

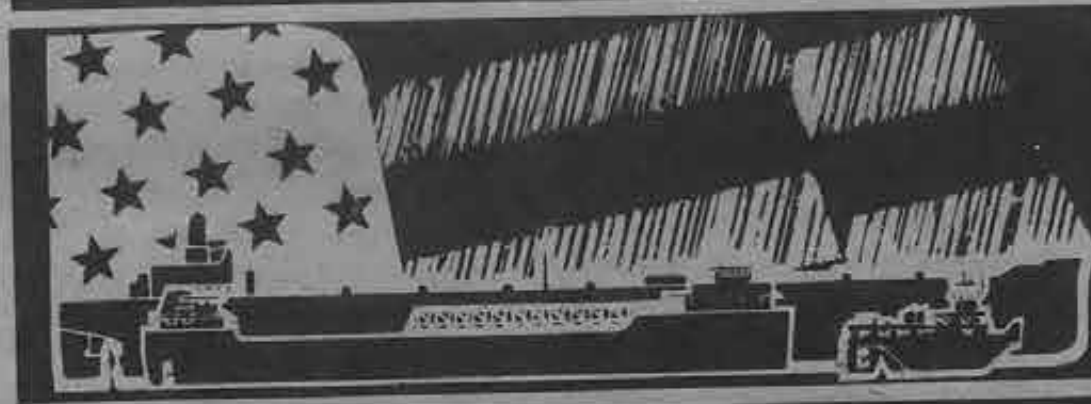
M/V Falcon Champion Is Launched

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A Time to Rejoice And a Time to Mourn

SEAFARERS SOCIETY
MADE IN U.S.A. (Page 40.)



LOG

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Let's Set the Record Straight on the Cunard Issue

Why the SIU Supports Bill to Re-Flag Ships

U.S. Jobs, U.S. Shipyard Work U.S. Taxes and U.S. Defense

For decades the SIU has fought in Congress and through the courts to protect the Jones Act. At the same time the SIU has battled wherever possible to keep American sailors working and the U.S. maritime industry afloat.

That is exactly why the SIU supports the re-flagging of the two Cunard Lines passenger ships into U.S. coastwise trade. It makes sense. And passage of H.R. 2883 will make it possible.

Yet this logical and relatively simple boost to the American merchant marine has been drawing fire, not from foreign-flag competitors, but from some of the very same organizations whose existence depends on a healthy U.S.-flag fleet.

"It is the SIU policy in determining its position on the issues to evaluate the effect of the proposal on the industry as a whole," SIU President Frank Drozak said.

That is why over the years the Union has always been a leading voice and proponent for the U.S. fleet. In 1982, the SIU was the only voice heard when foreign-flag incinerator ships began operating in American trades. The Union took it to court.

More recently, when a Swedish company began an obvious breach of the Jones Act, the Union took them to court. Scandinavian World Cruises offered to sail passengers and their cars from New York to the Bahamas, and then transfer them to another ship for the voyage back

to Florida, a blatant attempt to circumvent the intent of the Jones Act. That case is now on appeal.

Wherever there have been attacks on the Jones Act, the SIU has been there to protect the interests of American seamen.

"The SIU would never support a breach of the Jones Act. But we must realize that no new passenger ship has been built in America or operated for the American domestic trade in 30 years . . . Nowhere can we find any meaningful evidence that the approval of domestic trading privileges for the two ships in question (the *Cunard Princess* and *Cunard Countess*) will be anything but helpful to American marine workers," Drozak said.

Here are some facts on what re-flagging would mean for the U.S. fleet and the nation's economy.



House Merchant Marine subcommittee members discuss the Cunard bill before voting 19-7 to allow the two passenger ships to re-flag. In foreground is Rep. John Breaux (D-La.); in the second row Rep. Don Bonker (D-Wash.), 2nd left, and Rep. Walter B. Jones (D-N.C.), committee chairman, is at far left.

House Committee Votes 19-7 To OK Cunard Re-flag Bill

SIU Hails Victory As Win For Jobs and Job Security

By an overwhelming 2-1 margin, the House Merchant Marine subcommittee on Sept. 14 approved a bill that would allow the re-flagging of the *Cunard Princess* and *Countess* under the American flag.

The 19-7 vote to grant domestic trading privileges to the ships was preceded by an impassioned verbal attack on some of the bill's opponents by subcommittee chairman Rep. Mario Biaggi (D-N.Y.).

"The behind the scenes infighting in the maritime groups clouded this issue. . . . It was the old attitude of 'If I can't have it, I don't want anyone else to have it,'" Biaggi said.

He also called several of the bill's opponents "hypocritical" and said "we might as well pack up the shop and go home," if segments of the maritime industry continue the "destructive" infighting.

The bill is now scheduled for a full committee hearing Sept. 22 before the Merchant Marine and Fisheries Committee.

- ✓ More than 1,000 maritime jobs would be created;
- ✓ More than \$10 million in refurbishing the two ships would go to U.S. yards before they could set sail;
- ✓ More than \$5 million a year on each of the two ships in repairs and maintenance will be spent each year, and all work must be done in U.S. yards;
- ✓ Millions of the \$4.5 billion Americans spend each year on

foreign ships would now go to American crews and operators;

✓ A ripple effect of shoreside jobs in seaport hotels, tourist, transportation, longshore and other industries would be created;

✓ The two ships would bolster a very slim U.S. defense troop-carrying and hospital ship capability if ever needed.

"Let no one misconstrue this legislation as the first step in the annihilation of the philosophy underlying the Jones Act," Rep. Mario Biaggi (D-N.Y.) and chairman of the House Merchant Marine subcommittee said.

Several of the opponents of the bill, H.R. 2883, including several maritime unions one would expect to support a shot-in-the-arm to the maritime industry, have claimed the re-flagging would gut the Jones Act and harm U.S. shipyards.

"The record of the SIU is clear and strong in opposing any provision which would jeopardize the sanctity of the Jones Act.

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Drozak Explains Maritime Labor to Hill Group

Maritime issues are usually understood by a relatively small group of people involved in maritime labor and industry and by the handful of government officials and congressional representatives who deal with maritime on a regular basis.

The vast majority of people in and out of government do not know about the issues.

SIU President Frank Drozak recently made the effort to bring maritime's story to a wider group. Appearing before the Congressional Labor Roundtable he had the chance to explain maritime labor issues to a group of congressional representatives, staffers, government officials and others who may make important decisions on the industry, but don't always have the time to become experts.

Following are excerpts from his presentation.

First of all, we need to define exactly what a labor issue is. In the labor community, we consider every issue important to the working men and women of America a labor issue. That can include a whole laundry list of issues not usually thought of as labor issues—including civil rights and energy conservation, national defense, and consumer issues, such as the need to keep Alaska oil for domestic consumption.

During better economic times, we have the luxury of focusing on many different labor issues—but during difficult times like we're in today, we can have only one focus and that is jobs.

There is no more important issue today for the American Labor Movement than the urgent need to protect existing jobs and to provide millions of new jobs for the unemployed and underemployed in our nation.



Frank Drozak

The U.S.-flag private active fleet has dropped well below 500 ships for the first time since our nation became a world power. The number of men working on those ships has dropped from 185,000 in 1946 to just over 36,000 in 1970—and was down to 16,000 as of last January. That's a decline in U.S. shipboard jobs of 85 percent.

The long-term decline in the U.S.-flag fleet—and the matching drop in employment—has occurred for a number of reasons, but one of the most important is the lack of support given the merchant marine by the federal government.

That support is becoming more critical every day—as many other nations around the globe increase their support for their own fleets. Thirty-five countries have some form of commercial cargo preference—and many more require government cargo to move on their ships. These actions guarantee cargo for their ships—and jobs for shipboard and shoreside workers.

At the same time that other countries' fleets are being helped by their governments—our government is abandoning its support of our fleet in favor of a free market competitive approach. We could compete if every other nation was playing by the same free market rules. But they're not—in fact, we seem to be the only nation that is *not* playing by the current international shipping rules—and our fleet is suffering for it.

pan's unfair trading practices rather than on Alaska oil as a "quick fix" to the U.S.-Japan trade imbalance.

