

# LOG

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## U.S. Maritime's Future Keyed to Boggs Bill



Rep. Lindy Boggs (D-La.) said her bill would change the nation's maritime policy "in order to rebuild the American merchant marine."



The Boggs Bill is "the most efficient way I know to preserve the future of the U.S. merchant marine," SIU President Frank Drozak told the House.

### Hill Hearings Open on New Cargo System

By Mike Hall

If the U.S. does not adopt a national maritime policy in line with the realities of the shipping world, the American-flag fleet could be nothing more than an ancient mariner's memory.

That is what dozens of witnesses told the House Merchant Marine Subcommittee during two days of hearings on H.R. 1242, the Competitive Shipping and Shipbuilding Act of 1983, also known as the Boggs Bill (see accompanying box).

"Providing cargo for U.S.-flag vessels is the most efficient way I know to preserve the future of the United States merchant marine. There is no other way. We have tried everything else and nothing has worked," SIU President Frank Drozak testified.

Witnesses in support of the bill included representatives from labor, management, shipping companies, shipyards, farmers, suppliers and members of Congress. Several groups slammed the proposal, mostly representatives of large oil companies, foreign-flag shippers and coal exporters.

However a statement by a  
(Continued on page 4.)

### SIU Gets Back Pay and Full Seniority for Member

## ACBL Deckhand Wins Job Rights

An impartial Louisville, Ky. arbitrator recently ordered the reinstatement back to work with full seniority and back pay to a fired American Commercial Barge Line's (ACBL) Inland Tugs Co. lead deckhand.

The deckhand, Rick Gantly of the towboat *J.H. Bobzien*, was fired last summer for allegedly allowing unauthorized personnel to board the layed-up boat at Harahan, La. in violation of company rules and policy.

The arbitrator, Edwin R. Render, handed down his decision at a hearing in Louisville on Jan. 27 after weighing evidence, briefs and cross-examinations of witnesses ruling that

Gantly was fired "without reasonable cause."

At the time of the firing on Aug. 29, 1982, the SIU and Inland Tugs had no contract in force with one another as it had expired on Dec. 30, 1979. The next day, the SIU struck ACBL's 75 boats! ACBL fired the picketers so the SIU filed an unfair labor practice charge with the National Labor Relations Board. (The NLRB last month found ACBL guilty of massive unfair labor practices, and ordered the reinstatement of all SIU Boatmen.)

Brother Gantly began working for Inland Tugs (ACBL) in December 1978, according to the hearing testimony. He struck,

too, but was rehired in April 1981.

On Aug. 20 he reported to the *J.H. Bobzien* to Capt. Carl Shelton who testified that he told Gantly not ". . . to have visitors aboard without permission." Gantly denied he was told this.

On Aug. 29 the captain fired Gantly for bringing a visitor aboard the boat without getting his permission.

One company rule states, "No wives or family are to be allowed aboard the boats during this interim period" (layup time).

In their testimony, SIU representatives contended that Gantly was not adequately in-

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# President's Report:

## New Legislation Is Essential for Survival Of Merchant Marine

SIU President Frank Drozak had some grim maritime statistics for his audience of senior executives and maritime operations officials on April 22 at the annual Tulane University Foreign Trade Institute program in New Orleans.

The active privately-owned U.S.-flag fleet dropped from 2,332 ships in 1946 to a mere 466 vessels in January 1983. Despite an increase in U.S. oceanborne trade of almost 600 percent in that same period, the percentage carried on U.S.-flag ships dropped from 62 percent to less than 4 percent today. And maritime jobs dropped from a 1946 high of 115,000 to about one-tenth of that in 1983.

**“...The mandate for a strong and competitive U.S.-flag fleet goes back to the very beginning of this great nation...”**

Drozak reviewed the history of the U.S. merchant marine—its past glory, its present decline, and its promise for the future. . . “if we act now.”

“The mandate for a strong and competitive U.S.-flag merchant fleet goes back to the very beginning of this great nation,” he said. “Congressional recognition of the need to develop comprehensive maritime policies has existed since 1789 when one-third of the laws passed by

the first Congress were maritime laws.”

He noted that the two major foundations of modern maritime policy are found in the Merchant Marine Acts of 1920 and 1936, the latter stating that the U.S. do “whatever may be necessary to develop and encourage the maintenance of such a merchant marine.”

But if that was the policy, Drozak said, this nation has certainly not adhered to it.

Further aggravating the decline of the U.S. merchant marine, he added, is the condition of U.S. merchant ships. The average age of the U.S. liner fleet is 17 years old—quite a bit older than those of our leading competitors. And most of these ships are inefficient and steam-powered. Only 19 are dry-bulk ships (mostly WWII holdovers); foreign ships carry 99 percent of U.S. bulk cargo.

These statistics, Drozak pointed out, are hardly those of a merchant fleet which can carry the greater portion of our commerce or be able to serve as a U.S. naval or military auxiliary force in the event of a war.

“It is unfair,” Drozak said, “that too few people realize that the merchant marine is not just one more industry. It is a central component of our defense structure.”

He commented that there are many reasons for the decline of the U.S. merchant marine but that one of the most important is our government's failure to



Former SIU Port Agent Buck Stephens (left) joins SIU Vice President Joe Sacco (center) and SIU President Frank Drozak at a reception during the Foreign Trade Institute meeting in New Orleans.

act realistically in response to shipping policies of other nations.

“To gain these benefits in a highly competitive world market,” he said, “many nations have resorted to subsidies, tax incentives, preferential financing and cargo reservation laws designed to give their fleets the

**“...Our national economy has become dependent on foreign transportation...”**

competitive edge.” France, Venezuela, Mexico, Japan and Korea all provide such incentives, but “a more dangerous threat to the U.S. flag-fleet,” Drozak continued, “comes from the state-owned fleets of socialist and communist nations for whom economic success is secondary to their social, political and military goals.”

Drozak pointed specifically to the Soviet Union's merchant fleet which has more than doubled in size in less than 20 years. It now contains 2,456 vessels. The USSR's fleet ranks sixth in size in the world (compared to its 23rd place ranking after World War II). Even more alarming, Soviet officials recently announced that the Soviet Union will build 250 new cargo vessels between now and 1985, of which 170 will be dry-bulk ships.

Drozak put this into perspective: “Between June 1980 and July 1981, there were four times more Soviet dry-bulk vessels carrying cargo to and from the United States than there were U.S.-flag dry-bulk vessels. This graphic statistic illustrates the extent to which our national economy, and the importation of raw materials which fuel its industrial sector, has become dependent on foreign transportation that may not always be available.”

While other nations are increasing their support for their national-flag fleets, the United States is reducing such support. This reduction is being justified by the Reagan administration in the name of “free trade.” “The argument,” Drozak said, “is that with the removal of assistance by the federal government, the U.S.-flag fleet will have to modernize and become more efficient in order to compete successfully against foreign-flag fleets.”

Unfortunately, he stated, this is not always the case, for when the U.S. takes positive steps toward becoming more competitive, the foreign governments step up their own support.

“It is difficult to understand the maritime policies of the current administration,” Drozak said. As a candidate, Ronald Reagan appeared to be concerned about the state of our

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# LOG

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# House, Senate Consider Alaskan Oil Testimony

More than half the House of Representatives supports the SIU-backed efforts to keep Alaskan oil for domestic use and continue its export ban. The latest headcount from the House shows 202 members from both parties have agreed to cosponsor H.R. 1197, also known as the Wolpe-McKinney Amendment.

In addition, others have agreed to support it on the floor. The bill retains the section in the Export Administration Act which bans, except under very limited circumstances, the export of Alaskan North Slope oil.

The Reagan administration version of the act, which has been introduced in the Senate would remove the restrictions. While the House battle appears to be secure, support in the Senate for the export restriction is also building, according to reports.

## Hearings Are Held

Both houses held hearings last month on the issue. The current act expires in September. Under H.R. 1197 the export of the oil could only be permitted with the approval of both Congress and the president. Under the administration's proposal, the president would have more of a free hand to export the oil.

Labor, industry and consumer representatives testified during both the House and Senate hearings.

"The export of Alaskan oil does not make sense," SIU President Frank Drozak told the House Subcommittee on International Economic Policy and Trade.

"It does not make economic sense, since it will cost the federal government and the American consumer billions of dollars and throw thousands of Americans out of work. It does not make sense for our energy security, since it will increase our foreign oil imports by up to 15 percent, with the oil likely to come from OPEC sources. It does not make military sense, since it will result in the destruction of an important sector of our military sealift capability," Drozak said.

A study by Robert Nathan Associates for the American Maritime Association outlines some of the figures on employment loss, consumer costs and other problems with exporting

Alaskan oil to Japan.

The study estimates that some 300,000 barrels a day would be exported if controls were lifted. That amount of oil translates into 700,000 deadweight tons of tanker capacity. Those figures mean at least one-third of the current Alaskan Jones Act fleet would be displaced. The study estimates a revenue loss of about \$325 million a year to the domestic maritime industry.

## Job Losses Would Soar

The employment losses, according to the study, would include some 1,600 seagoing maritime workers tossed out of their jobs and an additional 6,000 to 7,000 workers engaged in related industries would also be out of work.

"Alaskan oil has helped strengthen America's energy security. Since 1973 the U.S. has sought to increase national energy self-reliance. That policy has already seen a dramatic reduction in our reliance on imported oil and an increase in our capacity to develop and make use of domestic supplies of oil. Alaskan oil has played an important role in this success," said Howard Marlow, associate director of legislation for the AFL-CIO and coordinator of the Coalition to Keep Alaskan Oil.

(Continued from page 2.) merchant marine and promised action. He even endorsed the key to any truly effective maritime policy—a national cargo policy. "The major goal of my administration," candidate Reagan said, "will be to assure that American-flag ships carry an equitable portion of our trade." Those were his promises. The question remains, however, as to what the U.S. can do.

The answer, Drozak said, lies in the leadership of our

**... Foreign ships carry 99 percent of U.S. bulk cargo. . ."**

congressmen and congresswomen—such as Rep. Lindy Boggs (D-La.) who has introduced the Competitive Shipping and Shipbuilding Act of 1983 (H.R. 1242), Sen. Russell Long (D-La.) who is cosponsoring the Senate version of this bill, and

For the record: It was the SIU that took on the Cabinet Council and won this fight last year. It was the SIU's effort that brought the AFL-CIO into this fight. Lane Kirkland assigned a full-time representative to coordinate this important legislative battle.

While proponents of the oil export claim it would eventually lower petroleum costs to consumers by allowing the "free-market" to set prices, others disagree.

Under current law, exports would be allowed if several situations were met, including consumer protection and benefits, plus the continuation of the nation's energy security. Administration supporters claim there are provisions in several different laws that would supposedly protect the public.

Rep. Wolpe (D-Mich.) voiced strong disapproval of the administration's attempt to remove consumer considerations from the question.

"No other statute protects consumer interests. When this fact was pointed out to Mr. (Lionel) Olmer (an administration spokesman) and he was asked if the consumer test was appropriate, he responded that it was not. When pressed further on the issue, Olmer admitted that the administration believed

the consumer benefit criteria could not be met and therefore was proposing to delete the requirement," Wolpe said during the hearings.

Drozak outlined the effect the exports would have on the nation's defense capability. He pointed out that the British fleet used in the Falkland Islands conflict was 75 percent privately owned, with civilian crews.

"Finding enough of the right type of fuel to support an overseas deployment and finding enough of the right type of U.S.-flag tankers to transport it is a new headache for military planners," Adm. Kent J. Carroll, commander of the Military Sealift Command said.

"The majority of the tankers engaged in the Alaskan oil trade are those small tankers that Adm. Carroll is talking about. The nation cannot afford to lose them," Drozak said.

He pointed out that if the oil was exported it would probably be carried on only six super-tankers, which are not useful for defense purposes and the ships now in the trade would probably be scrapped.

Full committee mark-up of the Export Administration Act is expected soon and then it will go to the floors of both houses for a vote.

## President's Report: A Message to Industry

the many co-sponsors and active supporters in both houses of Congress.

This pending legislation would require that by 1990, 20 percent of all U.S. bulk cargo must be carried on American-flag ships built in American shipyards and manned by American crews. The law would be phased in over a 15-year period, beginning with 5 percent of cargoes in 1984 and increasing 1 percent each year until the 20 percent level has been attained. But it is also tied to a provision which calls for a 15 percent reduction in the costs of constructing and operating the ships. "We, for our part," Drozak said, "are prepared to make such reductions."

## It Is Also a Jobs Bill

This legislation would also create construction jobs; a minimum of 158 new vessels would have to be built in U.S. shipyards by 1999. The act would also create thousands of jobs

aboard ships, in shipyards and in allied industries. Most important, Drozak pointed out, is that it would generate new federal and state revenues by put-

**... Passage of HR 1242 and S.1000 is essential if the merchant marine is going to have a future. . ."**

ting people back to work, and "it would provide a major addition to our national security assets at no cost to the taxpayer."

In his concluding statement, Drozak commented that passage of this legislation is essential if the U.S. merchant marine is to have any future. "We know that [congressional] passage will not be easy," he said. "We've tried everything else and it has failed. . . I would urge you to do everything you can to bring about [its] support."

# Boggs Bill Would Lift Economy and Boost Defense

(Continued from Page 1.) representative of the Chemical Manufacturing Association which predicts dire employment and economic consequences was called "a narrow, self-serving presentation" by subcommittee Chairman Mario Biaggi (D-N.Y.).

Proponents of the bill outlined the thousands of jobs which it could create, the defense benefits and the costs.

"We have no illusions . . . The capital and operating leverage of foreign-built, foreign-flag shipping, in virtually every case government-inspired and government-aided, is a reality and must be dealt with realism," David Klinges, chairman of the Shipbuilders Council of America said.

"Without some kind of action, we can predict with certainty the demise of the merchant marine," Biaggi said.

Drozak noted that since 1920, the nation's leaders have called for a strong, privately-owned merchant marine and at times legislation supporting the fleet has been approved. But little has been done to help the current and serious decline of today's fleet.

## Lots of Talk, Little Action

"I've always heard this is a vital national need, everyone agrees, but there has been so little action. If there is such a broad based consensus, it must be addressed," said first term Rep. John McKernan (R-Maine).

Currently the U.S. fleet is below 500 ships for the first time since the nation became a seapower. From September 1981 through 1982 1,400 seafaring jobs

vanished and shipyard employment dropped almost 30 percent.

In addition, the last 10 years has seen the U.S. bulk fleet drop by half, to about 40 ships, and those ships carry less than 4 percent of the nation's bulk imports and exports. At the same time, more than \$5 billion was paid to foreign shippers to carry American exports and imports. At one time the Soviet Union was carrying more U.S. foreign commerce than U.S. ships were.

All those trends can be reversed, witnesses said. Opponents called the cargo reservation policy "protectionism" and contrary to the nation's so-called free market stance.

## Free Trade Is a Myth

"Free maritime trade is not possible in today's environment. Every maritime nation supports its merchant marine with one or more forms of direct or indirect subsidization, and most have some sort of cargo reservation," Donald E. Ridley, senior vice-president of the Bird-Johnson Company, a member of the Allied Industries Committee of the Shipbuilders Council of America said.

"American ships are forced to compete for world trade in an environment that works more like dirty pool than a free market," Herbert Brand, chairman of the Transportation Institute testified.

Brand cited foreign governments' support for their shipbuilding industries, their fleets, and cargo reservation policies of dozens of nations.

Drozak said that other governments are increasing their support for their fleets at a time when voices are heard in the

## An American Farmer Speaks Out For American Merchant Marine



Louisiana farmer Roger Beall testified in favor of the bill.

U.S. government to cut back, such as the elimination of construction and operating subsidies, all in the name of the free-market system.

"Even when the U.S. fleet takes positive steps to become more competitive, foreign governments step up their support of their own fleets, so it leaves the American-flag merchant marine in a no-win situation," he said.

## Piecemeal Won't Work

While acknowledging some of the legislation which has been enacted in bits and pieces over the years to help the merchant marine, Drozak said that kind of "piecemeal" approach will not solve the problems.

"It's like giving a transfusion to a dying patient—it only means living another day. What is needed is an overall comprehensive policy that will address

"I come here today as an American farmer who is tired of being misrepresented by these big agri-business organizations and who believes a strong merchant marine is important to all Americans," Roger Beall, who runs a 500-acre farm in Louisiana, testified.

He said the decline of the merchant marine and the working farmer is tied to a single factor, the lack of a national policy for either group. Pointing to the cost reduction mandates carried in the Boggs Bill he said he did not believe the costs of shipping farm products overseas would cut into the farmers' income.

the problems facing the U.S. merchant flag fleet in a coordinated, efficient manner. . . . The key to the bulk side of that policy is the passage of H.R. 1242," he said.

Estimates show the passage of the Boggs Bill could create more than 100,000 jobs. More than 18,000 jobs would be created in shipbuilding and supply manufacturing, about 9,000 jobs onboard ships, plus about 112,000 additional jobs will be created in the rest of the economy. In addition, Drozak said more than 200,000 current jobs would be saved in maritime related industries.

According to a Defense Department study a major increase in the nation's shipbuilding activity would mean more jobs in mining, steel mills and foundries along with industries such as fabricated metals, pipes, valves, machinery, propulsion and semi-conductors.

Along with the new jobs, Drozak said substantial tax revenue, about \$52 million a year, could be generated with the passage of the Boggs Bill, plus the fact there will be fewer government expenditures for items such as unemployment, food stamps and social programs.

## Another Myth Exploded

Opponents of the Boggs Bill claimed that the high cost of American ship construction and crews makes it impossible for the U.S. to ever compete with foreign fleets.

(Continued on Page 5.)



A group of SIU upgraders attended the Boggs Bill hearings to see first hand how the legislative process works. The group is shown in the Merchant Marine hearing room with SIU legislative representatives Liz DeMato and Mark Reihl.

# Unions, Industry Pledge Help, Seek No "Free Rides"

(Continued from Page 4.)

"They're giving away ships right now to just keep their yards open," Klinges said of foreign shipyards.

He also noted that the bill calls for a 15 percent reduction in construction costs of American vessels.

"Shipbuilders would be required to reduce costs and improve productivity. Given the building program implicit in H.R. 1242 and assuming an orderly acquisition procedure to promote the economies of scale which go with serial construction in units of 10 ships per contract per yard, U.S. shipbuilders are prepared to accept this challenge. We are not hesitant on this point," he said.

Most shipyards today receive orders for one ship, which makes the price of everything, from the huge propellers to a small specialized gasket more expensive than they would be if they were bought in volume.

As far as crew costs, Drozak pointed to the Union's new dry-bulk contract which reduces manning costs by some \$1,358 a day or 21.1 percent. He also noted the SIU and MEBA-District 2 have agreed over the years to reduced manning levels. Experiments are under way with a three-crew/two ship concept, instead of the four-crew/two ship levels that have been maintained in the past.

While admitting that a simple 15 percent reduction in the construction and operating costs would not bring American ships in line with some foreign competitors, several witnesses said that there would be other ways to reduce costs.

Many U.S.-flag ships are forced to sail with cargoes to a



One panel of witnesses testifying in favor of the Boggs Bill included Capt. Joseph C. Fox, of the American Maritime Officers Association, Capt. Peter Johnson of Pacific Gulf Marine Inc., Herbert Brand, chairman and Peter Luciano executive director of the Transportation Institute.

distant port only to return empty, because they have no backhauls. But with the mandated import level, return cargoes would become available.

## A Sensible Solution

"For the first time American-flag ships will have the benefit of backhaul cargo. That does as much to reduce rates as anything," said Peter Luciano, executive director of the Transportation Institute.

Shipowners determine their rates on how much money they must make to meet their obligations and make a profit. If they know their ships may make only one or two one-way voyages a year, they set their rates accordingly, explained Raymond T. McKay, president of District 2-MEBA.

Instead of fighting for 10,000 tons here and 10,000 tons there, the operator will know there is cargo available. In other words, he said, the more cargo he hauls, the more revenue he makes and the more he can reduce his rates.

Also modern shipbuilding techniques and new technology will make a dent in the costs.

Drozak pointed to the new SIU-contract at *Jade Phoenix*. The modern coal-fired ship quoted a \$54 per ton rate on grain from the West Coast to Egypt, in line with the price of foreign ships.

## Need for Sealift Capability

Aside from the commercial aspects of the bill, the nation's defense capabilities would be dramatically improved, witnesses said. Because of the shrinking fleet, military experts have said the nation does not have the sealift capacity to operate in time of military emergency.

Ships are expected to carry some 90 to 95 percent of war materials in any future conflict, according to the Defense Department plans.

"It is extremely dubious that the existing U.S.-flag merchant fleet will be able to provide the necessary sealift requirements," Rep. Charles Wilson (D-Texas) told the subcommittee.

"Direct U.S. involvement in such a conflict would require the use of over 400 general cargo carriers and dry-bulk vessels. Even counting the antiquated vessels in the National Defense Reserve fleet, the United States would still experience a shortfall of over 200 ships," Joseph C. Fox, executive director of the American Maritime Officers Services testified.

Not only is there a lack of ships, trained crews are not available to man them, Brand explained.

"With a dwindling merchant marine under the American flag—and thus fewer job opportunities—highly skilled young men who might have become merchant seamen have had to look elsewhere for employment.

What has resulted then is an aging corps of American merchant sailors, who now average 56 years of age. With many close to retirement and others who may be physically unable to serve under wartime conditions, the United States may find itself almost totally reliant upon foreign shipboard personnel," Brand said.

## National Defense At Stake

Currently foreign ships carry the majority of the raw materials the nation needs for industrial and defense security. There are at least 10 minerals essential to the national economy and America's defense mobilization base on which the United States is import-dependent over 90 percent of the time, and 20 or more such minerals for which the foreign sources satisfy at least half of America's needs, Brand said.

"In a world of rapidly changing political climates, I do not believe that we as a nation can trust our life line of imported strategic minerals to ships flying flags of countries whose national interests may not always coincide with ours," he added.

One of the major groups which opposes the Boggs Bill is the big business agricultural community. They claim the bill would force them out of business by requiring the use of American ships to export their goods. But two working farmers testified that they didn't believe that.

## SIU's Schulman Is Nominated to N.Y.-N.J. Port Authority

Howard Schulman, SIU general counsel and MTD counsel, was nominated this month to be a member of the N.Y.-N.J. Port Authority by N.Y. Gov. Mario Cuomo.

The governor's nomination must be confirmed by the N.Y. State Senate in Albany, N.Y., the capital.

Schulman, senior partner in the law firm of Schulman, Abarbanel and Schlesinger of New York City, had been a member of the N.Y.-N.J. Port Authority from June 1977 to July 1981 having been nominated by former N.Y. Gov. Hugh L. Carey.

The nominee has been SIU counsel since 1961 and MTD counsel since 1958.

## This is what the Boggs Bill does:

1. Mandates a minimum 5 percent U.S.-flag requirement for all the nation's imports and exports.
2. Increases that requirement by 1 percent a year until 20 percent of the nation's imports and exports are carried by U.S. ships.
3. Requires a 15 percent reduction in both construction and operating costs of U.S. ships.
4. Allows the Secretary of Transportation to determine fair and reasonable rates for U.S. ships. If these rates cannot be met shippers would be free to use foreign vessels.
5. Calls for the construction of between 168 to 258 new bulk vessels to meet the demand for American bottoms.

This is what the Boggs Bill costs the United States government and the American taxpayer:  
\$00.00

# Seafarers Overpaid? Not Hardly Drozak Tells Hill

It was time to set the record straight on Capitol Hill. Representatives from several seagoing unions, including SIU President Frank Drozak, blasted the concept that U.S. merchant seamen are overpaid and underworked.

The controversy began in early April when a top Navy official claimed one of the major reasons for the poor shape of the nation's merchant marine was the cost of shipboard labor. That hearing was before the House Subcommittee on Seapower and Strategic and Critical Minerals and basically was concerned with the country's emergency sealift capabilities.

During those hearings it was pointed out that the U.S. merchant fleet would have difficulty meeting the needs because it is shrinking, aging and laid up.

"The primary reason for the decline of merchant marine is crew costs . . . Union work rules are largely responsible for these high crewing costs," Admiral J. Kent Carroll of the Navy's Military Sealift Command told the subcommittee.

## . . . Phenomenal gains in productivity—many times greater than other aspects of transportation . . .

"It seems to me that in terms of monetary reward for the seafaring trade being excessive is much like the suburban homeowner believing his neighbor's grass is always greener," Drozak said.

