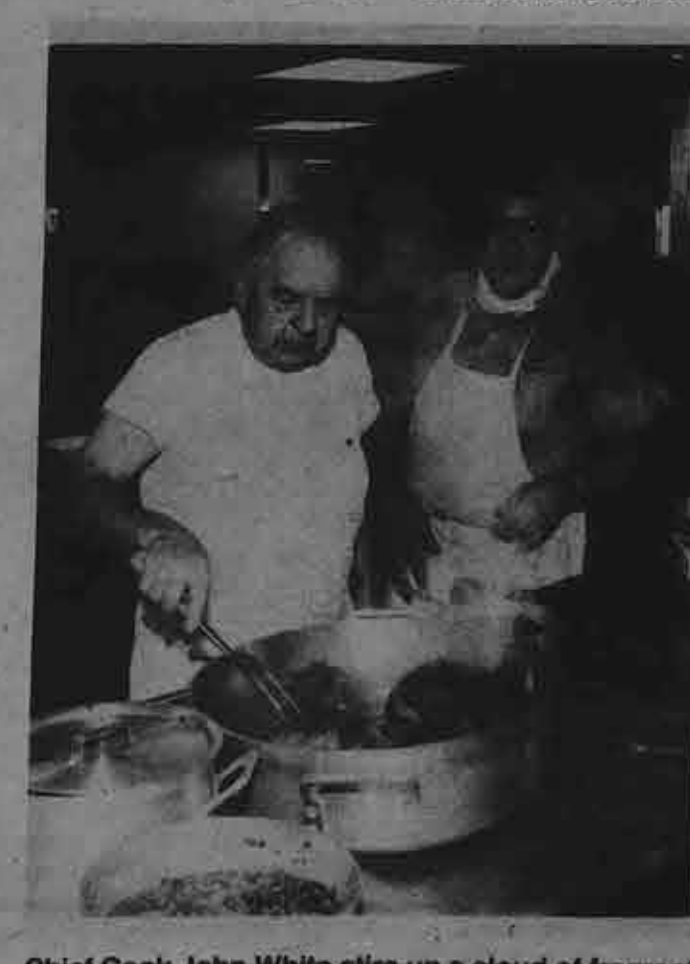
But even for Brothers White and Hess it's been a long time between visits. Trade between the U.S. and China wasn't officially reopened until Sept. 17, 1980 when a three-year U.S./PRC bilateral shipping pact was signed.

The *Pride of Texas* is the first of what will hopefully be many SIU vessels running regularly between the U.S. and China. She'll be joined later this year and early in 1982 by two sisterships built, like she was, especially for the China trade. In fact, the second ship, the *Star of Texas*, may be ready as early as next month.

All three vessels will be 590 feet long with a beam of 93 feet and a draft of 50 feet. And all three will be crewed by the SIU.



AB Richard Newall secures a lifeboat.



Chief Cook John White stirs up a cloud of fragrant steam as Steward/Baker John Darrow looks on.



A slightly surprised Steve Crawford, QMED/Oiler, snapped as he checks supplies aboard the *Pride of Texas*.

Pride of Texas



First stop for the *Pride of Texas*—Mobile. On hand to greet the crew was Mobile Port Agent Tom Glidewell (second, right). Here, he talks with crewmembers (l-r): Duke Duet, bosun; Claude Blanchard, AB; Billy Joe Lockhart, AB; and Carl Lifkin, AB.



Washing out the cargo holds—DEU's Brian Pillsworth, left, and Mike Newingham.



With a smile like that you'd think QMED/Oiler Ross Hardy's earphones were playing 'Country & Western' hits!



Ahh, coffee—thanks to Assistant Cook Gordon Wheeler.



Down in the engine room, QMED/Oiler Floyd Jenkins keeps everything running smooth as silk.



The *Pride of Texas* leaves Orange, Tex., with a little help from a friend—the SIU-contracted tug *Samson* (Sabine Towing).



Bosun Duke Duet ties one on—to the gangway that is!

Pride of Texas



First stop for the *Pride of Texas*—Mobile. On hand to greet the crew was Mobile Port Agent Tom Glidewell (second, right). Here, he talks with crewmembers (l-r): Duke Duet, bosun; Claude Blanchard, AB; Billy Joe Lockhart, AB; and Carl Lifkin, AB.



Washing out the cargo holds—DEU's Brian Pillsworth, left, and Mike Newingham.



With a smile like that you'd think QMED/Oiler Ross Hardy's earphones were playing 'Country & Western' hits!



Ahh, coffee—thanks to Assistant Cook Gordon Wheeler.



Down in the engine room, QMED/Oiler Floyd Jenkins keeps everything running smooth as silk.



The *Pride of Texas* leaves Orange, Tex., with a little help from a friend—the SIU-contracted tug *Samson* (Sabine Towing).



Bosun Duke Duet ties one on—to the gangway that is!



In the *Pride of Texas*' engine room here's QMED/Oiler Oliver Hess, doing what QMED's do.



Mobile's beautiful harbor comes into view as the *Pride of Texas* gets ready to make her first stop on the way to China.

Pride of Texas



AB Carl Lifkin gets the cargo holds clean.



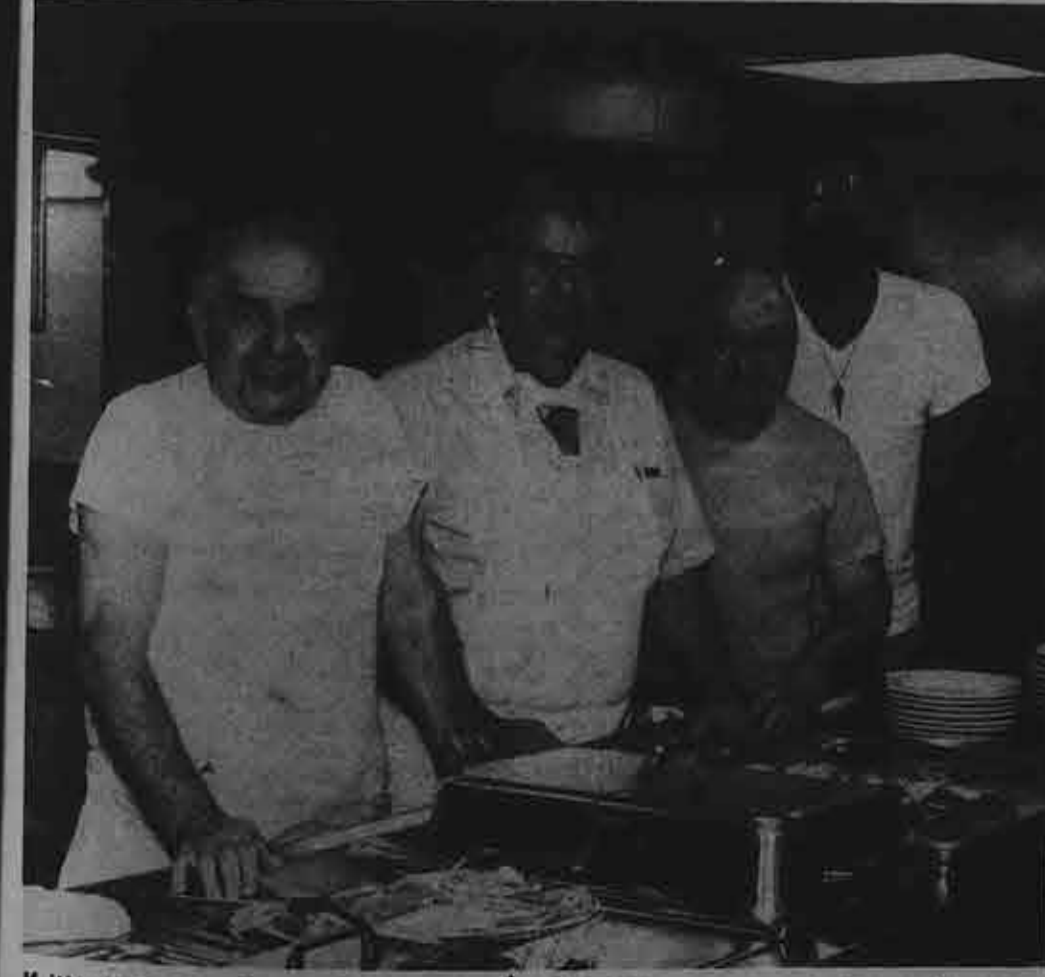
En-route to Mobile, AB William Ludlow Jr. gives his job 100% concentration in this photo snapped on the *Pride of Texas*' bridge.



A view from the bridge—of the *Pride of Texas*—with AB Claude Blanchard taking his turn at the control.



Standing a gangway watch, a pen-sive Walker Le Clair, AB.



If it's time to eat, you know where to find these guys. In the galley are (l-r): Chief Cook, John White; Steward/Baker, John Darrow; GSU Frank Pappone and Asaletant Cook Gordon Wheeler.



Harrison R. Glennon Jr., president of Titan Navigation which operates the *Pride of Texas* visits aboard the brand-new bulk carrier with Captain Sydney Griffin.

National Maritime Day 1981

IN San Francisco, New York and Washington, D.C. last month, U.S. merchant seamen were honored for their services to America, and a call was sounded for revitalization of the American flag-merchant fleet.

The occasion was National Maritime Day which has been held each year for the last 49 years on May 22. That date commemorates the first transatlantic crossing of a steam-powered commercial ship—the *SS Savannah* which made the voyage in 1819.

Through religious services and wreath laying ceremonies in New York, San Francisco, and Washington, D.C., merchant seamen who have lost their lives in the service of their country were remembered. Also, through the many speeches that were made, one theme stood out—the need for the Reagan Administration to get actively involved in a revitalization program for the U.S. merchant marine.

San Francisco

In the city on the Bay, Rep. Walter Jones (D-N.C.) said, "Only a President can force the various agencies of the government to speak with a common voice instead of acting at cross purposes."

Congressman Jones, who is chairman of the House Merchant Marine and Fisheries Committee, doubts that "a maritime initiative coming solely from the Democrats of the House of Representatives can be enacted into law without Presidential and Republican support. . . ."

Referring to Reagan's campaign speeches last year, Jones noted that the president had emphasized his commitment to the enhancement of the Navy and the Merchant Marine.

Jones also said he could "wholeheartedly" support the Administration's commitment to move the Maritime Administration out of the Department of Commerce and into the Department of Transportation.

But he disagrees with the President's establishment of an inter-agency working group to come up with recommendations for his maritime policies. "The Carter Administration," said Jones, "went



Washington, D.C.: AFL-CIO chief Lane Kirkland (front left) and SHLSS's John Russell (front right) pose with Maritime Day memorial wreath and Piney Point trainees at the back of the Capitol in Washington, D.C.

down this route and, after months at the Golden Gate Propeller Club and months, its task force was no which was holding its annual Maritime Day luncheon. Rep. Jones' comments were made The Club gave its yearly Brass

Hat Award to James Gray, retiring president of Matson Navigation Co. It was presented by last year's recipient Ed Turner, who is executive vice president of the SIU. The Propeller Club gives the award to the person it feels is the Bay area's Maritime Man of the Year.

Celebration of Maritime Day in San Francisco actually started the day before during a four-and-a-half hour journey of the Liberty ship *Jeremiah O'Brien*.

With paid passengers and guests numbering 730, the *O'Brien* left her permanent moorage at Pier 3 in Fort Mason, traveled around the San Francisco waterfront and up the Oakland estuary.

She then turned around, went under the San Francisco Bay Bridge, and then sailed beneath the Golden Gate Bridge toward the open sea where Brother Turner was at the wheel.

When the ship stopped, a large wreath was thrown overboard in commemoration of deceased merchant seamen.


Representatives from maritime labor unions, from industry, government, and civic organizations were present at the ceremonies aboard ship. Among them was Thomas Patterson, Jr., Western regional director for the Maritime Administration (MARAD).

Washington, D.C.

On the West steps of the Capitol, Congressmen and representatives from the Administration, from labor, and from industry participated in a colorful and fitting commemoration of National Maritime Day.

A group of trainees from both the Inland Waterways and Deep Sea programs at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. came to the ceremony to stand formation and to lay a wreath.