Another legislative priority is passage of H.R. 1242 and S. 1000, the Competitive Shipping and Shipbuilding Act of 1983. This legislation—as I hope most of you know—would reserve 5 percent of all commercial bulk exports for U.S.-flag vessels in its first year. That amount would increase 1 percent each year

"There is no more important issue today for the American Labor Movement than the urgent need to protect jobs."

All the maritime labor community is suggesting is that the federal government give the U.S.-flag fleet as much support as other nations give their fleets. We want to compete with other nations on an equal basis—but we can't if we have to start the race one lap behind them—handicapped by our own government—instead of everyone having the same starting line.

This is why two pieces of legislation now being considered are so important. One involves legislation to preserve Alaska oil for consumption by American citizens. Keeping this vital domestic energy source at home will preserve many thousands of existing American jobs in heavy manufacturing industries, pipeline industries, maritime industries, and dozens of other supporting industries. At the same time, keeping Alaska oil will improve U.S. energy security and conserve shipping assets for the national defense. Moreover, keeping Alaska oil will preserve American jobs in the auto, steel, agricultural and other industries because it will force the U.S. and Japanese governments to focus on Ja-

until 20 percent is reached. Passage of this bill would mean the revitalization of America's maritime industry—and thousands of jobs for maritime workers and workers in allied industries.

Labor is not the only component of the maritime industry supporting H.R. 1242. We have the strong support of maritime corporations and management associations on this issue, which is no surprise. The three sides of the maritime triangle—labor, management and government—have been working together for many years—with each side of the triangle pulling its weight. It's only the government side of the partnership that has recently let us down. Management is willing to do its part to make our fleet more competitive.

Maritime labor has also been doing its part to make the U.S.-flag fleet more competitive. Contrary to what you may have heard—crew costs on U.S.-flag vessels are not the major factor in making our shipping costs more expensive than those of foreign nations. According to the Maritime Administration,

(Continued on Page 4.)



LOG

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Boggs, Tribble Bills Wait For Congress to Return

By MIKE HALL

The path of any major piece of legislation is a slow and sometimes treacherous one, with possible ambushes around each bend. The Boggs Bulk Bill is slowly making its way through the House and Senate.

The bill, H.R. 1242 with 147 co-sponsors, was introduced in February. Since then the House Merchant Marine subcommittee has held two days of hearings in May with SIU President Frank Drozak leading the pro-bill witnesses, and a mark-up session in late June. It is now waiting for full House Merchant Marine and Fisheries Committee hearings, expected sometime this fall.

On the Senate side, the companion version, S-1000, was introduced by Sen. Paul Tribble (R-Va.) last spring. It has been replaced by S-1624 which maintains most of the provisions of the original House and Senate bills but also includes a second section of tax breaks and finance policies for shippers and shipbuilders. Hearings on the bill are set for the end of September, with the SIU testifying.

Legislative action in Wash-

ington virtually halts from the end of July to after Labor Day, at least on the floors of both houses. However the effort to keep up the momentum does not stop. Lobbyists continue to meet with Senate and congressional aides, research continues, and efforts to bring the issue to the public's attention and sway administration opinion go on.

One of the major points of the Shipping and Shipbuilding Act of 1983 is the national defense aspect. Even opponents of the bill agree that the nation's merchant fleet would have a difficult time fulfilling its role as the Fourth Arm of Defense in any national emergency. There are just not enough ships to transport troops and equipment to very many of the world's hot-spots should the need arise.

The Boggs bill would rebuild that vital portion of the fleet with ships from tankers to bulkers to RO/ROs.

The administration wants to build the U.S. merchant fleet lock, stock and barrel in foreign shipyards, eliminate subsidies and allow foreign investment and control of the fleet (see August 1983 LOG).

"It would be difficult to defend this country or any of our allies without the capacity to move troops and supplies. It is vital . . . that we preserve our shipbuilding industrial base here in this country," Rep. Majorie Holt (R-Md.) wrote to Secretary of Transportation Elizabeth Dole recently.

Holt, a Boggs bill co-sponsor, cited the "steady decline" of America's merchant fleet. She also slammed the administration for expecting the Navy's buildup to provide enough work to keep the nation's 27-yard shipbuilding base in operation.

"There are no new orders for merchant vessels in America's remaining 27 yards. How is this proposed policy [build foreign] going to affect that pitifully small number of yards? It is estimated that 30,000 jobs will be lost. Where will these trained people be if we need them in a sudden emergency?" Holt asked.

She also noted that if there were an emergency, the yards would be laying idle after years of neglect and it would be impossible to gear them up in a short period of time.

Some people have suggested that American owned foreign-flag ships could be pressed into service if the need arose. Holt

disagreed.

"I have observed some of these ships at anchor in the roads off Annapolis, Md. Some of my constituents service these vessels. I am told that most of these ships are in terrible condition, with crews that are poorly-paid foreigners who do not speak English. Their machinery is falling apart. Are they the kind of vessels we want to carry our essential cargoes?" she asked.

Holt pointed to the lack of a comprehensive national shipping policy as one of the culprits in the decline of the fleet.

"We should aim for a modernized and efficient merchant fleet, built in U.S. yards with U.S. labor," she said.

In a letter to *The Washington Times*, a former high-ranking naval officer was even more blunt in his assessment of the fleet and its needs.

"Today the merchant marine is virtually non-existent. . . . A fact of life is that even if the U.S. were to begin an emergency shipbuilding program today, we would not have the merchant ships necessary to sustain the Army, Navy and Air Force in major combat operations overseas for at least 10

(Continued on Page 5.)