"Many people believe that the unlicensed seaman works but six months and is on vacation for the balance of the year. In reality however, the SIU member ships out an average of 210 days a year. While aboard ship he works between 10 and 12 hours a day, seven days a week for the entire period of his employment," he said.

In addition to the hours, Drozak and others pointed out that most ships no longer linger about ports waiting to load or unload cargo because many ships have turn-around times measured in hours not days. Also many ships spend as much as 75 percent of their time under way.

"The popular notion that all sailors spend their time resting in the United States.

idly in some romantic port in a distant part of the world" is not true, Drozak said.

Many critics of the U.S.-flag fleet compare American wages and benefits to those of other countries to support their claims of "high wages."

"Does he (Carroll) think U.S. seamen should adopt the standard of living that exists in Korea? If Admiral Carroll held his present rank in the Korean Navy his annual salary would be less than \$15,000," Jesse M. Calhoun, president of the National Marine Engineers Beneficial Association testified.

"Foreign labor costs, especially those in the lesser developed countries cannot be matched by the American merchant marine," Drozak told the subcommittee.

He pointed out that in the more developed countries with higher seafaring wages, other benefits are available to foreign sailors which do not show up in onboard labor costs such as income tax breaks, cradle-to-grave medical care and other government benefits which do not exist

Also, a recent General Accounting Office study showed the average American merchant sailor earns less than a Japanese unlicensed seafarer, by more than \$300 a month.

In addition to seafaring wages, Drozak said that wages of almost all American occupations would be higher than in foreign countries. American doctors make more money, American pilots make more money, American military personnel make more money than their foreign counterparts.

"Why is maritime labor looked on as somehow unique?" Drozak asked.

Robert J. Lowen, president of the Master, Mates and Pilots told the committee that contrary to claims, the U.S. merchant marine is not over-manned or feather-bedded.

He cited the reduced manning scales his and other unions have agreed to during the past several years. In addition he defended

the merchant marine vacation plans and pay which many have called excessive, not understanding the nature of seven-day-a-week shipboard labor.

On one hand, he said, some complain about the high cost of vacations and labor and yet John Sawyer, assistant secretary of the Navy agrees it leads to better "surge" or emergency sealift capacity by making more crews available.

"You can't have it both ways," Lowen said.

## . . . The popular notion that all sailors spend their time resting idly in some romantic port in a distance part of the world is not true . . .

But as Drozak said, even today the country is watching its shipbuilding base decline.

"We are staking our nation's sealift capabilities on overseas suppliers whose ability or desire to provide needed replacement parts or repairs to U.S.-flag merchant ships in times of global conflict is questionable . . . We are undermining our shipyard mobilization base," he said.

The federal government has begun programs to promote the growth of the Navy, but little has been done to help out the merchant marine.

"Only when we allow our merchant fleet to become a healthy first arm of commerce will it be a healthy fourth arm of defense," Drozak said.

In the effort to improve the commercial and defense posture of the merchant fleets, Drozak and the others called on the Congress to support:

- the Defense Department's transfer of non-combatant support ships to private sector operations;
- the passage of H.R. 1242 and S 1000, the Competitive Shipbuilding and Shipping Act of 1983;
- adoption of the UNCTAD Code of Conduct for Liner Conferences which establishes a 40-40-20 international cargo sharing agreement; and
- bilateral shipping agreements.

Following the testimony and a question and answer session, several committee members proposed a joint panel of labor,

industry and government officials to develop a master plan for U.S. merchant shipping and its defense role. However no action was taken.

Drozak testified about the SIU's and District 2-MEBA's history in adjusting crew sizes to technology including:

- adjusting crew sizes on the Falcon/Columbia tankers;
- initiating a three crew, two ship concept where three crews rotate between three ships on a regular basis; and

- developing a new bulk ship contract reducing crew costs to a minimum of 20 percent savings in shipboard labor costs.

The old T-2 tanker, 38,000 dwt, had a total crew of 42. But as Drozak pointed out, the crewing of the 390,000 ton *Atlantic* and *Pacific* supertankers has been reduced to some 28 licensed and unlicensed crewmembers.

Productivity has also gone up during the past decade. Calhoun said three times more cargo per billet is now moved in commercial dry cargo ships today than in 1970. This indicates a phenomenal gains in productivity—many times greater than any other aspect of transportation," he added.

While much of the testimony centered around explaining the work of the American merchant sailor, all the witnesses agreed that much must be done to improve the status of the U.S.-flag fleet, not only as a commercial fleet, but also as a naval auxiliary.

Even though the maritime industry is ready and willing to serve the nation's defense needs, Drozak said, the lack of "full support of the legislative and executive branches" in the past have hindered the growth and health of the fleet.

"One could wonder, judging by the present condition of the U.S. maritime industry, whether we are even included in the nation's long-range economic and military plans," he said.

## Congresswoman Lindy Boggs

Corinne Claiborne Boggs—fondly known as "Lindy"—is an active supporter of the American maritime industry and a personally great friend to the SIU. Mrs. Boggs is the author of the Competitive Shipping and Shipbuilding Act of 1983, H.R. 1242.

In a recent "Dear Colleague" letter circulated to the members of the House of Representatives, Rep. Boggs wrote:

"I believe H.R. 1242 will help support and maintain two of this nation's most valuable yet overlooked assets: the American merchant marine and the shipbuilding mobilization base.

"Until the question of cargo generation is resolved, there can be no meaningful U.S. maritime policy. Absent a rational method of cargo reservation, such as has been in effect in other major trading countries for some time, there can be no meaningful impetus for bulk shipping under the American flag nor can there be any stable demand for merchant ships constructed by American workers.

"Without this legislation, commercial ship construction in the United States will continue to decline as will our bulk cargo fleet. This nation cannot survive and prosper without the ships and shipyards necessary to support national defense and our industrial economy."

Mrs. Boggs was elected to Congress on March 20, 1973 in a special election called following the disappearance of her husband, House Majority Leader Hale Boggs, who was lost in a flight over Alaska in October 1972 while campaigning for freshman Congressman Nick Begich.

Boggs represents Louisiana's Second Congressional District which includes part of the city of New Orleans and extends to the Gulf of Mexico. The congresswoman is a member of the influential House Appropriations Committee and sits on its subcommittees on Energy & Water Development and on HUD/Independent Agencies.

In her 10 years in Congress,

"BRAVERY NEVER GOES OUT  
OF FASHION

*The Four Georges (1860), George II*



Rep. Lindy Boggs (D-La.)

Lindy Boggs has attained numerous firsts: She is the first woman elected to Congress from Louisiana, and in 1976 she chaired the Democratic National Convention—thereby becoming the first woman to chair the national convention of a major American political party.

Presently, Boggs serves on the executive board of the Congressional Caucus for Women's Issues. In an article on women's issues of April 23, 1983, *Congressional Quarterly* recalled, "With her courtly, gentle manner, Lindy Boggs is able to use her contacts to accomplish things in the House of Representatives that some younger women could not. For example, Speaker Thomas P. O'Neill Jr. (D-Mass.) will see her whenever she asks, which is not often. It was Boggs who got O'Neill to number the ERA as H.J. Res. 1 this year. 'The leadership can't say no to her,' said another female Democrat."

About women in politics, Mrs. Boggs says, "When women enter politics, they must bring the womanly attributes of feeling compassionate, of having an extra dimension to give. If we leave behind the humane dimension, we aren't adding anything new."

Mrs. Boggs is a dynamic, dedicated public servant who energetically works for the "good of all the people." The Seafarers International Union is proud and honored to continue its working relationship with this "gentle lady from Louisiana."

## Senator Paul Tribble

Senator Paul Tribble, the junior senator from the state of Virginia, has demonstrated, once again, his concern for America's maritime industry with his recent introduction of S. 1000, the Competitive Shipping and Shipbuilding Revitalization Act of 1983.

"Our merchant marine and our shipbuilding base are essential to a strong national defense. Without sufficient merchant vessels in our fleet and without



Sen. Paul Tribble (R-Va.)

Subcommittee on Federal Urban Credit.

In a recent interview, Tribble expressed his thoughts on the

*"There is tide in the affairs of men,  
Which, taken at the flood, leads on to fortune;  
Omitted, all the voyage of their life  
Is bound in shallows and in miseries."*

Julius Caesar, Act IV.

the ability to construct and repair large numbers of these vessels quickly, our ability to re-supply our defense effort in times of conflict will be lacking. The security of our nation depends on our maritime industries.

"Many of our trading partners have developed bulk cargo reservation policies. Many less developed nations intent on becoming maritime powers have made a direct policy link between increasing trade and building a powerful merchant fleet. This bill, S. 1000, represents the innovative approach that today's problems demand."

Prior to his election to the United States Senate, Paul Tribble served as a member of the House of Representatives from Virginia's 1st District for six years. While in the House, he was a member of the House Merchant Marine and Fisheries Committee where he had an exemplary record.

Winning election to the United States Senate from Virginia in November 1982, with the strong backing of the SIU, Sen. Tribble is a member of the Senate Commerce, Science and Transportation Committee and its Merchant Marine Subcommittee. The senator also serves on the Banking, Housing and Urban Affairs Committee where he is the chairman of the Banking

U.S. economy and exports: "As never before, America's economy depends on the economy of other nations. We are part of a global economy that poses new challenges and new opportunities to us. The Congress must take steps to ensure that we can compete effectively in world markets. The time for complacency is long past.

"We need to be tough-minded in negotiations with our trading partners so that American products have access to foreign markets. We must improve one of the weakest links in our export chain—our ports. Much of our share of world trade depends on our bulk exports—especially coal and grains. Right now, America's ports are too shallow to accommodate the large ships used in bulk trading. If we are to remain competitive, we must take prompt action to increase the depth of our ports. And the federal government must take the lead. This is a national problem and it requires a national solution.

"Responding to these sweeping economic changes will not be easy, but it is necessary. The prosperity and jobs of Americans requires that we move ahead rapidly."

SIU will continue to work with Sen. Tribble in pursuing solutions for revitalizing the American merchant marine.

# Teachers Need Better Wages and Protection From Violence

The following interview with Albert Shanker, President of the American Federation of Teachers appeared in a recent edition of U.S. News and World Report.

**Q Mr. Shanker, why are teachers under so much fire now?**

**A** Not so long ago, many people in the general public were uneducated. Teachers were among the educated elite. But very quickly we've educated so many of our people that the gap between the general public and the teacher is no longer there. That makes teachers easier to criticize.

Also, we no longer have an elite student body, and we're not educating the masses as well as we used to educate the few. What teachers can do with children who are relatively advantaged is very different from what can be done with the kids who used to be pushed out of school. To some extent, teachers are blamed for that.

In addition, it is getting more difficult to find teachers of acceptable or high quality.

**Q What makes that so difficult?**

**A** A big part of it is the money—or lack of it. If somebody is asked to go into teaching at \$12,000 a year but can become a trainee for some business at \$20,000, you're not going to get very many candidates.

Also, 30 years ago about the highest profession that most women could aspire to was teaching. Now all sorts of other professions have opened up to them.

**Q How can better students be attracted to a teaching career?**

**A** The economic incentives have to be improved. You also have to solve the problem of violence and disruption. A person who is primarily interested in mathematics or Shakespeare loves that subject and feels that it is important enough to spend a lifetime imparting this knowledge to others. That person does not want to spend his or her time telling Johnny to put away his knife or to stop shrieking.

In many schools a teacher cannot get satisfaction from the job because of a small percentage of students who are sick, who are violent, who are not learning. Instead they are preventing other children from learning and are driving out competent and capable teachers.

A good teacher does not want to be a policeman, a psychiatrist or a jailer. The schools must come to grips with this.

**Q What about improving the teaching environment?**

**A** A lot of corporations are talking about "quality circles"—increasing productivity by increasing the participation and happiness of all who are involved. Schools have to develop in that direction, too.

In schools today, teachers are very often treated pretty much the way the children are. If they're absent for a day, they're asked to bring a doctor's note. Most people with intellectual self-respect and some accomplishment are not going to thrive in an atmosphere like that. Schools have to make teachers an equal partner in the educational endeavor.

**Q How do you define a competent teacher?**

**A** A teacher should have a relatively high level of literacy and should be competent in his or her own subject matter. Everyone who enters teaching ought to be tested on those skills. There also must be performance characteristics related to the interaction between teacher and students, but those have to be observed by people over a period of time.

There ought to be an internship period similar to what a doctor goes through. This should be done in a regular school setting over a two or three-year period of time in which the new person gets a good deal of help and is able to try out different things. It also ought to be a time after which, if the person isn't really good, you can say, "Goodbye—this is not for you."

**Q What are the characteristics of an excellent teacher?**

**A** The excellent teacher is a great artist. Greatness implies a certain creativity. Probably most adults have had at least one or two teachers who would have inspired them to come back to classes even on Saturday or Sunday. But you can't have all of your teachers at that level any more than you can expect every singer to be a Pavarotti. There's nothing wrong with being competent. Most teachers are competent, and what we need to do now is constantly to raise that level a bit. If we can do that, our schools will be in pretty good shape.

**Q Would it help to pay higher salaries to the best teachers?**

**A** If we could find a scheme that

rewarded merit on some measurable and commonly accepted basis, there'd be nothing wrong with it. But wherever this has been tried, the majority of colleagues became demoralized because they felt it was not the meritorious person who was being rewarded. The money was being used to accomplish other purposes.

**Q Would it raise educational standards to pay more to teachers in fields where there is a shortage, such as math or science?**

**A** How much more are you going to pay them? Are you going to pay \$1,000 or \$2,000 more to a college graduate normally starting at \$11,000 or \$12,000? Industry will pay a science major \$24,000. Do I hear anybody bidding \$24,000? No.

Suppose that next year we have a shortage of English or kindergarten teachers. Will the public say: "Well, math and science are superior subjects. So when they're in short supply, we'll pay extra money. But anybody can teach English or kindergarten." Then you begin to teach children that it's not as important to learn English, that it's not as important to be able to understand or work with children who are younger.

**Q What can be done to improve or fire incompetent teachers presently in the classroom?**

**A** With people who are not making it, you first give them all the help you can. Then you do what any other employer does: You build a case against them. Tenure doesn't mean you keep your job. It just means that the boss has to go before somebody and give a reason for removing you. If you've got a good reason, there's no judge in the world who's going to uphold the teacher's right to stay there.

It is also important to stimulate teachers constantly. Teachers are locked up with children for almost their entire lives. They spend very little time with their colleagues. We need to develop ways for teachers to have a chance to read great literature, to discuss ideas, to be in an adult environment where they are respected by others. Getting excited about something and learning something new will generate the kind of enthusiasm we need to make teaching a really desirable profession again.

## Del Viento Pays Final Respects



Crewmembers of the S.S. *Del Viento* (Delta Steamship Line) paid their final respects to Brother Harold Trahan who died in Dakar, Senegal on the ship's previous voyage.

His body was buried at sea on April 3, 1983—Easter morning. All available hands attended the memorial, including Aden Ezell, the ship's chairman.

Services were conducted by Chief Mate John Hess who delivered the eulogy and read a passage from the Bible.

The ship circled the the burial site three times before proceeding on her journey.

## Reagan Nominates Setrakian to FMC

President Reagan nominated Democrat Robert Setrakian, 59, to be a commissioner on the Federal Maritime Commission last month for the term ending June 20, 1987.

If Setrakian's nomination is confirmed by the U.S. Senate, he will succeed Richard J. Daschbach, who resigned last year to join the SIU as Union President Frank Drazak's special assistant for international affairs.

Setrakian, a Californian and Stanford University graduate, was president of the Coastwise Steamship Line from 1959 to 1962, and from 1962 to 1970 he was first director of the Pacific Air Lines and later became director of Air West.

From 1971 to 1982, Setrakian was chairman of the California Growers Winery. Today he is president and part owner of the Mid-State Horticultural Co. in San Francisco and is a member of the American Society of Enologists (wine makers).

From 1963 to 1968 he was founder and chairman of the board of the National Bank of Agriculture and now is also director of the 1st National Savings Bank.

**Support Your Blood Bank  
It's a Life Saver**

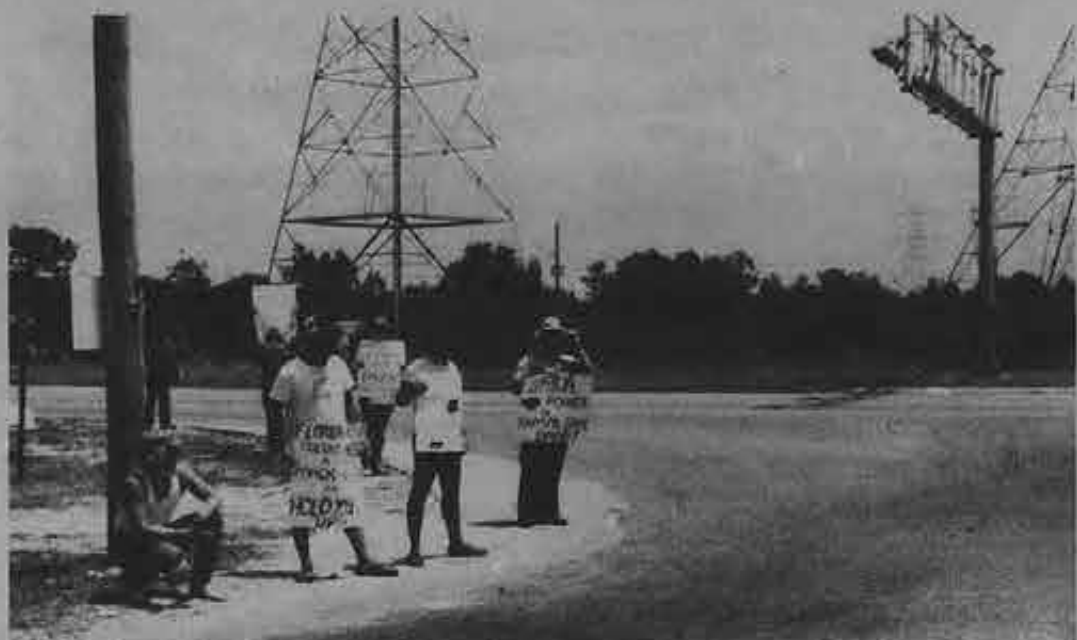




# Inland News

**Our Members  
At Work**

## Dixie Workers Stand Solid on Picket Lines



At the main entrance of the Florida Power Co. Crystal River plant at Tampa Bay, Fla. on April 29 are Union demonstrators from the SIU-struck Dixie Carriers which delivers coal to the facility.



SIU Rep Bob Hall (front) demonstrates last month with striking, sign-waving Dixie Carriers Boatmen at the Florida Power Co. plant.



Houston Port Agent Joe Sacco (front) and in the background displaying Dixie Carrier strike sign is SIU Rep Nick Sallone at the Shell Oil Co. New Orleans facility.



At the struck Dixie Carriers Buccaneer Shipyard in Corpus Christi, Texas last month were (l. to r.) demonstrators Darrell Touchstone, SIU Rep Dean Corgi and Mark Bromberg.

## SIU Backs ACBL Worker

(Continued from Page 1.)

formed of the rule and the consequences of bringing visitors aboard the company's boats. The arbitrator agreed.

Render ruled that "there is no evidence that (Gantly) was informed of the consequences of his breach of company policy in bringing (his girlfriend) on-board the *J.H. Bobzien*. There is no evidence that any disciplinary action had ever been taken by the company for previous violations of the no-visitor

policy. The company did not discharge any other employee for bringing visitors aboard after December 1981, despite the fact that in doing so employees violated the policy as established. Gantly was clearly treated in a manner inconsistent with other employees who had violated the same policy. . . ."

And so Brother Gantly will be going back to work with back pay and full seniority. Because the SIU stood beside him and fought for justice.



SIU Reps (l. to r.) Ray Singletary and Bob Hall lead the Florida Power demonstration against the struck Dixie Carriers while Florida Gov. Robert Graham visited the plant after attending christening ceremonies at one of the company's new stations.

## 25 Year Inland Veteran Receives Full SIU Pension



James W. "Froggy" Wallace (l.) receives his first pension check from Carl Peth, Piney Point port agent. Wallace has been working in the maritime industry for the past 25 years, most recently with Steuart Transportation.

## Inland Pensioners



Brother Bellmore also sailed deep sea. He was born in Lewiston, Maine and is a resident of Cleveland, Tenn.

**Wilfred Eugene Bellmore**, 67, joined the Union in the port of Philadelphia in 1964 sailing as a chief cook for IOT and the NBC Line from 1966 to 1981.



in Lowland, N.C. and is a resident of Bilhaum, N.C.

**Wilbur Hugh Potter**, 65, joined the Union in the port of Philadelphia in 1961 sailing as a captain for Sonat Marine from 1961 to 1982. Brother Potter began sailing in 1952. He was born

**Olaf Verlon Rose**, 63, joined the Union in the port of Philadelphia in 1957 sailing as a captain. Brother Rose was born in Kentucky and is a resident of Oriental, N.C.

**Willie Bays Lavender**, 59, joined the Union in the port of Norfolk in 1961 sailing as a cook. Brother Lavender was born in North Carolina and is a resident of Virginia Beach, Va.

## Need Medical Records from USPHS? Here's Where to Get Them . . .

If you need to obtain copies of your medical records from the USPHS, *do not* write to your local USPHS hospital. All USPHS hospitals have been closed.

Send all requests for medical records to:

U.S. Public Health Service  
Health Data Center  
10000 Aerospace Road  
Lanham, Md. 20706

The Health Data Center has been working on the backlog of requests it has received and is pretty much caught up, according to a PHS official, so all copies of requested records should now only take 4-6 weeks to process.

# INLAND LINES

### Sabine Towing Pact in Voting Stage

Action on the renewal of the contract at Sabine Towing in the port of Houston was in the voting stage at the end of last month. A tentative agreement is in sight.

### C. G. Willis Contract Won 25-5

The votes on the final proposal on a renewed contract for C. G. Willis Boatmen in the port of Norfolk were counted at the end of last month. The result: a 25 to 5 ratification of the new agreement by the membership for renewal.

### Toledo, Huron, Ohio Dredge Bids Set

As the LOG copy deadline in early May neared, the opening of the bids by SIU companies for dredging jobs on Lake Erie at Toledo and Huron (Ohio) harbors was only hours away. If the Union firms' bids are lowest, the results will be in this column in the June issue.

SIU's Great Lakes Towing, the biggest in that region, with 44 tugs, early last month named Ronald C. Rasmus as president of the company.

He was formerly head of American Atlantic Lines, MARAD deputy assistant administrator for maritime aids, special assistant to the MARAD deputy assistant secretary for maritime affairs and also director of MARAD's Office of Subsidy Administration.

Rasmus in 1975 was awarded the U.S. Department of Commerce's Silver Medal and in 1976 won the Arthur S. Fleming Award for being among the 10 outstanding persons in the federal government.

In 1960 he was graduated from the State University of New York Maritime College and attended the Naval Postgraduate School and George Washington University in Washington, D.C.

Rasmus served as an officer in the merchant marine and holds the rank of captain in the U.S. Naval Reserve.

### National Marine Service Contract Talks On

Early this month in the port of St. Louis, contract negotiations with National Marine Service were in the beginning stage.

### Calm Seas Seen for Tenn-Tom Canal

The Tennessee-Tombigbee Waterways' twin problems of court battles by railroad and environmental opponents and U.S. congressmen's efforts to hold back federal funding for the canal's completion in 1985 seem to have been overcome, says the head of the waterway authority.

Glover B. Wilkins told the 5th annual Southeastern International Trade Conference meeting in the port of Mobile on April 28 that the canal is 86 percent completed and appears to be "over the hump" in getting the money needed to finish the gigantic project.

When it opens, he said, a year ahead of schedule, the Tenn-Tom will cost around \$2 billion. Of that, \$1.83 billion will be federal funding and the rest will be from state governments.

In March, the Louisville and Nashville Railroad (L&N) dropped its suit against the waterway and last month the Environmental Defense Fund also dropped its suit against the canal.

The Tenn-Tom has been in court since 1971 with foes attacking the U.S. Corp of Engineers' environmental impact report filing 15 allegations against it—all were turned down by the courts.

Since the late 1970s, the project fought yearly fights in the U.S. Congress for funding. In 1977, President Jimmy Carter had the Tenn-Tom on his "hit list" for termination.

"Tenn-Tom was reviewed by the U.S. Bureau of the Budget of seven presidents and was finally included in the budget of each," Wilkins added. And, he continued, "It has withstood scrutiny from all three branches of the government."