A tribute to the seaman who have



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Maritime Affairs
Washington, D.C. 20230

May 21, 1981

It is my privilege to present the Gallant Ship Unit Citation Bar, authorized by the SECRETARY OF COMMERCE, to

TIMOTHY J. HAGAN
Able Seaman
T/S WILLIAMSBURGH

in recognition of his participation in the action by which his ship was recognized as a "Gallant Ship" and cited as follows:

During the early morning of October 4, 1980, the WILLIAMSBURGH, loaded with crude oil, and en route to Texas from Valdez, Alaska, monitored a distress signal from the Dutch cruise ship M/S PRINSENDAM. The PRINSENDAM, in the Gulf of Alaska, with over 560 passengers and crew aboard and bound for the Orient, was reported to be on fire. When the alarm sounded aboard the PRINSENDAM, the passengers and crew crowded into lifeboats in rough seas and temperatures as low as 35°. The WILLIAMSBURGH immediately diverted its course and proceeded to the location of the PRINSENDAM. The WILLIAMSBURGH was the first vessel to arrive on the scene at 0600. Maneuvering close to the lifeboats, the WILLIAMSBURGH was able to rescue a lifeboat of survivors and bring them safely aboard by 0722. At 0748, survivors in other lifeboats were being lifted one by one from their lifeboats and transferred to the deck of the WILLIAMSBURGH by U.S. and Canadian helicopter air rescue units. As well as assisting in this continuous operation, several of the WILLIAMSBURGH's officers and crew manned an empty PRINSENDAM lifeboat and successfully picked up PRINSENDAM survivors from life rafts. The rescue operation continued through deteriorating weather and rising heavy seas for ten hours until the WILLIAMSBURGH was released by the U.S. Coast Guard at 1605. The WILLIAMSBURGH set its course for Valdez with close to 450 survivors of the PRINSENDAM on board. The remainder of the survivors were rescued by other air and sea rescue units. The officers and crew members of the WILLIAMSBURGH unselfishly extended their personal clothing, quarters and food to the survivors. On October 5, at 1830, the survivors were disembarked at Valdez. Miraculously, no lives were lost in this joint U.S.-Canadian air-sea rescue operation, the largest such rescue to date in maritime history.

Your expert seamanship and the teamwork of the officers and crew in successfully effecting the rescue of survivors from the PRINSENDAM have caused the name of the WILLIAMSBURGH to be perpetuated as a Gallant Ship.

I congratulate you upon the performance of a service in keeping with the highest traditions of the United States Merchant Marine, and I have directed that a copy of this award be made a part of your official service record.

Samuel B. Nemrow
SAMUEL B. NEMROW
Assistant Secretary
for Maritime Affairs

Williamsburgh Crew Honored by Marad

Following are the names of the SIU crewmembers who took part in the rescue of nearly 500 passengers off the stricken Prinsendam last year. They were honored on Maritime Day, May 22, in the port of New York by the Maritime Administration. Each crewmember who was aboard the Williamsburgh is to receive a commendation from MARAD for the rescue.

Albert J. Sacco	Bosun	Russell J. Mancini	QMED
Richard S. Bynum	AB	Lloyd B. Shaw	QMED
Timothy J. Hagan	AB	Chang Kang Kiang	Wiper
Fareed A. Khan	AB	Robert W. C. Rutherford	STWD/BAKER
Thomas M. Murphy	AB	Edward J. Wiggins	Chief Cook
Michael C. Minix	OS	Steven P. Seltzer	GSU
Michael D. Watts	AB	Abdulhamid A. Mohamed	GSU
Fadel A. Mohamed	OS	Martin N. Quader	GSU
John P. Schaefer	QMED/	James H. Lewis	AB
	Pumpman		
David A. Kopp	QMED		

IN San Francisco, New York and Washington, D.C. last month, U.S. merchant seamen were honored for their services to America, and a call was sounded for revitalization of the American flag-merchant fleet.

The occasion was National Maritime Day which has been held each year for the last 49 years on May 22. That date commemorates the first transatlantic crossing of a steam-powered commercial ship—the *SS Savannah* which made the voyage in 1819.

Through religious services and wreath laying ceremonies in New York, San Francisco, and Washington, D.C., merchant seamen who have lost their lives in the service of their country were remembered. Also, through the many speeches that were made, one theme stood out—the need for the Reagan Administration to get actively involved in a revitalization program for the U.S. merchant marine.

San Francisco

In the city on the Bay, Rep. Walter Jones (D-N.C.) said, "Only a President can force the various agencies of the government to speak with a common voice instead of acting at cross purposes."

Congressman Jones, who is chairman of the House Merchant Marine and Fisheries Committee, doubts that "a maritime initiative coming solely from the Democrats of the House of Representatives can be enacted into law without Presidential and Republican support."

Referring to Reagan's campaign speeches last year, Jones noted that the president had emphasized his commitment to the enhancement of the Navy and the Merchant Marine.

Jones also said he could "wholeheartedly" support the Administration's commitment to move the Maritime Administration out of the Department of Commerce and into the Department of Transportation.

But he disagrees with the President's establishment of an inter-agency working group to come up with recommendations for his maritime policies. "The Carter Administration," said Jones, "went

National Maritime Day 1981



Washington, D.C.: AFL-CIO chief Lane Kirkland (front left) and SHLSS's John Russell (front right) pose with Maritime Day memorial wreath and Piney Point trainees at the back of the Capitol in Washington, D.C.

down this route and, after months at the Golden Gate Propeller Club and months, its task force was not which was holding its annual Maritime Day luncheon. Rep. Jones' comments were made The Club gave its yearly Brass

Hat Award to James Gray, retiring president of Matson Navigation Co. It was presented by last year's recipient Ed Turner, who is executive vice president of the SIU. The Propeller Club gives the award to the person it feels is the Bay area's Maritime Man of the Year.

Celebration of Maritime Day in San Francisco actually started the day before during a four-and-a-half hour journey of the Liberty ship *Jeremiah O'Brien*.

With paid passengers and guests numbering 730, the *O'Brien* left her permanent moorage at Pier 3 in Fort Mason, traveled around the San Francisco waterfront and up the Oakland estuary.

She then turned around, went under the San Francisco Bay Bridge, and then sailed beneath the Golden Gate Bridge toward the open sea where Brother Turner was at the wheel.

When the ship stopped, a large wreath was thrown overboard in commemoration of deceased merchant seamen.

Representatives from maritime labor unions, from industry, government, and civic organizations were present at the ceremonies aboard ship. Among them was Thomas Patterson, Jr., Western regional director for the Maritime Administration (MARAD).

Washington, D.C.

On the West steps of the Capitol, Congressmen and representatives from the Administration, from labor, and from industry participated in a colorful and fitting commemoration of National Maritime Day.

A group of trainees from both the Inland Waterways and Deep Sea programs at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. came to the ceremony to stand formation and to lay a wreath.

A tribute to the seaman who have

Honors America's Merchant Seamen

died in the service of their country was made by Lane Kirkland, president of the AFL-CIO. Kirkland is a member of the Masters, Mates and Pilots (MM&P) union.

Giving the introductory comments was Samuel B. Nemirow, assistant secretary of Commerce for Maritime Affairs. He reminded the audience that more U.S.-flag ships were lost during World War II than are in the entire active ocean-going fleet today. Approximately 730 were lost in the War and there are 579 in the deep sea fleet now.

The chairman of the Senate's Merchant Marine Subcommittee, Slade Gorton (R-Wash.), called for "bold ideas and a bold policy" concerning the U.S. fleet. He said his subcommittee will give priority to possible changes in shipping regulations.

Among the other speakers were: Edward Kelly, special assistant to the President of District 2 of the Marine Engineers Beneficial Association; Robert J. Lowen, president of the MM&P; Elwood Hampton, regional representative of the National Maritime Union, and J. Daniel Smith, vice president of U.S. Lines.

New York

SIU Vice President Leon Hal and Seafarers from the Bosun Recertification Program took part in the Maritime Day ceremonies held aboard *Circle Line Vessel XVI* in the port of New York. (The ceremonies were held on May 21 instead of May 22 to permit people to take part in both the New York and Washington, D.C. activities.)



San Francisco: Port Chaplain, the Rev John P. Heaney, blesses huge wreath as maritime academy cadets stand by.



San Francisco: SIU V.P. Ed Turner takes the wheel of the Liberty ship *SS Jeremiah O'Brien* in the open sea on May 21 as the ship's pilot looks on.

After leaving her berth on the West side of Manhattan on a bright, sunny day with calm seas, the ship headed down the Hudson River, went under the Verrazano Bridge and toward the open sea.

An ecumenical service was held and three wreaths were thrown overboard, one each from labor, management, and government. A bugler from the Merchant Marine Academy at Kings Point, N.Y. made the ceremony particularly poignant

by playing taps.

A special event at this year's ceremony was the presentation of the Gallant Ship Award to the SIU-contracted tanker *Williamsburgh* (Bay Tankers).

Sponsored by MARAD, a bronze plaque was presented by Samuel Nemirow to the tanker's master, Arthur H. Fertig.

The *Williamsburgh's* crew was cited for the rescue of more than 450 passengers and crewmembers

of the Dutch cruise ship *Prinsendam* which burned and sank off the Alaska coast last October.

A letter of commendation was prepared that will be sent to each crewmember along with the Gallant Ship Unit Citation Bar from MARAD. The letter refers to the "expert seamanship and the teamwork of the officers and crew in successfully effecting the rescue of survivors from the *Prinsendam*..." It congratulates the crew "upon the performance of a service in keeping with the highest traditions of the United States Merchant Marine..." A copy of the award will be made a part of each crewmember's official service record.

For their rescue, the *Williamsburgh* crew was also awarded at the ceremonies the American Merchant Marine Seaman's Trophy which is a sterling silver cup inscribed at the base with the names and deeds of the recipients. The award is made by a Select Committee comprised of the Commandant, United States Coast Guard, the Presidents of various maritime associations, and labor and management officials appointed on a rotating basis by the assistant secretary of Commerce for Maritime Affairs.

Also presented at the New York Maritime Day ceremonies were the Amver Participation Awards. They were announced by Vice Admiral Robert I. Price of the U.S. Coast Guard. Amver is a voluntary program in which ships help the Coast Guard in their rescue efforts. Among the recipients were many SIU-contracted companies.



New York: Chaplain conducts ecumenical service on May 21 aboard boat in N.Y. Harbor's Narrows near the Verrazano Bridge.



New York: MARAD head Samuel Nemirow (left) presents V.P. Leon Hall (right) with Gallant Ship Unit Citation Bars and Letters of Commendation for Seafarers of the *TT Williamsburgh*.



New York: Shipowners representatives prepare to cast wreath into the waters of Lower N.Y. Bay.



San Francisco: SIU West Coast V.P. George McCartney (left) and the SUP's V.P. Jack Ryan (right) pose with a cadet of the California Maritime Academy.



San Francisco: Seafarer AB Sal Albanese (right) takes his turn at the ship's wheel accompanied by SUP Bosun Bill Quinlan.

Williamsburgh Crew Honored by Marad

Following are the names of the SIU crewmembers who took part in the rescue of nearly 500 passengers off the stricken *Prinsendam* last year. They were honored on Maritime Day, May 22, in the port of New York by the Maritime Administration. Each crewmember who was aboard the *Williamsburgh* is to receive a commendation from MARAD for the rescue.

Albert J. Sacco	Bosun	Russell J. Mancini	QMED
Richard S. Bynum	AB	Lloyd B. Shaw	QMED
Timothy J. Hagan	AB	Chang Kang Kiang	Wiper
Fareed A. Khan	AB	Robert W. C. Rutherford	STWD/BAKER
Thomas M. Murphy	AB	Edward J. Wiggins	Chief Cook
Michael C. Minix	OS	Steven P. Seltzer	GSU
Michael D. Waits	AB	Abdulhamid A. Mohamed	GSU
Fadel A. Mohamed	OS	Martin N. Quader	GSU
John P. Schaefer	QMED/	James H. Lewis	AB
David A. Kopp	QMED		



MONTICELLO VICTORY (Victory Carriers), April 29—Chairman, Recertified Bosun H. B. Butts; Secretary Duke Hall; Educational Director Raymond Prall; Engine Delegate D. R. Rogers. \$27.23 in ship's fund. Some disputed OT in engine department. Chairman discussed the importance of donating to SPAD. A letter was received from Red Campbell in regard to some repairs which have been corrected. In order to know what is going on in the Union, the *Log* should be read and discussed. Observed one minute of silence in memory of our departed brothers.