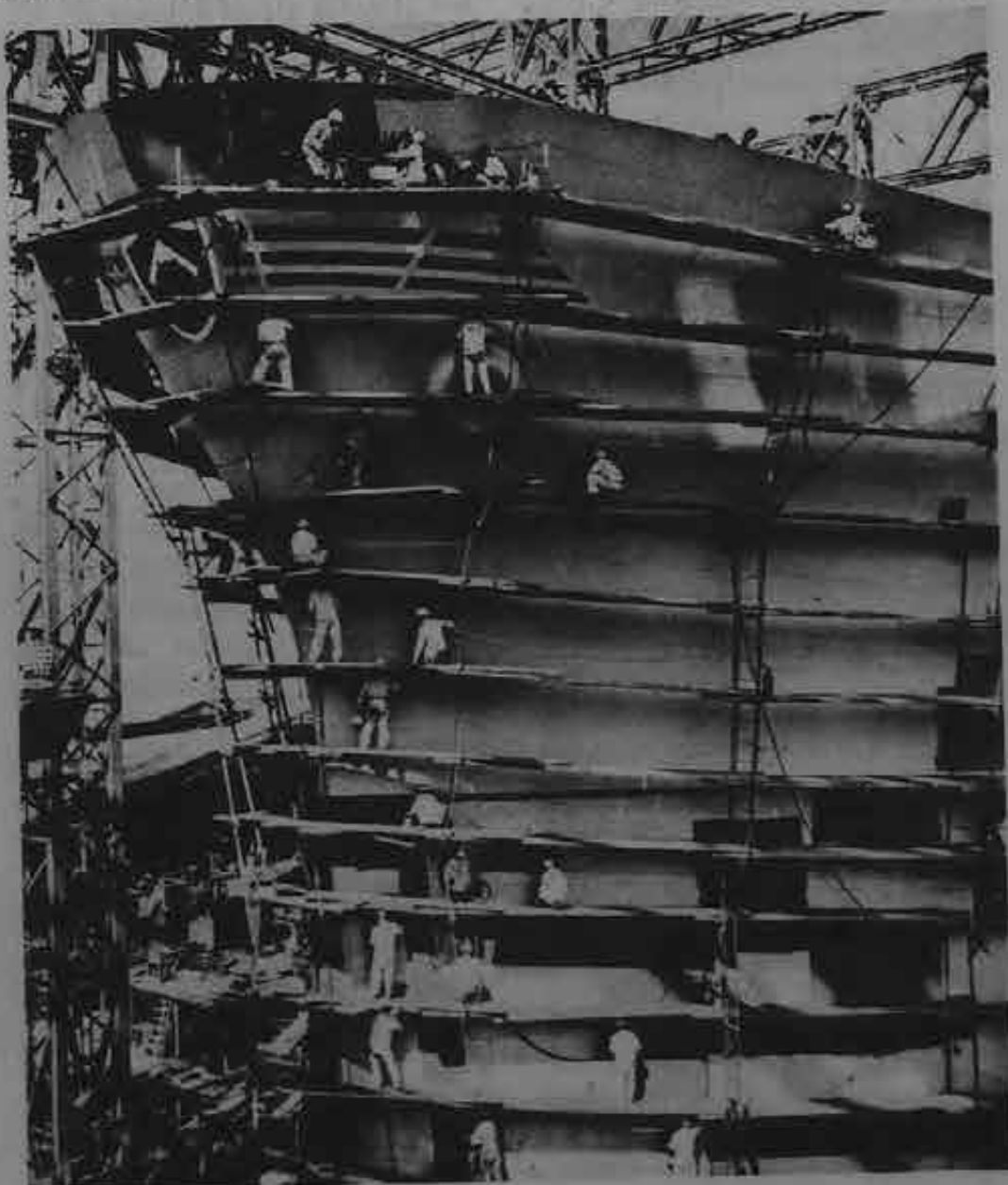
America's Shipyards

Will They Boom Again



Will American shipyards boom again, providing employment and ships the nation needs, or will they lie idle as shipyard work is sent overseas and the nation's defense suffers? The Boggs bill would keep the yards open.

Or Bust?



Jobs, Defense and Consumers Depend on Ban

'This is a Fight To Protect Jobs of U.S. Workers'

The fate of Alaskan oil and the future of thousands of maritime jobs will be decided by the end of September when both houses of Congress vote on whether or not the export of Alaskan oil will be allowed.

Currently the Export Administration Act forbids the export of the oil except under certain narrowly defined conditions, but the Act expires Sept. 30.

In the House a bipartisan group of representatives has co-sponsored the Wolpe-McKinney bill which would extend the ban for four more years. In the Senate the restrictions would be maintained for an additional six years under their version of the Export Administration Act.

The SIU joined with about two dozen other consumer and labor organizations last winter in an attempt to coordinate the fight to keep the oil within the United States. That group, the Coalition to Keep Alaskan Oil, lobbied senators and representatives, helped prepare studies showing the negative impact of exporting the oil and conducted an educational campaign aimed at consumers and newspapers around the country.

About 50 SIU-contracted ships are involved in the Alaskan oil trade, which means almost 1,000 SIU jobs. In addition, thousands of shoreside jobs are dependent on the trade from Alaska to California to the Gulf Coast.

If the oil were exported, most of the tankers in the trade would end up in the scrapyards because even if some of the oil were required to be transported on American-flag ships, the massive VLCCs would be used. That would reduce the number of ships needed, and the shorter routes to Japan would mean fewer days worked.

Those smaller Alaskan trade tankers are the size of ships the U.S. military could call on in an emergency.

Studies show that the cost of the North Slope oil runs about \$4 a barrel less than most imported crude oil. It is also a stable, American-controlled

source of petroleum. If the Alaskan oil, much of which goes into the nation's Strategic Petroleum Reserve, is exported, the country would have to rely on un-

predictable supplies from either Mexico or the Middle East. Recently released figures show that the United States' importation of oil has increased in the past

few months.

From an employment, defense and consumer position, it just does not make sense to export the oil.

We Have Lost A Good Friend

Sen. Henry Jackson Dead at 71

America and America's maritime industry have lost one of their ardent champions with the sudden death of the Honorable Henry "Scoop" Jackson (D-Wash.) on Sept. 1, 1983 in Everett, Wash.

Jackson, 71, died of a burst blood vessel at his home in Washington. Elected to the United States House of Representatives in 1940, he served in the House until the end of the 82nd Congress. He was elected to the U.S. Senate in 1952 and won each succeeding election through 1982.

Sen. Sam Nunn, Scoop's Democratic colleague from Georgia, said, "Jackson truly was a giant in the Senate."

Sen. Jackson was consistently wary of the Soviet Union throughout his four decades of service to this country. As the ranking Democrat on the Senate



Sen. Henry Jackson

Armed Services Committee, he also favored an expansive American defense posture to counter Soviet aggression. Although he was strong on defense, the senator "was willing to take on the Pentagon when he thought it was wrong," said Nunn.

Jackson was an ally and friend to organized labor and voted for

social welfare programs and civil rights legislation.

In its tribute to Jackson, Time Magazine reported, "Henry Jackson was not simply a power wielder; he had a stubborn wisdom of America well armed and its people well cared for."

Twice, in 1972 and 1976, Jackson cast his hat into the presidential ring to fulfill his goal set in the third grade: he admitted he wanted Warren G. Harding's job.

Jackson was pragmatic and realistic and showed great equality with both the "guns" issues as well as the "butter" issues. Of himself, Senator Jackson once said during his quest for the presidency in 1976, "Others may seek to make America great again, I seek to make America good again."

SIU shall miss this truly great man, Senator Scoop Jackson.

Drozak Explains Maritime Labor to Hill Group

(Continued From Page 2.)

crew costs in 1981 were only 11.3 percent of the yearly expenses—excluding fuel—of a new 120,000 DWT dry bulk vessel.

Those 1981 figures will be even lower in the coming years. In my opinion, we are doing more than our fair share to reduce operating costs—and increase labor productivity. From 1946 to 1976—the tons carried per man on U.S.-flag vessels increased 200 percent. During that same period—the tanker deadweight tonnage per man went up 3,472 percent. More recently—we have put together a new bulk contract—with the Marine Engineers Beneficial Association, District 2—that will cut manning costs by 21.1 percent. We are also experimenting with a three-crew, two-ship concept that rotates three crews instead of four between two ships. This will mean a further reduction in manning costs. It will also give those seafarers

more working experience on those ships, and a more experienced crew will be able to run a ship more efficiently.

We can see the results of these cost reductions today with the launchings of the *Jade Phoenix* and the *Golden Phoenix*. Both of these new coal-powered dry-bulk vessels recently quoted freight rates less than half those of previous U.S.-flag vessels—rates that are very competitive with foreign-flag vessels of other industrialized nations. With these crew cost reductions—and the new, more efficient ships that would be built because of H.R. 1242—we would have a growing competitive fleet—and growth means more jobs for our members, and jobs rippling down through the economy for everyone.

These cost reductions also mean that H.R. 1242 would have a minimal impact on the price of our exports and imports. An economic analysis of the meas-

ure found that moving 20 percent of these goods on U.S.-flag vessels would add less than 1 percent to the landed price of petroleum products and grain—and less than 2 percent to the landed price of coal. That's not much when you consider how much prices on overseas markets can fluctuate. Grain prices, for instance, can go up and down more than 25 percent in a single year. With that kind of movement, any small increase in shipping costs would have little price impact.

There are other labor issues that we in maritime are very concerned about—safety in the workplace, a fair wage for a day's work, adequate health and insurance benefits—but all of these concerns are secondary to providing a decent job for every American. That is our primary concern—and we will be supporting numerous pieces of legislation in Congress to provide those jobs and get our nation moving again.

U.S. Is an Island Nation Without a Fleet—Boggs

Bulk Bill Would Narrow U.S./U.S.S.R. Ship Gap

By Max Hall

Congresswoman Lindy Boggs (D-La.), who introduced the far-sighted Competitive Shipping and Shipbuilding Act of 1983, spoke at the New York Propeller Club on Aug. 10 to drum up support for the legislation. The bill seeks to reverse the long standing decline of the American-flag merchant marine by stimulating activity in the bulk liner trade.