## In Memoriam

The brothers below were all Inland members of the SIU. Our entire Union, Deepsea, Lakes and Inland would like to express their sympathy to the families of these good Union men.



Pensioner Paul William Q. Flynn, 71, passed away on April 4. Brother Flynn joined the Union in the port of New York in 1960 sailing as a deckhand for the New York, New Haven & Hartford Railroad (NY, NH & H RR) and Penn Central Railroad from 1941 to 1974. He was a former member of the Masters, Mates & Pilots Union (MM&P) from 1941 to 1960. Boatman Flynn was born in New York City and was a resident of Rosedale, N.Y. Interment was in St. Charles Cemetery, Farmingdale, N.Y. Surviving are his widow, Margaret and three daughters, Margaret, Rita and Patricia.



Pensioner Seth Thomas Bennett, 75, passed away on March 23. Brother Bennett joined the Union in the port of Norfolk in 1970 sailing as a cook for Allied Towing. He began sailing in 1964. Boatman Bennett was born in North Carolina and was a resident of Chesapeake, Va. Surviving are a sister, Mrs. Geraldine H. Young of Willow Springs, N.C. and two nephews, Robert E. Bennett and Randolph Page of Chesapeake.



Pensioner Oliver Merlie Bishop, succumbed to cancer in the Bay Medical Center, Panama City, Fla. on Feb. 26. Brother Bishop joined the Union in the port of New Orleans in 1960 sailing as a captain for National Marine Service. He was born in Freeport, Fla. and was a resident there. Burial was in the Hatcher Cemetery, Freeport. Surviving are a daughter, Delores and a brother, Earnest.



Pensioner Joseph Cullen Gilchrist, 74, passed away from a lung infection in Grove Hill (Ala.) Hospital on Feb. 14. Brother Gilchrist joined the Union in the port of Mobile in 1956 sailing as a chief engineer for Radcliff Materials from 1953 to 1976. He was born in Allen, Ala. and was a resident of Grove Hill. Interment was in Union Cemetery, Grove Hill. Surviving are his widow, Lillie and a daughter, Mrs. Mildred Overton of Grove Hill.



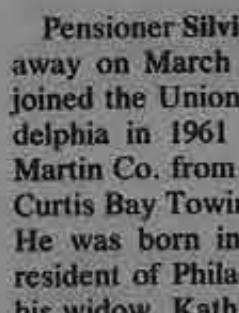
Pensioner Arthur Julian Baum Sr., 71, passed away on March 20. Brother Baum joined the Union in the port of Baltimore in 1958 sailing as a chief engineer on the tug *Pacific* from 1946 to 1949, the tug *Franklin* (Gellenthin Oil Co.) from 1950 to 1951, the tug *Spartan* (Graham Transportation) from 1951 to 1957, G&A Towing from 1957 to 1972 and aboard the tug *Will Colonna* (Steuart Transportation) from 1975 to 1977. He was born in North Carolina and was a resident of Norfolk, Va. Surviving are his widow, Alma and his son, Arthur Jr. of Norfolk.



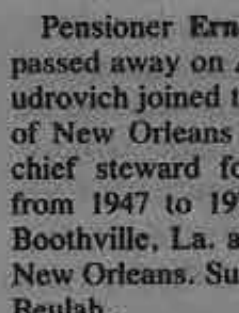
Gordon Albert Talcott, 57, died of cancer in the U.S. Veterans Administration Medical Center, San Francisco on Oct. 25, 1982. Brother Talcott joined the Union in the port of St. Louis in 1963 sailing as a chief cook for ACBL. He also sailed deep sea. Boatman Talcott was a veteran of the U.S. Armed Forces in World War II. A native of Warren, Ohio, he was a resident of San Francisco. Interment was in Olivet Cemetery, Colma, Calif. Surviving is a son, Melvin.



Pensioner Fred Frank Valusek, 84, passed away from a heart attack in St. Mary's Hospital, Galveston on Feb. 14. Brother Valusek joined the Union in the port of Houston in 1960 working as a weigher on the Galveston Wharves from 1921 to 1963. He was born in Czechoslovakia and was a resident of Galveston. Burial was in Galveston Park Cemetery, Hitchcock, Texas. Surviving is his son, Marvin of Galveston.



Pensioner Silvio Vlacich, 85, passed away on March 13. Brother Vlacich joined the Union in the port of Philadelphia in 1961 sailing for the P.F. Martin Co. from 1924 to 1963 and for Curtis Bay Towing from 1946 to 1955. He was born in Austria and was a resident of Philadelphia. Surviving is his widow, Kathryn.



Pensioner Ernest Coludrovich, 70, passed away on April 5. Brother Coludrovich joined the Union in the port of New Orleans in 1956 sailing as a chief steward for Crescent Towing from 1947 to 1973. He was born in Boothville, La. and was a resident of New Orleans. Surviving is his widow, Beulah.

## Aboard the Constitution



Assistant Cook Lito Ocosta shows off his culinary masterpiece for the grand buffet aboard the American Hawaii cruise ship S.S. Constitution.



Danielle Brisbois, TV star of Archie Bunker's Place, joins in on the deck buffet aboard the S.S. Constitution. Brother Howard Biehl submitted this photo which also shows 2nd Cook Kalani Olms (center) and Assistant Cook Lito Ocosta.

## Personals

### Albertine Burton

Mrs. Patty Ferguson asks that you get in touch with her. You can write to her at Box 264, Olney, Va. 23418. Or you can call at (804) 787-3058.

### R. W. Arleque

Please call Mrs. Gail at (301) 583-8400.

### Eli W. Kralich

Please get in touch with your nephew, Robert A. Narchus Sr., (412) 785-8939, or write him at 360 Low Hill Rd., Brownsville, Pa. 15417.

### Marc Mazouz

Anyone related to the above-named seaman or knowing where the next of kin can be located, please contact Mr. Kornzweig at Cove Shipping in New York. The phone number is (212) 422-3355.

### Jerry L. Broaddus

Please contact your sister, Peggy Wickizer, at (816) 772-3225.

### Robert Lee Carroll and William "Bill" Hill

Please contact Mary Fleming at (215) 586-7624 (after 6 p.m.).

### Greg Fennessy

"Baba's friend" would like to hear from you. The address is 434 East 72nd St., No. 38, New York, N.Y.

### Charles Hall

"Your family asks that you get in touch with them. Please call Wendell Hall in Youngstown, Ohio. The phone number is (216) 747-2479.

## USDA Fight Brewing, New Cargo Law Eyed

Two new skirmishes have erupted on the cargo preference battlefield. The first is another in the running battle with the Department of Agriculture's export programs and its new "blended credit" program. The second is an attempt in Congress to close loopholes in the current law by a new and tougher set of cargo preference rules.

The new flap at the USDA concerns the sale of \$91 million in U.S. wheat, corn, tallow and lumber to Bangladesh, Egypt and Chile. As it has in the past, the government announced that the deals with the three countries were "commercial" in nature and not government cargos.

"It is little more than a word game designed to avoid the use of American vessels to say that these are purely commercial arrangements," said Julian H. Singman, president of the Maritime Institute for Research and Industrial Development.

Singman outlined his position in a letter to USDA Secretary John Block. Because the blended credit program combines government-guaranteed bank credits and interest free direct credits and some commercial financial arrangements, the maritime industry and others believe that the program falls under cargo preference laws because it is a government-sponsored export.

Singman also told Block that if 50 percent of the cargos are not shipped in U.S. vessels, the government would in effect be subsidizing foreign shipping.

No decision on the shipments has been made, but recently in a similar case (a blended credit shipment of U.S. flour to Egypt) President Reagan stepped in after a large-scale effort by the SIU and others, and ordered half the flour be shipped on U.S. bottoms.

However battles such as these could be avoided in the future if Rep. Walter Jones (D-N.C.) is successful in rewriting current cargo preference laws.

### Sea Song

*When I was born God said to me  
Some day my son you'll go to sea.  
I've changed my life with no concern  
My home is the sea, I shall always return.*

Carroll "Tiny" Boudreaux

His recently introduced measure, H R. 2692, would do away with existing cargo laws and replace them with one piece of legislation.

"It has become increasingly clear that our government cargo preference laws are in serious need of reform," Jones said.

He cited several instances during the past few years where the battle for government cargo has been fought.

"There is no indication that these disputes will diminish in either quality or quantity in the foreseeable future," he said.

Briefly the law would:

- Extend the 100 percent U.S.-flag requirement to include strategic purchases such as oil and critical minerals, along with the current military cargo;

- Mandate 50 percent cargo preference for cargo in which there is direct government involvement not affecting national security; and

- Mandate 50 percent cargo preference for cargo with indirect government involvement affecting the national security.

The SIU is currently studying the new legislation and the LOG will provide detailed coverage of the issue. No hearing date has been set.

## Jade Phoenix on Maiden Voyage



At the automated engine control panel of the 128,000 dwt bulk carrier *Jade Phoenix* (Titan Navigation) are (l. to r.) Oiler Terrance Gile and FOWTs Rushnell Williams, Manuel Tan and Woodrow Neslip. The ship carried 107,000 tons of wheat to Egypt.



On March 19 in Portland, Ore. at a payoff is the Ship's Committee of the *Jade Phoenix*. Standing (l. to r.) are Chief Cook Albert Westbrook; Asst. Cook Horace Long, steward delegate; AB Ronald Lawrence, deck delegate; and QMED Alfonso Di Fabrizio, educational director. And seated (l. to r.) are Oiler Terrance Gile, engine delegate; Recertified Bosun James Boland, ship's chairman; and Chief Steward Victor Romolo, secretary-reporter.

## U.S. Cargo Laws Face Assault Again

Two bills, one proposing an end to cargo preference requirements for agricultural exports under the federally-mandated blended credit subsidy program and the other advocating that "excess costs" generated by preference laws be made up by the Maritime Administration have been sent to Congress.

The Senate meanwhile is expected to consider passage of an anti-cargo preference provision of its own in the 1983 Agriculture Export Act this month.

The first two, H.R. 2321 and H.R. 2322, are sponsored by Rep. Cooper Evans (R-Iowa) who claims they will bolster U.S. farm markets overseas where highly subsidized European exports have captured a large share of the demand for agricultural products. But all of the pieces of legislation offer something of the same unworkable solution, trading off mari-

time cargo preference laws to informally subsidize American farmers.

The touchstone of the battle to preserve cargo preference for U.S.-flag vessels ended last March. At issue was the sale of 1 million metric tons of wheat flour to Egypt announced in January of this year. The sale involved two new Reagan administration export subsidies, blended credit low interest loans to Egypt and PIK, or payment-in-kind, surplus U.S. flour to millers.

The Reagan administration argued that the transaction, though it originated by way of Department of Agriculture signed agreements, was still a "commercial" transaction since the subsidies renewed millers' competitive edge in underbidding European-priced flour. But amid opposition, the president ordered 50 percent of the flour

be carried on U.S.-flag vessels, saying the case serves to demonstrate "the U.S. merchant fleet will remain a vital force in shipping U.S. products."

The departments of Labor and Transportation, along with the Maritime Trades Department and the AFL-CIO, have defended the preference requirement citing long standing trade laws that government generated cargo must be shipped aboard vessels flying the U.S. flag.

SIU President Frank Drozak used the flour-to-Egypt issue to point to benefits accruing to the nation from cargo preference laws. The single Egyptian agreement projected 1,080 seafaring jobs, bringing to the nation \$5.4 million in federal tax revenues, sales tax monies, and 71 cents of every dollar paid out to U.S.-flag carriers that was reinvested in the nation's services and products.

# CDS Payback Could Scuttle U.S. Domestic Fleet

A proposal to allow subsidized U.S. tankers into the Alaskan oil trade is "a short-sighted remedy" that could devastate the nation's domestic tanker fleet, the SIU told the Department of Transportation.

The Union's remarks came in its formal submission of comments to the DOT in the rule-making process. The subject was discussed before a congressional panel earlier this year, but the DOT claims it has the authority to make the rules on its own, without congressional action.

SIU President Frank Drozak submitted the comments for the Union. He outlined several major reasons why the proposed rule should not be adopted; first the DOT does not have the authority to alter congressional legislation, second the rule is counter to both the Merchant Marine and Jones Acts policies and purposes, third the department's assessment of the impact on the fleet is faulty and underestimated, and fourth the rule would undermine the nation's unsubsidized tanker fleet and further weaken the country's shipbuilding mobilization base.

## DOT Authority

The new rule would seriously intrude "on the separability of legislative and executive powers. It encourages subsidy-built vessels to permanently leave the foreign trade and as such represents a decision on the part of DOT that the underlying principles of the . . . Merchant Marine Act are no longer valid. We question DOT's authority to unilaterally abandon the provisions of the statute.

"We believe the DOT does not have the authority . . . the authority to make such decisions and take such actions clearly lies with Congress."

## Policy Considerations

During the past several decades Congress has authorized programs to promote a strong U.S.-flag fleet and maintain an adequate shipbuilding base for national defense and economic purposes. The two main programs have been the Merchant Marine Act which makes construction subsidies available to

ensure American presence in the foreign trade and the Jones Act which keeps a domestic fleet, without subsidies, in operation.

"We believe," Drozak said, "the decision to permit subsidy-built tankers to enter the domestic trade would defeat the central purposes of Titles V and VI of the Merchant Marine Act which are to promote U.S.-flag shipping in the foreign trade and ensure a certain portion of the merchant fleet is built in U.S.-shipyards. We believe therefore, that a policy which so blatantly discourages these objectives is wholly inconsistent with longstanding national maritime policy."

In the Jones Act, Congress forbids foreign participation in the nation's domestic trade, and with the CDS provisions of the Merchant Marine Act, subsidized tankers are also prohibited from participation, mainly because Jones Act ships are not subsidized. Because the subsidies are an attempt to bring construction costs in line with foreign built ships, "one can view the CDS-built vessel as a foreign built ship," Drozak said.

"The entrance of foreign trade, subsidized tankers into the domestic trade is an abrogation of the basic tenet of the Jones Act. . . . The DOT's proposal fails to recognize the basic distinction between the two different markets in which the fleet operates," according to SIU comments.

## Faulty Assessment

The DOT claims only 15 of the 29 CDS tankers would enter the Alaskan oil trade. In turn, according to their assessment, older less efficient Jones Act ships would be bumped into other domestic trade. Finally, because the Alaskan fleet is newer and more efficient than the ships in the rest of the domestic trades, these ships would replace 20-year-old or older tankers, the department claimed.

But the SIU's comments point out several major failings of the assessments.

The DOT failed to analyze tanker supply and demand for this year and future years. It also did not take into account the 1.2 million deadweight tanker

tons in surplus or the decline in preference cargo and Gulf to East Coast trade.

- It gave no explanation why only 15 of the 29 CDS-ships would enter the trade. Almost all the ships are in depressed markets.

- The DOT only took so-called "efficiency" and age into account when it developed its bumping process. Many vessels are built for certain types of trades. Many Alaskan ships are "dirty product" vessels which carry crude oil, but in the rest of the domestic trade the demand is for ships which can carry refined or "clean products."

- The assessment said there is a shortage of Very Large Crude Carriers in the trade, but it gave no figures.

- The department completely overlooked the impact of CDS paybacks on the nation's foreign trade fleet. If all CDS tankers enter the Alaskan trade, there will be no U.S. presence on the high seas.

- The DOT did not take into account the possibility that the Alaskan oil could be shipped to Japan, which would open the market to foreign ships and reduce the amount of Alaskan oil carried to U.S. ports by U.S. ships.

## Impact on Jones Act Fleet

"Many unsubsidized vessels, regardless of size, would be put out of business. . . . It is not likely (they) could find alternate employment," Drozak said.

He pointed to several facts, including the current 1.23 million tons in domestic tanker lay-

ups, the drop in Strategic Petroleum Reserve Trade and the decline in Gulf Coast to East Coast Shipping.

Also, if the 15 tankers entered the trade it would create an additional surplus of 1.7 million dwt, excluding the 778,000 dwt operating the Alaskan routes on temporary waivers.

If the subsidy built tankers are allowed into the trade, construction of non-subsidized tankers would probably halt. In 1982 there were no new tanker orders in the U.S.

Drozak also pointed to the possibility that all but four Military Sealift Command chartered ships could leave the foreign trade area if the new rule is adopted.

"The U.S. is a large oil importer . . . and U.S.-flag participation in the carriage of oil imports is of vital strategic importance. Regardless of the economic arguments, there are compelling political and national defense reasons why the United States should continue to maintain a distinct U.S.-flag presence in the foreign tanker trade," he said.

The proposal would lay up many small clean product tankers needed for military operations, and could cause the loss of some \$200 million in Title IX loans, Drozak said.

In addition he questioned the fairness of the rule to the unsubsidized tanker operators.

"A decision to permit the permanent releases of the subsidy-built tankers into the domestic trade would make it virtually impossible for the unsubsidized tanker operators to plan for the future."

## MSC To Build T-5 Tankers SIU Will Crew New Vessels

The Military Sealift Command announced that it will build and charter three diesel-powered T-5 tankers. The new oil carriers will be chartered to SIU-contracted Ocean Carriers for five years.

Last September Ocean Carriers, whose home office is in the port of Houston, received \$104.1 million from MSC to build two of the T-5-class tankers with an option to build three more.

The cost of the three new vessels is put at \$149.4 million.

The 29,500 dwt, clean product, ice-strengthened tankers will replace several 25-year old vessels now in service for MSC.

The new tankers will be built and assembled by the American Shipbuilding Co. of Tampa. Delivery of the first two tankers is set for November 1984 and January 1985. The third vessel will be delivered later in 1985.

# Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



**T**HERE'S SOME VITAL NEWS out of the Gulf area this month. Of special importance is our strike against Dixie Carriers which has entered its second month.

SIU members from Dixie who are getting off the boats in support of the strike are being registered in the various Gulf and Rivers ports.

A significant point about this strike is that it is bringing to the forefront a problem that affects the entire inland industry. It's a problem we've been fighting for years—the lack of safety on the inland waters.

With the increase of inland transportation of all types of cargoes, there has developed a pressing need to better protect the workers. There is excessive congestion on the inland waters and it's time that the entire industry takes a look at the problems this creates. So what happens in the Dixie Carriers strike will be significant for the whole industry because what affects one segment, affects all.

In other news from the Gulf, a committee was elected among SIU Boatmen at National Marine to meet with company representatives concerning the wage reopener clause in the second year of the contract.

Also, SIU Boatmen at Red Circle in New Orleans are electing a committee to help negotiate a new contract. The current one expires on June 30. Ballots and contract suggestion forms have been put aboard the boats.

Another SIU-contracted company, Radcliff Materials, is facing a tough fight in the Louisiana legislature. Myself, SIU official Pat Pillsworth and SIU Field Representative Pat Judge are helping to battle a bill that could badly hurt the company.

East Coast, by V.P. Leon Hall



**O**UT OF THE PORT of Norfolk we have news that two SIU-contracted inland company contracts have been ratified.

One is a three-year agreement with C. G. Willis which was overwhelmingly ratified by the members. Pension and wage increases were won for the SIU Boatmen.

Wage increases were also won by the Boatmen at Marine Contracting and Towing which operates out of Charleston, S.C. The three-year contract there went into effect on March 1.

From the port of Gloucester our SIU fishermen report that fishing is still slow. We did get an extension on the closing of the shrimp grounds from April 1 to May 1. But it didn't help much.

On the plus side, this past winter we signed up another fishing boat. She's the *Italian Gold*. Right now she's trying something that hasn't been done in many, many years. She went down to Cape May, N.J. to fish for mackarel.

Deep sea news from Gloucester is that we crewed up the new, big Ro-Ro *Charles Carroll* (Waterman).

The dredge *Dodge Island* (North American Trailers) came in for a few days work on the anchorage in Boston Harbor. Another one of the company's vessels, a survey ship called the *Hudson River* stopped by the port to pick up a crewmember and then headed down to Sandy Hook, N.J.

Finally, I'd like to welcome back to the port of New York SIU Representative Ted Babkowski. He was out for a few months because of a serious operation. But he's doing fine now.

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



**T**HE HARD WORK we put into the American Commercial Barge Line (ACBL) beef is paying off.

Last month, the National Labor Relations Board (NLRB) found the company guilty of massive unfair labor practices. The Board said, among other things, that ACBL refused to bargain in good faith with the SIU; repeatedly refused to let Union representatives board ACBL vessels, and refused to use the SIU hiring hall as stipulated in the collective bargaining agreement.

The NLRB ordered the company to reverse these practices. Also, the Board said that ACBL must restore contributions to the Union's welfare and pension plans back to April 1980; offer immediate employment with full compensation including back pay and interest to all unlawfully discharged SIU members, and rescind the unlawful pension and welfare plan that the company had set up.

ACBL is appealing the NLRB decision. So it will still be a while before the final word is in. But we've come this far and won this much because we worked hard and because we were in the right. We're confident we'll win it all the way. One final note on this issue before I go on to other matters—the owners of Dixie Carriers should take special heed of the NLRB's ruling.

On the Great Lakes we're happy to report that the takeover of the Bob-Lo boats by the Automobile Club of Michigan has been finalized. As I reported to you in the past, the SIU-contracted Bob-Lo Company declared bankruptcy and we were afraid we'd lose the two venerable excursion boats. Now that AAA is taking over the *Columbia* and the *Ste. Clair* the boats will begin their usual summer runs on Memorial Day.

On June 1 the contract expires with SIU-contracted Straits Transit on the Lakes. The company operates the ferries from St. Ignace and Mackinaw City, Mich. to Mackinac Island.

West Coast, by V.P. George McCartney



**O**N THE WEST COAST we've been helping some of our fellow trade unionists in their fight for fair deals.

Up in Seattle we joined 27 unions in support of a strike by the Boilermakers and Machinist unions against Bethlehem and Todd Shipyards. Also, last month we were on the picketline with Culinary Workers Local 11 in the San Pedro area. The Local was picketing against the *Princess Louise*, an old ship that's now a restaurant.

Up in Portland, Ore. the *Manulani* and *Manawilli* (Matson) are in layup. But the *Ultramar* (Apex) is coming out of layup there in about a week.

For about three years now the Sea-Land shoregang in the Pacific Northwest has been located in San Francisco where the company's D'9s were paying off. But because of changing cargo patterns, the company will be paying off the D'9s in Seattle. Therefore, the San Francisco Sea-Land shoregang will be moving to that Washington city.

Also out of Seattle we have word that the election on the fish processing ship, the *Golden Alaska* (Alaska Brands Corp.), which we are trying to organize, was held in Dutch Harbor, Alaska. Fifty-five people voted. We're challenging the election because of unfair labor practices.

Out of the port of Wilmington earlier this month the members at SIU-contracted Crowley began voting for a committee to help negotiate a new agreement. The current contract expires on June 30.

# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

### Hi-Tech at Sea

## SHLSS Begins Programming for Computer Age

By Lynnette Marshall

The "smokestack" industries along the nation's Eastern seaboard and the midwestern factory belt are shrinking and in some cases dying as the country turns its attention to high technology.

Even President Reagan, after a confrontation with angry out-of-work steel workers, laid part of the unemployment blame on changing technology.

Traditional labor-intensive industries, including maritime, face many changes because of the rapid advancement of technology. But while the changes have displaced thousands of workers, at the same time they have created new job opportunities for thousands of others.

Working with the staff of the Harry Lundeberg School of Seamanship, Roger Francisco, a newcomer to the school's teaching staff is designing classes for trainees and upgraders in computer science. In the 1960s he developed three experimental training programs that were later adopted into New York state's high school curriculum. He is exploring now how he might best meet the needs of Seafarers in introducing a new computer learning center curriculum to the Lundeberg School.

In today's technological revolution the changes barely make their entrance before the revisions begin. Statistics show most adults are returning to the classroom to keep up with technology's pace. Upgrading skills have become a way of life.

Computers are important to the maritime industry. At work Seafarers are receiving information instantaneously over computer screens. Off-shore computer terminals and satellites signalling telecommunications data from outer space are smoothing the transport of goods

to the world's shores. By simply dialing into the terminals, information may be processed on payroll, inventory, fuel and parts requisitions, navigation and up-to-the-minute forecasts from the National Weather Service.

Under the tutelage of Roger Francisco and Charles County Community College instructors, in the near future SHLSS students will have the opportunity to learn basic and advanced computer processing and college level computer programming to prepare for first tours and more secure futures.

"To get the jobs to be competitive, Seafarers have to have the opportunity to learn the skills," said Francisco.