DEL RIO (Delta Steamship), April 19—Chairman, Recertified Bosun Lee Harvey; Secretary B. Guarino; Educational Director Donald Peterson. \$250 in movie fund. No disputed OT. Chairman told all members to read the *Log* so they will be able to keep up with Union activities. Upgrading forms are available aboard ship. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and especially for Paul Hall, whom we miss very much. Next port New Orleans.

MOUNT VERNON VICTORY (Victory Carriers), April 5—Chairman, Recertified Bosun Ray Schrum; Secretary C. Melrose; Educational Director M. J. Leahy; Engine Delegate Olie E. Webber. No disputed OT. Chairman discussed the importance of checking your records to make sure your beneficiary is properly noted. Also suggested that those who qualify should register to upgrade at Piney Point. Secretary thanked the engine department for repairing stove plates and ovens. Crewmembers expressed hope that if the Public Health hospitals close, the Union would find comparable health benefits to substitute. A vote of thanks to the steward department for a job well done.

SEA-LAND PIONEER (Sea-Land Service), April 19—Chairman, Recertified Bosun J. Gomez; Secretary R. Hutchins; Deck Delegate G. Adamisin; Engine Delegate Eric Bain; Steward Delegate L. Faulkner. No disputed OT. Chairman welcomed all aboard and asked that they be good ambassadors for the SIU and the United States while on board. Discussed the advantage of upgrading at Piney Point and the importance of donating to SPAD. The *Log* when received should be read and passed around so that everyone will have the opportunity to know what is going on in the Union. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth.

Deposit in the SIU



Blood Bank—

It's Your Life

BORINQUEN (Puerto Rico Marine), April 12—Chairman, Recertified Bosun Alfonso A. Armada; Secretary C. B. Carter; Educational Director Donald Bush; Steward Delegate Robert A. Senay. No disputed OT. Chairman reported that the Chief Cook is doing an excellent job and the best man we have had so far. Suggested that all members who qualify should take advantage of the upgrading courses in Piney Point for a more secure future and better pay. For safety reasons use the hand rail and do not put hands on bulkheads. Next port Elizabeth.

INTREPID (Coscol Marine), April 19—Chairman, Recertified Bosun Frank R. Schwartz; Secretary C. E. Bell; Educational Director Bill Strode; Deck Delegate Danny Littlefield; Engine Delegate Arthur Omdahl; Steward Delegate John Forbes. \$55 in ship's movie fund. No disputed OT. Chairman stressed the importance of donating to SPAD and upgrading at Piney Point. The *Log* contained many interesting articles that were read and discussed. A vote of thanks to the steward department for a job well done. Next port Singapore.

SEATTLE (Sea-Land Service), April 26—Chairman, Recertified Bosun John Green; Secretary E. D. Hernandez; Educational Director Don Pase; Engine Delegate Ramon Collazo; Deck Delegate John J. Sautter; Steward Delegate Eiving Sorensen. No disputed OT. Chairman reported that this has been a good trip and gave a talk on the importance of donating to SPAD. The crew discussed the new contract that would be coming up and agreed that it would be a good one because they have the best team of Union officers working for their benefit. A vote of thanks to the steward department for a job well done. Next port Baltimore.

NEWARK (Sea-Land Service), April 26—Chairman, Recertified Bosun D. Manning; Secretary E. Heniken; Educational Director S. Bigelow; Engine Delegate E. Stewart; Steward Delegate W. J. Wright. No disputed OT. Chairman reported that the *Log* was received and everyone should read it and pass it around so that we can all know what is going on in the Union. Discussed the importance of donating to SPAD. The secretary has forms for those who wish to upgrade at Piney Point. A vote of thanks to the steward department for a job well done.

DELTA SUD (Delta Steamship), April 26—Chairman, Recertified Bosun A. McGinnis; Secretary E. Vieira; Educational Director U. S. Weems. \$71 in ship's fund. No disputed OT. Chairman reported that everything is going well and that applications for those who wish to upgrade at Piney Point are available. The usual problem of getting good reception on the radios aboard ship still exists and should be brought to the attention of the patrolman. A vote of thanks to the steward department for a job well done.

STUYVESANT (Bay Tankers), April 9—Chairman, Recertified Bosun Billy R. Scott; Secretary L. E. Vidal; Educational Director B. E. Stockmon; Steward Delegate Jose Fernandez. No disputed OT. Chairman passed out forms for upgrading at Piney Point. Two lovely ladies from Piney Point, Lisa Wright and Laura Taylor reported on board for duty and they were welcomed most heartily by the crew. Next port Long Beach.

TRANSCOLORADO (Hudson Waterways), April 5—Chairman T. W. Lasater; Deck Delegate R. Diaz; Engine Delegate J. Murry; Steward Delegate J. Shaw. \$40.50 in ship's fund. No disputed OT. A discussion was held by the chairman on the Alcoholic Rehabilitation Center in Valley Lee, Md. and everyone agreed that it is a good program. Upgrading programs were discussed and members were urged to participate if qualified. Several articles from the *Log* were read and discussed. A vote of thanks to the steward department for a job well done. Next port Rotterdam.

SEA-LAND INDEPENDENCE (Sea-Land Service), April 27—Chairman A. Silva; Secretary R. M. Boyd; Educational Director John C. Blatchford; Deck Delegate William Mortier; Engine Delegate Robert Dios; Steward Delegate James Morgan. \$12.50 in ship's fund. No disputed OT. Chairman held a discussion on the new ships that have come under SIU contract making more jobs available to our members. He told the members that while he was in Washington he got to meet several Congressmen and was assured that they would do whatever they could for the merchant marine. Secretary reported that we have a good new ship here and to remember that an SIU ship is a clean ship and everyone should do his part to keep it that way. Remember that this is your home away from home. The *Log*, when it is received, should be passed around for all to read so you will know what is going on in the Union. Chief Cook Robert D. Brown, Baker James Morgan, Asst. 3rd Cook William Gonzalez deserve a vote of thanks for a job well done. We all looked forward to meal time because these men take pride in their work. Next port Fort Lauderdale.

ACHILLES (Newport Tankers), April 5—Chairman R. Moore; Secretary A. Salem; Educational Director Mark E. Savin. \$39.25 in ship's fund. Some disputed OT in engine department. Chairman discussed the importance of unity among crewmembers to keep our Union strong. Also the importance of donating to SPAD. The *Log* was received, and crew was asked to pass it around for all to read. Applications for upgrading at Piney Point are available. A safety meeting was held. A vote of thanks to the steward department for a job well done. Next port Puerto Rico.

LNG TAURUS (Energy Transport), April 19—Chairman, Recertified Bosun David C. La France; Secretary J. Gibbons; Educational Director Douglas K. McLeod; Steward Delegate Patrick Geary. \$300 in ship's fund. No disputed OT. Chairman complimented the crew for working together during time spent in Nagasaki shipyard. Captain Reginald spoke at a meeting on the results of being found with narcotics aboard ship. Those that wish to advance will have the Captain's cooperation in learning skills aboard his ship. A tournament will be held for baseball, backgammon and chess. There are many prizes to be won. Next port Arun.

POINT REVERE (Point Shipping), April 19—Chairman, Recertified Bosun Eugene Dakin; Secretary R. D. Bright; Steward Delegate I. Johns. No disputed OT. \$15 in ship's fund. Chairman reported that he has been on this ship for a week and everything seems to be going along fine. He discussed the repair list and said that the work can be done soon if everyone cooperates. Chairman will try to get a video tape player for the crew's quarters. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND FINANCE (Sea-Land Service), April 1—Chairman, Recertified Bosun D. Calogeros; Deck Delegate L. Long. Secretary reports that the steward department is very pleased with the cooperation the crew has been giving. Some disputed OT in steward department. Next port Seattle.

OVERSEAS MARILYN (Maritime Overseas), April 6—Chairman, Recertified Bosun T. Foster; Secretary J. E. Long. Some disputed OT in deck department. Chairman held a discussion on the benefits to be gained from upgrading at Piney Point. Report to *Log*: "Captain and Mrs. Howser were well known by many seamen and ship's officers. Mrs. Howser passed away and, as she requested, her ashes were scattered at sea. May she rest in peace." Next port Norfolk.

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

Point Margo
 Jeff Davis
 Sea-Land Pacer
 Kopaa
 Inger
 Sea-Land Market
 LNG Aquarius
 Santa Clara
 Portland
 Thomas Nelson
 Rose City
 Ogden Willamette
 Santa Magdalena
 Sea-Land Endurance
 Sea-Land Producer
 Sea-Land Adventurer
 Sea-Land Exchange
 Houston
 Baltimore
 Sea-Land Explorer
 Sea-Land Market
 Overseas Aleutian
 Bay Ridge
 Sea-Land Liberator
 Sea-Land Galveston
 Potomac
 Pisces
 LNG Gemini
 Delta Norte
 Cove Sailor
 Ogden Champion
 Sea-Land Mariner
 Stonewall Jackson
 Overseas Natalie
 Sea-Land Freedom
 Golden Monarch
 San Juan
 Delta Caribe
 Zapata Rover
 Connecticut
 Overseas Vivian
 Overseas Ulla
 Tampa
 San Pedro
 Sea-Land Voyager
 Oakland
 Sea-Land Resource



MONTICELLO VICTORY (Victory Carriers), April 29—Chairman, Recertified Bosun H. B. Butts; Secretary Duke Hall; Educational Director Raymond Prall; Engine Delegate D. R. Rogers. \$27.23 in ship's fund. Some disputed OT in engine department. Chairman discussed the importance of donating to SPAD. A letter was received from Red Campbell in regard to some repairs which have been corrected. In order to know what is going on in the Union, the *Log* should be read and discussed. Observed one minute of silence in memory of our departed brothers.

DEL RIO (Delta Steamship), April 19—Chairman, Recertified Bosun Lee Harvey; Secretary B. Guarino; Educational Director Donald Peterson. \$250 in movie fund. No disputed OT. Chairman told all members to read the *Log* so they will be able to keep up with Union activities. Upgrading forms are available aboard ship. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and especially for Paul Hall, whom we miss very much. Next port New Orleans.

MOUNT VERNON VICTORY (Victory Carriers), April 5—Chairman. Recertified Bosun Ray Schrum; Secretary C. Melrose; Educational Director M. J. Leahy; Engine Delegate Olie E. Webber. No disputed OT. Chairman discussed the importance of checking your records to make sure your beneficiary is properly noted. Also suggested that those who qualify should register to upgrade at Piney Point. Secretary thanked the engine department for repairing stove plates and ovens. Crewmembers expressed hope that if the Public Health hospitals close, the Union would find comparable health benefits to substitute. A vote of thanks to the steward department for a job well done.

SEA-LAND PIONEER (Sea-Land Service), April 19—Chairman, Recertified Bosun J. Gomez; Secretary R. Hutchins; Deck Delegate G. Adamisin; Engine Delegate Eric Bain; Steward Delegate L. Faulkner. No disputed OT. Chairman welcomed all aboard and asked that they be good ambassadors for the SIU and the United States while on board. Discussed the advantage of upgrading at Piney Point and the importance of donating to SPAD. The *Log* when received should be read and passed around so that everyone will have the opportunity to know what is going on in the Union. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth.

Deposit in the SIU



Blood Bank—
It's Your Life

STUYVESANT (Bay Tankers), April 9—Chairman, Recertified Bosun Billy R. Scott; Secretary L. E. Vidal; Educational Director B. E. Stockton; Steward Delegate Jose Fernandez. No disputed OT. Chairman passed out forms for upgrading at Piney Point. Two lovely ladies from Piney Point, Lisa Wright and Laura Taylor reported on board for duty and they were welcomed most heartily by the crew. Next port Long Beach.

TRANSCOLORADO (Hudson Waterways), April 5—Chairman T. W. Lasater; Deck Delegate R. Diaz; Engine Delegate J. Murry; Steward Delegate J. Shaw. \$40.50 in ship's fund. No disputed OT. A discussion was held by the chairman on the Alcoholic Rehabilitation Center in Valley Lee, Md. and everyone agreed that it is a good program. Upgrading programs were discussed and members were urged to participate if qualified. Several articles from the *Log* were read and discussed. A vote of thanks to the steward department for a job well done. Next port Rotterdam.