The bill, which is numbered H.R. 1242, would set aside 5 percent of all bulk commodities for U.S.-flag ships within one year of enactment. The figure would be increased 1 percent a year until 20 percent of all such cargo is carried on American-flag vessels.

According to Boggs, the United States has declined from its position as world leader in shipping and shipbuilding to reach a point where, except for passage of H.R. 1242 or some similar measure, neither industry can fulfill the policy objectives set forth for them in maritime law.

This loss has become particularly harmful because the United States has become what Boggs calls "an island nation"—one that must import 68 of 71 raw materials that the Department of Defense calls critical to maintain our industrial security.

Several months ago, the Reagan administration came out against passage of the bill. Despite that development, the bill has continued to pick up support. It now has 146 co-sponsors. Senator Paul Trible (R-Va.) has introduced a similar bill in the Senate.

Supporters of the Boggs Bulk Bill contend that the legislation would create and sustain productive shipboard and shoreside employment, add substantially to U.S. military sealift capability, strengthen the U.S. shipbuilding and defense mobilization base, and guarantee the United States safe and reliable transport of its strategic raw materials, most of which are imported.

The Competitive Shipping and Shipbuilding Act would generate the construction of an estimated 268 vessels by the year

2000. It would create 29,000 seafaring and shipbuilding jobs, and 84,000 jobs in related shoreside industries in virtually every state in the Union.

In her speech, Boggs was particularly critical of the Reagan administration's shipbuilding program. The Reagan administration has abolished the Construction Differential Subsidy program on the grounds that the projected increase in naval construction will be enough to secure a minimum shipbuilding base.

According to Boggs, "There simply is not enough Navy work to maintain the 27 shipyards the Navy itself says we must have in the shipyard mobilization base. Only 14 of the 27 shipyards will benefit from the Navy's buildup,

... The rapid growth of the Soviet merchant marine has created a serious problem for this nation's military planners ...

and 80 percent of that work is being done in an even smaller number of yards."

"These yards need steady commercial shipbuilding work so they can afford to modernize and upgrade their facilities to a level competitive with other shipbuilding nations. Should current trends continue, it is clear that commercial work for these yards will not be forthcoming, particularly if the administration continues to support programs to encourage foreign construction of ships for the American merchant marine and to oppose existing or proposed programs to stimulate commercial construction in domestic yards."

While the Boggs bill would bring about sizeable domestic benefits, its main importance, according to Boggs, would be in the way that it would strengthen this nation's defense capability. The rapid growth of the Soviet merchant marine and the corresponding decline of the American maritime industry has created a serious problem for this nation's military planners.

"Strangely enough," Boggs said, "I think that some of our competitors are trying to tell us something about the future of our American merchant marine."

... The Soviets added more



Lindy Boggs poses with Jack Caffey, left, special assistant to the SIU president, and Jerome E. Joseph, vice-president, District 2- MEBA.

tonnage to their national merchant marine in 1982 than any other nation."

Boggs noted that the American-flag merchant marine now depends upon the PL 480 program for its survival. Boggs feels that shouldn't be so. She noted

that in itself, the PL 480 is insufficient to secure a strong American-flag merchant marine. It should be continued, of course, but it should be augmented with a strong national policy.

... the United States has declined from its position as a world leader in shipping and shipbuilding to a point where neither industry can fulfill the policy set forth in maritime law ...

H.R. 1242 would be that strong national policy, she said. It would give U.S. operators "a large, predictable market allowing them to plan effectively and institute cost-saving measures such as long-term chartering and arranging backhaul cargoes."

Boggs Bill Awaits Action

(Continued from Page 3.)
years," said Adm. George Miller (USN ret.).

Miller pointed out that the 1936 Merchant Marine Act says the fleet must be maintained for both commercial and military use. He also says that in its current state the fleet cannot support U.S. military operations overseas.

"Without a strong and effective merchant marine there is no way the U.S. Armed Forces can support the Americans now overseas in the event of a major

Among other benefits, the Boggs Bulk Bill would stimulate production of the nation's coal industry. Development of that industry has been hindered by poor port facilities and inadequately sized carriers.

In summing up, Boggs said, "The Competitive Shipping and Shipbuilding Act is a carefully crafted measure. It is a realistic approach to the revitalization of our merchant marine. It will create a number of shipyards and seagoing jobs. It will enhance security by stabilizing the shipyard base and providing a modern, reliable naval auxiliary."

"Without enactment of this

legislation, commercial ship construction in the United States will continue to decline as will our bulk cargo fleet. The attendant effects of such a decline would be detrimental to our national defense and to our industrial economy."

attack before they are annihilated or herded into cattle cars for the ride to Siberia. . . . We cannot and must not repeat the blunder of pre-World war II when we sent an army to the Philippines only to watch helplessly as its survivors suffered a living death in the Bataan death march," Miller said.

He called on the administration's defense planners to pay more attention to the logistical needs, along with their new weapons planning.

Help Relief Efforts

Seafarers Aid Storm Victims of Hurricane Alicia

By LYNNETTE MARSHALL

Between early August and the end of September, warm northern weather fronts collide with cool Gulf Stream currents, and tropical storm systems are born in the southern coastal states.

The season was late in approaching this year. But when it did arrive, it blew in with a bang, and Seafarers made enormous contributions helping to restore order where there was complete chaos.

On Thursday, Aug. 18, Hurricane Alicia hit the Texas Gulf Coast. By the time it was all over, 18 people were dead and damage was estimated near \$2 billion.

Populations from low-lying

regions prepared to evacuate as early as Tuesday. A steady stream of cars left the island of Galveston which rests 55 miles south of Houston and is especially prone to flood waters because it sits just 5 feet above sea level.

Preparations along streets did not include many Seafarers. They continued working at sea in waves climbing to 12 feet above normal levels.

The day before the hurricane, SIU Houston Patrolman Don Anderson reported 20 SIU-contracted ships in rough seas. At the Houston Ship Channel on the south side of Galveston Island, Seafarers worked at a frenetic pace, fastening ships tight to docks.

A Coast Guard ship rushed to extinguish a storm-related fire at the Coast Guard's Freeport office. The SIU-contracted tug *Eva* rushed in. Water pressure had not been adequate, but Seafarers were able to put out the flames with minimal damage.

By late Wednesday afternoon, the Houston SIU hall was closed. The port of Houston was also closed, and ships were instructed to navigate out to safer seas.

Seafarers are not strangers to storms. Trade from the Gulf is bountiful. About 45 percent of U.S. cargo pass through Gulf ports each year—as do many hurricanes.

But not since Hurricane Carla struck the Houston-Galveston area in 1961 has trade been disrupted and loss of life and damage been so high. Carla brought 175 mph winds, dozens of tornadoes, \$400 million in destruction and the loss of 34 lives.

Friday, Aug. 19, 0030 hrs.—The sky lit up like the Fourth of July as transformers blew. A reported 750,000 residents were without electrical power and entire cities waited in darkness for Alicia's havoc to end.

In Houston, windows popped out from glass skyscrapers. Trees smashed homes and cars. Ships and smaller craft broke loose.

The storm peaked at 0200 hrs. with winds clocked at 130 mph. The night was as terrifying as it was long.

The next morning SIU Vice President Joe Sacco tried to contact the SIU hall, but telephone communication throughout the area was difficult. The last word he said he had received was that there was growing concern for deep-sea vessels and tow and tugboats breaking free of docks or their whereabouts unknown. "Right now," he said, "everything is in complete disarray."

Houston's business district was devastated. Galveston was badly scarred. Two dozen more cities reported extensive damage. In the days ahead President Reagan would declare three Texas counties disaster areas and eligible for federal assistance.

Galveston radio station KGBC was the one station that remained on the air with emer-

gency power. It was through the efforts of owner-news director Vandy Anderson that Houston Seafarers were called on to prevent damage to SIU-crewed boats and vessels.

"They worked themselves to a frazzle," said Vice President of G&H Towing Richard Fasano. "Every boat that was towable was crewed up," he said. "They were holding them on the dock or going to bring them in when they broke away. There was no damage, no personal injury, just a lot of very tired people."