Deciphering a computer's codes in letters and numbers to arrive at accurate answers to questions at sea is indispensable if Seafarers are going to continue to service consumers on time. But this aim is only the tip of the iceberg according to Francisco.

**"... In the future, the industry is going to find more and more uses for the computer aboard ship ..."**

The computer will open windows on the world for the maritime industry. It will stimulate sea conditions in the planned SHLSS navigation simulator scheduled for construction within the decade. Computers can locate Seafarers to make job calls matching individual talents to job listings and bring speedier reimbursements for benefit claims. These are just a few ways the Lundeberg computer system may assist the SIU membership into the next century, the year 2,000.

The IBM Personal Computer, the type installed at the Lundeberg School is cons ahead in performance capability of the very first computer. On a pro-



Roger Francisco, vocational math instructor at SHLSS, is designing classes for trainees and upgraders in computer science.

motional disc, the IBM computer describes the first of its kind. Used by the Navy and Air Force in the 1940s, the ENIAC vacuum tube 'thinker' was a bulky 1,500 square foot monster

which tallied incorrect tabulations in one out of every seven tries.

The IBM Personal Computer is decidedly smaller than the first with the development of transistors and then miniaturized electronic silicon chips replacing the vacuum tube. It is easily installed in homes, schools and offices. And it is a general use multi-faceted computer. "It's like having a whole library, really, in one piece," says Francisco.

Owners of modern vessels have shopped around for better equipment but the IBM Personal Computer has retained popularity and for this reason

was purchased for the school.

"After considering the different models the decision was made because it looks like this computer is going to be around for the long haul and not just for today," CCCC Program Director John Kearney explains.

Recertified bosuns and stewards will begin computer training in the coming weeks of spring and summer. They will be encouraged to play an integral part in determining the content of the three computer courses.

Francisco looks forward to learning from his students to help him design a program in computers. "The students will be able to show me better than anyone what they need. I am going to spend some time getting to know what the needs are before formalizing the program."

"It's pretty simple," Francisco said at the conclusion of one of many computer demonstrations he has held for curious visitors to the lab. The keyboard, computer and screen together op-

(Continued on next page.)

# New College Level Program Offered at SHLSS

Another innovative educational opportunity will become available to Seafarers this fall when the SHLSS begins its new one-year Nautical Science Certificate Program.

The new program is designed for the general studies, college level student who does not want to pursue a two-year associate degree, said Jackie Knoetgen SHLSS dean of education.

It is just the latest in a long-line of educational programs designed to meet the unusual educational needs of Seafarers.

"The goal of the Lundeberg school has always been to emphasize the individuality of the Seafarer by offering as many choices as possible," she said.

In the past Adult Basic Education programs in reading and math skills and the GED high school programs have given Seafarers the tools needed to complete training and upgrading courses. Also, in conjunction with the Charles County Community College, the SHLSS now offers a two-year Associate in Arts degree.

"The seafaring population is unique because we are applying general education to the Seafarers vocational training and experience. We are giving a one-year certificate for that mix," John Kearney, the Charles County Community College program director for the school said.

## Exploring Values

Geography courses will explore the values and traditions of the peoples of the world. Students will learn in geography courses how the environment plays a role in determining how people perceive themselves and the world about them.

A delicate balance of nature supports life on earth. Environmental ethics are highlighted in the course Pollution Control in the Maritime Industries where Seafarers will learn methods of preserving the balance.

Students will learn how to resolve problems likely to occur when they are far from families and living in close quarters with crew mates in the Industrial Psychology course.

As part of the program, one math course will help Seafarers avoid financial crises, and an-

other will focus on algebraic and trigonometric equations used in navigation. Government, Business and Labor offers a broad overview of the industry to the nautical science student and details the SIU's contribution to the Labor Movement.

In all, the core program consists of 12 general education credits and elective courses from required vocational course listings. Completion of vocational courses must precede general educational credits and Seafarers are required to pass First Aid and CPR training and the Basic Deck/Lifeboat/Firefighting trainee course before applying to the program.

Last November, the State Board of Higher Education, ap-

proved the program and at the review hearing said they wished more unions would envision such programs for their membership. But it was the requests heard from the membership that started the initial inquiry into the feasibility of such a program.

"Because they are aware of their needs, these students are quite a bit more of a challenge than working with students who have not had experience in the work world," instructor Don Mundell said. He and math instructor Grace Davis are now designing the academics and will teach many of the courses in the curriculum.

Working with students on a one-to-one self-study basis they will blend the individual needs

of the students with universal academic standards, said Mundell, "so that the skills they pick up are as good as anywhere else they could be taking classes and transferable to other colleges."

"Catching a little enthusiasm" is what his students can expect from the tutorial setting which allows them to work at their own pace and enjoy the discovery of learning, said Mundell.

Learning, coupled with achievement documented on paper "may tip the scale in their favor when Seafarers go looking for their next tour," said Kearney, who has more often than not been told by students that education pays off in the work-world of seamanship.

## Computers Come to Lundeberg School

(Continued from page 15.)

erate very much like the human mind. The computer stores information, retrieves bits of data called 'bytes' from its memory banks, translates the computer language of binary numbers to the human symbols of letters and numbers.

In the two vocational computer classes students will learn to process information. Following basic computer manual directions which explain how to speak to the computer in the proper sequence and letter/number phrases, students can type their questions into the computer. Then the computer can process the information or execute the commands by pulling answers from its short-term, long-term and temporary memory files.

Before the final printing out of data across the computer screen and before questions can even be typed over the keyboard, students must supply the computer with a program. The SHLSS computers are DOS Disc Operated System computers. This means the operator of the computer need not make a special program for the computer.

The beauty of the DOS Lotus disc is that it can spin a series of programs into the computer, making information gathering easy, Francisco says. The small disc records fit into the computer and can be used over and over again.

In the advanced Charles Community College computer course to be offered this fall semester, students will learn how to write their own computer programs.

"In the future, the industry is going to find more and more uses for the computer aboard ship," Francisco predicts. "It's got a great potential and I think we've got a great need for it."

## SHLSS Has Helped 25,000 Students

From major cities, small towns and the countrysides, or just in from a payoff in a foreign port, a steady caravan of trainees and Seafarers arrive at the Seafarers Harry Lundeberg School of Seamanship each year.

In the last 10 years, 1972-1983, some 24,638 trainees and upgraders made the trek to the southern Maryland institution, the nation's largest school for training merchant mariners in seamanship skills.

Last year alone, 1,380 SHLSS students settled into a rigorous atmosphere of learning and earned Coast Guard endorsements to careers in the maritime industry.

Training of licensed and unlicensed men and women mariners in programs ranging from towboat operator, chief engineer and first class pilot in the 10 years ending in 1981 has resulted in 903 licenses from the Coast Guard. Totals for 1982 numbered 98.

But while statistics overall for 1982 present few surprises in the

deck and engine departments, change in the QMED classification system has brought a shift in enrollment to fields of engineering science. For the decade, Seafarers enrolled in greater numbers in tankerman, AB, oiler and fireman/watertender courses. In 1982, machinist, deck engineer and electrician courses were the most often selected.

In the advanced specialty course category, LNG, basic welding and quartermaster courses were superceded in 1982 by diesel engine technology, automation and again basic welding programs. Figures for licensed categories parallel the popular enrollment in unlicensed engineering courses.

In the steward department 1,426 trainees and upgraders were awarded endorsements for the decade and 227 given ratings last year. And the addition of American seafarers to cruise liner vessels has meant 387 cruise ship endorsements awarded to SHLSS trained and graduated Seafarers.





# Upgrading Course Schedule Through December 1983

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



Following are the updated course schedules for May through December 1983 at the Seafarers Harry Lundeberg School of Seamanship.

For convenience of the membership, the course schedule is separated into three categories: **engine department** courses; **deck department** courses; and **steward department** courses.

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

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

Class schedules may be changed to reflect membership demands.

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

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 26	December 15
Automation	June 7	July 1
	October 24	November 17
	November 21	December 16
Marine Electronics	May 16	June 24
Marine Electrical Maintenance	August 29	October 21
Refrigeration Systems, Maintenance & Operations	May 16	June 24
	October 10	November 18
Fireman/Watertender & Oiler	September 12	October 20
Welding	May 31	June 24
	October 24	November 18
	November 21	December 16
Diesel—Regular	September 12	October 7
Third Assistant Engineer	May 2	July 15
	September 5	November 11
Tankerman	October 10	October 20

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Mate/Master Freight & Towing Vessels	September 12	November 4
Towboat Operator Scholarship	September 26	November 11
Able-Seaman	October 24	December 2
Quartermaster	September 12	October 21
Third Mate	May 9	July 15
	September 12	November 18
Celestial Navigation	July 18	August 12
	November 7	December 2
	November 21	December 16
Lifeboatman	October 10	October 21

## Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Assistant Cook	Open-ended	6 weeks
Cook and Baker	Open-ended	6 weeks
Chief Cook	Open-ended	8 weeks
Chief Steward	Open-ended	8 weeks
Towboat Cook	Open-ended	6 weeks

**For Higher Pay and Job Security Upgrade Your Skills At SHLSS**

**AUTOMATION**

Brothers: Today's Modern Ships need qualified Seafarers with the highest regard in safety and professionalism. World technology is moving Automation into our lives aboard our U.S. Flag vessels to ensure the swiftest, safest shipment of goods. Experience is needed to meet these new challenges. Experience gained through Automation class is offered by the Seafarers Harry Lundeberg School of Seamanship. Fill out the application in this issue of the Log. or contact your SIU Field Representative, for more details. **Course starts June 7**

**AUTOMATION**

# Apply Now for an SHLSS Upgrading Course

(Please Print) (Please Print)

## Seafarers Harry Lundeberg School of Seamanship 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 Presently Registered In \_\_\_\_\_  
 Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_

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 License Received \_\_\_\_\_  
(dates attended)

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 Courses(s) \_\_\_\_\_

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p style="text-align: center;"><b>DECK</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Tankerman</li> <li><input type="checkbox"/> AB Unlimited</li> <li><input type="checkbox"/> AB Limited</li> <li><input type="checkbox"/> AB Special</li> <li><input type="checkbox"/> Quartermaster</li> <li><input type="checkbox"/> Towboat Operator Inland</li> <li><input type="checkbox"/> Towboard Operator Not More Than 200 Miles</li> <li><input type="checkbox"/> Towboat Operator (Over 200 Miles)</li> <li><input type="checkbox"/> Celestial Navigation</li> <li><input type="checkbox"/> Master Inspected Towing Vessel</li> <li><input type="checkbox"/> Mate Inspected Towing Vessel</li> <li><input type="checkbox"/> 1st Class Pilot</li> <li><input type="checkbox"/> Third Mate Celestial Navigation</li> <li><input type="checkbox"/> Third Mate</li> </ul> | <p style="text-align: center;"><b>ENGINE</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> FOWT</li> <li><input type="checkbox"/> QMED — Any Rating</li> <li><input type="checkbox"/> Marine Electronics</li> <li><input type="checkbox"/> Marine Electrical Maintenance</li> <li><input type="checkbox"/> Pumproom Maintenance and Operation</li> <li><input type="checkbox"/> Automation</li> <li><input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems</li> <li><input type="checkbox"/> Diesel Engines</li> <li><input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel)</li> <li><input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel)</li> <li><input type="checkbox"/> Third Asst. Engineer (Motor Inspected)</li> </ul> | <p style="text-align: center;"><b>STEWARD</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Assistant Cook</li> <li><input type="checkbox"/> Cook &amp; Baker</li> <li><input type="checkbox"/> Chief Cook</li> <li><input type="checkbox"/> Steward</li> <li><input type="checkbox"/> Towboat Inland Cook</li> </ul> <p style="text-align: center;"><b>ALL DEPARTMENTS</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> LNG</li> <li><input type="checkbox"/> LNG Safety</li> <li><input type="checkbox"/> Welding</li> <li><input type="checkbox"/> Lifeboatman</li> <li><input type="checkbox"/> Firefighting</li> <li><input type="checkbox"/> Adult Basic Education</li> </ul> |
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**No transportation will be paid unless you present original receipts upon arriving at the School.**

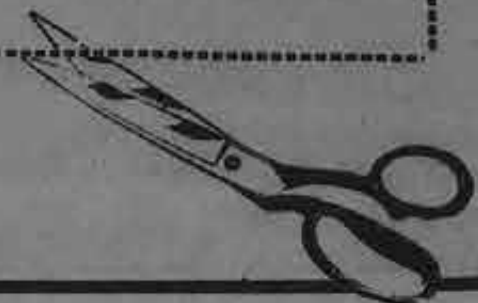
RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

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

Please Print

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



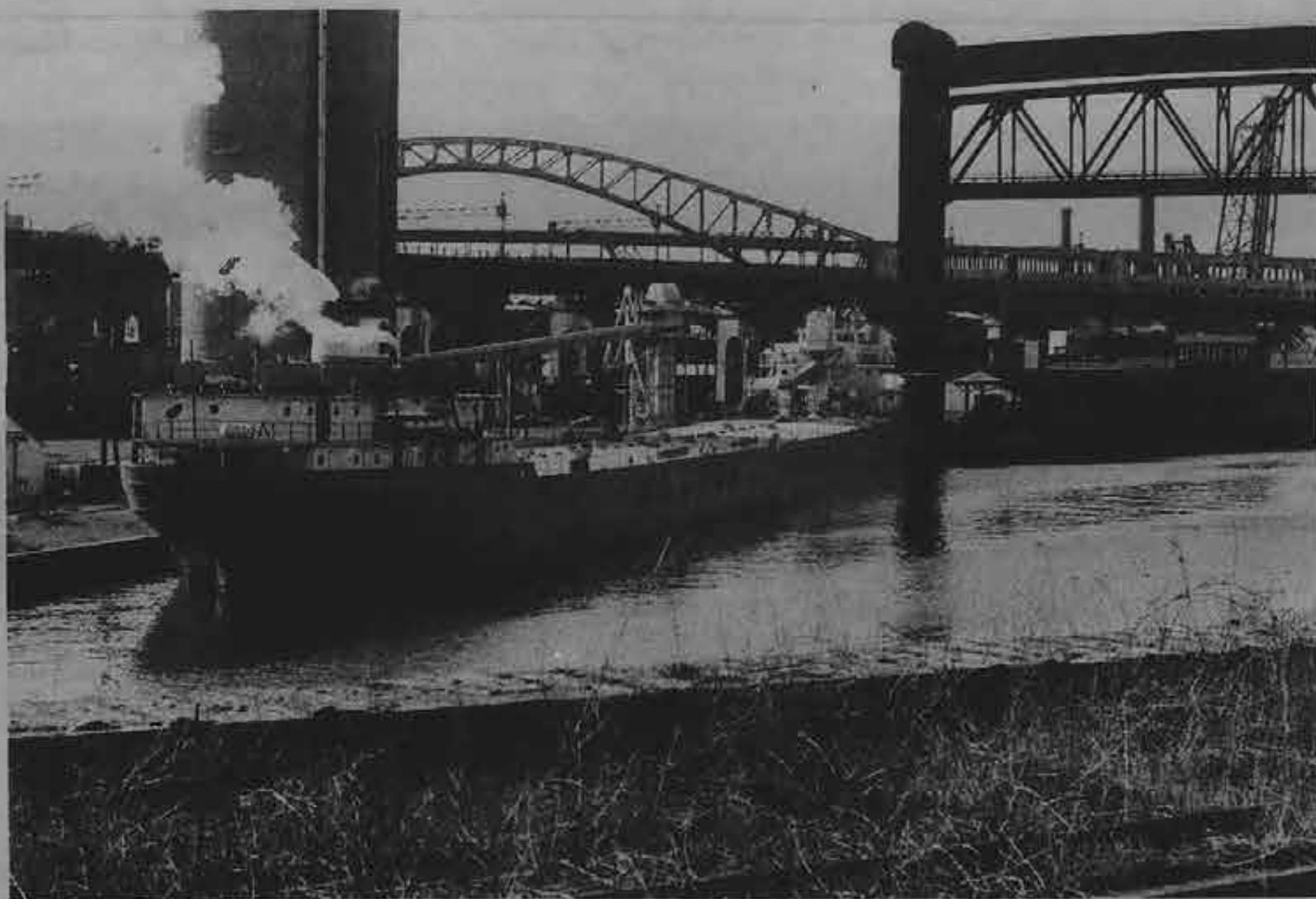
# Great Lakes Fitout '83—It looks the Same, But . .

Some people judge the coming of spring by the first warm breeze that blows across their face. Others say it's spring when they pack away the parkas and gloves. The traditionalists eye the changing colors and new life in the trees, grass and bushes.

But for SIU Lakers, spring arrives with "fitout," a job, another season on the Great Lakes — Erie — Michigan — Superior — Huron — Ontario — and even the little St. Clair.

This year's fitout came in bits and pieces. Except onboard the vessels, the shipyards were strangely quiet. While one boat would bustle with activity, others lay quietly alongside the docks, manned by a single shipkeeper. The *Medusa Cement* completed its fitout, sailed for about a month and then went to layup for a month.

There is no denying that the health of the Great Lakes is dependent upon how tight the industrial belt which surrounds the Lakes is cinched. That belt has been taken in several notches during the past few years.



The *Medusa Cement*, shown here in Cleveland, fit out in March and was laid up in April. Below left, Watchman Jerry Nowak secures a lifeboat aboard the *Sam Laud* in Toledo.



"The Great Lakes is considered the heartland of America. The heart is very sick and is just barely pumping. Its arteries are clogged and getting rusty. It may be terminal if something isn't done," said Mel Pelfry, chairman of the Great Lakes Taskforce.

Twenty years ago, the Great Lakes fleet had some 300 to 400 ships and traded mostly with Canada. Today, Pelfry said, Canada controls 97 percent of the shipping between the U.S. and its neighbor.

"You have to go back and look at the national maritime policy the Canadian government had and the lack of policy on our part," he said.



Ali Nasher takes a coffee break aboard the *William Roesch* in Lorrain, Ohio.



Oiler Ali Saleh, on the *Ste. Clair* ferryboat in Detroit.

# The Lakes Need Help

*The maritime industry can survive. The Great Lakes will never be able to do it without a national policy. The only one on the horizon is the Boggs Bill.*



Al Boyd (above) is a lookout aboard the *Ste. Clair*. Egil Sorenson (r.) is a QMED on the *Buffalo*.

The Canadian policy was very simple, it provided a 50 percent direct government subsidy and other benefits. The shipbuilders, including many American firms that ran to Canada to take advantage of the policy, called it the Angel Program. They built a fleet of ships designed for the Lakes and the St. Lawrence Seaway. It worked.

"There is absolutely no way we can compete without a government policy. The Boggs Bill, as far as I am concerned is designed for the Great Lakes and is the answer the Great Lakes is looking for," Pelfry said.

**"... 20 years ago you saw a fleet of 300 to 400 ships ..."**



**"... The Boggs Bill is designed for the Great Lakes. It is the answer the Great Lakes is looking for ..."**

fitout won't come in bits and pieces, ships won't be idle in almost deserted yards, and the shipkeepers won't be so lonely.

Pelfry said the drafters of the bill have already included several amendments suggested by Great Lakes interests and have said they are prepared to help the Lakes even more.

"We need a breathing spell," he said. "They yell about free trade, fair trade. It's like being in a prize fight for 15 rounds. For 14 rounds they kicked us, beat us and punched us. Now in the 15th round, they say fight fair, free trade. The Great Lakes will never do it without a national policy."

When the country adopts a sensible national maritime policy, like the Boggs Bill, spring



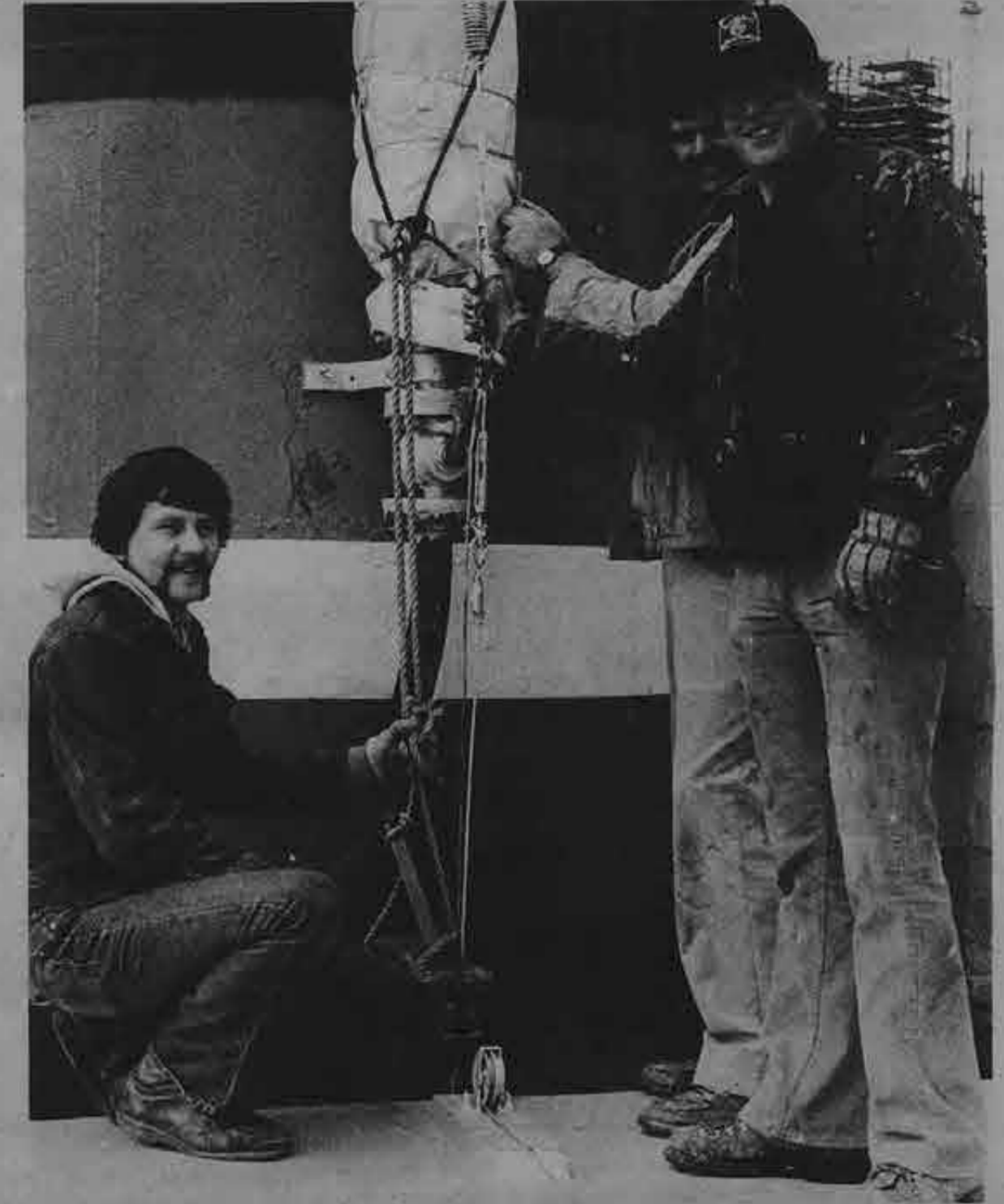
(l. to r.) Abdul Sufi, Harry Stockman and Dave Gowans on the *Sam Laud*.



Wheelman Dick Lovaas (above) aboard the *Paul Thayer*. At right are Walter Szelag, Dennis Connolly and Tim Thompson on the ferry *Ste. Clair*.



Bosun Bob Charter lends a hand to Abdul Sufi on the *Sam Laud*.



QMED Michael Martney in the engine room of the *Sam Laud*. Ward Schultz (above right) is a gateman aboard the *Buffalo*.



Edward Eider is a QMED on the *Thayer*.



On the *William Roesch* some of the crew take a break from the miserable weather. From left to right are Don Maskell, David Morgan, Don Binkowski, Kenny Johnson and Milt Crattill.

# Great Lakes Fitout '83



Mohamed Sharian is an oiler on the *Ste. Clair*.



Port Agent Jack Allen checks the book of Robert Evasvola, a watchman on the *Roesch*.



Ray Semeoad is a wiper on the *Medusa Cement*.



The *Ste. Clair*.



Dwight Whitmore and Gordon Cherub on the *Roesch*.



Joe Cherubini is a steward on the *Medusa Cement*.



Donald Jaloszynski, porter on the *Medusa Cement*.



Steward Robert Poe (l.) and 2nd cook Paul Plake in the galley of *William Roesch*.