SEA-LAND INDEPENDENCE (Sea-Land Service), April 27—Chairman A. Silva; Secretary R. M. Boyd; Educational Director John C. Blatchford; Deck Delegate William Mortier; Engine Delegate Robert Dios; Steward Delegate James Morgan. \$12.50 in ship's fund. No disputed OT. Chairman held a discussion on the new ships that have come under SIU contract making more jobs available to our members. He told the members that while he was in Washington he got to meet several Congressmen and was assured that they would do whatever they could for the merchant marine. Secretary reported that we have a good new ship here and to remember that an SIU ship is a clean ship and everyone should do his part to keep it that way. Remember that this is your home away from home. The *Log*, when it is received, should be passed around for all to read so you will know what is going on in the Union. Chief Cook Robert D. Brown, Baker James Morgan, Asst. 3rd Cook William Gonzalez deserve a vote of thanks for a job well done. We all looked forward to meal time because these men take pride in their work. Next port Fort Lauderdale.

ACHILLES (Newport Tankers), April 5—Chairman R. Moore; Secretary A. Salem; Educational Director Mark E. Savin. \$39.25 in ship's fund. Some disputed OT in engine department. Chairman discussed the importance of unity among crewmembers to keep our Union strong. Also the importance of donating to SPAD. The *Log* was received, and crew was asked to pass it around for all to read. Applications for upgrading at Piney Point are available. A safety meeting was held. A vote of thanks to the steward department for a job well done. Next port Puerto Rico.

LNG TAURUS (Energy Transport), April 19—Chairman, Recertified Bosun David C. La France; Secretary J. Gibbons; Educational Director Douglas K. McLeod; Steward Delegate Patrick Geary. \$300 in ship's fund. No disputed OT. Chairman complimented the crew for working together during time spent in Nagasaki shipyard. Captain Reginald spoke at a meeting on the results of being found with narcotics aboard ship. Those that wish to advance will have the Captain's cooperation in learning skills aboard his ship. A tournament will be held for baseball, backgammon and chess. There are many prizes to be won. Next port Arun.

POINT REVERE (Point Shipping), April 19—Chairman, Recertified Bosun Eugene Dakin; Secretary R. D. Bright; Steward Delegate I. Johns. No disputed OT. \$15 in ship's fund. Chairman reported that he has been on this ship for a week and everything seems to be going along fine. He discussed the repair list and said that the work can be done soon if everyone cooperates. Chairman will try to get a video tape player for the crew's quarters. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND FINANCE (Sea-Land Service), April 1—Chairman, Recertified Bosun D. Calogeros; Deck Delegate L. Long. Secretary reports that the steward department is very pleased with the cooperation the crew has been giving. Some disputed OT in steward department. Next port Seattle.

OVERSEAS MARILYN (Maritime Overseas), April 6—Chairman, Recertified Bosun T. Foster; Secretary J. E. Long. Some disputed OT in deck department. Chairman held a discussion on the benefits to be gained from upgrading at Piney Point. Report to *Log*: "Captain and Mrs. Hower were well known by many seamen and ship's officers. Mrs. Hower passed away and, as she requested, her ashes were scattered at sea. May she rest in peace." Next port Norfolk.

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

- Point Margo
- Jeff Davis
- Sea-Land Pacer
- Kopaa
- Inger
- Sea-Land Market
- LNG Aquarius
- Santa Clara
- Portland
- Thomas Nelson
- Rose City
- Ogden Willamette
- Santa Magdalena
- Sea-Land Endurance
- Sea-Land Producer
- Sea-Land Adventurer
- Sea-Land Exchange
- Houston
- Baltimore
- Sea-Land Explorer
- Sea-Land Market
- Overseas Aleutian
- Bay Ridge
- Sea-Land Liberator
- Sea-Land Galveston
- Potomac
- Pisces
- LNG Gemini
- Delta Norte
- Cove Sailor
- Ogden Champion
- Sea-Land Mariner
- Stonewall Jackson
- Overseas Natalie
- Sea-Land Freedom
- Golden Monarch
- San Juan
- Delta Caribe
- Zapata Rover
- Connecticut
- Overseas Vivian
- Overseas Ulla
- Tampa
- San Pedro
- Sea-Land Voyager
- Oakland
- Sea-Land Resource



Sidney L. Wallace

Seafarer Sidney L. Wallace, 26, was graduated by the SHLSS in 1978 and upgraded to AB there the next year. Brother Wallace holds the firefighting, lifeboat and CPR tickets. He lives in Norfolk and ships out of the port of New York.

Stephen Long

Seafarer Stephen Long, 25, graduated from Piney Point in 1978. Brother Long upgraded to FOWT at the same time in the port of New York. He upgraded to QMED also this year. Brother Long earned the CPR, lifeboat and firefighting certificates. A resident of Staten Is., N.Y., he sails out of New York.

Ramon John Schwartz Jr.

Seafarer Ramon John Schwartz Jr., 29, graduated from Piney Point in 1972. He upgraded to FOWT there in 1973. Brother Schwartz also attended Eamonds Community College. A native of Fairbanks, Alaska, he resides in and ships out of the port of Seattle.

Herman Montalvo

Seafarer Herman Montalvo, 24, graduated from Piney Point in 1977. He upgraded to AB there in 1979. Brother Montalvo has the CPR, firefighting and lifeboat tickets. Montalvo lives in the Bronx, N.Y. and ships out of the port of New York.

Mahmoud Abdu Lhag Yazidi

Seafarer Mahmoud Abdu Lhag Yazidi, 25, graduated from the Seafarers Harry Lundberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1978. Brother Yazidi upgraded to 3rd cook there the same year. He has the lifeboat, firefighting and cardiopulmonary resuscitation (CPR) endorsements. Yazidi ships out of the port of New York.

Victor M. Beata

Seafarer Victor M. Beata, 25, is a 1978 graduate of the SHLSS Trainee Program. He upgraded to AB there. Brother Beata holds the LNG, welding, first aid, firefighting, lifeboat and CPR tickets. This year, he says, he's "goin'" for celestial navigation, quartermaster and 3rd mate endorsements. Beata is a veteran of the U.S. Navy. Born in California, he ships out of the port of New York.

Kenneth Quinn

Seafarer Kenneth "Ken" Quinn, 26, is a 1977 grad of Piney Point. He upgraded to AB there in 1978. Brother Quinn has the LNG, CPR, firefighting, lifeboat, first aid, celestial navigation documents. His most recent ships were the *ITB Presque Isle* (Litton) and the *LNG El Paso Southern*. Quinn is a native of Detroit and ships out of all ports.

Joseph S. Scuteri

Seafarer Joseph S. Scuteri, 24, is a 1979 graduate of the SHLSS. Brother Scuteri now sails as a FOWT. He has sailed on the *LNG El Paso Southern* and rode IOT vessels. And he earned the firefighting, lifeboat and CPR endorsements. Scuteri is a former member of the Retail Clerks Union. Born in Niagara Falls, N.Y. he lives in Brooklyn, N.Y. and ships out of the port of New York.

Allan M. Voss

Seafarer Allan M. Voss, 27, is a 1976 graduate of SHLSS. Brother Voss upgraded to AB there in 1979. He earned the lifeboat, firefighting and CPR endorsements. Voss is from Cincinnati, Ohio and sails out of the port of New Orleans.

Scott M. Hudson

Seafarer Scott M. Hudson, 29, in 1972 graduated from SHLSS. Brother Hudson now sails as an AB. He has the lifeboat, firefighting and CPR documents. Born in Iowa, he ships out of the port of Boston.

Personals

John E. Stout
James C. Brooks
Jesse J. Greer
Please contact, Tony Radich as soon as possible. Tel. (601) 432-8884.
Harold Eady
Please contact, John W. Altstatt, Route No. 1, Box 480, Biggs, Okla. 74421. Tel. (918) 267-4260.
Cyres Martin Roach
Please contact, your nephew, Charles Keith Stafford, 118 Adams St., Kernersville, N.C. 27284.
Horace B. Gaskill
Please contact, your wife, as soon as possible. Urgent!

Sen. Metzenbaum Sails Into Cleveland Hall



Sen. Howard M. Metzenbaum (D-Ohio), above right, stopped by the Cleveland Union hall recently to speak with some of his seafaring constituents. Here he meets with SIU AB's Tom Palmer (left) and Willis Campbell, center.

WANTED!

Steward Department Upgraders

Job opportunities in the Steward Department have never been better. Make these opportunities your own. Learn up-to-date skills, needed aboard today's vessels. Its your ticket to job security.

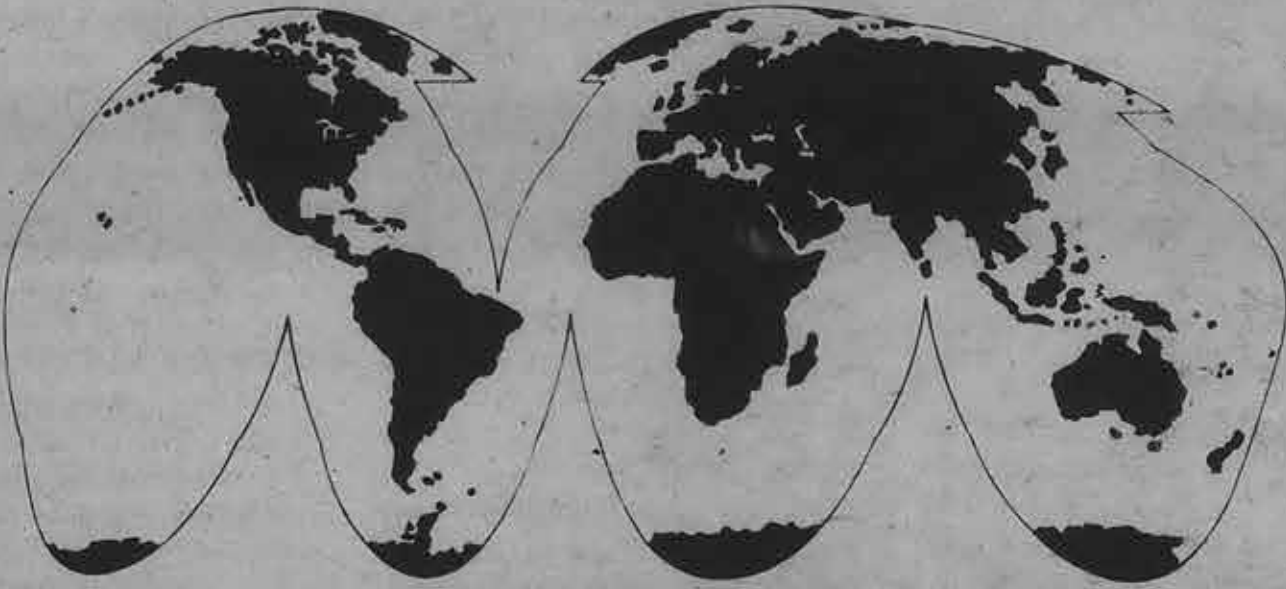
It will put you on top in your profession.

The Chief Cook, Cook and Baker, and Assistant Cook Courses all start on July 13, October 5, and November 16 at SHLSS.

Class size is limited. Apply soon.

Contact SHLSS or your SIU Field Representative for details.

AUTOMATION



To crew U.S. Flag ships today, you have got to keep up with world technology. So keep your job secure, learn Shipboard Automation. Take the Automation course at SHLSS. It starts August 3 through August 28.

To enroll, contact SHLSS or your SIU Representative.

Dispatchers Report for Inland Waters

APRIL 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	0	1	0	0	0	15	5	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	0	0	0	0	9	2	4
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	3	1	1	1	0	0	8	5	7
Jacksonville	0	0	0	1	0	0	2	4	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	4	8	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	3	0	1	1	6	4	10
Port Arthur	4	0	0	7	0	0	28	4	8
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	1	2	3	0	2	3	4	13
Piney Point	6	0	0	6	0	0	2	1	1
Paducah	1	0	4	0	1	6	5	2	50
Totals	21	2	11	18	2	9	83	39	103
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	3	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	0	1	0	0	0	0	0	1	1
Jacksonville	0	0	3	0	0	0	0	0	0
San Francisco	0	0	0	0	0	3	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	1	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	1	0	0	0	1	0	0
Totals	0	1	4	0	0	3	7	1	5
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	0	0	1	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	4	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	1	0	0	1	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	2	0	0	0	0	0	0	0	2
Algonac	0	0	0	0	0	0	2	0	3
St. Louis	0	0	0	1	0	0	2	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	1	1	7
Totals	3	1	1	1	1	0	11	1	16
Totals All Departments	24	4	16	19	3	12	101	41	124

**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, N.Y.

Schulman & Abarbanel
 350 Fifth Avenue
 New York, N.Y. 10001
 Tele. #(212) 279-9200

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

Hamilton & Douglas, P.A.
 2620 W. Kennedy Blvd.
 Tampa, Florida 33609
 Tele. #(813) 879-9482

SAN FRANCISCO, CALIF.