Anderson was successful in bringing in relief crews and performing job relief calls and public service announcements that helped pull residents out of confusion.

The New Orleans hall posted Houston jobs for several days so that SIU-manned vessels would not be left without a labor force. Many companies praised the job done by Seafarers.

Contact was made with the Houston SIU hall on Friday. There was no damage to the SIU office except for the outdoor sign. But many SIU members took a financial loss from the storm. Many apartment buildings and family homes were no longer fit for occupancy.

"A lot of people came into the hall for shelter. As long as we were open we took them in. We're still taking them in," said Patrolman Don Anderson on Monday following the storm. "We're still feeding quite a few members and we're going to keep feeding them until they can get back on their feet."

Helping members involved working with them to arrange housing and filling out insurance forms. The hall also organized interested seamen into a volunteer program to clear away the debris from the storm and assist with food distribution. The program was coordinated through the state AFL-CIO.

During the weekend, according to Ed Horn, communication manager for the Port of Houston Authority, 50 ships were backed up waiting to come into the port.

Officials have estimated that the lost ship trade cost the local community more than \$4.6 million daily.

An Important Notice To All Participants of Seafarers Welfare Plan

The trustees of your Welfare Plan would like to inform you of a new amendment to the Plan.

As you may be aware, in the past, active employees who had reached the age of 65 were required to enroll for and maintain Medicare coverage. As a result of recent changes in federal laws, this requirement has been changed for all eligible active employees between the ages of 65 and 69.

The Welfare Plan will provide coverage as the primary insurer for such employees and their dependents until the eligible employees reach the age of 70. At that time all active eligible employees will be required to enroll for and maintain their Medicare coverage under both the Basic Program and the Supplemental Program, and failure to do so will disqualify such persons from receiving any medical benefits from the Seafarers Welfare Plan.

If an eligible employee is under the age of 65 and his or her spouse is between the age of 65 and 69, that dependent must apply for and use Medicare as his or her primary insurer until such time that the employee reaches the age of 65.

When eligible active employees reach the age of 70, and are required to use Medicare for primary coverage, the Plan will reimburse them for the full premium cost of the Supplemental Insurance Program.

If you are between the ages of 65 and 69, you may still wish to continue your enrollment in Medicare even though the fund will be your primary carrier. You would then not have to wait for an enrollment period before receiving your primary Medicare coverage at age 70 or when your coverage under the fund terminates. In addition, by continuing to enroll in Medicare, you will be eligible to receive benefits from Medicare to supplement the fund's primary coverage.

If you wish, you may retain Medicare as your primary coverage by completing the attached form and returning it to the fund. If you exercise this option, the fund will not pay any benefits for any services for which Medicare provides full or partial coverage. If the fund provides benefits to employees under age 65 for services wholly outside the scope of Medicare coverage, you will be covered for those benefits in addition to Medicare coverage.

The fund will presume that you wish to receive primary coverage from the fund unless you return the attached form.

If you have any questions, please contact the fund office:

Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD. 20746

Drozak Urges New U.S.-USSR Maritime Pact

If SIU efforts are successful, Seafarers may be calling on Soviet ports with huge grain cargoes. The U.S. and U.S.S.R. recently agreed to a five-year grain deal which would allow the Soviets to buy as much as 18 million tons of American grain a year.

But while U.S. negotiators hammered out the deal, they made no mention of a joint maritime agreement which had been part of the package of previous grain agreements between the two countries. In the past both countries reserved one-third of the cargo for themselves with the remaining going to other carriers.

SIU President Frank Drozak has urged key administration figures to begin talks which would lead to a maritime sharing agreement.

"The [grain] accord will be beneficial to the U.S. agricultural community as it will help restore America's share of the grain market lost during the grain

embargo of 1981. . . . It is now imperative that the U.S. commence negotiations with the Soviet Union on a new maritime agreement," Drozak wrote to Secretary of State George P. Shultz.

He said that current conditions have forced many Seafarers out of their jobs and such an agreement could bring SIU ships out of layup to carry the grain.

"Where the Soviet fleet is concerned," Drozak wrote, "a maritime agreement is more important than ever because of the Soviets' increasing ability to dictate shipping policy and to destabilize commercial shipping through the use of predatory pricing."

Joining Drozak in the call for a new maritime deal were key members of the House Merchant Marine and Fisheries Committee. Committee Chairman Walter B. Jones (D-N.C.) and Reps. Mario Biaggi (D-N.Y.), Edwin Forsythe (R-N.J.)

and Gene Synder (R-Ky.) said the grain agreement should be accompanied by a maritime agreement.

While they noted a State Department response which said bilateral trade agreements with the Soviets partially hinge on that country's activities in Poland and Afghanistan, ". . . the completed grain agreement places the suspended maritime talks in a completely different light.

"The long term security interests of the United States are tied to a merchant fleet which

can augment our defense forces. A significant element in developing and maintaining this fleet is in the carriage of cargo. Furthermore 'the showing of the flag' in Soviet ports . . . would constitute a positive and significant signal to the U.S.S.R. and to the rest of the world that the United States as a trading nation is capable of providing a total service including the transportation of those goods and services we wish to export," they wrote.

The administration has not announced its intentions.

Promoting Jobs for American Workers



Sen. Ted Kennedy (D-Mass.) and SIU President Frank Drozak met during the AFL-CIO's Executive Board meeting in Baltimore last month where a national industrial policy to protect and promote jobs and the economy was discussed.

Seeking World-Wide Manning Levels

SIU Hosts ITF Seafarers

Seafarers from around the world gathered at SHLSS recently to set up minimum world-wide manning levels for the International Transport Workers Federation, Seafarers Section.



SIU President Frank Drozak and Assistant Secretary-Treasurer John Fay participated in a presentation for the ITF delegation.

The three-day meeting, hosted by SIU President Frank Drozak, was designed as part of the ITF's efforts to continue the struggle to achieve sufficient and adequately trained crews on-board all ships.

Along with Drozak, SIU Vice President Ed Turner and Richard T. Thomasson of the SIU of Canada joined in the discussions with the representatives from labor unions in Argentina, Finland, the United Kingdom, Germany, India, Trinidad, Ghana, Norway, Sweden and Denmark.

The ITF will vote on the recommendations at its convention next month.

Ogden Yukon Saves 9 Spanish Fishermen

At 0400 hours on Aug. 4 the sun had not yet parted the horizon. Hugging the coastline of Spain, the *Ogden Yukon* was one day past the rocky Straits of Gibraltar. Seas were a calm Mediterranean blue from the moment the crew pulled up anchor in port La Skira, Tunisia, and everyone hoped the smooth sailing and cool breezes would last until the tanker reached Port Néerland, Texas. But the weather had turned nasty.

Nine Spanish fishermen had little sleep that night. At 0400 hours Aug. 4, they were huddled in a small life raft, their clothing drenched, and the current pushing the raft further from land. The smell of gasoline hit their nostrils and rolling seas churned their empty stomachs. Everyone was cold to the marrow.

SIU seaman Mike Proveaux stood at the wheel of the *Ogden Yukon* that early morning. The

calm weather had changed and the ship was heading through winds and stormy seas. Proveaux sighted a red light off the port bow. AB watchman Claude Dick had noticed the same light earlier but in the blink of an eye it had disappeared.

Superiors were alerted and the order immediately given to change course bearing down in the direction of the light.

"At first, I thought it might be a sea-marking buoy," Proveaux recalled.

"We had received an S.O.S. cable over the teletype that a fishing ship had gone down but it was reported 200 miles out of our range."

At 0420 hours a rescue attempt was imminent.

"There was no two ways about it," Proveaux said. The solitary raft, barely visible, was straight ahead. All hands were on deck.

(Continued on Page 39.)



Don Nolan (left), SHLSS food service director, and Frank Mongelli (2nd left), SHLSS vice president, show members of the ITF some of the produce raised and then used in the school's cafeteria.