John Lawrence is a QMED aboard the *Buffalo*.

## At Sea / Ashore

### Bulk Carrier Tamara Guilden to Israel

From May 15 to May 30, the bulk carrier SS *Tamara Guilden* (Commercial Transport) from a Gulf port will carry 22,000 tons of grain to Haifa or Ashdod, Israel.

### Bulker Jade Phoenix Makes Debut a Feat

The top U.S. dry-bulk carrier, the 932-foot, 128,000 dwt SS *Jade Phoenix* (Titan Navigation) broke a grain loading record early last month when she loaded on 110,000 metric tons of wheat in Portland, Ore. and Tacoma, Wash. bound for Egypt.

The previous record was the 107,000 metric tons loaded on in 1967 in the port of Seattle by the SIU-crewed supertanker *Manhattan* (Hudson Waterways).

The *Jade Phoenix* is also the world's largest coal-fired vessel. She, like her sister ship, the bulk carrier *Golden Phoenix*, was converted from a LNG carrier.

### N.Y. Maritime Day, May 21, at Kings Pt., L.I.

The port of New York's Maritime Day ceremonies on Saturday, May 21 will be held at the U.S. Merchant Marine Academy, Kings Pt., L.I., N.Y.

The ceremonies are set to start at 10:30 a.m. with a formal regimental review on the academy's parade grounds followed by an ecumenical service in the school's chapel in memory of former Seafarers.

At the ceremonies will be the academy's superintendent, Rear Adm. Thomas A. King; Rep. Mario Biaggi (D-N.Y.) chairman of the House Merchant Marine Committee; Rep. William Carney (R-N.Y.) a member of the House committee and MSC deputy commander, Rear Adm. W.C. Hamm.

### 4 MSC Ships Support Navy in Exercise

Four MSC ships, a tanker, an oiler and two seagoing tugs: the USNS *Susquehanna*, *Mississinewa*, *Apache* and *Mohawk* backed up 44 U.S. Navy and allied combat vessels in a major training Readiness Exercise I-83 in the Western Atlantic and off Puerto Rico which ended April 2.

The underway MSC ships delivered supplies and other services plus target towing to three aircraft carriers, 20 cruisers, destroyers and frigates, three submarines, seven supply vessels, one minesweeper, an amphibious ship, a command craft, seven British ships and a Dutch vessel.

### MARAD Picks Pross for Top Post

MARAD chief Adm. Harold E. Shear named Thomas W. Pross recently as director of the agency's shipbuilding and ship operations.

Pross played an important role in the development of the LNG carrier. He holds MARAD's Bronze Medal and the U.S. Commerce Department's Silver Medal. And he's a 1959 graduate of the U.S. Merchant Marine Academy.

### VLCC Brooklyn, New York in Alaskan Run

MARAD has okayed the use of the SIU-crewed VLCC *Brooklyn* and *New York* (Bay Tankers) on Alaska's North Oil Slope-Lower 48 U.S. run.

The 264,000 dwt *New York* was to start loading about May 9 and the 225,000 dwt *Brooklyn* was to load up between May 27 and June 5.

### APL Gets OK for Alaska Calls

The Maritime Subsidy Board gave the green light to American President Lines (APL) to pick up Far East-bound cargo at Alaskan ports of call from California ports.

### Matson's Mauna Kea Ups Cargo Space

Cargo capacity has been increased aboard the 338-foot container ship SS *Mauna Kea* (Matson Navigation) on the Honolulu-Hilo, Kahului and Nawiliwili run.

On-deck modifications give the motorship 18 more 24-foot containers for a total of 230 carried.

### Sea-Land Adds Ship, Ports of Call

Sea-Land has added a fourth C-4 containership, the *Aleutian Developer* to its port of Seattle-Kodiak-Anchorage, Alaska run.

The containerships *Boxer Captain Cook* (Sea-Land) and the *Lanka Mahapola* (Ceylon Shipping) will call on the ports of Colombo, Sri Lanka, Muscat, Oman and Dubai, United Arab Emirates and the ports of Calcutta and Madras, India.

Sea-Land is considering the start of a containership run to the port of Halifax, Canada in mid-June.

## The Thomas Heywood Sails into San Diego



The *Thomas Heywood* (Waterman Steamship Corp.) recently docked in San Diego, Calif.



Members of the *Thomas Heywood* ship's committee take time out to pose for the LOG photographer. They are, sitting left to right: William "Flattop" Koflowitch, QMED; Mike Worley, Wilmington port agent; Rocky Morris, bosun; Joe Tagliaferri, electrician and educational director; Walter Harris, AB, and Edward Habar, steward. Standing left to right are: Richard Tousett, OS; Bill Morse, OS; Ralph Bullard and Richard Hagy, steward assistants.

### Unclaimed Checks Are Waiting

A number of Seafarers who sailed on ships operated by the Maritime Overseas Corporation have checks waiting for them. To claim these checks, you must write to:

Paymaster  
Maritime Overseas Corporation  
43 West 42nd St.  
New York, N.Y. 10036

Be sure to let them know your name, vessels upon which employed, dates employed, rating and Social Security number. Those having unclaimed wages are:

W. Carey 562-32-2226  
W. Dickey 262-70-5758  
D. Fleming 505-16-3347  
J. Gladney 213-30-1791  
J. Hockman 227-50-7773  
J. Horne 264-56-3575  
L. Lamb 166-26-9208  
D. Lambert 462-94-9310

J. O'Toole 101-32-5061  
A. Power 063-22-6788  
J. Reams 263-44-1039  
J. Remko 216-20-6152  
R. Rossiter 199-48-7825  
F. Smith 217-18-8093  
J. St. John 080-24-3092  
M. Tibbets 003-32-0289  
J. Wimmer 420-62-4827

# Burt E. Lanpher, 62, of Staff Officers Assn. Dies

Secretary-Treasurer Burt E. Lanpher, 62, of the SIU-affiliated Staff Officers Association of America (a ship pursers union) for the past 29 years, died of cancer on April 20 at his home in Cliffside Park, N.J.

Brother Lanpher was credited with obtaining improved shipboard medical care for seamen. He was

founder in 1966 of the Pharmacist Mate-Marine Physician Assistant School for Staff Officers with the U.S. Public Health Service at the former USPHS Hospital on Staten Island, N.Y.

During World War II, he served in the U.S. Navy in the Pacific and later in the American merchant marine.

He joined the Staff Officers Association of Brooklyn, N.Y. in 1950. He was a patrolman there until 1954 at which time he was elected secretary-treasurer for the first time.

Lanpher was re-elected last year to his 11th consecutive term as secretary-treasurer and chief executive officer of the union.

Surviving is his widow, Martha, a son and two daughters.



Photo of Burt Lanpher, taken at the SIU's 13th Biennial Convention in 1967.

## SPAD For JOBS and Job SECURITY

## Directory of Ports

Frank Drozak, *President*  
Ed Turner, *Exec. Vice President*  
Joe DiGiorgio, *Secretary-Treasurer*  
Leon Hall, *Vice President*  
Angus "Red" Campbell, *Vice President*  
Mike Sacco, *Vice President*  
Joe Sacco, *Vice President*  
George McCartney, *Vice President*

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

**ALGONAC, Mich.**  
520 St. Clair River Dr. 48001  
(313) 794-4988

**BALTIMORE, Md.**  
1216 E. Baltimore St. 21202  
(301) 327-4900

**CLEVELAND, Ohio**  
1290 Old River Rd. 44113  
(216) 621-5450

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

**DULUTH, Minn.**  
705 Medical Arts Building 55802  
(218) 722-4110

**GLOUCESTER, Mass.**  
11 Rogers St. 01930  
(617) 283-1167

**HONOLULU, Hawaii**  
707 Alakea St. 96813  
(808) 537-5714

**HOUSTON, Tex.**  
1221 Pierce St. 77002  
(713) 659-5152

**JACKSONVILLE, Fla.**  
3315 Liberty St. 32206  
(904) 353-0987

**JERSEY CITY, N.J.**  
99 Montgomery St. 07302  
(201) 435-9424

**MOBILE, Ala.**  
1640 Dauphin Island Pkwy. 36605  
(205) 478-0916

**NEW ORLEANS, La.**  
630 Jackson Ave. 70130  
(504) 529-7546

**NEW YORK, N.Y.**  
675 4 Ave., Brooklyn 11232  
(212) 499-6600

**NORFOLK, Va.**  
115 3 St. 23510  
(804) 622-1892

**PADUCAH, Ky.**  
225 S. 7 St. 42001  
(502) 443-2493

**PHILADELPHIA, Pa.**  
2604 S. 4 St. 19148  
(215) 336-3818

**PINEY POINT, Md.**  
St. Mary's County 20674  
(301) 994-0010

**SAN FRANCISCO, Calif.**  
350 Fremont St. 94105  
(415) 543-5855

**SANTURCE, P.R.**  
1057 Fernandez, Juncos,  
Stop 16 00907  
(809) 725-6960

**SEATTLE, Wash.**  
2505 1 Ave. 98121  
(206) 623-4334

**ST. LOUIS, Mo.**  
4581 Gravois Ave. 63116  
(314) 752-8500

**TOLEDO, Ohio**  
935 Summit St. 43604  
(419) 248-3691

**WILMINGTON, Calif.**  
408 Avalon Blvd. 90744  
(213) 549-4000

## Dispatchers Report for Deep Sea

APRIL 1-30, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Gloucester	2	7	0	5	9	0	0	3	9	0
New York	55	26	0	48	13	0	0	156	75	4
Philadelphia	1	1	0	1	0	0	0	11	7	0
Baltimore	15	5	1	5	4	0	0	32	11	1
Norfolk	17	9	0	17	5	0	0	29	31	0
Mobile	18	3	0	3	0	0	0	34	8	0
New Orleans	46	16	1	37	6	0	1	130	33	4
Jacksonville	32	11	1	22	7	0	0	69	20	0
San Francisco	34	15	1	27	3	0	0	77	34	6
Wilmington	18	8	0	11	5	0	0	49	33	4
Seattle	31	5	1	16	7	0	1	78	26	2
Puerto Rico	7	3	0	9	0	0	0	18	5	0
Houston	49	21	1	49	24	0	0	102	59	1
Piney Point	0	0	0	0	5	0	0	0	0	0
<b>Totals</b>	<b>325</b>	<b>130</b>	<b>6</b>	<b>250</b>	<b>88</b>	<b>0</b>	<b>2</b>	<b>788</b>	<b>351</b>	<b>22</b>
<b>ENGINE DEPARTMENT</b>										
Gloucester	1	3	0	4	4	0	0	0	5	0
New York	79	20	0	48	5	0	0	157	55	2
Philadelphia	0	0	0	0	0	0	0	4	4	1
Baltimore	14	2	0	4	0	0	1	30	11	0
Norfolk	12	7	0	11	1	0	0	24	16	0
Mobile	14	2	0	2	2	0	0	28	8	0
New Orleans	34	17	0	27	0	0	1	99	35	0
Jacksonville	22	12	1	14	3	0	0	51	22	1
San Francisco	32	17	0	20	12	0	0	67	25	3
Wilmington	8	8	0	5	2	0	0	29	19	0
Seattle	22	6	0	13	6	0	1	50	23	5
Puerto Rico	7	3	0	4	5	0	0	18	8	0
Houston	43	6	1	20	8	0	0	87	25	1
Piney Point	0	0	0	0	1	0	0	0	0	0
<b>Totals</b>	<b>288</b>	<b>103</b>	<b>2</b>	<b>172</b>	<b>49</b>	<b>0</b>	<b>3</b>	<b>644</b>	<b>254</b>	<b>13</b>
<b>STEWARD DEPARTMENT</b>										
Gloucester	2	3	0	1	5	0	0	1	1	0
New York	30	10	0	20	20	0	0	73	24	1
Philadelphia	0	0	0	1	0	0	0	3	1	0
Baltimore	3	0	0	3	1	0	2	10	2	0
Norfolk	13	4	0	13	4	0	1	19	9	0
Mobile	9	2	1	3	1	0	3	27	2	1
New Orleans	26	8	0	19	4	0	2	55	14	0
Jacksonville	11	5	0	6	6	0	0	29	15	1
San Francisco	16	21	5	14	20	0	0	46	58	12
Wilmington	8	3	0	3	9	0	0	19	12	0
Seattle	7	6	1	7	9	0	0	30	14	3
Puerto Rico	1	2	0	5	3	0	0	6	5	0
Houston	23	4	0	16	14	0	0	47	13	0
Piney Point	0	0	0	0	4	0	0	0	0	0
<b>Total</b>	<b>140</b>	<b>68</b>	<b>7</b>	<b>111</b>	<b>100</b>	<b>0</b>	<b>8</b>	<b>365</b>	<b>170</b>	<b>18</b>
<b>ENTRY DEPARTMENT</b>										
Gloucester	0	6	0					1	14	0
New York	20	76	5					35	230	23
Philadelphia	1	5	1					3	26	1
Baltimore	8	21	1					18	59	1
Norfolk	6	22	0					9	50	1
Mobile	4	15	0					10	34	2
New Orleans	19	36	11					42	96	13
Jacksonville	5	32	2					14	70	4
San Francisco	14	57	26					30	157	72
Wilmington	1	23	2					3	72	10
Seattle	11	16	7					20	49	22
Puerto Rico	5	11	1					15	38	5
Houston	20	35	1					26	115	3
Piney Point	0	10	0					0	1	0
<b>Totals</b>	<b>114</b>	<b>365</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>	<b>1,011</b>	<b>167</b>
<b>Total All Departments</b>	<b>876</b>	<b>666</b>	<b>72</b>	<b>533</b>	<b>237</b>	<b>0</b>	<b>13</b>	<b>2,023</b>	<b>1,768</b>	<b>210</b>

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

Shipping in the month of April was up from the month of March. A total of 783 jobs were shipped in April on SIU-contracted deep sea vessels. Of the 783 jobs shipped, 533 jobs or about 68 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 13 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 346 relief jobs have been shipped.

# S-L Economy Sails 164th Trip



Visitors always enjoy posing in front of large ships, and these two women are no exception as the *Sea-Land Economy* docks in Port Everglades, Fla. Photos by C. Walker

March 1983 marks the beginning of the 164th voyage for the *Sea-Land Economy* (Sea-Land Service).

Built in Germany in 1971, the container ship started service on the Atlantic to the Northern Europe route. Two years later she was moved to the Gulf to the Northern Europe route.

Since her maiden voyage, the *Sea-Land Economy* has steamed approximately 1,793,000 miles (cruising at about 21 knots) and consumed nearly 3,500,000 barrels of fuel oil.

With an overall length of 775

feet, she is capable of carrying 775 containers, including 156 reefers.

One can find many "old-timers" aboard the *Sea-Land Economy*. This is due to the fact that under the guidance of Capt. C. S. Olson, the ship is very well run and crewmembers tend to sign on trip after trip. The deck department alone can boast a total of 325 years of experience!

One of the ship's contented crewmembers is AB C. Walker who provided the LOG with the photographs on this page.



It's been a long day for AB Wally Wright, now resting in his fo'c's'le.



The *Sea-Land Economy's* gangway watchman this voyage is C. Johnsen, AB.



Taking a moment to relax after his wheel watch is AB Herbie Minick.



Bob Johnson, the SIU port agent in Jacksonville, Fla., checks to see that all his information is up-to-date.



Chief Steward Dave Sacher catches up on some of his paperwork.



A. Norman, 3rd mate, checks the radarscope aboard the *Sea-Land Economy*.



Chief Cook John Miller (l.), Baker Debbie Byers (c.) and 3rd Cook Bob Firth take a short breather in the galley of the *Sea-Land Economy*.



**THERE'S NO ROOM FOR JUNKIES ON OUR SHIPS! BE A PROFESSIONAL SEAMAN AVOID NARCOTICS!**

Frank EVERS S.I.U.



# After 60 Years Before the Mast Bosun Richardson 'Boats the Oars'

by Ray Bourdus

He was just a little boy so long ago,  
But he had a big dream—  
To sea he wanted to go,  
To see the world and the good U.S.A.—  
And he made it one day  
In his 20th year  
He sailed to the East and he sailed to the West  
Up North and down South, but U.S. was best.



He had a big dream for the second time—  
He wanted a home, a wife and a child  
And he made it one day  
In his 35th year.



He went back to his homeland to good Norway's shores  
Where he met the young maiden to which he fell in love  
There was a wedding and honeymoon—  
Yes, six wonderful months, but U.S. was calling  
Come back to your chores  
Goodbye my dear lady, I'll see you again  
I'll work for you darling, you'll always be mine.



A son came along, but so far, far away—  
I'll work for you darling, you are both mine  
From far up in the North to the West you must come  
And he made it one day  
In his 40th year.



Again came a son and two beautiful girls  
And a home on the beach—  
In his 50th year.



I'll keep right on working,  
Be healthy and strong, I'll never retire in  
My 60th year.



And so he goes on, sailing all Seven Seas,  
He is still going strong  
In his 75th year.

—Mrs. Ida C. Richardson.



Nils H. Richardson

No slouch himself at poetry writing is Union charter member Pensioner Nils H. Richardson, now 82, who retired from the SIU eight years ago after sailing for 60 years. His last ship was the *SS Bethflor*.

Back in 1966, Seafarer Richardson got thank you notes from President Lyndon, Luci and Lady Bird Johnson for his poem "A White House Bride" commemorating the engagement of LBJ's daughter.

Richardson's other claim to fame is that he is the oldest Seafarer to earn his GED high school diploma just before he retired at the young age of 75! No wonder, he reads, writes and speaks fluent English, Norwegian and Spanish.

Today, at his home in Riviera Beach, Md., Nils fills his scrapbooks with interesting news stories and photos while frolicking with his 10 grandchildren. He has two sons and two daughters.

"Home is the sailor, home from the sea . . ."

It all began in the second year of World War I in 1915, as like another Norwegian seafarer, Andrew Furuseth, Richardson at the age of 15 left his birthplace near Sarpsborg, Norway to ship out of nearby Fredrikstad on the Oslofjord as a messman.

At first he sailed on Norwegian and English ships under steam and sail earning \$24 a month. From 1919 to 1920 he was a member of the National Sailors and Firemen's Union of Great Britain and Ireland and the Shipwrecked Mariners Benevolent Society.

Like Furuseth he landed on the sunny shores of California to ship on the Bull Line from the West Coast to the East Coast from 1920 to 1935. Then in 1938, he joined the SIU in Baltimore. In 1946-7, he hit the bricks in the General Maritime and Isthmian beefs. Came World War II and the Korean War, we find the doughty bosun also still sailing during the Vietnam War at the ripe age of 70!

On his first ship, the Norwegian *SS Nora* (Olsen Line) carrying not coal to Newcastle (England) but lumber pit props for the coal mines in June 1915, Richardson said "The first day out we were stopped by a German submarine. The ship's manifest was examined but since Norway was neutral in the First World War we were allowed to proceed to our destination."

He next made his only voyage under sail on a three-masted Norwegian bark—"sailing ships were scarce and hard to get . . ."

Then on his third voyage, a trip to France "I was almost washed overboard off the *SS Borgny* (Olsen) by a giant wave. My left arm was broken and



The S.S. Rosario was a proud Liberty Ship in 1944.

very swollen before we reached Rouen . . . I was placed in hospital and remained there for four months."

On his next to last Norwegian steamer, the *SS Magna*, carrying English pig iron to Rouen "A very risky business at the time. We heard the thunder of the (naval) Battle of Jutland as we traversed the Channel."

Late in 1917, on his first English ship, the *SS Llangollen*, "We had to buy our own mattress and bedclothes. And also all else like knives, forks and plates. Being in a hurry I did not manage to get all. So I had to use a small milk can to drink from for the next six months. I was 16 months on the *SS Llangollen*. In those 16 months, I never saw an egg. Three different kinds of food were served on the ship: For officers, petty officers and crewmembers."

The following year (1920) he shipped between England and France again. "We were paid £3. 10 shillings a week and had to feed ourselves. We usually paid the steward 1 pound (\$5) a week for food, not a very rewarding situation."

The same year he made his first trip to the States on the *SS Mons* to Baltimore.

From there he called on round-the-world Australia, South Africa and Scotland. On a Belgian ship in Finland, "Accidentally I sold a custom-made suit for 500 Finnish marks. When we returned to Antwerp the Finnish mark was almost valueless."

With that he sailed to Marcus Hook, Pa. from where his "service has been on American vessels." After leaving ship, "I lit out for Baltimore. Times were hard. Harding had won the election on a call for normalcy, not very normal for me. The new year 1921 brought a seamen's strike (Eastern and Gulf Sailors Assn.) and I was caught in it from start to finish . . ."

"Now I got the idea to turn inland. I had read about the oilfields in Tulsa, Okla. I persuaded a shipmate from the *SS Carolinian*, a Swede, Thorsten Shubert, to follow me. We bought two bicycles and set out for Oklahoma. It took us six weeks before we arrived in Tulsa. I hit out for the oilfields while my shipmate remained in the city working. For the next year I followed the harvests all the way to North Dakota . . ."

"The year 1922 was spent entirely in the Middle West. I worked in the lead mines in



The S.S. Nora in 1915—his first ship.

Joplin, Mo., but found it not to my liking and longing for the coastal area . . .

"The next year I set out for Los Angeles. After much travail I arrived there in time to catch a steam schooner, a vessel that carries lumber. We had to have a hook for the big pieces and had to work all day in the cargo hold. After 5 we could go back and work overtime. Wage \$75 a month. Year 1923.

" . . . I was now back in Baltimore and made it my headquarters for the future. Now I discovered the Bull Line and started sailing to Puerto Rico in 1925. The Bull Line in those days was the worst line in the United States. For breakfast we got oatmeal with fat maggots crawling, so we had to cover them with sugar and milk from a can mixed with water. If anybody complained, the steward would remark: 'The ship is now dockside, if you don't like it, get off!'

"As the decade advanced I stayed with the Bull Line. I liked everything Spanish and learned some of the language.

"By the time President Hoover arrived on the scene, the Bull Line was hitting the nadir. Our steward arrived aboard and stated that Bull was not making money, wages had to go down. We got cut from \$55 to \$45 monthly and back to a 12-hour day. Furthermore, the chief mate admonished us not to eat breakfast on company time when we had the 4-8 watch."

In 1928, Richardson, joined the ISU sailing on the *SS Dorothy* carrying St. Lucia sugar workers to Santo Domingo, Dominican Republic.

Later the chief mate added, "I heard you boys are getting an 8-hour day. President Roosevelt is comin' in." That was very good news to us. From that day to the present, thanks to our Union, we have progressed forward and now live like human beings.

"In 1930 I became a citizen of this great Republic. It was a long struggle due to ignorance. I had not paid head tax—a measly \$8—and consequently was not legally admitted to the country.

"At this time (1930) I started to think about marriage. I knew that in the (Baltimore) Norwegian Seamen's Church they received Christmas packages (from Norway) and that young girls gave their addresses . . . I awaited a Christmas package. . . . On the way to the church, three of us, two very old men and I, entered the church on Broadway and received three tickets—189-190-191. I had received 189 and as I like round numbers I asked one of them to exchange his card for mine. I wound up with 190 and my dear wife, now 44 years happily married.

"We corresponded for three years and in 1934, before I almost went to the Chicago World's Fair, I traveled to (Bergen) Norway. And the same Uncle Oscar Wilhelmsen who

sent me to sea now ushered me into marriage.

"Previously, in 1933, I was on the *SS Frances* on the Florida run, when we were wrecked in the harbor of Ft. Pierce, Fla. by a hurricane. The ship had to go full speed at the dock to save rudder and propeller. All lines were torn loose and landed in the propeller. Divers were sent down to clear the mess and we limped back to Baltimore.

"That was the third hurricane I was in. In 1928 in Ponce, P.R. on the *SS John Lind*, the San Cyprian hurricane caught us at the dock. We had to leave in a hurry with stevedores aboard. We rode it out for two days and was even reported lost in the Baltimore papers.

"The first hurricane was the one which devastated Miami in 1926. I was on the *SS Royal Arrow* bound for the Gulf where we rode it out . . .

"In 1935 the ISU was back in force. We now had a union to protect us. Gone was the 12-hour day and \$45 a month. But lots of bickering followed by different unions. We once had three different unions on the *SS Major Wheeler*.

"Finally in 1938, our present Union, the Seafarers came into being and we've made progress ever since. I'm proud of being a charter member. And also of the opportunity to sail with our progressive president, Paul Hall."