John Paul Jennings, Henning,
 Walsh & Ritchie
 100 Bush Street, Suite 440
 San Francisco, California 94104
 Tele. #(415) 981-4400

Philip Weltin, Esq.
 Weltin & Van Dam
 No. 1 Ecker Bld.
 San Francisco, Calif. 94105
 Tele. #(415) 777-4500

ST. LOUIS, MO.

Gruenberg & Sounders
 721 Olive Street
 St. Louis, Missouri 63101
 Tele. #(314) 231-7440

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

Fogel, Julber, Reinhardt &
 Rothschild
 5900 Wilshire Boulevard
 Los Angeles, California 90036
 Tele. #(213) 937-6250

MOBILE, ALA.

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

DETROIT, MICH.

Victor G. Hanson
 19268 Grand River Avenue
 Detroit, Michigan 48822
 Tele. #(313) 532-1220

GLOUCESTER, MASS.

Orlando & White
 Two Main Street
 Gloucester, Massachusetts 01930
 Tele. #(617) 283-8100

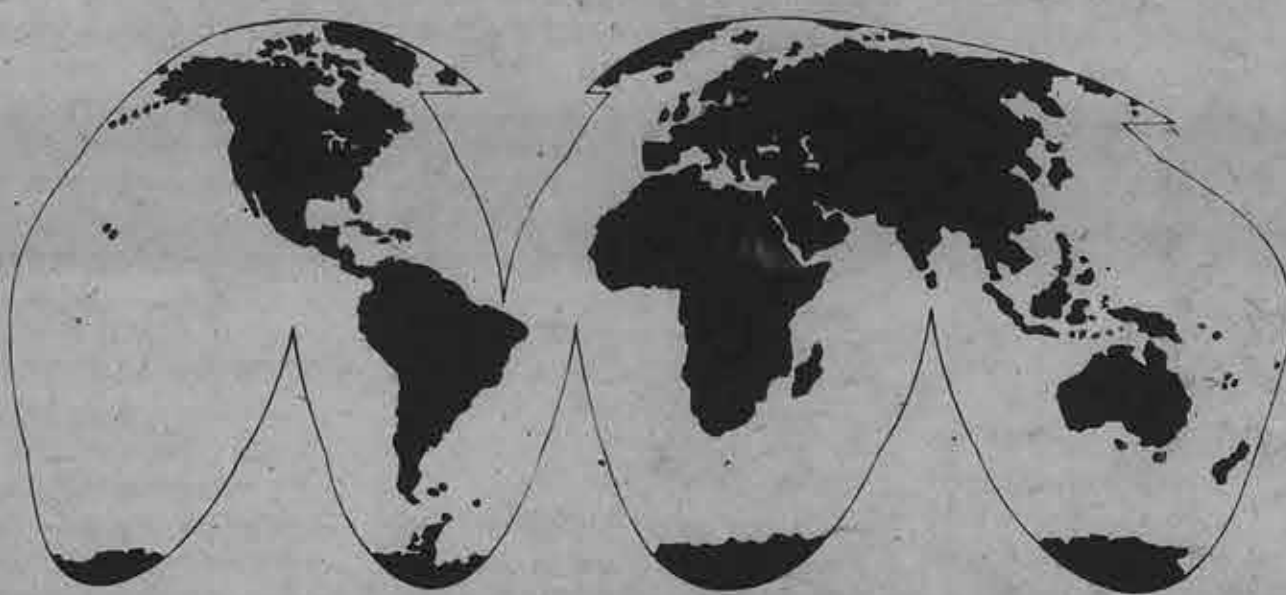
SEATTLE, WASH.

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

CHICAGO, ILL.

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

AUTOMATION



To crew U.S. Flag ships today, you have got to keep up with world technology. So keep your job secure, learn Shipboard Automation. Take the Automation course at SHLSS. It starts August 3 through August 28.

To enroll, contact SHLSS or your SIU Representative.

Dispatchers Report for Inland Waters

APRIL 1-30, 1981

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	4	0	0	7	0	0	26	4	0
Algonac	1	0	0	1	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	6	0	0	6	0	0	0	0	0
Paducah	1	0	0	1	0	0	0	0	0
Totals	21	2	11	18	2	9	83	39	103
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	1	4	0	0	3	0	7	1
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	2	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	2	0	0	0	0	0	0	0	0
Totals All Departments	24	4	16	19	3	12	101	41	124

*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, N.Y.

Schulman & Abarbanel
 350 Fifth Avenue
 New York, N.Y. 10001
 Tele. # (212) 279-9200

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

Hamilton & Douglas, P.A.
 2620 W. Kennedy Blvd.
 Tampa, Florida 33609
 Tele. # (813) 879-9482

SAN FRANCISCO, CALIF.

John Paul Jennings, Henning,
 Walsh & Ritchie
 100 Bush Street, Suite 440
 San Francisco, California 94104
 Tele. # (415) 981-4400

PHILADELPHIA, PA.

Philip Welton, Esq.
 Welton & Van Dam
 No. 1 Ecker Bld.
 San Francisco, Calif. 94105
 Tele. # (415) 777-4500

ST. LOUIS, MO.

Gruenberg & Sounders
 721 Olive Street
 St. Louis, Missouri 63101
 Tele. # (314) 231-7440

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

Fogel, Julber, Reinhardt &
 Rothschild
 5900 Wilshire Boulevard
 Los Angeles, California 90036
 Tele. # (213) 937-6250

MOBILE, ALA.

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

DETROIT, MICH.

Victor G. Hanson
 19268 Grand River Avenue
 Detroit, Michigan 48822
 Tele. # (313) 532-1220

GLOUCESTER, MASS.

Orlando & White
 Two Main Street
 Gloucester, Massachusetts 01930
 Tele. # (617) 283-8100

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Washington, D.C.

SIU President Frank Drozak testified here last month before the U.S. Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee charging that the Administration's proposed inland waterways user tax on diesel fuel and Coast Guard tonnage tax both "senseless and uncalculated!"

The 4 to 10 cents (by 1985) a gallon tax would be for the operation and maintenance (like dredging) of the waterways and the tonnage tax would be for Coast Guard "services." Great Lakes ships would pay more for icebreaking.

Drozak also criticized the proposed legislation which would give Secretary of Transportation Drew Lewis "substantial unrestricted discretionary powers" to decide the amount of the tax and then have the already overburdened Coast Guard collect it.

Baltimore

Elected late last month was the contract negotiating committee for the upcoming negotiations at both Curtis Bay Towing and the Baker Whiteley Co.

Norfolk

Contract talks were settled favorably for Boatmen at Carteret Towing.

Talks at American Towing were seen to be near the settlement stage.

Tampa

The irascible and ubiquitous Cook Duncan V. "Pat" Patterson of nearby St. Petersburg has "surfaced" again turning up on a IOT tug out of this port.

His mother, Margaret formerly of the environs of Boston, Mass., just paid her first visit to the Union Hall here. She was delighted to learn that Port Agent Ray McDonald came from the same neck of the woods in the Bay State.

Philadelphia

The 46-mile long Upper Chesapeake Bay and Delaware River Canal has been widened and deepened to 35 feet in its main channel and approaches. The canal links the ports of Philadelphia, Norfolk and Baltimore bypassing the long way around the Virginia Capes.

It cuts off some 286 nautical miles of the voyage between the above ports. From Baltimore to Northeastern ports, 147 nautical miles are saved. From Baltimore also, 115 nautical miles are saved on voyages to North European ports.

Previously, the canal's depth was 26.1 feet and later 29.6 feet. The 35 foot depth now is from the Delaware River to deepwater near Polle's Is., Md.

Algonac, Mich.

Dunbar & Sullivan is doing a dredging job at Rocky River, Ohio. It will last four to five months. They're deepening the harbor as well as doing general improvement.

Johnson Brothers and Edward Kraemer & Sons are in the second year of the Upper Michigan Peninsula Bridge construction job.

Luedtke Engineering was awarded a job in Barcelona, N.Y. drilling test wells for gas. The job won't begin until this fall.

Port Arthur

The new harbor *Tug Aries* (Sabine Towing) will be crewed by SIU Boatmen shortly.

Jacksonville

Crowley Marine is redesigning and adding a third deck to its barges so they can carry more cargo.

U.S. Coast Guard Probe Report of SS Poet Loss Due Soon

The U.S. Coast Guard report of the investigation of the loss of the SIU-crewed (24) *SS Poet* (Hawaiian *Eugenie*) which disappeared in the

Atlantic two days out of the port of Philadelphia on Oct. 24, 1980 with 34 hands is due some time this summer.

The 11,241 dwt bulk carrier left with a cargo of 13,000 tons of corn for Port Said, Egypt.

In the December 1980 *Log*, all but two of the missing *Poet* Seafarers' photos were published. However, in the April 1981 *Log*, the photo of AB Carl Goff was published after his widow, Mrs. Hilda Goff of Warren, R.I. was good enough to send it in.

Last month, Mrs. Dolores Sallee of Philadelphia, widow of missing *Poet* AB Rickey Alan Sallee, 31, sent in his photo, for publication in the *Log*.

Brother Sallee joined the SIU in the port of Philadelphia in January 1980. He served in the U.S. Navy for two-and-a-half years before being disabled out in 1978. Also serving are a son, Christopher Anthony, almost 2, and a daughter, Robin Lynne, 7.



AB Rickey Alan Sallee of the *SS Poet* in U.S. Navy uniform.

Would you like to get your High School Diploma?

We would like to help you.

Here's all you have to do:

Come to the Seafarers Harry Lundeberg School of Seamanship

If earning your diploma is something you have been putting off, delay no more.

Fill out this coupon and send for your application kit.

NAME _____

ADDRESS _____

PHONE _____

Are you an SIU member yes no

book number _____

Please send me an application and pretest packet.

Please send more information on the GED program.

Address to: Tracy Aumann
 GED Department
 Seafarers Harry Lundeberg
 School of Seamanship
 Piney Point, Maryland 20674



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



Steven Gerard Rossignol, 21, was lost off the *SS Thomas Jefferson* (Waterman) in the Indian Ocean on April 7, 1980. Brother Rossignol joined the SIU following his graduation from the HLS in 1977. He sailed as a GSU. Seafarer Rossignol was born in Biddeford, Me. and was a resident there. Surviving are his parents, Mr. and Mrs. Gerard and Gertrude Rossignol of Biddeford.



Raphael Rutzisky, 64, died of injuries in Bellevue Hospital, New York City on Oct. 28, 1980. Brother Rutzisky joined the SIU in the port of New York in 1955 sailing as a FOWT. He was a veteran of the U.S. Army's 47th Coast Artillery in World War II. And he was born in New York City and was a resident there. Burial was in Washington Park Cemetery, Coram, L.I., N.Y. Surviving is his sister, Irene of New York City.



Pensioner Arthur Edward G. Sigler, 58, died of lung failure in the Ardmore (Okla.) Memorial Hospital on Nov. 17, 1980. Brother Sigler joined the SIU in 1945 in the port of Houston sailing as a chief cook and ship's delegate. He was a veteran of the U.S. Army's 82nd Airborne Div., 55th Medical Bn. in World War II. Seafarer Sigler was also an oil rigger. Born in Oklahoma, he was a resident of Ardmore. Interment was in Oaklawn Cemetery, Sulphur, Okla. Surviving is a son, Edward of Alma, Ark.



Kaare Slatlem, 52, died of heart failure at home in San Francisco on Dec. 31, 1980. Brother Slatlem joined the SIU in the port of San Francisco in 1964 sailing as a 3rd cook. He was a veteran of the Norwegian Navy after World War II. Seafarer Slatlem was born in Norway. Interment was in Olivet Cemetery, Colma, Calif. Surviving are his mother, Anna of Trondheim, Norway; and a sister, Mrs. Ingrid Gjengset also of Trondheim.