Congresswoman Claudine Schneider

CONGRESSWOMAN Claudine Schneider (R-R.I.) distinguishes herself with many "firsts"—youngest woman in the 98th Congress; first Republican since 1938 to represent the Second Congressional District of Rhode Island; and the first woman ever to hold a major political office in Rhode Island.

Extolled as one of the "rising stars" in Congress by *Washington Magazine*, Rep. Schneider was one of only two members of her freshman class to shepherd a major legislative measure through the congressional process to become a law of the United States. As a result of this and her other efforts in the 97th Congress, *The Wall Street Journal* called Schneider "one of the five most impressive members of her freshman congressional class."

In the House of Representatives, she serves on the Science and Technology Committee, the Merchant Marine and Fisheries Committee, the Select Committee on Aging, and is the Treasurer of the Northeast-Midwest Coalition.

In the 97th Congress, working with Rep. Schneider on her bill, H.R. 3464, SIU President Frank Drozak testified before the Armed Services Committee's Seapower subcommittee. H.R. 3464 simply prohibits the construction of any naval vessel or any major hull or superstructure component in a foreign shipyard.

Preceding Drozak's testimony, Schneider told the members of the committee "... It is basically contrary to our national security posture to build our warships in foreign yards. It ought to remain U.S. policy to build its ships at home and not to share plans and techniques with other nations. The security problems inherent in a foreign yard are most serious. Clearances and physical security alone would be a nightmare which we need not experience. The point of this bill is that any significant work should be performed here, in this country. The bill serves as an important signal of reassurance to our



Rep. Claudine Schneider

shipbuilding industry and its workers."

One year following their testimony, Schneider's bill, H.R. 3464, was signed into law by the president on Sept. 8, 1982.

In the 98th Congress, Rep. Schneider is working to strengthen and rebuild our merchant fleet. The congresswoman is a co-sponsor of H.R. 1197 which continues to prohibit the export of Alaskan oil to Japan. And, as a member of the House Merchant Marine and Fisheries Committee, she monitors all legislative matters of the U.S. maritime industry.

The congresswoman is also concerned about the advanced educational needs of today's technological society. Recently she cosponsored H.R. 1310 which provides immediate funding for science, mathematics and foreign language programs at the elementary, secondary and postsecondary levels. In the debate on the House floor, Schneider urged her colleagues to support the bill by noting that "our need for a highly skilled technical workforce is reaching proportions never before imagined. By the year 1990, some 180,000 jobs will become available in mathematics and physical sciences, and 480,000 new positions will need to be filled in the computer field. This bill addresses with critical urgency the heavy education needs of our expanding technological society."

SIU is proud to work with Congresswoman Claudine Schneider in finding solutions to thwart the decline of America's merchant fleet and protect America's waters.

Congressman Frank Guarini

SINCE HIS ELECTION to the U.S. House of Representatives in the 96th Congress, Rep. Frank Guarini (D-N.J.) has been one of the American maritime industry's ardent supporters. The congressman led the fight for American cruise ships to receive tax deduction equality.

In the 97th Congress, Guarini introduced H.R. 3191 amending the Internal Revenue Code allowing a tax deduction for attending conventions aboard U.S.-flag cruise ships operating in American ports. During the debate on the House floor, Guarini told his colleagues, "This is good tax legislation. It would really help an ailing industry and give employment to our American people. With the right kind of incentives we can give a rebirth to our shipping fleet which was once a proud and vital part

"FIRE IS THE TEST OF GOLD; ADVERSITY, OF STRONG MEN."

Seneca, Moral Essays On Providence, 5.9

of our economy. We must rebuild our fledgling fleet. It is very critical for national defense and it is important as well to be fair and not discriminate against our shipping industry which needs our help. By excluding conventions in our tax laws while including hotels, we are indeed discriminating."

SIU's Frank Drozak testified before the Ways and Means Committee on the importance of this bill for the U.S.-flag cruise industry to attract convention business.

Again, we achieved success, as H.R. 3191 was signed into law by the president and our cruise ships—*Constitution, Independence, Mississippi Queen and Delta Queen*—now enjoy convention tax deduction status.

Representing New Jersey's Fourteenth Congressional District, Guarini was first elected to Congress in 1978 and re-elected in 1980 and 1982. The congressman is a member of the prestigious House Ways and Means Committee where his subcommittee assignments include the Select Revenues subcommittee and the Oversight



Rep. Frank Guarini

subcommittee.

Presently in the 98th Congress, Rep. Guarini is again working to promote America's maritime industry. The congressman is a co-sponsor of the Boggs Bulk Bill, H.R. 1242, and a co-sponsor of H.R. 1197 to continue the prohibition of exporting Alaskan oil. He is also working with SIU to assist the Navy in its proposed TAKX

lease-back program as well as legislatively securing jobs for America's tuna workers.

Recently, the congressman introduced legislation providing \$13 million to dredge Port Jersey's access channel. Upon its introduction, Guarini said, "The Port Jersey project will result in dredging the anchorage channel an additional 10 feet to a low water depth of 45 feet. A deeper access channel will mean that our ports will be able to handle larger shipping traffic that we are now losing to other East Coast ports. The long-run benefits for Hudson County are enormous, not only in terms of the potential jobs involved but also in terms of the increased tax revenues healthy port activities will mean to Jersey City and Bayonne. It will give New Jersey a tremendous boost in its ability to attract heavier shipping and expand international trade."

The SIU, working with Congressman Frank Guarini, will continue to fight to stem the decline of America's industrial base and protect the jobs and job security of American workers.



Inland News

**Our Members
At Work**

New Crowley Marine Pact Contains Many Improvements

★ ★ ★

★ ★ ★

Dixie Carriers Beef Goes To NLRB Trial on Sept. 19

Picket Lines Are Strong On all Fronts

The more than five-month long "unlawful bargaining tactics" strike waged by the SIU against Dixie Carriers will pick up momentum on Sept. 19. That's when the beef goes to a court trial in the port of New Orleans before an NLRB administrative law judge on the alleged "unfair labor practices" charges leveled at the company.

The trial previously had been set for July 5 but was postponed.

If the NLRB judge rules in favor of the SIU, striking Boatmen and Boatwomen would get "preferential job rights." This means they would get their jobs back and receive back pay.

Meanwhile, strike leader Union V.P. Joe Sacco, on the picket lines scene, declared that striking Dixie Carriers Boatmen and Boatwomen are carrying on the fight by hitting the bricks every day in Louisiana, Texas, Florida, Alabama and every other port where Dixie Carriers boats put in.

It all began on May 31 as the New Orleans NLRB issued a massive complaint and notice of trial against Dixie Carriers, alleging widespread unfair labor practices committed by the company since February.

The NLRB charged Dixie Carriers with unlawful bargaining tactics in contract negotiations with the SIU, the legal bargaining agent for the company's fleet.

Included in the charges were employee harassment and intimidation by company supervisors, spying on the Boatmen and Boatwomen engaged in Union business, threatening to fire any employee backing the SIU or its beef, and undercutting and bypassing the SIU during lawful collective bargaining.

Dixie Carriers would like to gut Union seniority, force a probation period for newly hired Boatmen and Boatwomen, eliminate the subcontracting clause in the contract, give no

increase in penalty or overtime rates, reject crew change pay, gut sanitary work for health and safety, give no sick leave and reduce pensions and hospitalization.



Led by SIU New Orleans Port Agent Pat Pillsworth and Patrolman Steve Ruiz, SIU members picket in front of the Dixie office at the Harvey Ship Canal in New Orleans.



SIU picketers, led by New Orleans Port Agent Pat Pillsworth and SIU Safety Director Bob Vahey, pose in front of the *Dixie Reliance* at the Algiers Shipyards in New Orleans.

SIU Inks 3 Tampa Bay Pilots Co. Boats

The SIU recently organized a new company, the Tampa Bay Pilots Co.

The new contract in effect June 29 covers the company's three pilot boats, the *Manatee*, *Egmont* and *Tampa Bay Pilot* as well as six captains and two relief captains. They run pilots to and from ships and tugs out in the port of Tampa Bay, Fla.