"In 1942 we shipped together on the *SS Joseph Hughes* on a 7-month trip from Baltimore to Suez around Africa on to Bombay, Beira for iron ore. Then

Durban and on to Port Elizabeth . . . We proceeded to 50 degrees South, very cold. We changed course for the Magellan Straits arriving in November when the sun rose at 2:30 a.m.

"We were short of meat so Paul contacted Capt. Rainer and made him agree to stop in Punta Arenas where we got fresh beef right from the countryside. We proceeded up the west coast of South America on through the Panama Canal landing in New York on New Year's Day 1943.

"When the war broke out in 1941, I was bosun on the *SS Elizabeth*. We were laying in Brooklyn, N.Y. and I was dozing on a Sunday afternoon. All of a sudden the radio, usually melodious, burst into frenzied noise. I woke up and heard the following: 'The Japanese are bombing Pearl Harbor. This is for real. This is not a practice operation. The *USS Oklahoma* is on fire and the *USS Arizona* is sunk . . .' That was all we heard from Hawaii for a long time. The next day we had to go to register at the War Board.

"I was amazingly lucky in the Caribbean. I always left a ship the trip before she was sunk. On the *SS Barbara* I was dissuaded by my wife into not taking an AB job on her. The *Barbara* was sunk by gunfire, most passengers lost and many of my shipmates, too. I used to tell my wife 'Better a live AB than a dead mate.' After all the Bull Line ships were sunk, the U.S. Army had to feed Puerto Rico, so I started to sail overseas.

" . . . In December 1944, we left New York on the *SS Marina* for Le Havre in a big convoy. On Jan. 16, 1945 we entered the port in single file real slow. Capt. Hendrix asked the convoy commander for permission to leave the line since we had important cargo that was badly needed.

"The request was granted so we slid slowly out. Immediately the destroyer escort ordered us back in line. That's when the mine hit back in No. 5 hold. I was at the wheel and fell down. All the electrical fittings tore loose from the walls and the compass went skyhigh. I still have the magnifying glass.

"Pandemonium broke out on the ship. The time was 11:20 a.m. Most of the crew and gunners were sitting down to the dinner table. Everybody left the bridge leaving me alone at the



The S.S. Marina is towed to the beach after hitting a mine in Le Havre early in the morning of January 16, 1945.

(Continued on next page.)

(Continued from page 27.)



Mrs. Nils Richardson

wheel. After some time the security officer came to the bridge and said 'Well, Rich, everybody has left the ship, we better leave too.' When we got down on deck everybody was in a motorboat on the side of the ship.

"The *Marina* was towed onto the beach by three tugboats . . . we were ordered back on board. The tugboat crews had raided

the ship. We eventually got \$300 (each) for the loss. The Army took off the valuable cargo leaving hatches open in No. 4 and 5 holds so the engine room was flooded.

"That night a storm came up with the ship developing a crack down one side. We laid on the beach two months with no heat, beastly cold in Northern France. Finally, the Army pumped the ship dry and towed us up the Seine to Rouen where we laid in drydock for eight months. We had German prisoners to do all the ship's work. Most of the crew were sent home . . .

"The first Armistice Day—Nov. 11, 1918—I spent on the *SS Llangollen* in Civita Vecchia, Italy. The second—May 7, 1945—on the *SS Marina* in Rouen, France . . .

"In the 1946 Seafarers strike, I was on the *SS Follans* tied up in Wilmington, Del. The strike lasted 12 days and we picketed in Philly . . .

"In 1957, I was on the *SS Hilton* when she was chartered for a run to South Vietnam with a cargo of light ammo. That was

a run that I had intermittently up to 1972 . . .

"In 1962 I broke my left leg on the *SS Transwarren* on lookout in a storm on the flying bridge. A big box loaded with lifesaving gear broke loose, and we both sailed across the deck against a stanchion. The leg snapped. I collapsed on deck on a signal gun spilled from the box. I hammered on the deck for aid. At last, the mate on watch tired of the noise from above sent for the standby aft to investigate.

"The deck crew was then called out to carry me below. A call was made to Miami for the Coast Guard to come out. They transported me to Jackson Memorial Hospital. I spent 10 days there. Then was flown home to Baltimore where I spent six months convalescing . . .

"In 1964, I made a trip to Odessa on the Black Sea. One look at Russia and you'll appreciate the good old U.S.A. Also, I served on the *SS Manhattan*. She was the biggest vessel afloat at the time. Schools were let out so the children could watch

us go up river to Beaumont, Tex. Later in New Orleans we loaded on 75,000 tons of grain for Pakistan and outside fuel oil for 20 hours. At Karsh Is. in 1965 we loaded on oil for Glasgow. There the ship was written up in all the newspapers, the biggest cargo ever, 103,000 tons, peanuts today . . .

"In 1967 we ran aground (in the river) outside Saigon on the *SS American Pride* when a relief captain aboard turned too soon ripping out the bottom. Navy divers okayed us to go on to Tokyo to layup six weeks in a shipyard. The boys went to Yokohama every week. I enjoyed the Japanese steam baths . . .

"In later years I've spent much time away from Baltimore . . . San Francisco was booming with the Vietnam War, the supplies were going out at a steady stream . . .

"In 1974 . . . 55 years of sailing on American ships . . . I would have kept on . . . but the youngsters must have their chance . . . so I slide into the shadows and go fishing."

## KNOW YOUR RIGHTS

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

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

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

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

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

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

## KNOW YOUR RIGHTS



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

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

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

## KNOW YOUR RIGHTS

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

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

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

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

# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1983

Legislative, Administrative and Regulatory Happenings

## Washington Report

A potentially important political development occurred in Chicago last month when Harold Washington was elected mayor in a close vote. While most people concentrated on the issue of Washington's race—he will be Chicago's first black mayor—the election had implications that extended far beyond that one issue.

As much as anything else, the election in Chicago marked the resurgence of grassroots politics. That bodes well for this organization. Two years ago SIU President Frank Drozak inaugurated a far-sighted field representative program aimed at strengthening this organization's presence at a grassroots level.

As always, the bottom line is jobs. By anticipating an important political trend, the SIU hopes to put pressure on Congress and the administration to come up with a coherent maritime policy.

## Boggs Bulk Bill

SIU President Frank Drozak testified before the House Merchant Marine Subcommittee on the Competitive Shipping and Shipbuilding Act of 1983, better known as the Boggs Bulk Bill. The bill, which would stimulate construction of as many as 158 new vessels over the next 15 years, already has more than 100 co-sponsors in Congress. In addition, Sen. Paul Trible (R-Va.) has introduced a similar bill in the Senate, where seven of his colleagues have added their names.

The Boggs Bulk Bill is seen by most people in the maritime industry as being the only way of reversing the decline of the American-flag merchant marine. The SIU in particular has lobbied strenuously to get the bill passed. Last month more than 300 congressmen, industry representatives and maritime labor leaders attended a seminar held at the Union's new headquarters in Camp Springs, Md. to coordinate efforts to secure passage of the Boggs Bill. These people, many of whom are instrumental in shaping public opinion, came away from the seminar with a better understanding of the problems facing the American-flag merchant marine and what needs to be done to turn things around.

## Deep Draft Ports

The growth of this nation's coal exporting industry has been stunted by the absence of adequate port facilities. Among other things, American ports are too shallow to handle the modern supertankers that are used by foreign countries to haul coal to their strategic reserves.

In order to rectify that situation, five bills have been introduced in this session of Congress that would allocate federal funds to deepen this nation's ports. While the five bills differ in some respects, all envision some role for the federal government in the funding of this program.

## Alaskan Oil

One of the most important issues facing the American-flag merchant marine is the Export Administration Act, which is set to expire in September of this year. Among other things, the bill bans the export of Alaskan oil. As many as 40 of our ships are employed in carrying Alaskan oil down to the Lower 48. Most of these would be forced into lay-up if Alaskan oil is diverted to Japan.

What seems to be a clear-cut issue has become quite controversial. A number of prominent businessmen, hoping to make a quick killing at the expense of our nation's long-term security interests, are lobbying to let the bill expire. The administration, which has a curious concept of national security, is leaning toward that position.

Fortunately, a number of influential members of both the House and the Senate have opposed the administration on this issue and have been able to fashion a strong, bipartisan coalition in favor of renewing the Export Administration Act in its present form.

Rep. Howard Wolpe (D-Mich.) was able to attach an amendment to the bill in the International Economic Policy and Trade Subcommittee of the House Foreign Affairs Committee that would reauthorize the ban on Alaskan oil for another four years. Earlier, he had introduced a bill banning the export of Alaskan oil which was cosponsored by 217 fellow congressmen.

In the Senate, Republicans John Heinz of Pennsylvania and Jake Garn of Utah have introduced a bill that would restrict the sale of Alaskan oil over the next six years.

## Return Receipt

Six former heads of the Department of Labor serving under every president from John F. Kennedy to Jimmy Carter made public a letter they had written to Ronald Reagan about the devastating effects of unemployment. They did so only because the president had failed to acknowledge receipt of their letter, and they felt that his refusal to do so represented an affront to the 12 million people of this country who are unemployed.

The former secretaries called the present unemployment rate unacceptable, and urged the president to adopt an extensive jobs training program, especially since the slow pace of economic recovery will leave 11 million Americans unemployed a year from now.

Three of the secretaries who signed the letter—John Dunlop, Peter J. Brennan and W. J. Ussery—served under Republican presidents. The other three were Arthur J. Goldberg, W. Willard Wirtz and F. Ray Marshall.

## Cargo Preference

Cargo preference laws are the backbone of this nation's merchant marine. Nearly 80 percent of all American-flag seafaring jobs are onboard vessels carrying government impelled cargo. Unfortunately, there have been a series of attacks in this session of Congress on such important cargo preference laws as the PL 480 program.

The most serious of those attacks has been the amendment that Sen. Rudy Boschwitz (R-Minn.) attached to S. 822, the Agricultural Export Act. The amendment would exempt Payment-In-Kind cargo from the provisions of the PL 480 program, even though such cargo clearly falls under the program's jurisdiction.

In response to this move and others, Rep. Walter Jones (D-N.C.), chairman of the House Merchant Marine Committee, has introduced the Cargo Impelled Preference Act of 1983, which would strengthen and reaffirm this nation's existing cargo preference laws.

## Third Proviso

The House Merchant Marine Subcommittee reported out unanimously H.R. 1076, which seeks to close existing loopholes in the Jones Act.

The Jones Act contains a little known loophole known as the Third Proviso which allows foreign-flag vessels to carry merchandise between points in the continental United States and Alaska under certain limited circumstances. Until now, the Third Proviso has seldom been used. However, several companies have looked into the possibility of turning the Third Proviso into a vehicle for a large scale assault on the entire Jones Act, which protects domestic commerce and shipping from unfair foreign competition. Rather than let that happen, Rep. Don Bonker (D-Wash.) has introduced this badly needed piece of legislation.

## CDS Payback

The administration has formulated a scheme to allow U.S.-flag operators in the foreign trade to compete in domestic trade routes if they pay back their Construction Differential Subsidies. Industry experts predict that such a move would create severe dislocations in domestic markets and could be disastrous for the domestic fleet.

As mandated by law, the Department of Transportation is accepting comments on the proposed rule change involving CDS paybacks. The SIU has recommended that the proposal be withdrawn. So, too, has the House Merchant Marine Subcommittee, which sent a letter to the Department of Transportation. A full House Merchant Marine Committee mark-up on the subject is expected shortly if the proposal is not withdrawn.

## Digest of Ships Meetings

**ALEUTIAN DEVELOPER** (Sea-Land Service), March 27—Chairman Charles Dawson; Secretary C. A. Melrose; Educational Director John Meidinger. No disputed OT. Copies of the most recent LOG were received and circulated. The chairman reminded crewmembers to read the LOG—that it is the best means they have of knowing what's going on in the Union. Everything in the steward department is running smoothly and in accordance with SIU standards. The educational director urged all eligible crew to take advantage of the educational and upgrading opportunities available at Piney Point. A motion was made to keep life survival suits aboard the *Aleutian Developer*. Due to the severe weather and the coldness of the Alaskan waters, the crew felt that survival suits would better protect them than would survival jackets in the event of an emergency. It was further suggested that those hands working the cargo be permitted to take coffee breaks every two hours. Also, due to the fact that there is only one head onboard the ship for the entire unlicensed crew, all hands were asked to take more pride in the sanitary conditions of the head and shower area. The steward department was given a vote of thanks for a job well done.

**AMCO TRADER** (American Coastal Lines), April 3—Chairman Al Whitmer; Secretary Roz Brown; Deck Delegate John C. Green. No disputed OT. An Executive Board Fact Sheet was received onboard and was read and discussed. The importance of donating to SPAD was stressed, and crewmembers were urged to read the LOG to find out the latest Union news. The ship's chairman asked that Seafarers continue to promote and support their Union's programs. "Only by an ongoing, never let-up attitude concerning our welfare, can the Union continue to function efficiently." All members also were urged not to listen to or be influenced by the "malcontents and do-nothing people in our midst." There are three kinds of Union men, the chairman continued. There are those who help make things happen, those who never make anything happen, and those who never know what happened. "Which one are you?" The ship is due to lay up for an undetermined period of time in New York at the end of this voyage. Repair lists have been turned in along with various suggestions about safety aboard the *Amco Trader*. One minute of silence was observed in memory of our departed brothers and sisters.

**AMCO VOYAGER** (American Coastal Lines), March 9—Chairman N. Bryant; Secretary John E. Samuels; Deck Delegate David E. Hartman; Steward Delegate Curtis L. Broderax. No disputed OT. There is \$20.80 in the ship's fund. The chairman reported that a meeting had been held with the captain, and everybody who put in for a draw will receive it shortly after arrival. A discussion was held regarding the Welfare Plan. One of the first

purposes of forming the Welfare Plan for the SIU was to provide decent health care for seamen and their families. With that purpose in mind, the crew of the *Amco Voyager* are forwarding to the Negotiating Committee their thoughts on the subject, including that every effort be made to upgrade dependents' benefits (out-patient, optical, dental). The steward department was given a vote of thanks. One minute of silence was observed in memory of our departed brother Steve Browning who was one of the 31 men lost at sea when the *Marine Electric* capsized and sank off the coast of Chincoteague, Va. on Feb. 12.



**ARECIBO** (Puerto Rico Marine), March 20—Chairman J. Gomez; Secretary H. Galicki; Educational Director S. Wala; Deck Delegate L. Morales; Engine Delegate G. Silva; Steward Delegate C. Gonzalez. No disputed OT or beefs. There is \$180 in the ship's fund; some of the money is being used to send books to the Paul Hall Library and Maritime Museum at Piney Point. The chairman reported that all repairs have been taken care of by the chief engineer and chief mate. Copies of the latest LOG were received, read and discussed. The crew were urged to write their congressmen to ask for their support in passing the Boggs Bill. Crewmembers suggested that more movies be sent to the ship. At present they are only receiving about six per month; they would like at least 12. Apart from that, everything is running smoothly. Crew were asked to help keep the messhall and pantry clean at night and not to play movies after 10 p.m. because the baker's room is next to the messhall and he has to get his sleep. The ship will be paying off at the next port: San Juan, P.R.

**BALTIMORE** (Sea-Land Service), March 20—Chairman G. R. Kidd; Secretary George W. Gibbons; Educational Director W. J. Dunnigan. There was some disputed OT in the deck and engine departments. The ship's fund contains \$15.25 which is being kept in the safe. A discussion was held regarding the decline of the merchant marine fleet since the Korean War. The chairman stressed the importance

of donating to SPAD to help our Union fight for legislation which will increase the number of U.S.-flag ships and the number of U.S. seafaring jobs. He also urged crewmembers to write their congressmen to ask for their support. Payoff is scheduled for March 22 in New Orleans. The repair list was posted and turned in to the captain. Some of the problems are that the ice machine is not making enough ice for the crew and that the vents in the pantry are not working. The crew was given a vote of thanks for their work during the voyage. One minute of silence was observed in memory of our departed brothers and sisters. Next port: New Orleans.

**COVE MARINER** (Cove Shipping Inc.), March 19—Chairman Freddie Goethe; Secretary Terry J. Smith; Educational Director C. Crowder; Deck

The SIU offers these educational opportunities and it is to the advantage of Seafarers to make use of them. He also reminded the crew about the importance of contributing to SPAD. The educational director reported that there are several instructional tapes aboard ship on how to use tools, pumps and other equipment. These are available at all times and are important in increasing the crew's awareness of safety—as are wearing the proper clothing and shoes. Several suggestions were made. One was that vacation time should count toward retirement. The other was that transportation on long flights should be business class rather than economy class. Thanks go to the deck gang for keeping the messhall and the recreation room clean, to the steward department, and to Chairman Glenn Miller for the great pool parties. Next port: Nagoya, Japan.

**NEWARK** (Sea-Land Service), March 6—Chairman D. Manning; Secretary J. Wright; Educational Director R. South; Deck Delegate A. Janacek; Engine Delegate C. Ball; Steward Delegate J. Nieto. No disputed OT. The chairman asked that all crewmembers check with the boarding patrolman at payoff. He also informed them that as of March 1, 1983, "B" books will only be able to stay aboard ship for a period of 125 days. Also, according to an agreement, all hands must be onboard one hour before sailing time. The educational director mentioned that he has Sea-Land safety and training films which are available for everyone's use. A vote of thanks was given to the steward department for a job well done. Next port: Seattle, Wash.

**OGDEN DYNACHEM** (Ogden Marine), March 20—Chairman William L. Davis; Secretary Donnie Collins; Educational Director Joel Spell; Deck Delegate David W. Dinnes; Engine Delegate Joseph Spell; Stewards Delegate Stonewall Jackson. There was some disputed port time in all departments. The treasurer reports that there is only \$25 left in the ship's fund. The movies it buys are enjoyed by all—so contributions are welcome. A fact sheet was received from President Drozak. It pointed out the administration's promises to revitalize the maritime industry and how it has failed to carry out its promises. The chairman suggested that each crewmember write their congressmen to ask for their support in rebuilding the merchant marine. The steward/baker also stressed the importance of donating the SPAD to help in this effort. The educational director suggested that QMEDs take advantage of upgrading opportunities at Piney Point. It will raise your pay scale as well as your knowledge.

**OGDEN LEADER** (Ogden Marine), March 22—Chairman P. Butterworth; Secretary Vincent Sanchez Jr.; Educational Director Dyke Gardner; Deck Delegate Joseph W. Moore. No disputed OT or beefs. There is \$20 in the ship's fund. Fifty dollars was spent on a booster for the crew's TV antenna, and \$110 was supposedly left in safe keeping with the chief steward who is on vacation until mid-April. The chairman reported to crewmembers that he has asked SIU to increase weekly benefits for seamen who are unfit for duty. He also made the suggestion

# Digest of Ships Meetings

that when a seaman is sick and unfit for duty, he should be flown home and not have to ride the ship back to the States. The educational director reminded everyone about the upgrading opportunities available at Piney Point. A vote of thanks was given to the steward department for a job well done and for the good food. A special vote of thanks was given to Steve Spencer, BR utility, for the work he did helping out the deck department.

**PONCE** (Puerto Rico Marine), March 20—Chairman R. Rivera; Secretary C. Rice; Educational Director D. Rowe; Engine Delegate R. E. Mealar. No disputed OT or beefs. A letter from headquarters was received, read and posted. It concerned "B" book shipping regulations and stated that as of March 1, all "B" books can work only 125 days. Those who shipped before March 1 can stay onboard for 180 days. A discussion was held about the Welfare Plan. Since the Public Health Service hospitals closed, members feel they need a larger allowance for dental and optical claims. They also expressed the desire for ID cards with a number to be called to make it easier to get attention at out-of-the-way locations and on weekends and holidays. A brief discussion was also held as to whose duty it is to go aloft to change the lights.

**ROSE CITY** (Apex Marine), March 27—Chairman P. H. Greenwood; Secretary N. Evans; Educational Director W. Christopher; Deck Delegate M. Houlihan; Engine Delegate W. B. Butt; Steward Delegate R. R. Poovey. There was some disputed OT in the deck department which will be taken up with the boarding patrolman at payoff. All crewmembers getting off were reminded to strip their bunks and clean their rooms for the next crew. The steward department was given a vote of thanks for a job well done. Next port is Bigstone, then on to Eagle Point for payoff.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), March 20—Chairman W. Mortier; Secretary Roy Thomas; Educational Director M. H. O'Toole. No disputed OT. There is \$10 in the ship's fund. The chairman reported that it has been a smooth voyage. He discussed the report from headquarters about seamen with class "B," "A" or "CV" seniority ratings and talked about the Maritime Trades Department and Executive Board meetings in Miami. Crewmembers were asked to help their Union and the maritime industry by writing letters to their congressmen, urging their support for the upcoming maritime bills in the House and Senate. He also stressed the importance of donating to SPAD. The repair list will be given to the boarding patrolman. One minute of silence was given in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

**SANTA MARIA** (Delta Steamship Line), March 13—Chairman M. Keefe; Secretary M. Estridge; Educational Director H. Ulrich; Deck Delegate T. Anderson; Engine Delegate G. Hoopes; Steward Delegate Joe LaBella. Eight

hours of disputed OT in the deck department will be taken up with the boarding patrolman at payoff. There is \$150 in the ship's fund—\$100 from the last voyage and \$50 for a pool early in this voyage. When the ship goes into the port of San Francisco, the crew hope to get one washing machine and two new dryers which have been ordered. It was agreed that the food aboard the *Santa Maria* is good and well prepared, but the menus need variety. Also, it was felt that loud talking among the cooks should stop during meals. It is hoped that the films can be changed for the next trip; a collection will be taken up for this purpose. A vote of thanks went to Phil DeSett for showing his films in the rec room. Los Angeles is the next port, then on to San Francisco for payoff.

**LNG TAURUS** (Energy Transportation Corp.), March 15—Chairman T. Brooks; Secretary R. F. Frazier; Educational Director D. Brass; Deck Delegate J. Davis; Engine Delegate D. Orsini; Steward Delegate C. Gallery. There is currently \$1100 in the ship's fund. Some disputed OT was reported in the deck department in the form of penalty meals. They are awaiting a reply from headquarters on this matter. The chairman mentioned that they are also awaiting a reply from headquarters about changing the number of



sailing days from 120 to 125 so that Union members can collect their vacation. He spoke to the crew again about the serious consequences to those who are found possessing narcotics, abusing liquor or conducting themselves poorly ashore or aboard the vessel. Capt. Sjkovist also spoke to the crew about the problem of narcotics and stated that this should not be taken lightly since any member caught with the evidence or accused of possession will stand alone—the company or the council will not get involved. It jeopardizes everyone's job and he said he personally would push to have their papers suspended. A new washing machine has been installed in the crew laundry. It has been requested that no one come to the messhall without socks or wearing a hat. They were also asked to keep radios at a reasonable level and to use ear phones when possible. Another suggestion made was that crew not use outer service doors on upper decks after sundown. It breaks the vacuum for the air conditioning and is noisy to those trying to sleep. A vote of thanks was given to the steward for all the little extras he has provided during the voyage. One minute of silence was observed in memory of our departed brothers and sisters. Heading out to Nagoya, Japan; Arun, Indonesia; and Tobata, Japan.

**SEA-LAND CONSUMER** (Sea-Land Service), March 6—Chairman Jack Nelson; Secretary Lee de Parlier; Educational Director Herbert P. Calloe; Deck Delegate Pete Scroggins; Engine Delegate Elkin Kent; Steward Delegate John Bellamy. No disputed OT. Everything is running smoothly. The crew has received a radio for the messroom, which they have been asked not to play loudly or during meal hours. A repair list has been drawn up to be given to the boarding patrolman at payoff. It includes a new washing machine and a new television. Crewmembers also plan to ask the patrolman to reinstate the number of films per voyage to 10; the company had cut this number to eight. They would also like to improve the quality and variety of films. A discussion was held about the present medical coverage for members and their families. There was a great deal of dissatisfaction expressed and a request to the Union to improve these benefits. One minute of silence was observed in memory of our departed brothers and sisters—and to those who lost their lives in the sinking of the *SS Marine Electric* off the coast of Virginia on Feb. 12. Stopping next in Port Everglades, Houston and New Orleans.

**SEA-LAND EXPRESS** (Sea-Land Service), March 15—Chairman A. Lesnansky; Secretary Ken Hayes; Educational Director J. Atchison; Steward Delegate Alfred L. DeSimone. No disputed OT or beefs. There is \$25 in the ship's fund. The ship's reporter spoke to the crew about the bills currently before the House and Senate (which were explained in the February LOG). He also urged that members write their congressmen to lend their support to these bills. Addresses can be obtained from the steward. "B" books were reminded that they now are allowed only 125 days per ship or one round trip. The chairman asked that all hands getting off at the next port clean their rooms. He also stressed the importance of contributing to SPAD. Next port: Elizabeth, N.J.