Jacinto Morales Pagan, 51, died of natural causes in Methodist Hospital, Brooklyn, N.Y. on Dec. 24, 1980. Brother Pagan joined the SIU in the port of New York in 1973 sailing as a QMED. He was born in San Juan, P.R. and was a resident of Brooklyn. Interment was in Rosehill Cemetery, Linden, N.J. Surviving are two sons, Jesus and Ricardo and a niece, Mrs. Martha Padilla.



Pensioner Louis Nelson, 72, passed away from heart failure in University Hospital, Augusta, Ga. on Nov. 6, 1980. Brother Nelson joined the SIU in 1938 in the port of New York sailing as a chief cook. He was a veteran of the U.S. Navy in World War I. Seafarer Nelson was born in Virginia and was a resident of Augusta. Interment was in Mt. Olive Cemetery, Augusta. Surviving is his widow, Dorothy.



Carl Edwin New, 46, died in New Orleans on Nov. 29, 1980. Brother New joined the SIU in the port of New York in 1965 sailing as an FOWT. He sailed 27 years. Seafarer New was born in Delta, Ky. and was a resident of Seattle. Burial was in Family Cemetery, Delta. Surviving are his mother, Martha; his father, George of Monticello, Ky.; a brother, Arthur of Wakeman, La. and a sister, Mrs. M. Melukesk of Houston.



Pensioner Henry Elmer Newberry, 54, died of heart disease in Houston on Dec. 10, 1980. Brother Newberry joined the SIU in 1945 in the port of Houston sailing as a chief electrician. He sailed 23 years. Seafarer Newberry was a veteran of the U.S. Air Corps in World War II. A native of Mechanicsburg, Va., he was a resident of San Antonio, Tex. His remains were donated to medical research at the Baylor College of Medicine, Waco, Tex. Surviving is his mother, Mrs. Thelma M. Johnson of Ft. Valley, Ga.



Leon John Norczyk, 49, drowned in Pusan, Harbor, Korea on June 25, 1980. Brother Norczyk joined the SIU in the port of Philadelphia in 1962 sailing as a chief steward. He sailed 22 years. Seafarer Norczyk was a veteran of the U.S. Marine Corps after World War II. Born in Hudson, Pa., he was a resident of Honolulu, Hawaii. Surviving are his widow, Audrey and his parents, Mr. and Mrs. John and Josephine Norczyk of Houston.



Pensioner Cecil George Merritt, 76, succumbed to cancer in the Mobile Infirmary on Oct. 20, 1980. Brother Merritt joined the SIU in 1939 in the port of Mobile sailing as an oiler. He was born in Mississippi and was a resident of Whistler, Ala. Interment was in Pine Rest Cemetery, Foley, Ala. Surviving are a sister, Mrs. Lanie M. Helton of Pensacola, Fla. and a niece, Mrs. Bessie Mae Culpepper of 8 Mile, Ala.



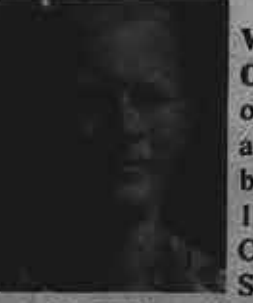
Pensioner William Doherty Stewart, 63, died of pneumonia in the New England Medical Center Hospital, Boston on Nov. 16, 1980. Brother Stewart joined the SIU in 1945 in the port of New York sailing as a wiper. He sailed 37 years. Seafarer Stewart was born in Massachusetts and was a resident of Randolph, Mass. Burial was in Central Cemetery, Randolph. Surviving are his mother, Mary and a brother, Edward, both of Randolph.



Rafael Russo H. Meslowski, 60, died on Dec. 27, 1980. Brother Meslowski joined the SIU in the port of Baltimore in 1954 sailing in the black gang. He was born in Massachusetts and was a resident of Baltimore. Surviving are his widow, Mary of Boston and a sister, Mrs. Anastacia Lyons of West Roxbury, Mass.



Wayne Charles Larson, 62, succumbed to cancer in St. Christopher Hospital, Hayward, Calif. on June 23, 1980. Brother Larson joined the SIU in the port of San Francisco in 1967 sailing as a 3rd cook. He sailed 30 years. Seafarer Larson was born in Woonsocket, S.D. and was a resident of Vallejo, Calif. Interment was in Fernwood Cemetery, Mill Valley, Calif. Surviving is a son, Dennis of Vallejo.



Pensioner Vollie Wilson O'Mary, 64, died of natural causes at home in Columbus, Miss. on Nov. 11, 1980. Brother O'Mary joined the SIU in 1946 in the port of Mobile sailing as a bosun. He was a veteran of the U.S. Navy in World War II. Seafarer O'Mary was born in Alabama. Interment was in Mt. Vernon Cemetery, Columbus. Surviving are his widow, Audie and a daughter, Mrs. Shirley Noland, both of Columbus.



Pensioner Charles Ervin Turner, 67, died of cancer in the Villa Mercy Hospice, Daphne, Ala. on Nov. 28, 1980. Brother Turner joined the SIU in 1938 in the port of Mobile sailing as a chief steward for Waterman. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Clairborne*. Seafarer Turner was born in Pensacola, Fla. and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Cleo; three sons, Narbone, David and Charles Jr. and a daughter, Mrs. Sharon Holmes of Spanish Fort, Ala.



Pensioner Berry Brewton Tippins, 69, succumbed to pneumonia in Candler General Hospital, Savannah on Oct. 30, 1980. Brother Tippins joined the SIU in 1945 in the port of Savannah sailing as a chief steward. He was born in Claxton, Ga. and was a resident of Savannah. Interment was in Brewton Cemetery, Hagan Evans, Ga. Surviving are his widow, Ola; a son, Ted and a daughter, Linda Gale.



Lembit Johannes "Hard Way" Kool, 65, died of a heart attack on the *ST Ogden Champion* (Ogden Marine) in Cristobal, Panama on July 27, 1980. Brother Kool joined the SIU in the port of Miami in 1959 sailing as an AB for 27 years. He sailed on the Pan Am cable ships out of Pt. Canaveral, Fla. and as an engineer in the inland field. Seafarer Kool also sailed on ammo ships during the Vietnam War. At one time he was fired off a ship for organizing for the SIU. And he donated 14 pints of blood to the Union Blood Bank. Born in Blogowestehensk, Siberia, USSR, he was a resident of West Columbia, S.C. Lem Kool was a naturalized U.S. citizen. During World War II, he was a civilian employee and transportation section MP auxiliary for the U.S. Army's China Service Command, Shanghai. The U.S. awarded him the Civil Service Emblem. Kool also held a diesel operator's license from the Australian Government's School, Sydney. Burial was in Crescent Hills Cemetery, Columbia, S.C. Surviving are his widow, Yvonne and a son, Anthony.



Pensioner Benjamin Roland Le Blanc, 68, died of heart failure at home in Seattle on Feb. 17, 1980. Brother Le Blanc joined the SIU in 1943 in the port of Boston sailing as deck maintenance. He was born in Massachusetts. Burial was in Rivertoncrest Cemetery, Seattle. Surviving is his widow, Dora.

Mark Nicholas Jett, 39, succumbed to cancer in the Norfolk USPHS Hospital on Dec. 7, 1980. Brother Jett joined the Union in the port of Norfolk in 1977 sailing as a chief engineer for Curtis Bay Towing and Allied Towing from 1975 to 1980. He was a veteran of the U.S. Navy during the Vietnam War. A native of Indianapolis, Ind., he was a resident of Norfolk. Burial was in Holy Cross Cemetery, Indianapolis. Surviving are his mother, Lillian of Chicago, Ill. and a brother, Thomas.



Steven Gerard Rossignol, 21, was lost off the SS *Thomas Jefferson* (Waterman) in the Indian Ocean on April 7, 1980. Brother Rossignol joined the SIU following his graduation from the HLS in 1977. He sailed as a GSU. Seafarer Rossignol was born in Biddeford, Me. and was a resident there. Surviving are his parents, Mr. and Mrs. Gerard and Gertrude Rossignol of Biddeford.



Raphael Rutzisky, 64, died of injuries in Bellevue Hospital, New York City on Oct. 28, 1980. Brother Rutzisky joined the SIU in the port of New York in 1955 sailing as a FOWT. He was a veteran of the U.S. Army's 47th Coast Artillery in World War II. And he was born in New York City and was a resident there. Burial was in Washington Park Cemetery, Coram, L.I., N.Y. Surviving is his sister, Irene of New York City.



Pensioner Arthur Edward G. Sigler, 58, died of lung failure in the Ardmore (Okla.) Memorial Hospital on Nov. 17, 1980. Brother Sigler joined the SIU in 1945 in the port of Houston sailing as a chief cook and ship's delegate. He was a veteran of the U.S. Army's 82nd Airborne Div., 55th Medical Bn. in World War II. Seafarer Sigler was also an oil rigger. Born in Oklahoma, he was a resident of Ardmore. Interment was in Oaklawn Cemetery, Sulphur, Okla. Surviving is a son, Edward of Alma, Ark.



Kaare Stlatem, 52, died of heart failure at home in San Francisco on Dec. 31, 1980. Brother Stlatem joined the SIU in the port of San Francisco in 1964 sailing as a 3rd cook. He was a veteran of the Norwegian Navy after World War II. Seafarer Stlatem was born in Norway. Interment was in Olivet Cemetery, Colma, Calif. Surviving are his mother, Anna of Trondheim, Norway; and a sister, Mrs. Ingrid Gjenset also of Trondheim.



Jacinto Morales Pagan, 51, died of natural causes in Methodist Hospital, Brooklyn, N.Y. on Dec. 24, 1980. Brother Pagan joined the SIU in the port of New York in 1973 sailing as a QMED. He was born in San Juan, P.R. and was a resident of Brooklyn. Interment was in Roschill Cemetery, Linden, N.J. Surviving are two sons, Jesus and Ricardo and a niece, Mrs. Martha Padilla.



Pensioner Louis Nelson, 72, passed away from heart failure in University Hospital, Augusta, Ga. on Nov. 6, 1980. Brother Nelson joined the SIU in 1938 in the port of New York sailing as a chief cook. He was a veteran of the U.S. Navy in World War I. Seafarer Nelson was born in Virginia and was a resident of Augusta. Interment was in Mt. Olive Cemetery, Augusta. Surviving is his widow, Dorothy.



Carl Edwin New, 46, died in New Orleans on Nov. 29, 1980. Brother New joined the SIU in the port of New York in 1965 sailing as an FOWT. He sailed 27 years. Seafarer New was born in Delta, Ky. and was a resident of Seattle. Burial was in Family Cemetery, Delta. Surviving are his mother, Martha; his father, George of Monticello, Ky.; a brother, Arthur of Wakeman, La. and a sister, Mrs. M. Melukes of Houston.



Pensioner Henry Elmer Newberry, 54, died of heart disease in Houston on Dec. 10, 1980. Brother Newberry joined the SIU in 1945 in the port of Houston sailing as a chief electrician. He sailed 23 years. Seafarer Newberry was a veteran of the U.S. Air Corps in World War II. A native of Mechanicsburg, Va., he was a resident of San Antonio, Tex. His remains were donated to medical research at the Baylor College of Medicine, Waco, Tex. Surviving is his mother, Mrs. Thelma M. Johnson of Ft. Valley, Ga.



Leon John Norczyk, 49, drowned in Pusan Harbor, Korea on June 25, 1980. Brother Norczyk joined the SIU in the port of Philadelphia in 1962 sailing as a chief steward. He sailed 22 years. Seafarer Norczyk was a veteran of the U.S. Marine Corps after World War II. Born in Hudson, Pa., he was a resident of Honolulu, Hawaii. Surviving are his widow, Audrey and his parents, Mr. and Mrs. John and Josephine Norczyk of Houston.



Pensioner Cecil George Merritt, 76, succumbed to cancer in the Mobile Infirmary on Oct. 20, 1980. Brother Merritt joined the SIU in the port of Mobile sailing as an oiler. He was born in Mississippi and was a resident of Whistler, Ala. Interment was in Pine Rest Cemetery, Foley, Ala. Surviving are a sister, Mrs. Lanie M. Helton of Pensacola, Fla. and a niece, Mrs. Bessie Mae Culpepper of 8 Mile, Ala.