Members Gain In Wages, Fringe Benefits

Here are just a few of the highlights of the new three-year contract SIU Boatmen on the East, West and Gulf Coasts and in Puerto Rico approved by a 336 to 66 vote on Aug. 10. The old contract expired on June 30. The Memo of Understanding signed by the Union and the company has wage increases and increases in Crowley contributions to the SIU Welfare and Pension Plans.

Some of the highlights are:

- 5-5-5 percent wage increases for the Crowley Boatmen in each of the next three years of the new contract;
- Contributions by Crowley Marine to the SIU Welfare and Pensions Plans shall be increased to maintain the high standard of medical benefits payments;
- Employees on a 12-hour watch and employed working days in the Los Angeles-Long Beach, Calif. areas will apply \$3.90 a day from their earnings to provide a credit of 1 and 1/2 days for each day worked to give them a 1 1/2 days pension credit.
- Any crewmember restricted to his vessel by the company shall be compensated by the overtime rate;
- Wages, overtime rates and work rules have been formulated for docking masters.
- For the employees working in Puerto Rico, they will have their Christmas bonus increased in each year of the new contract;
- Survival suits shall be provided to crews on the Philadelphia to San Juan, P.R. run; and
- All active oil barges must be provided with Microphor toilets or other comparable facilities within six months.

**SIU
It's Your Union
Be Proud**

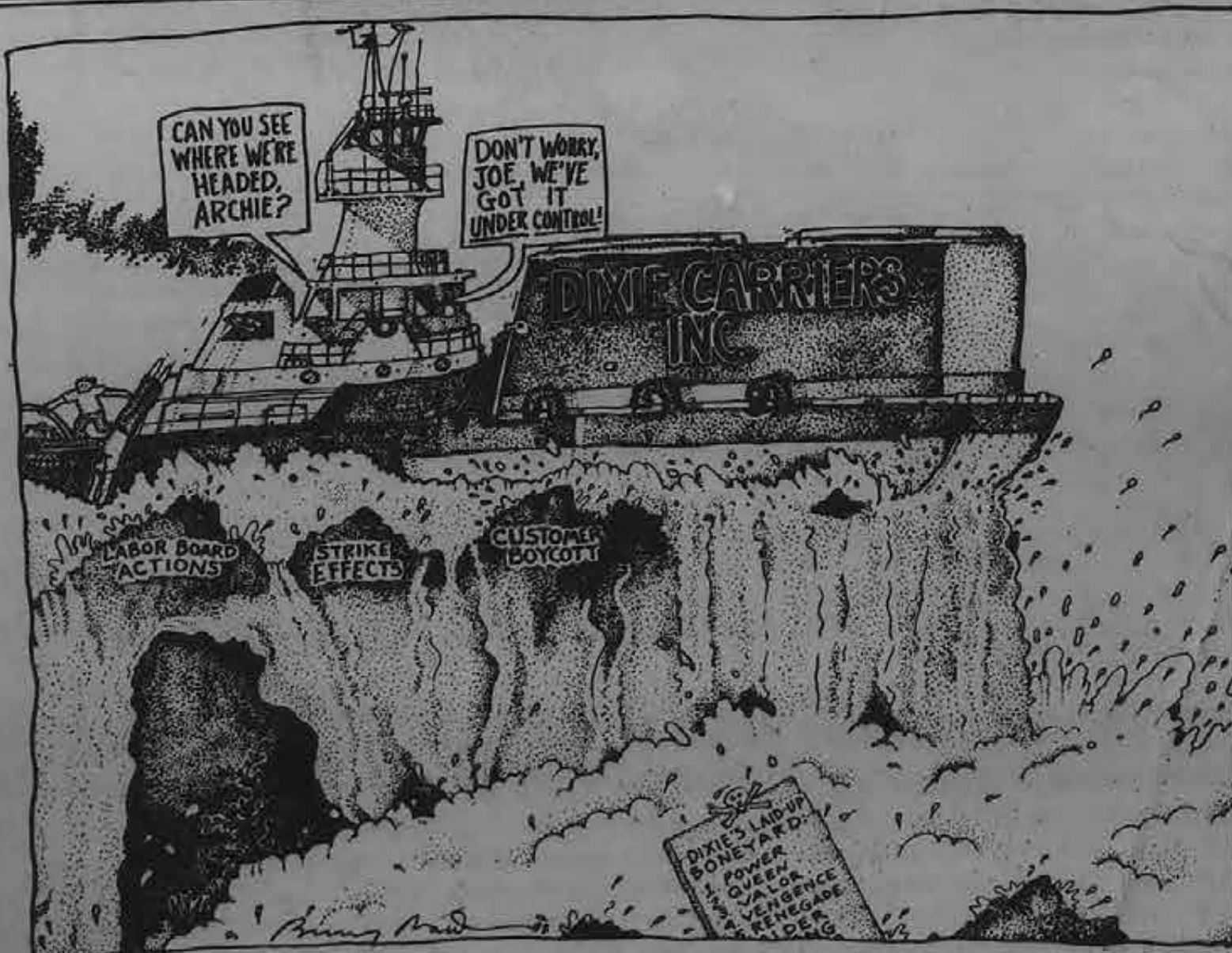
On the Road to Morocco

The *Doris Moran* (Moran Towing)—with a top-to-bottom SIU crew—was loading grain in New Orleans for her barge when this photo was snapped. The big tug has twin 4600 hp EMD diesels. She will haul a barge with 25,000 metric tons of wheat to Safi, Morocco, and will carry bunker fuel on the barge for the 60-day trip.



Seen here is the *Doris Moran* crew, from left: Walter Topance, mate; Jeff Penn, assistant engineer; SIU Patrolman Jim Hicks; Miles Heath, mate; Tom Baggett, able-seaman; SIU Port Agent Pat Pillsworth; Robert Wiggins, ordinary seaman; John Claudette, cook, and Joe Kadak, chief engineer.

SIU New Orleans Hall
Toll-Free
1-800-325-2532



In Memoriam

John Melvin Johnson Sr., 62, died when he fell off the Mobile (Ala.) State Docks on April 27. Brother Johnson joined the Union in 1947 in the port of Mobile sailing as an AB for Mobile Towing. He was born in Mobile and was a resident there. Burial was in the Magnolia Cemetery, Mobile. Surviving is a son, John Arvan M. Johnson Jr. III.

Ludwig Mazur Sr., 61, succumbed to a cerebral hemorrhage in the Tampa (Fla.) General Hospital on Oct. 19, 1982. Brother Mazur joined the Union in the port of Philadelphia in 1972 sailing as a cook for Mariner Towing. He also sailed during World War II. Boatman Mazur was born in Burlington, N.J. and was a resident of Tampa. Cremation took place in the C.E. Prevatt Crematorium, Pinellas Park, Fla. Surviving are his widow, Marguerite; a son, Ludwig Jr.; a daughter, Helen Fuesell of Tampa and a brother, Matthew of Burlington.

Pensioner Alexander McCollough Sr., 82, passed away from atherosclerosis in the Garden State Community Hospital in Gloucester County, N.J. on July 7. Brother McCollough sailed as a captain for the Chester, Pa.-Bridgeport, N.J. Ferries. Boatman McCollough was

a resident of Westmont, N.J. Surviving are a son, Alexander Jr. of Overland Park, Kan. and a daughter, Elizabeth Worthington of Wenonah, N.J.

Pensioner Eugene W. Moore, 59, died on July 3. Brother Moore joined the Union in the port of Port Arthur, Texas in 1963 sailing as a pilot and captain for Sabine Towing. He was born in Nacogdoches, Texas and was a resident of Groves, Texas. Surviving are his widow, Louise; two sons, John and Otis and two daughters, Sandra and Gloria.

Pensioner Robert B. Ricker Sr., 65, died recently. Brother Ricker joined the Union in 1951 sailing as a chief engineer for the struck Dixie Carriers. He was born in Washington, D.C. Surviving are his widow, Vera; three sons, Robert Jr., Thomas and James and a daughter, Vera.