**LNG VIRGO** (Energy Transportation Corp.) March 19—Chairman Fred Pehler; Secretary Larry Dockwiler; Deck Delegate Thomas Roads. No disputed OT or beefs. The ship's chairman once again brought up the subject of the drug scene in Indonesia, particularly with regard to marijuana. He stressed the importance of keeping away from any activity of this kind. The secretary reported that LOGs are being received regularly, but he would also like to receive some self-addressed envelopes to headquarters as well as some ships' minutes forms. Crew were reminded that as of March 1, all "B" seniority members can sail only for 125 days before being pulled off. The question was asked as to how this ruling will affect the LNG ships and how it will affect a seniority non-entry rating. Next port: Osaka, Japan.

**WALTER RICE** (Reynolds Metals Co.), March 6—Chairman E. LaSoya; Secretary Larry Ewing; Educational Director N. Rivas; Deck Delegate John A. Chestnut; Engine Delegate H. G. Elwin. No disputed OT. A letter from headquarters was read and posted regarding the regulations for "B" and "C" books. The captain told the crew that he does not know about relief in Philadelphia, but he will try to get relief for those men to whom time off is due. This problem will be discussed with the boarding patrolman. The secretary reported that everything is running pretty smoothly. Several items are needed, however. One is a hot water pot for the crew messhall; the other is that the ship needs to be sprayed for roaches. Next port: Philadelphia.

Official Ships minutes were also received from the following vessels:

<b>COVE COMMUNICATOR</b>	<b>PRIDE OF TEXAS</b>
<b>DEL VIENTO</b>	<b>PUERTO RICO</b>
<b>EDWARD RUTLEDGE</b>	<b>RANGER</b>
<b>HARRIETTE</b>	<b>SANTA BARBARA</b>
<b>INGER</b>	<b>SEATTLE</b>
<b>LEADER</b>	<b>SEA-LAND CHARLESTON</b>
<b>MONU PAHU</b>	<b>SEA-LAND FREEDOM</b>
<b>ODDEN CHARGER</b>	<b>SEA-LAND MAMMER</b>
<b>PORTLAND</b>	<b>WILLIAM HOOPER</b>
<b>PIONEER</b>	

## Monthly Membership Meetings

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

## Brothers Finally Meet

# SIU Helps Seafarer Capraro End 48-Year Separation

Eugene Capraro made some close friends during his years in the SIU's "Brotherhood of the Sea," maybe even some he thought of as brothers. But during his entire life, the 48-year-old Seafarer had never seen his real brother.

When Capraro's mother died during childbirth in 1935, he was placed in an orphanage and his brother was adopted by an aunt. Forty-eight years later their separation ended on Feb. 3 when Capraro walked through a gate at Reno, Nev.'s Cannon International Airport and threw his arms around his big brother, Al Williams.

It wasn't an easy reunion to arrange. It took a 20-year search on Williams' part, help from the Salvation Army and a plane ticket from the SIU for Capraro,

who hadn't sailed since last October.



SIU member Eugene Capraro (l.) and his brother Al Williams.

"It was like a dream. I thought I'd never find him," Williams said after the reunion.

Both men had known for many years that the other one was out there somewhere. Capraro dis-

covered he had a brother when he enlisted in the Army in 1952 and saw that his birth certificate listed him as the second son of a deceased mother. One day 25 years ago, Williams' stepmother casually mentioned that he had a brother. It would be a long time before the search was over.

"I stopped looking because I didn't know his real last name. For a long time I looked under the name Capraro," the seafaring brother explained.

Williams, on the other hand, knew his brother's last name, but his search proved fruitless. The problem, he discovered last year was that he had the wrong spelling.

Finally a trip to a Rhode Island orphanage got the spelling and a visit to Capraro's birthplace produced his birth certifi-

cate. Then he got in touch with the Salvation Army's Missing Persons Division, which with the help of Social Security records tracked Capraro down. A letter was sent to "contact your brother if you care to."

"I thought it was a trick when I first received the letter. But I thought, 'What the heck,' and followed through with a phone call to the Salvation Army. They gave me the information I needed to get in touch with my brother," Capraro recalled.

He had a problem. He hadn't sailed for four months and couldn't afford a trip to Reno. That's where the SIU stepped in.

Capraro contacted Martin Vittardi, the SIU's Cleveland field representative. Vittardi (Continued on next page.)

## Pensioner's Corner

### Deep Sea



**Joseph A. Bucher, 65,** joined the SIU in the port of New York in 1951 sailing as an AB. Brother Bucher also sailed during World War II. He was born in Stutton, Pa. and is a resident of Brooklyn, N.Y.



**Lavern Coats, 61,** joined the SIU in the port of New Orleans in 1959 sailing as a FOWT. Brother Coats is a veteran of the U.S. Navy in World War II. He was born in Nishaba, Miss. and is a resident of Florence, Miss.



**Francesco "Frank" Fraone, 54,** joined the SIU in 1946 in the port of Baltimore sailing as a chief steward. Brother Fraone hit the bricks in the 1961 Greater N.Y. Harbor beef. He also sailed during World War II and is a post-war PFC veteran of the U.S. Marine Corps' Air Casual Sqd. 11, Cherry Pt., N.C. where he earned the Good Conduct Medal. Seafarer Fraone was born in Bayonne, N.J. and is a resident of Kenner, La.



**Jack Bryan Gardner, 60,** joined the SIU in 1943 in the port of Baltimore sailing as an AB for Sea-Land Service. Brother Gardner was born in Memphis, Tenn. and is a resident of New Orleans.



**Renfro Duke "Red" Hall, 66,** joined the SIU in 1942 in the port of Baltimore sailing as a chief steward for Waterman Steamship Co. from 1960 to 1971. Brother Hall was born in Tampa and is a resident of Houston.



**Harry Kopel Kaufman, 64,** joined the SIU in the port of New York in 1953 sailing as an AB. Brother Kaufman was born in Brooklyn, N.Y. and is a resident of New Hyde Park, N.Y.



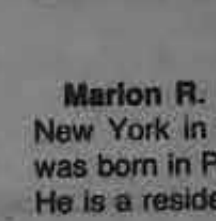
**Chester Lee Owen, 69,** joined the SIU in the port of Houston in 1953 sailing as a FOWT. Brother Owen began sailing in 1946. He was born in Atlanta, Ga. and is a resident of Sacramento, Calif.



**Frank Albert Radzvil, 69,** joined the SIU in 1938 in the port of New York sailing as a chief steward. Brother Radzvil was born in Ashtley, Pa. and is a resident of Houston.



**Andrew Garatcho Ygama, 65,** joined the SIU in the port of New York in 1953 sailing as a cook. Brother Ygama started sailing in 1947. He was born in the Philippines and is a resident there in Novaliches.



**Marlon R. Fila, 59,** joined the SIU in the port of New York in 1961 sailing as a bosun. Brother Fila was born in Poland and is a naturalized U.S. citizen. He is a resident of Wilmington, Calif.

**Owen Herschel Herring, 63,** joined the SIU in 1949 in the port of New York sailing as an LNG AB. Brother Herring helped to organize Cities Service and the Atlantic Refining Co. from 1948 to 1954. He hit the bricks in 1961 Greater N.Y. Harbor beef. Seafarer Herring was born in Elkton, Va. and is a resident of Bunker Hill, W.Va.

Recertified Bosun **Joseph M. Richburg, 65,** joined the SIU in the port of Mobile in 1963. Brother Richburg began sailing in 1946. He was born in Bay Minette, Ala. and is a resident of Irvington, Ala.

**Frank Joseph Schandi, 55,** joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Schandi was an alternate for the Union's Recertified Bosuns Program in April 1976. He also sailed during the Vietnam War and inland for G & H Towing in 1976. Seafarer Schandi is a veteran of the U.S. Navy in World War II. Born in the Bronx, N.Y., he is a resident of Brookshire, Texas.

**Guildford Rayburn Scott, 63,** joined the SIU in 1948 in the port of Mobile sailing as a bosun. Brother Scott was born in the British West Indies and is a resident of El Monte, Calif.

**Vincent Young, 67,** joined the SIU in the port of New York in 1963 sailing as a chief cook. Brother Young was born in Japan and is a resident of Houston.

## Atlantic Fishermen

**Samuel Joseph Pallazola, 64,** joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. sailing as a fisherman from 1948 to 1983. Brother Pallazola is a resident of Gloucester.

## Great Lakes

**Norman Alton Small, 60,** joined the Union in the port of Detroit in 1960 sailing as an AB aboard the SS *Henry La Liberte* from 1954 to 1970 and for Kinsman Lines from 1948 to 1982. Brother Small was born in Duluth, Minn. and is a resident of Mountain Lake, Minn.

# Former SHLSS Trainee Earns Maryland College Degree While Upgrading

by David Englehart, E-440

I want to thank all the people at the Seafarers Harry Lundeberg School of Seamanship for the help and encouragement I received while I was working for my Associate in Arts degree at Charles County Community College.

I have now completed the studies that I started as a trainee in the spring in 1981.

The SHLSS-CCCC and GED programs are open for all Seafarers to gain the education that will become increasingly important in today's competitive world. Those Seafarers who have already attended SHLSS or another college may be closer toward a degree than they realize. I never felt a greater sense of

pride and accomplishment than when I received my degree. I urge all Seafarers to look into

the possibility of obtaining their GED or college degree from the Lundeberg School.



David A. Englehart receives his Associate in Arts degree from Jackie Knoetgen, dean of education at the Seafarers Harry Lundeberg School of Seamanship. Englehart sails with the steward department and is upgrading his skills by attending the school's 2nd cook and baker course.

## Able-Seaman Rose Wins Coin Show Top Prize

Our champ coin (mostly Chinese) collector, AB F.M. Rose of the *M/V Senator* (Caribbean Coordinated Transport) and Ft. Lauderdale, Fla., had a very busy and productive season lately exhibiting his unique collection.

Brother Rose won the Best of Show Award for his coin exhibit "The Wonderful World of Chopmarks" on Nov. 19-21, 1982 at the Blue Ridge Numismatic Assn. (BRNA) Convention in Birmingham, Ala. The BRNA is a member of the American Numismatic Assn.

An editorial in the "World Coin News" of Iola, Wis. read: "... At the Numismatics International Coin Exposition (NICE) in Dallas (Texas) Nov. 12-14, there was presented one of the really great displays of the past few years—F.M. Rose's five-case exhibit of 'Chop-marked Coins of the World.' The pioneering display could

easily serve as the basis for a book on world chopmarks. It was that well done. (The creator actually has written a manuscript for such a book, based on his years of effort in this field.)"

A letter to the editor in the same paper from Cleal Falke of Shreveport, La. said: "Congratulations are in order for everyone connected with NICE... Most especially congratulations to F.M. Rose for his fine

public exhibition of chop-marked coins of the world!"

Seafarer Rose won second prize in foreign coins on Jan. 4-8 at the Florida United Numismatics Convention in Orlando, Fla. He also had a non-competitive exhibit on Jan. 11-14 at the Greater Miami (Fla.) International Coin Convention. He couldn't compete because his exhibit won Best of Show in 1982.

## Brothers Are United After 40 Years

(Continued from page 32.)

went to work and helped arrange the trip and pay for Capraro's expenses.

The two men discovered that during their 48-year separation they had crossed paths several times. In Vietnam, Capraro was aboard an SIU-contracted ship delivering supplies while Williams was serving in the Marine Corps there. They had both

sailed to Okinawa in 1969, Williams aboard a Navy vessel and Capraro on a merchant ship. Capraro even spent a year in Reno, but his brother was in California at the time.

Now, thanks to many people and the SIU, Capraro and Williams know where the other lives, and it won't be another 48 years before they meet again.

## Dispatchers Report for Great Lakes

APRIL 1-30, 1983

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Port				98	16	0	56	6	2
Algonac	76	4	1						
ENGINE DEPARTMENT									
Port				46	9	0	33	5	6
Algonac	38	5	5						
STEWARD DEPARTMENT									
Port				22	3	0	10	3	1
Algonac	13	2	1						
ENTRY DEPARTMENT									
Port				0	0	0	61	36	10
Algonac	81	23	4						
Totals All Departments	206	34	11	166	28	0	160	50	19

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

## Legal Aid

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

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

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

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

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

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

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

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

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

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

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

**PHILADELPHIA, PA.**  
Kirschner, Walters, Willig,  
Weinberg & Dempsey Suite 110  
1429 Walnut Street  
Philadelphia, Pa. 19102  
Tele. # (215) 569-8900

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

**SAN FRANCISCO, CALIF.**  
John Paul Jennings  
Henning, Walsh & Ritchie  
100 Bush Street, Suite 440  
San Francisco, Calif. 94104  
Tele. # (415) 981-4400

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

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



# New Jobs, New Ships and Mergers Mark the '70s For the SIU

By John Bunker

AS THE DECADE of the 1970s began, the Vietnam War was coming to an end, terminating one of the most stupendous sealifts in world history. Hundreds of SIU men had taken part in this ocean transport which, according to the Military Sealift Command (MSLC), had delivered more than 85.7 million tons of arms and supplies from the United States to the war zone, plus 16 million tons of oil and gasoline for tanks, trucks, planes, ships, generating plants and civilian use.

Tugs and barges moved another 2 million tons of rock for building docks, roads and airfields.

By September 1965, the MSLC had assigned 31 reactivated Victory ships to SIU operators and from then to the end of the war, close to 100 SIU-manned freighters had made the Vietnam run, including many berth-line packets such as the *Topa Topa*, *Fairport*, and *Robin Trent*, diverted from regular runs for war service.

SIU ships with heavy lift gear delivered tanks, barges, tugs, pile drivers, huge earth moving machines and other equipment.

Sea-Land's *S.S. Azalea City* was a pioneer in the transport of ammunition by delivering 226 containers full of bombs and artillery shells. The loading was done in Concord, Calif. in only 16 hours!

After the war SIU ships helped to bring back some 200,000 tons of military supplies.

The 1970s began with the U.S. Department of Justice indicting several top SIU officials for making allegedly illegal campaign contributions, although the money had been duly reported to appropriate offices in the House and Senate. The indictments were set aside in June 1972 by a U.S. District Court judge in Brooklyn.

## Super Ships

The decade will be remembered for the advent of "super" ships and then "super-super" ships as every new giant to join the SIU fleet was soon followed by one even bigger.



Rep. Gerald R. Ford (R-Mich.) addressing the 15th SIUNA Convention in 1971. Also in the picture are, from left: Howard Schulman, general counsel; Paul Hall, president; and Al Kerr, secretary-treasurer.

In October of 1972 the first of Sea-Land's SL-7, 33-knot North Atlantic express container ships, the *Sea-Land Galloway*, went into service, speeding across the North Atlantic from New York to northern Europe in an amazing four and one-half days. She was followed by seven sister ships, all with SIU crews. Skyrocketing fuel costs caught up with these fuel guzzlers and they were dumped by Sea-Land in favor of more economical diesel ships years before they would have become too old for service.

In 1973 an SIU crew took out the 893-foot barge carrier (LASH) *Delta Mar* in New Orleans, the first ship to be built under the Merchant Marine Act of 1970. Also in 1973 the Union crewed up the *S.S. Brooklyn*, the first of several giant tankers built at the Seatrain shipyard in Brooklyn. She was the largest merchant ship to be built in the United States, measuring 1,094 feet overall. Shortly after this the SIU crewed up the 80,000-ton oil-bulk-ore (OBO) carrier *Ultramar* in San Diego, the larg-

est ship ever built on the West Coast. Then came the 265,000 tonner *Massachusetts*, out of Baltimore. Topping it all in 1979 was the tanker *Atlantic*, at 390,000 tons the biggest vessel ever built in the Western hemisphere.

Ships were also getting bigger on the Great Lakes with the 1,000-foot-long, \$50 million *Indiana Harbor* going into service with an SIU crew in 1979.

The decade saw many new boats on the inland waters, such as the 200-foot *Dick Conerly*, capable of pushing 30 barges. In 1978 the SIU crewed up 45 new ships, tugs and towboats.

In June of 1977 an SIU crew sailed the first U.S.-built LNG (liquefied natural gas) carrier, the 936-foot, \$120 million *Aquarius*. She was the first of a fleet of LNG ships to be crewed by SIU sailors trained for these highly specialized jobs at the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md.

SIU sailors made headlines in May of 1975 when Cambodian

gunboats seized Sea-Land's container ship *Mayaguez* 60 miles off the coast and forced it to anchor at Koh Tang Island, where the crew were taken off and put aboard fishing boats. The seizure sparked a bloody retaliation by a Marine-Navy-Air Force task force in which 15 Americans were killed and 50 wounded. The 39-man crew of the *Mayaguez* were picked up unharmed from a Thai fishing boat, and the *Mayaguez* was released.

## Members Bring Strength

Probably the most important events of the decade were the mergers of the Inland Boatmen's Union (IBU) in 1976 and the Marine Cooks and Stewards (MC&S) in 1978 into the SIU's Atlantic and Gulf District (AGIWD).

The IBU merger, said President Paul Hall, "brought two strong unions into one family for increased strength to deal with the many vital areas of Union concerns." For the IBU it brought numerous benefits, including the Lundeberg School training facilities and the first vacation plan ever negotiated in the inland waterway industry.

In 1977 the executive board of the SIU's AGIWD proposed a merger with the Sailors Union of the Pacific, the Marine Fireman (MFOW) and the Marine Cooks and Stewards. Object: "to combine resources for more effective efforts on behalf of Union members and the industry."

The need was obvious. In 1959 the West Coast unions had 134 ships. By 1977 the fleet had

(Continued on next page.)



New hiring halls were being opened around the country to service the increased shipping trade. Shown here is the hall in Jacksonville, Fla.

(Continued from page 34.)

shrunk to 54 and was slated for further diminution. Hundreds of jobs had been lost.

Ed Turner, head of the MC&S, pointed out this disastrous trend to his members and emphasized the advantages of a merger for his sailors and pensioners and for the future of the Union. Following Turner's leadership, the MC&S voted 2,223 to 109 for the merger. The SIU membership supported it in equally overwhelming fashion.

"By this merger," said Turner, "our members can share in the only growth in the industry—the area in which the AGIWD has been successful."

"For the first time in the history of the maritime labor movement," said the Seafarers LOG, "shipboard jurisdiction between East and West Coasts is joined together."

Several years later, in 1981, the merger process continued when the SIUNA-affiliated Military Sea Transport Union

Transportation Security Act of 1974.

For more than a quarter of a century Paul Hall and the SIU had been fighting for more oil imports in American ships as a means of building up the U.S.-flag fleet and providing thousands of jobs for American seamen. The logic was simple. The United States has been the world's largest importer and consumer of petroleum yet U.S.-flag ships have been carrying a mere fraction of this vast tonnage. In 1965, when the SIU launched its oil quota battle, 55 percent of imported oil was coming in Panamanian and Liberian ships owned by American oil companies. The situation did not vary much over the years.

The 1974 act provided that U.S.-flag ships would carry 20 percent of imported oil, increasing to 25 percent in 1975 and 30 percent in 1976. The Maritime Administration estimated that this would require construction



In 1973 the SIU crewed up the S.S. Brooklyn, the largest merchant ship to be built in the United States and the first of several tankers built at the Seatrain shipyard in Brooklyn.

all SIU Lakes ships as they pass down the St. Clair River. New hiring halls were also opened in Houston and Jacksonville.

There was good news for SIU sailors in 1973 when Hudson Waterways won a government contract to operate 13 tankers for the Military Sealift Command. More than 400 jobs were involved. There was also good news when Delta S.S. Company took over 13 Prudential ships on the South American run, doubling the size of Delta's SIU-manned fleet and providing many more jobs.

And of course 1978 was a very good year, with new contracts that brought an increase in wages and vacation benefits.

The achievements of the SIU during the 1970s, starting with the signing of the Merchant Marine Act of 1970 by President Nixon, were a tribute to the untiring efforts of Paul Hall who had led the Union as secretary-treasurer and as president for

more than 30 years and had become America's "Mr. Maritime," the voice of the maritime industry.

Soon after the eventful '70s came to an end, Paul Hall became ill and was hospitalized. He died in June of 1980.

"We lost this battle," Hall said of the Energy Transportation Security Act, "but we will be in there fighting for oil imports on American ships again and again and again."

"This war is never over," says SIU President Frank Drozak. "You lose one battle and you get set for another one. The fight for more oil and bulk imports under the U.S.-flag will continue in every session of Congress until we win. It's vital for the American merchant marine."

## A History of the SIU Part XXVI

merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District. This, said SIU President Frank Drozak, was "another key step toward achieving labor unity and revitalizing the maritime industry."

### The Ford Veto

The year 1974 is especially historic in the annals of the SIU for the tremendous victory which the Union and its friends won in Congress with the Energy

of 100 new tankers by 1985! The bill passed overwhelmingly in both the House and Senate but was unexpectedly vetoed by President Gerald Ford in the waning days of the congressional session.

### Jobs, Halls and Contracts

The SIU logged many other achievements during the 1970s. In 1978 a new hall was opened in Algonac, Mich., strategically placed to service 90 percent of



The Sea-Land Galloway sails under New York's Verrazano Narrows Bridge in 1972 to inaugurate the SIU-contracted company's unique SL-7 service. She was the first of Sea-Land's North Atlantic express container ships.

## Coming

**Paul Hall:  
The Man for  
the '70s**

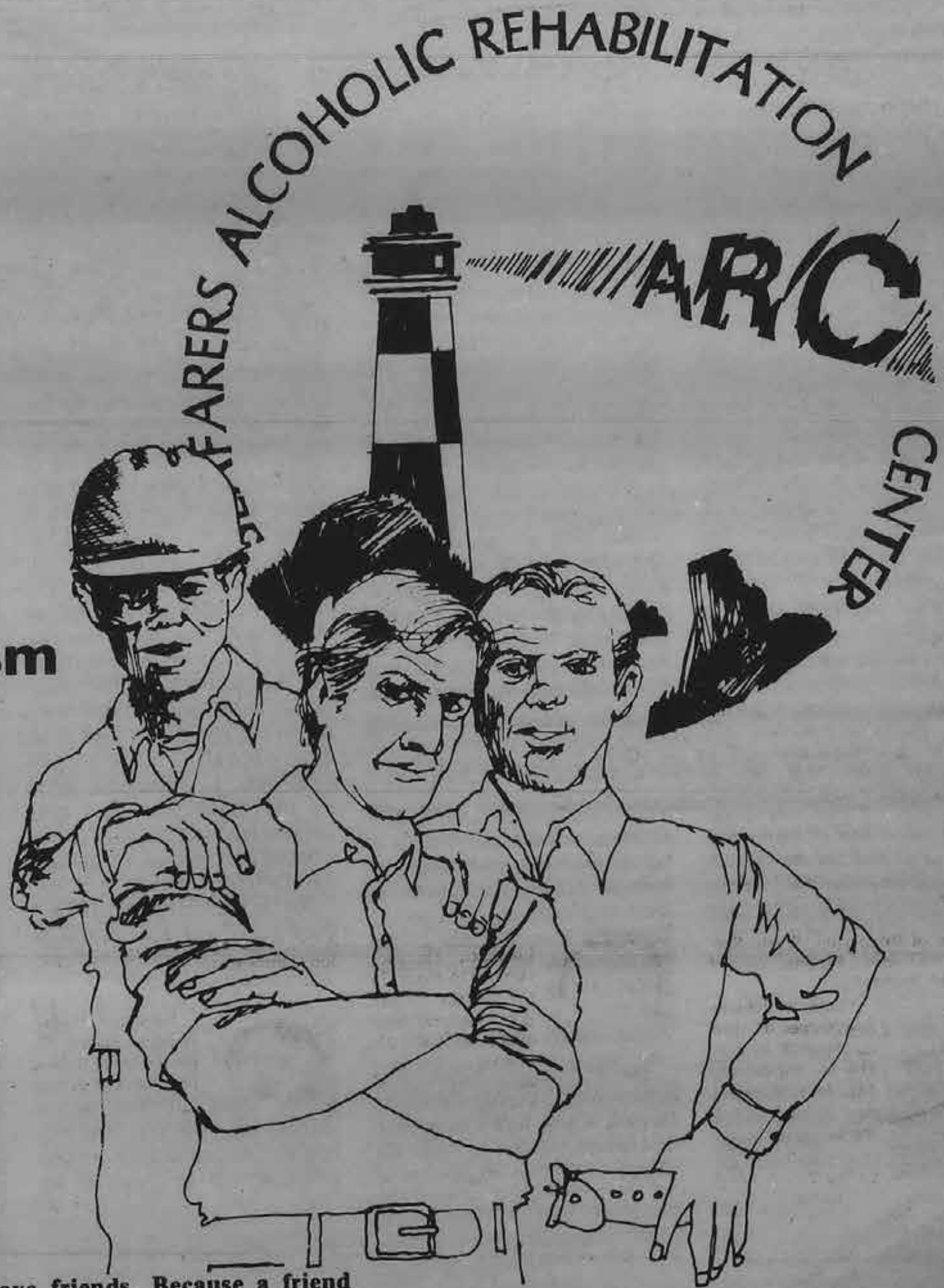
**Part XXVII**



**Frank Drozak:  
The '80s  
and Beyond**

**Part XXVIII**

**Help  
A  
Friend  
Deal  
With  
Alcoholism**



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

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

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

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

**Alcoholic Rehabilitation Center**

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

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

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

Telephone No. ....