Pensioner William Doherty Stewart, 63, died of pneumonia in the New England Medical Center Hospital, Boston on Nov. 16, 1980. Brother Stewart joined the SIU in 1945 in the port of New York sailing as a wiper. He sailed 37 years. Seafarer Stewart was born in Massachusetts and was a resident of Randolph, Mass. Burial was in Central Cemetery, Randolph. Surviving are his mother, Mary and a brother, Edward, both of Randolph.



Rafael Russo H. Meslowski, 60, died on Dec. 27, 1980. Brother Meslowski joined the SIU in the port of Baltimore in 1954 sailing in the black gang. He was born in Massachusetts and was a resident of Baltimore. Surviving are his widow, Mary of Boston and a sister, Mrs. Anastacia Lyons of West Roxbury, Mass.



Wayne Charles Larson, 62, succumbed to cancer in St. Christopher Hospital, Hayward, Calif. on June 23, 1980. Brother Larson joined the SIU in the port of San Francisco in 1967 sailing as a 3rd cook. He sailed 30 years. Seafarer Larson was born in Woonsocket, S.D. and was a resident of Vallejo, Calif. Interment was in Fernwood Cemetery, Mill Valley, Calif. Surviving is a son, Dennis of Vallejo.



Pensioner Vellie Wilson O'Mary, 64, died of natural causes at home in Columbus, Miss. on Nov. 11, 1980. Brother O'Mary joined the SIU in 1946 in the port of Mobile sailing as a bosun. He was a veteran of the U.S. Navy in World War II. Seafarer O'Mary was born in Alabama. Interment was in Mt. Vernon Cemetery, Columbus. Surviving are his widow, Audie and a daughter, Mrs. Shirley Noland, both of Columbus.



Pensioner Charles Ervin Turner, 67, died of cancer in the Villa Mercy Hospice, Daphne, Ala. on Nov. 28, 1980. Brother Turner joined the SIU in 1938 in the port of Mobile sailing as a chief steward for Waterman. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the SS *Clairborne*. Seafarer Turner was born in Pensacola, Fla. and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Cleo; three sons, Narbone, David and Charles Jr. and a daughter, Mrs. Sharon Holmes of Spanish Fort, Ala.



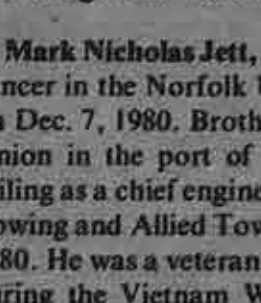
Pensioner Berry Brewton Tippins, 69, succumbed to pneumonia in Candler General Hospital, Savannah on Oct. 30, 1980. Brother Tippins joined the SIU in 1945 in the port of Savannah sailing as a chief steward. He was born in Claxton, Ga. and was a resident of Savannah. Interment was in Brewton Cemetery, Hagan Evans, Ga. Surviving are his widow, Ola; a son, Ted and a daughter, Linda Gale.



Lembit Johannes "Hard Way" Kool, 65, died of a heart attack on the *ST Ogden Champion* (Ogden Marine) in Cristobal, Panama on July 27, 1980. Brother Kool joined the SIU in the port of Miami in 1959 sailing as an AB for 27 years. He sailed on the Pan Am cable ships out of Ft. Canaveral, Fla. and as an engineer in the inland field. Seafarer Kool also sailed on ammo ships during the Vietnam War. At one time he was fired off a ship for organizing for the SIU. And he donated 14 pints of blood to the Union Blood Bank. Born in Blagowestehensk, Siberia, USSR, he was a resident of West Columbia, S.C. Lem Kool was a naturalized U.S. citizen. During World War II, he was a civilian employee and transportation section MP auxiliary for the U.S. Army's China Service Command, Shanghai. The U.S. awarded him the Civil Service Emblem. Kool also held a diesel operator's license from the Australian Government's School, Sydney. Burial was in Crescent Hills Cemetery, Columbia, S.C. Surviving are his widow, Yvonne and a son, Anthony.



Pensioner Benjamin Roland Le Blanc, 68, died of heart failure at home in Seattle on Feb. 17, 1980. Brother Le Blanc joined the SIU in 1943 in the port of Boston sailing as deck maintenance. He was born in Massachusetts. Burial was in Rivertoncrest Cemetery, Seattle. Surviving is his widow, Dora.



Mark Nicholas Jett, 39, succumbed to cancer in the Norfolk USPHS Hospital on Dec. 7, 1980. Brother Jett joined the Union in the port of Norfolk in 1977 sailing as a chief engineer for Curtis Bay Towing and Allied Towing from 1975 to 1980. He was a veteran of the U.S. Navy during the Vietnam War. A native of Indianapolis, Ind., he was a resident of Norfolk. Burial was in Holy Cross Cemetery, Indianapolis. Surviving are his mother, Lillian of Chicago, Ill. and a brother, Thomas.

Youth Subminimum Wage Plan Should Be Axed

A panel commissioned by Congress completed a three-year study of the Federal wage-hour law recently strongly recommending that President Reagan forget about enacting a subminimum wage for youth.

The Republican Party platform endorsed a youth subminimum wage. Senate Labor Committee Chairman Orrin Hatch (R-Utah) has held hearings on the issue. Labor Secretary Raymond Donovan backed the "concept," but said he would await the panel's findings before going further.

The AFL-CIO strongly opposes any youth subminimum wage plan.

James G. O'Hara, chairman of the Minimum Wage Study Commission, said the group's study failed to show that any substantial decrease in youth unemployment would result from a subminimum wage.

O'Hara said he believed payment of a subminimum to any age group conflicts with the purpose of the Federal law and also with social justice and ought to be rejected as a policy option.

The commission was created by Congress in 1977 to study controversial issues involved in Federal wage and overtime requirements. The commissions were drawn from the areas of business, labor, academia, consumerism, and law.

Some 10.6 million workers were earning the \$3.10 per hour minimum wage or less in the second quarter of 1980, the latest period for which data

was available to the commission. Minimum wage workers comprised 12.4 percent of the total workforce for this period.

Teenage and elderly workers were much more likely to be working for the minimum wage than workers in other age groups, according to the study. Only 9 percent of 20-64 year-olds earned the minimum wage, compared with 62 percent of the 16-17 year-olds, 33 percent of the 18-19 year-olds, and 38 percent of workers 65 or older. However, 69 percent of all minimum wage workers were not teenagers.

Of all female workers, 18 percent earned the minimum wage or less, compared with 8 percent of all male workers. Among black workers, 18 percent worked for the minimum or less, compared with 11 percent of all white workers.

In rejecting the youth subminimum, the commission concluded that "a youth differential has a limited potential for reducing the unemployment rate among teenagers." The commission also said there was no evidence the subminimum would specifically help areas with the highest youth unemployment rates.

Other negative factors of a youth subminimum cited by the commission:

- It would encourage replacement of adult workers with cheaper teenage labor;
- The probability that current high teenage unemployment rates will de-

crease as the post-World War II "baby boom" generation passes into adulthood; and

- Paying teenagers less for the same work to solve their unemployment

problems would violate the equal pay for equal work principle and would open up arbitrary discrimination in pay standards for any group suffering from disproportionately high unemployment.

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.

It starts July 5 and continues through August 28.

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

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

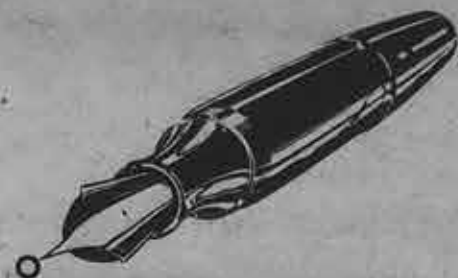
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right 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.

LETTERS



TO THE EDITOR

Passenger Loved SIU Crew

I have to thank all the good people on Delta Line's *Santa Maria* for providing me, my wife and children with nine memorable days on a recent voyage on this ship up to Vancouver and back.

To say we all enjoyed ourselves would be the understatement of the year. Everything went so well in every respect that it is difficult to properly express our feelings. Suffice it to say that we returned in an extremely happy and relaxed frame of mind—something that only a cruise of this nature can accomplish.

There was absolutely nothing during the entire voyage that we can fault. This was due mainly to the following outstanding crewmembers on the ship:

Cleveland Riley—Chief Purser. Always courteous, considerate, efficient and the perfect gentleman.

Harold and Beverly Buffa—Cruise Host and Hostess. They welcomed us on board in San Francisco, saw us off the ship and during the whole cruise worked endlessly to ensure the enjoyment of the passengers. They are a delightful couple.

Ursula Ibert—Asst. Head Waitress. Constantly moving around the dining room ensuring good service. Perfectly charming and a delightful lady.

Liz Watkins—Stewardess. Liz has to be one of the world's great characters—always cheerful, efficient and possessor of a great sense of humor.

Laurie Fairbanks and her assistant Ann—Gift Shop. Another two delightful ladies who mixed easily with the passengers and were always ready to offer good service.

Mark the Hairdresser who was always on time for his appointments and kept his salon ship-shape and tidy. A very pleasant and talented young man.

"Carleton"—Dining Room Steward. Obviously the crew member we came into contact with the most. He really was a major contributor to the enjoyment of the trip, and deserves a medal for his deft service at the table and his handling of four teenagers.

"Leon" and "Elmer"—Musicians. Our daughter, who has a natural gift for music, was greatly impressed by Leon's musical ability. He keeps a stack of index cards with the names of all the tunes he knows from memory and is able to play them in any key with ease. Both Leon and Elmer afforded us some great musical evenings.

"Leon" and "Paul"—Barmen. Once again, two gentlemen who did their work in a remarkably cheerful and efficient manner.

"Billy" and "Roberta"—Bar Steward and Stewardess. Billy, of course, must be world famous by now! We sailed with him in 1973 to Caracas, and his infectious laugh and cheerful manner has not changed! Roberta was also excellent at her job and has to be commended.

"Freddy"—Bedroom Steward. Always very prompt in making up the cabin which he kept spotlessly clean, and always on hand to serve as requested.

These are the people, then, with whom we came into contact. We realize there are others "behind the scenes" who also do magnificent jobs—the chefs, the bakers, the stewards, the butchers, etc. etc. etc., and it is impossible to name them all.

Finally, I must again convey my sincerest appreciation for everything, and it is hoped you will pass the contents of this letter along with my personal best wishes, to John Traina in San Francisco.

Sincerely,
Michael E. Maher
Los Angeles, Calif.

Seamen's Favorite Nurse Retires

May 29th, 1981 marked the last day of service, at the U.S. Public Service Hospital at Nassau Bay, Texas for Bernice Heyser, who has been a Nurse since 1942.

After 3 years in the U.S. Air Corps during World War II, Bernice worked in private hospitals until going to work for the Public Health Service 27 years ago. During her years in the hospital in Galveston, and upon its closing, in the new hospital in Nassau Bay, she has cared for thousands of seamen, fishermen, military personnel and many others. Without exception, every one of them remember her with deep affection.

Seafaring men, like most other people, dread hospitals, and I am no exception. During my many years sailing since 1920, I have been hospitalized in Australia, New Guinea, the Philippines, Japan, Korea, Hawaii, Argentina, Chile, Panama, South Africa, Greece, Italy, France and England, plus Marine Hospitals in San Francisco, New York, Norfolk, Baltimore and New Orleans. While they all managed to restore me to good shape, I cannot truthfully say I enjoyed them, and was always glad to be discharged.

Quite a contrast to the hospital in Galveston. During August 1962 I was involved in a marine accident in Port Neches, Texas and wound up in the old hospital in Galveston. I knew no one in Texas, and my ward was full of strange faces and I decided it was going to be a most dreary place.

After my surgery, the SIU Patrolman visited me and assured me that I would enjoy my stay, which might prove lengthy since I was badly injured. He told me that my regular nurse was away for a few days, but when she returned I would be most happy with her.

From his praise of this nurse, I judged she must be unusual indeed. I asked, "Are you in love with this person?" He replied, "Boyd, everybody here feels the same way. Seamen, Army, Navy, Mexican, Chinese, Black, White—everybody who knows her loves her and you will too." All I could say was, "Maybe so, but I wish I could get out of here."