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

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



## Deep Sea



Pensioner **Manuel Church**, 84 passed away on March 29. Brother Church joined the SIU in 1938 in the port of New Orleans sailing as an oiler. He was born in Bolivia, and was a resident of Waterproof, La. Surviving is his widow, Arne.



Pensioner **Frank Fandino**, 83, died on April 7. Brother Fandino joined the SIU in the port of New York in 1950 sailing as a FOWT. He was born in Spain and was a resident of Brooklyn, N.Y. Surviving are his widow, Miguelina and a daughter, Mrs. Cimmino of New York City.



Pensioner **William L. Fernwood**, 79, passed away on Dec. 29, 1982. Brother Fernwood joined the SIU in 1947 in the port of Seattle sailing as an AB. He was born in The Netherlands and was a naturalized U.S. citizen. Seafarer Fernwood was a resident of Bremerton, Wash. Surviving is his widow, Pauline.



Pensioner **Johnnie Lee Hodges**, 63, died on March 28. Brother Hodges joined the SIU in 1946 in the port of Norfolk sailing as a chief cook. He was born in North Carolina and was a resident of Virginia Beach, Va. Surviving is his widow, Sybil.



Pensioner **Wiley Buck Hudgens**, 85, passed away on March 18. Brother Hudgens joined the SIU in 1947 in the port of Norfolk sailing as a chief pumpman. He also sailed during World War II. Seafarer Hudgens was born in West Virginia and was a resident of South Charleston, W.Va. Surviving are his widow, Ella and his daughter, Mrs. Sibyle Jean Vent.



Pensioner **Grady Paul Lewis**, 68, died on April 6. Brother Lewis joined the SIU in 1945 in the port of Mobile sailing as a bosun. He was born in Dothan, Ala. and was a resident of Atmore, Ala. Surviving are his widow, Carrie and a daughter, Gladys.



Pensioner **Kristian Korneliusen**, 81, died on April 12. Brother Korneliusen joined the SIU in 1938 in the port of New York sailing as a deck maintenance on the *SS Robin Wentley* (Robin Line) in July 1942. He was born in Norway and became a naturalized U.S. citizen in 1933. Seafarer Korneliusen was a resident of New Orleans. Surviving are two sisters, Mrs. Walter (Evelyn) Harris and Mrs. Antoinette Harris, both of New Orleans.



Pensioner **Joseph Clement Lewallen**, 64, succumbed to a heart attack on Rt. 6, Asheboro, N.C. on Sept. 29, 1982. Brother Lewallen joined the SIU in 1947 in the port of New York sailing as both a chief mate and 3rd engineer. He graduated from the Union-MEBA District 2 School of Engineering, Brooklyn, N.Y. in 1968. Seafarer Lewallen was born in Alamance County, N.C. and was a resident of Asheboro. Burial was in Oaklawn Cemetery, Asheboro. Surviving are his widow, Dantzier; three daughters, Sarah, Mary and Carolyn, and a sister, Mrs. Vance Welborn of Asheboro.



Pensioner **Hugo Lorents**, 75, succumbed to cancer in the North Miami (Fla.) General Hospital on Jan. 22. Brother Lorents joined the SIU in 1942 in the port of Tampa sailing as a chief electrician. He was born in Estonia, U.S.S.R. and was a resident of Miami. Cremation took place in the Grove Park Crematory, Miami. Surviving is his widow, Rosalie.



Pensioner **Asterio Delgado Muentes Sr.**, 67, died of heart failure at home in New Orleans on March 20. Brother Muentes joined the SIU in 1945 in the port of New York sailing as a BR utility. He also sailed during World War II. Seafarer Muentes was born in Ecuador and was a naturalized U.S. citizen. Burial was in Lake Lawn Park Mausoleum, New Orleans. Surviving are his widow, Margareta; two sons, Asterio Jr. and Carlos, and two daughters, Estella and Natalia.



Pensioner and Re-certified Bosun **Albert Oromaner**, 74, passed away on March 3. Brother Oromaner joined the SIU in 1946 in the port of New York. He was a karate

teacher for the San Francisco Police Department. Seafarer Oromaner was born in New York and was a resident of San Francisco. Surviving are his widow, Margaret; a daughter, Mrs. Bernette Mandracchia, and a sister, Mrs. Gertrude Hartman of Levittown, Pa.



Pensioner **Aubrey S. Parsons**, 81, succumbed to heart disease in Norwood, Mass. on Feb. 22. Brother Parsons joined the SIU in 1939 in the port of Boston, Mass. sailing as a waiter. He was born in Jamaica and was a resident of Roxbury, Mass. Interment was in Mt. Hope Cemetery, Mattapan, Mass. Surviving are his widow, Amy; a son, Carlyle of Sharon, Mass., and a daughter, Mrs. Helene M. Gaines of Boston.



Pensioner **James Rueben Prestwood Sr.**, 64, died on April 18. Brother Prestwood joined the SIU in 1945 in the port of Mobile sailing as a chief steward. He was born in Alabama and was a resident of Mobile. Surviving are his widow, Minnie; a son, James R. Jr.; three daughters, Alice, Frances and Clara, and a grandson, James Lee.



Pensioner **Walter Hendrick Stovall**, 77, passed away from a heart attack in the Lutheran Medical Center, Cleveland, Ohio on April 2. Brother Stovall joined the SIU in 1939 in the port of New York sailing as a bosun. He began sailing in 1929 and sailed during World War II. In 1946, Seafarer Stovall received a Letter of Commendation for his war service from President Harry S. Truman. Born in Cleveland, he was a resident there. Burial was in West Park Cemetery, Cleveland. Surviving are a sister, Mrs. Lane Heidebek of Cleveland and three nieces, Mrs. John Moore of Parma, Ohio, Mrs. Mildred Spenser of New Orleans and Mrs. Edna Mangano.

**Marshal Booker**, 49, died of a heart attack aboard the *SS Point Vail* (Point Shipping) and was taken to Florida Keys Memorial Hospital, Key West, Fla. on Jan. 27. Brother Booker joined the SIU in the port of Houston in 1959 sailing as a chief cook. He was born in Lyons, Texas and was a resident of Houston. Interment was in the Lyons Cemetery. Surviving are his widow, Joyce; a daughter, Deirdre; his mother, Adell; a brother, Willie (all from Houston), and a sister, Mrs. Roy (Maggie) Arcemeaux of St. Martinville, La.

Pensioner **Paul Joseph Capo**, 59, died of a heart attack in E. Jefferson Hospital, Metairie, La. on Feb. 18. Brother Capo joined the SIU in 1947 in the port of New Orleans. He was born in New Orleans and was a resident of Metairie. Burial was in the Hope Mausoleum, New Orleans. Surviving is a brother, Anthony of Metairie.

Pensioner **Louis Usher**, 69, succumbed to cancer in St. Frances X. Cabrini Hospital, Seattle on March 17. Brother Usher joined the SIU-merged Marine Cooks & Stewards Union (MC&S) in the port of San Francisco in 1972 sailing as a officers' steward for the American President Line (APL). Burial was in Eden Park Cemetery, Mission Hills, Calif. Surviving is his widow, Leticia.

## Great Lakes



Pensioner **George Daniel Brady**, 64, died on March 16. Brother Brady joined the Union in 1947 in the port of New York sailing as an AB. He also sailed in World War II. Laker Brady was born in Grand Island, Neb. and was a resident there. Surviving are his widow, Grace; a brother, Jack of San Diego, Calif., and a sister, Mrs. Merle McDermott.

Pensioner **Leo Entringer**, 79, died on March 21. Brother Entringer joined the Union in the port of Detroit in 1960. He was born in Algoma, Wis. and was a resident of Green Bay, Wis.

**Robert Ulrick Verboam Sr.**, 48, drowned while ice fishing in Betsie Bay, Frankfort, Mich. and was taken to the Paul Oliver Hospital in Frankfort on Feb. 11. Brother Verboam joined the Union in the port of Frankfort in 1969 sailing as a wiper and wheelsman for the American Steamship Co. He was a veteran of the U.S. Air Force, serving at the Travis Air Force Base in Fairfield, Calif. Laker Verboam was also a surveyor. Born in Ann Arbor, Mich., he was a resident of Muskegon, Mich. Burial was in Sunrise Gardens Cemetery, Muskegon. Surviving are his widow, Florence; two sons, Robert Jr. and Ronald, and three daughters, Roberta, Debra and Thelma.

Support  
SPAD

## LETTERS TO THE EDITOR



*Log*

### 'Ready to Assist . . .'

The Crowley tug relief crew of Jacksonville, Fla. wishes to express full support of our SIU brothers' strike against Dixie Carriers'.

Dixie Carriers' has failed to bargain in good faith on the contract presented by the SIU team on behalf of long-time SIU employees. The manning of Dixie Carriers' boats by non-union personnel clearly shows they have no intentions of bargaining in good faith.

We hope this situation can be settled in the near future. We stand ready to assist you, our brothers, in any way we can.

Sincerely,  
**Robert E. Upton, captain**  
**Ed Burdorf, 1st mate**  
**William Caulk, 2nd mate**  
**Paul E. Geist, AB**  
**Britt Vickery Jr., OS**  
**Kirby K. Nelson Jr., cook**  
**James B. Gillen, chief engineer**  
**Ronnie L. Johnson, AB**

### 'I Could Never Have Paid . . .'

I am writing to commend the Seafarers Welfare Plan.

I had a very bad motorcycle accident last July and spent nearly four months in the hospital. I accumulated a few very large bills, and could never have paid them off myself.

As it goes, it will be one to two years before I'm able to ship again. The doctor said it will take that long for the nerves in my ankle to heal. So, it looks like I'll be here at home for quite a while.

To my friends: if you ever find any time, I'd love to hear from you (especially Rainbow). How about telling me what's been going on.

**Pamela Stoner**  
**14136 Merriweather**  
**Sterling Hts., Mich.**

### High Praise for the Constitution Crew

Recently, my wife and I vacationed in Hawaii where we had the good fortune of cruising on the *SS Constitution*. What an absolutely wonderful and enjoyable sojourn for us!

We are seasoned cruise ship voyagers who have sailed on four foreign-flag cruise lines prior to our casting off on the *Constitution*. The *Constitution* was, by far, the best ship on which we have ever sailed.

The American crew was terrific—they made us feel so welcome and so at home.

Although, along our course we skirted a typhoon, wonderful Captain T.Y. Wu and his expert crew cared for us as if we were part of the family.

Both American Hawaiian Cruises and the Seafarers International Union can be extremely proud of this fabulous ship and its marvelous crew. Our Hawaiian holiday was as perfect as if it had been a script from the "Love Boat."

The delicious cuisine, concerned captain, and hard-working crew convinced us to sail again and again on the *SS Constitution*.

Aloha,  
**Alex Bell**  
**Legislative Director**  
**United Association of Journeymen,**  
**and Apprentices of the Plumbing**  
**and Pipe Fitting Industry of the**  
**United States**

### 'Profile on Sen. Inouye'

As Chairman of the California Senate's Committee on the Maritime Industry, I am especially pleased to receive the Seafarers LOG. It is a most informative, well-written paper that is a valuable source of information for me, especially with respect to the concerns and activities of your members.

I am enclosing a copy of the letter that I sent to Senator Inouye as a result of the profile in your last issue, for I thought that it would be of interest to you.

Keep up the fine work that you are doing.

Dear Senator Inouye,

I read with great interest the profile about you in the Seafarer's LOG and am writing because I share your concerns about our merchant marine and would like to be of help in this regard.

I believe that there is much our Committee could do to be of help in your work and would like to do so. I would appreciate your views in this matter.

I, too, opposed the closing of the Public Health Hospital and testified before Congress, as you may recall, regarding the importance of proper health care for the men and women of the merchant marine whose work and welfare is crucial to our national security.

I look forward to our working together to achieve our mutual goals for the maritime industry.

**Senator Milton Marks**  
**Chairman, California Legislature**  
**Senate Select Committee on**  
**Maritime Industry**

### 'Keep Up the Good Work . . .'

I joined the SIU in 1938 in the port of Mobile and retired in 1983.

I was very proud to be a member of the Union all those years. It is a great organization because of its unity and great leadership.

So now I'm retired and I would like to give some advice to all the younger people coming in to keep the Union going.

It is a great one, one you can be proud of. I know, I am. Keep up the good work, SIU.

**J.E. Bell B 584**  
**New Orleans, La.**

Below is a copy of a letter written to Sen. Daniel Patrick Moynihan (D-N.Y.) by Thomas Dorr, an OS aboard the *SS LNG Taurus* (Energy Transportation Corp.).

### 'I Consider Myself Fortunate . . .'

I am writing to you because of my concern for the present state of the United States Maritime Industry. I understand there are several bills that have been introduced in the U.S. Senate and the House of Representatives that would have positive impact upon the national economy and the shipping industry. Among these is the "Competitive Shipping and Shipbuilding Revitalization Act of 1983," H.R. 1242, introduced by Rep. Lindy Boggs (D-La.).

I wish to voice my support of the Boggs Bulk Bill and other such acts of legislation that would increase the strength of the American merchant marine and create thousands of jobs within the nation's shipping industry.

I am a member of the Seafarers International Union, and presently sailing in the capacity of Ordinary Seaman aboard the *SS LNG Taurus*. Also, I just graduated with the class of '82 from the State University of New York Maritime College at Fort Schuyler with a United States Merchant Marine Third Mates License.

As you can see, my situation is a direct consequence of the declining U.S. merchant fleet. I consider myself fortunate to be a member of the SIU and employed on a merchant vessel.

As a professional seaman, a United States citizen, and a registered voter of the state of New York, I would appreciate a response concerning these matters.

Sincerely,  
**Thomas Dorr**  
**Ordinary Seaman**  
**SS LNG Taurus**

## Editorial Perspective

# The U.S. Must Soon Face the Reality of the UNCTAD Code

By RICHARD DASCHBACH

*Richard Daschbach is a former chairman of the Federal Maritime Commission, and a recognized authority on international maritime matters. Daschbach is now a special assistant to SIU President Frank Drozak. He recently attended a meeting of the United Nations Committee on Trade and Development (UNCTAD) in London, representing the Seafarers International Union.*

On April 6, the UNCTAD Code of Conduct for Liner Conferences received votes of ratification of the Federal Republic of Germany (West Germany) and the Netherlands, thus bringing the Code into effect on Oct. 6, 1983.

The UNCTAD Code which has long been supported by the SIU provides, among other things, for cargo-sharing by the national-flag ships of the trading nations. Unfortunately, the United States, led by the State Department has consistently opposed the Code and voted against its adoption.

Although the Liner Code was originally an effort by a number of developing countries to get "a slice of the trade pie" it has now been adopted by many major trading nations to apply uniform rules to the variety of government policies for cargo reservation and trade restrictions.

In October of this year the United States must face the reality of the Liner Code and its effects on our foreign commerce.

Many nations' governments, ocean carriers and shippers are deeply concerned over how the ocean shipment of U.S. trade will be affected by U.S. unwillingness to adopt the rules which will govern liner conference trade worldwide.

On a number of occasions in congressional testimony and in statements at public conferences and seminars, SIU President Frank Drozak has urged the U.S. government to approve the Code or to adopt a policy of negotiating and entering bilateral shipping agreements with our trading partners.

European and Japanese governments and their national-flag ship owners are anxious to get the United States to agree not to enter into any shipping agreements which would limit their present unilateral opportunity to operate as third-flag cross-traders in the large and lucrative U.S. liner trades.

In mid-March, U.S., European and Japanese government negotiators met in London to discuss the foreigners' desire for the U.S. to agree to take no steps to protect its own flag-carriers' rights. President Drozak's Special Assistant for International Affairs, Richard Daschbach joned with representatives of U.S.-flag operators in counseling and advising the U.S. government negotiating team not to sign any such agreement.

Drozak's position has consistently been that the U.S. should protect itself and recommends that bilateral shipping agreements are an excellent way to do so.

A number of nations including Algeria, Bangladesh, Bulgaria, Dominican Republic, Ecuador, East Germany, Guatemala, Indonesia, South Korea, Nigeria, Paraguay, Philippines, Poland, Romania and Venezuela wish to negotiate such agreements with the United States. Argentina, Brazil, the Peoples' Republic of China and the USSR now have cargo-sharing agreements in some or all of their U.S. trade.

With the UNCTAD Code coming into effect, the so-called free trade policy of the U.S. is becoming increasingly out of step in an industry which is functioning under a climate of reality dictated by national-flag aspirations.

Many of our trading partners have incorporated these realities into their economic policies. The United States' stubborn adherence to textbook theories has resulted in a steady erosion of our nation's fleets carriage of our own trade. Unfortunately the decline of the U.S. industrial base is not limited to ocean shipping. We have seen one industry after another fall victim to our government's bias toward competition at any cost.

It is late—hopefully not too late—for the U.S.A. to get up off the bench and into the game. Our trading partners around the world are taking seriously their stake in the outcome of this global competition. We need to meet that challenge and the time is now.

## Quote of the Month

*"Admiral Shear's proposal for foreign shipbuilding is sheer disaster!"*

M. Lee Rice, president-elect Shipbuilders Council of America, when he testified before the Senate Merchant Marine Committee April 14.



## The Military Looks at Our Sealift Capabilities—Grim!

*"Without adequate and reliable sealift, literally none of our military plans are executable, since more than 90 percent of all wartime cargo will have to go by sea." Admiral Thomas B. Hayward.*

*"If the whistle blows this afternoon, do we have the sealift resources to deploy our combat power outside the United States? I don't think so. Statistics paint a grim picture." Admiral Kent J. Carroll.*

*"For all the improvements in technology and shipbuilding, the state of the merchant marine in our country casts doubt on our capability to supply our own needs, in peace or war, if ever forced to go it alone." John Lehman, Secretary of the Navy.*

## Philip Burton is Dead

### A Man For All the People

Labor has lost one of its ardent champions with the untimely death of the Honorable Philip Burton (D-Calif.), on April 10, 1983 in San Francisco, Calif.

He was 56. For over 20 years, Congressman Burton was committed to the often forgotten masses of men, women and children in poverty throughout this country. He was dedicated to this congressional vocation of helping people, and he was respected even by his detractors.

The congressman has been described as a "titan" and a "political genius" who was one of the most powerful and effective members of the House of Representatives. Burton was one of the most brilliant members of the House and possibly one of its shrewdest.

Rep. John McFall (D-Calif.), a former rival, once said, "There's nothing phony about Phil's desire to help people."

Lou Cannon, a long-time friend from the *Washington Post* characterized Congressman

Burton as "single-minded. There is tremendous integrity about Burton. He doesn't care about money or cars or creature comforts. He doesn't care about the luxuries of being a congressman."

Burton helped build coalitions and tirelessly worked for them. Labor unions, maritime groups, environmentalists, Hispanics, consumers, the elderly and a myriad of assorted interests across the United States knew that in Congressman Burton they had an effective defender and leader.

In a recent interview with the *San Francisco Examiner*, Burton said of himself, "I've got a rotten personality with perfect charm. . . . They'll just have to judge me on my results."

With our "Lundeberg stesons" on our hearts, we of the Seafarers International Union salute you, Congressman Phil Burton. May you always encounter rolling seas and following winds.

# SIU Awards \$65,000 in College Grants To Three Seafarers, Four Dependents

The SIU's 31st annual Charlie Logan College Scholarship Program last month awarded \$65,000 in seven grants to three active deep sea Seafarers and four dependents of Union members, one deep sea, one Lakes and two inland.

Winner of the \$10,000, 4-Year Seaman Award is Seafarer **Roger Charles Weeden**, 31, of Reno, Nev. His alternate is Seafarer **Alan Harrison Black**, 28, of Charles City, Va.

Winner of the \$10,000, 4-Year Special Seaman Award is Seafarer **David Aaron Murry**, 27, of St. Louis, Mo.

Winner of the \$5,000, 2-Year Seaman Award is Seafarer **Paul Dilwyn Summers III**, 26, of Charlottesville, Va. His alternate is Seafarer **Robert Allen Farmer**, 32, of Pikeville, N.C.

The four winners of the \$10,000, 4-Year Dependents Awards are **Patrick John Hearn**s, 18, of Cleveland, Ohio. He's the son of Laker **William Joseph Hearn**s Jr. working on Great Lakes Towing Co. tugs.

**Jennifer Ann Johnson**, 17, of Cleveland, Tenn. She's the daughter of Seafarer **Claud N. Johnson**.

**Jody Lynn Aucoin**, 17, of Evangeline, La. He's the son of Inland Boatman **William J. Aucoin**, a captain for Higman Towing Co.

**Anthony Jerome McGlone**, 18, of Virginia Beach, Va. He's the son of Inland Boatman **Anthony Maber**, bosun on the *Jesse B. Gunstream Jr.*

The alternate for this college scholarship is **Cecilia Claire Adams**, 19, of Brooklyn, N.Y. She's the daughter of Seafarer **John Thomas Adams**.

The top winner of the Seaman Award, Brother **Weeden** sails as a QMED and has his 3rd assistant engineer's papers. He has also been a salmon fisherman. In high school, he was an editor on the school paper. **Weeden** has an Associate of Science degree in Architecture from the University of Nevada. He hopes to study architecture at the University of California.



Roger C. Weeden

His alternate, Brother **Black** is a 1979 SHLSS graduate and sails as a QMED. He has attended Virginia Commonwealth University and Virginia Polytech Institute and wishes to study admiralty law at the University of Virginia.

Special Seaman Award winner, Brother **Murry** is a 1975 graduate of Piney Point and sails as an AB. He has attended New York and St. Louis University. His father was an assistant police chief in Washington, D.C. **Murry** wants to study speech and language pathology at St. Louis U.

Winner of the 2-Year Seaman Award, Brother **Summers**, whose grandfather was novelist **William Faulkner**, is a 1977 SHLSS grad. He sails as an AB. **Summers** attended the University of South Tennessee and the University of Florida where he took part in athletics. He hopes to study business and finance at the University of Virginia.



David A. Murry

His alternate, Brother **Farmer** is a 1972 Piney Point grad and sails as a QMED. He is a veteran of the U.S. Army during the Vietnam War. **Farmer** has attended Wayne and Tidewater Community Colleges and the Coyne American Institute. He wants to study electronics at the Devry Institute of Technology in Chicago, Ill.

Dependents Award winner **Hearn**s was a varsity high school football defensive end and played CYO basketball. He hopes to study naval engineering at the University of Michigan.

Dependent winner **Johnson** also played basketball and attended Brevard College and Cleveland (Tenn.) State Community College. She hopes to study geriatrics and physical therapy at Vanderbilt University.

Dependent winner **Aucoin** played football and track at the Northeast Louisiana University. He wishes to study pharmacy at Louisiana State University.

Dependent winner **McGlone** was team captain and guard on



Patrick J. Hearn



Claud N. Johnson, father of award winner, Jennifer A. Johnson.

the high school basketball squad. He hopes to study mechanical engineering at James Madison University.

Dependent alternate **Adams** is a 1982 graduate of Brooklyn (N.Y.) Technical H.S. She attended the Illinois Institute of Technology in Chicago, Ill., where she wrote for the ROTC newsletter and was on the rifle and pistol team. Also she was a cheerleader and fenced. **Adams** wants to study naval science and aerospace engineering and become a U.S. Navy pilot.



Jennifer A. Johnson



Jody L. Aucoin



Anthony J. McGlone