Mrs. Heyser arrived the next day and visited me, like she did all the others. I couldn't move in the tight cast and was totally miserable.

First advice she gave me was "Don't feel sorry for yourself. In no time I will have you in a wheelchair, and you can help me care for those who are 'Really sick.' I thought, 'Fat chance.' But in a few weeks she had me in a chair. She cared for me as if I were her own child, yet actually I was old enough to be her father.

Somehow, she managed to find tasks I could perform and soon was sending me to other wards to help those who couldn't help themselves. Jobs like writing personal and business letters, legal difficulties, Income Tax matters and all manner of personal problems. Instead of being lonesome and miserable, the time passed quickly and, before I realized it I had been there eight months.

The Doctors finally told me I could leave whenever I felt like it, and I knew it was time, but I doubt if I ever spent a happier, more contented 8 months in my entire life.

The Hospital in Galveston was much the same as all the others—best the big difference was Bernice Heyser. Just ask any of the many who have been under her care and they will agree it is true.

Wherever she goes, or whatever she does, thousands of her former patients will pray that her retirement will prove a most happy one. God knows she deserves the best and has faithfully earned it.

Fraternally,
Edward A. Boyd,
B-309, Retired
Alvin, Texas

'Couldn't Have Made It Without SIU'

My husband, Julien Noel, Jr. passed away recently. I want to thank the SIU membership and the Union for paying his bills. If it hadn't been for the SIU we couldn't have made it.

Sincerely,
Florence Noel
Port Barre, LA.

LETTERS

TO THE EDITOR

Passenger Loved SIU Crew

I have to thank all the good people on Delta Line's *Santa Maria* for providing me, my wife and children with nine memorable days on a recent voyage on this ship up to Vancouver and back.

To say we all enjoyed ourselves would be the understatement of the year. Everything went so well in every respect that it is difficult to properly express our feelings. Suffice it to say that we returned in an extremely happy and relaxed frame of mind—something that only a cruise of this nature can accomplish.

There was absolutely nothing during the entire voyage that we can fault. This was due mainly to the following outstanding crewmembers on the ship:

Cleveland Riley—Chief Purser. Always courteous, considerate, efficient and the perfect gentleman.

Harold and Beverly Buffa—Cruise Host and Hostess. They welcomed us on board in San Francisco, saw us off the ship and during the whole cruise worked endlessly to ensure the enjoyment of the passengers. They are a delightful couple.

Ursula Ibert—Asst. Head Waitress. Constantly moving around the dining room ensuring good service. Perfectly charming and a delightful lady.

Liz Watkins—Stewardess. Liz has to be one of the world's great characters—always cheerful, efficient and possessor of a great sense of humor.

Laurie Fairbanks and her assistant **Ann**—Gift Shop. Another two delightful ladies who mixed easily with the passengers and were always ready to offer good service.

Mark the Hairdresser who was always on time for his appointments and kept his salon ship-shape and tidy. A very pleasant and talented young man.

"Carleton"—Dining Room Steward. Obviously the crew member we came into contact with the most. He really was a major contributor to the enjoyment of the trip, and deserves a medal for his deft service at the table and his handling of four teenagers.

"Leon" and "Elmer"—Musicians. Our daughter, who has a natural gift for music, was greatly impressed by Leon's musical ability. He keeps a stack of index cards with the names of all the tunes he knows from memory and is able to play them in any key with ease. Both Leon and Elmer afforded us some great musical evenings.

"Leon" and "Paul"—Barmen. Once again, two gentlemen who did their work in a remarkably cheerful and efficient manner.

"Billy" and "Roberta"—Bar Steward and Stewardess. Billy, of course, must be world famous by now! We sailed with him in 1973 to Caracas, and his infectious laugh and cheerful manner has not changed! Roberta was also excellent at her job and has to be commended.

"Freddy"—Bedroom Steward. Always very prompt in making up the cabin which he kept spotlessly clean, and always on hand to serve as requested.

These are the people, then, with whom we came into contact. We realize there are others "behind the scenes" who also do magnificent jobs—the chefs, the bakers, the stewards, the butchers, etc. etc. etc., and it is impossible to name them all.

Finally, I must again convey my sincerest appreciation for everything, and it is hoped you will pass the contents of this letter along with my personal best wishes, to John Traina in San Francisco.

Sincerely,
Michael F. Maher
Los Angeles, Calif.

Seamen's Favorite Nurse Retires

May 29th, 1981 marked the last day of service, at the U.S. Public Service Hospital at Nassau Bay, Texas for Bernice Heyser, who has been a Nurse since 1942.

After 3 years in the U.S. Air Corps during World War II, Bernice worked in private hospitals until going to work for the Public Health Service 27 years ago. During her years in the hospital in Galveston, and upon its closing, in the new hospital in Nassau Bay, she has cared for thousands of seamen, fishermen, military personnel and many others. Without exception, every one of them remember her with deep affection.

Seafaring men, like most other people, dread hospitals, and I am no exception. During my many years sailing since 1920, I have been hospitalized in Australia, New Guinea, the Philippines, Japan, Korea, Hawaii, Argentina, Chile, Panama, South Africa, Greece, Italy, France and England, plus Marine Hospitals in San Francisco, New York, Norfolk, Baltimore and New Orleans. While they all managed to restore me to good shape, I cannot truthfully say I enjoyed them, and was always glad to be discharged.

Quite a contrast to the hospital in Galveston. During August 1962 I was involved in a marine accident in Port Neches, Texas and wound up in the old hospital in Galveston. I knew no one in Texas, and my ward was full of strange faces and I decided it was going to be a most dreary place.

After my surgery, the SIU Patrolman visited me and assured me that I would enjoy my stay, which might prove lengthy since I was badly injured. He told me that my regular nurse was away for a few days, but when she returned I would be most happy with her.

From his praise of this nurse, I judged she must be unusual indeed. I asked, "Are you in love with this person?" He replied, "Boyd, everybody here feels the same way. Seamen, Army, Navy, Mexican, Chinese, Black, White—everybody who knows her loves her and you will too!" All I could say was, "Maybe so, but I wish I could get out of here."

Mrs. Heyser arrived the next day and visited me, like she did all the others. I couldn't move in the tight cast and was totally miserable.

First advice she gave me was "Don't feel sorry for yourself. In no time I will have you in a wheelchair, and you can help me care for those who are 'Really sick.' I thought, 'Fat chance.' But in a few weeks she had me in a chair. She cared for me as if I were her own child, yet actually I was old enough to be her father.

Somehow, she managed to find tasks I could perform and soon was sending me to other wards to help those who couldn't help themselves. Jobs like writing personal and business letters, legal difficulties, Income Tax matters and all manner of personal problems. Instead of being lonesome and miserable, the time passed quickly and, before I realized it I had been there eight months.

The Doctors finally told me I could leave whenever I felt like it, and I knew it was time, but I doubt if I ever spent a happier, more contented 8 months in my entire life.

The Hospital in Galveston was much the same as all the others—best the big difference was **Bernice Heyser**. Just ask any of the many who have been under her care and they will agree it is true.

Wherever she goes, or whatever she does, thousands of her former patients will pray that her retirement will prove a most happy one. God knows she deserves the best and has faithfully earned it.

Fraternally,
Edward A. Boyd,
B-309, Retired
Alvin, Texas

'Couldn't Have Made It Without SIU'

My husband, Julien Noel, Jr. passed away recently. I want to thank the SIU membership and the Union for paying his bills. If it hadn't been for the SIU we couldn't have made it.

Sincerely,
Florence Noel
Port Barre, LA.

PL-480 Cargoes a Must to Keep U.S. Fleet Afloat

SNEAK attacks are a well-known military tactic. Going back to ancient history combatants have always tried to surprise their enemies by launching a battle when it's not expected—late at night or on a holiday.

But what makes good military strategy does not make good politics and the Congress of the United States has always conducted business above board. At least, until recently.

In early June, the Senate Agriculture Committee tried to launch a sneak attack on the stability of the U.S. merchant marine. By a vote of 10 to 4 the Committee ratified an amendment introduced by Committee Chairman Jesse Helms (R-NC) which would wipe out the requirement that 50 percent of government-generated cargoes under Public Law 480 must be shipped U.S.-flag.

In a single stroke such an amendment, if passed into law, would literally destroy a significant sector of the U.S. maritime industry. Yet the Senate Agriculture Committee voted it without giving notice to those who would be most directly concerned by the amendment's result. They voted without consulting with U.S. flag carriers who depend for their survival on PL-480 cargoes; without holding hearings on the measure; without even deferring to the Senate Maritime Committee which has primary Senate jurisdiction over maritime affairs.

The Helms amendment sought to eliminate the application of cargo preference laws to government cargoes under Titles I and II of PL-480. Right now, those laws require that "at least 50 percent of all government generated cargoes be moved on United States-flag vessels..."

Cargo Preference laws were enacted to fulfill the intent of the Merchant Marine Act of 1936. That Act says that the United States must have a merchant marine capable of carrying a substantial portion of our foreign trade and able to serve as a military auxiliary in time of war or national emergency.

For many U.S.-flag vessel operators—particularly those in the already-struggling dry bulk fleet—government cargoes are what keep them afloat. Many U.S. carriers use PL-480 cargoes to top-off their commercial loads and it is the government cargo which provides those operators with their crucial margin of profit.

At this time, government cargoes—particularly agricultural products destined for underdeveloped nations—amount to over a quarter of a billion dollars in revenues for U.S. operators per year. And that represents only 50 percent of PL-480 cargo totals. Because U.S. Cargo Preference Laws only

guarantee 50 percent of those cargoes—which are paid for 100 percent by American taxpayers—to American ships.

As soon as word of the Senate Agriculture Committee's action leaked out, SIU President Frank Drozak along with other U.S. maritime union leaders and the chief officers of a half dozen U.S. shipping companies who make up the Council of American-Flag Ship Operators, sent a letter to President Reagan.

That letter, which was followed-up by a meeting with the President on June 11, stated clearly that "to permit recipients of our foreign aid to route such cargoes exclusively on foreign ships would... cause a disastrous loss of business for U.S.-flag operators, already beset by severe economic problems."

"The diversion of PL-480 cargoes to foreign ships," the letter continued, "will deny U.S. carriers freight revenues... that exceed the current annual net income for all U.S.-flag carriers in the foreign trade."

The letter warned, in no uncertain terms, that if the Helms' amendment was not stopped "the dry bulk fleet and a number of the nine remaining U.S.-flag liner companies will



probably go out of business."

Sen. Helms and the majority of the Senate Agriculture Committee may not care if a substantial part of the U.S.-flag fleet disappears but fortunately President Reagan does care. So does Secretary of Transportation Drew Lewis. And based on assurances from the Administration, we are confident that the Helms amendment will end up where it belongs—on the trash heap.

However, we are putting the Senate Agriculture Committee on notice—upfront—that should they decline to agree with President

Reagan's statement that "a major goal of the United States must be to ensure that American-flag ships carry an equitable portion of our trade..." then, they're in for a fight.

Because U.S. maritime labor and industry are in accord in our belief that a minimum of half of this nation's aid cargoes must be carried on this nation's ships.

The United States needs a merchant fleet. And we will not allow the Senate Agriculture Committee—or anyone else—to jeopardize the nation's commercial or security interests by weakening that fleet.

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO		
389	Executive Board	Frank Drozak President
Joe DiGiorgio Secretary-Treasurer	Ed Turner Executive Vice President	Leon Hall Vice President
Angus "Red" Campbell Vice President	Mike Sacco Vice President	Joe Sacco Vice President
Ray Bourdus Assistant Editor	George McCartney Vice President	Marietta Homayonpour Assistant Editor
Don Rotan West Coast Associate Editor	James Gannon Editor	Max Siegel Hall Assistant Editor
Frank Cianciotti Director of Photography / Writer	Edra Ziesk Assistant Editor	Dennis Lundy Photography
Marie Kosciusko Administrative Assistant		George J. Vana Production / Art Director

Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 459-6600. Second Class postage paid at Brooklyn, N.Y. (ISSN 0016-2047)

**RESERVE
A SPACE**



LOG

FOR THE FUTURE



**DON'T LET OUR SECURITY
RUN OUT**

**50¢ A DAY IS ALL IT TAKES
Sign the SPAD check-off today.**