Pensioner Carroll Vincent Sadler, 67, passed away recently. Brother Sadler joined the Union in the port of Norfolk in 1960 sailing as an AB for the Penn-Central Railroad in Little Creek, Va. from 1938 to 1980. He began sailing in 1936. Boatman Sadler was born in Matthews, Va. Surviving are his widow, Wanda and a son, Ronald.

Pensioner Andrew "Andy" Lee Squires, 75, passed away on Aug. 7. Brother Squires joined the Union in the port of Norfolk in 1960 sailing as a 1st mate and captain for Gulf and Atlantic Towing and for Allied Towing from 1960 to 1973. Boatman Squires was born in Kelly, N.C. and was a resident of Atkinson, N.C. Surviving are his widow, Adelaide; two sons, Robert and Eason and a daughter, Marion.

Pensioner Carmine Strifolino, 78, passed away in the St. Vincent's Medical Center, Staten Is., N.Y. on June 11. Brother Strifolino joined the Union in the port of New York in 1960 sailing as a deckhand for the Baltimore and Ohio Railroad (B&O RR) from 1925 to 1970. He was born in Staten Is. and was a resident there. Surviving is his widow, Theresa.



National Marine Pensioner



Former National Marine tankerman Gus Breaud receives his first pension check at the Seafarers Union's New Orleans hall from Port Agent Pat Pillsworth. Gus is one of the first SIU Boatmen to enjoy the benefits of the new wage related pension formula. With Gus during this happy occasion was his wife Margie. "I'm going to relax and enjoy life," Gus said.

Inland Pensioners



Jamie Medford Daniels Sr., 63, joined the Union in the port of Philadelphia in 1957 sailing as a deckhand and mate for the C.G.

Willis Co. from 1956 to 1959 and as a captain on the tug *Ranger* (IOT) from 1959 to 1983. Brother Daniels is a veteran of the U.S. Army during World War II. He was born in Aurora-South Creek, N.C. and is a resident of Belhaven, N.C.



Ernest Felix Fabre, 62, joined the Union in the port of New Orleans in 1953 sailing as a chief engineer for the struck Dixie Carriers. Brother Fabre was born in Baratana, La. and is a resident of Harvey, La.



Norton Eugene White Sr., 65, joined the Union in the port of Charleston in 1977 sailing as a chief engineer on the tug *Adm.*

George Dewey of the Spanish-American War (Marine Contracting & Towing) from 1954 to 1982. Brother White was a former member of Local 333. He was born in Awendaw, S.C. and is a resident of Mt. Pleasant, S.C.

Leonard Charles Koenig, 56, joined the Union in the port of New Orleans in 1956 sailing for the George Whiteman Towing Co. in 1979. Brother Koenig is a resident of Gretna, La.

Howard L. Gilesen, 56, joined the Union in the port of Mobile. Brother Gilesen is a resident of Columbus, Ga.

James Henry Sistare, 66, joined the Union in the port of Charleston, S.C. in 1977 sailing as a chief engineer for the C.G. Willis Co. in 1947 and for Marine Contracting and Towing Co. from 1961 to 1983. Brother Sistare was a former member of Local 33. He also worked for the U.S. Civilian Conservation Corps (CCC) from 1935 to 1937. Boatman Sistare was born in Clover, S.C. and is a resident of Ravenal, S.C.

Gus Joseph Breaud Jr., 57, joined the Union in the port of New Orleans in 1966 sailing as a lead tankerman for National Marine Service from 1949 to 1983. Brother Breaud sailed aboard the *M/V Houston Pumpmen*. He was born in Reserve, La. and is a resident of Norce, La.

Colbert Anthony Theriot, 62, joined the Union in the port of New Orleans in 1957 sailing as a chief engineer for Dixie Carriers from 1971 to 1978 and as a tankerman for the Coyle Lines from 1952 to 1971. Brother Theriot began sailing in 1948. He was born in Lockport, La. and is a resident there.

Crowley Company Dedicates Building



On Thursday, July 7, 1983, dedication ceremonies were held for the new Trailer Marine Transport Corporation and Crowley Towing and Transportation Company building located on Big Lake Road in Lake Charles, La. Standing at the entrance to the new terminal are (l. to r.) SIU Vice President Mike Sacco; Crowley Vice President Randy Collin; Gene Taylor, SIU Houston port agent; and Crowley President Tom Crowley.



Enjoying the dedication festivities are (l. to r.) Gene Taylor, SIU Houston port agent; Mike Sacco, SIU vice president; Sen. Russell Long (D-La.); and Randy Collin, Crowley vice president.

INLAND LINES

Contract Negotiations on in Port of Norfolk

Contract negotiations are ongoing in the port of Norfolk at Ocean Towing, Northeast Towing and at Lynnhaven Services Co.

National Marine Contract Talks Start Up

New contract talks started up at National Marine Service in the port of St. Louis in the middle of this month.

National TV Comes to the Rivers

Early this month the "Real People" TV show in this port filmed a segment of their show, talking to passengers on the steamboat *Mississippi Queen* (Delta Steamboat Co.).

Her sister steamboat, the *Delta Queen* was also docked in the port at the same time.

On The Rivers and In the Gulf with SIU

Lakes Luedtke Engineering Gets \$3.5M Dredge Job

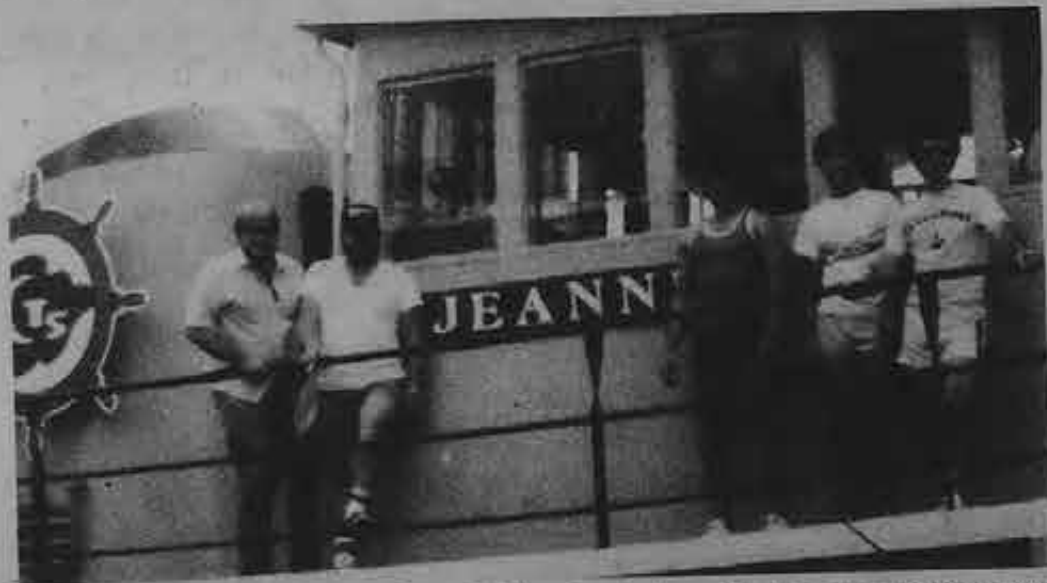
The Luedtke Engineering Co. was the low bidder on a \$3.5 million dredging job at the Sandusky (Ohio) Harbor on Lake Erie. The starting date is Oct. 1. Two hydraulic dredges will be used to complete the job in approximately seven months.

On Sept. 15, Luedtke Engineering was in full operation hydro-dredging the Toledo (Ohio) Harbor.

Also on Oct. 1, Luedtke Engineering will begin rebuilding the dock on South Manitou Is. in the middle of Northern Lake Michigan.



At the Radcliff Materials Repair Yard in the port of Mobile are (l. to r.) James Foster, Odell Chestang, Roy Lofton, T.T. Maples, Henry Bryan, Donny Weaver, John Young and Pappy Ragan.



New Orleans Rep Jim McGee (left) stands by with the crew of the M/V Jeanne (Crescent Towing).



Taking time out for a photo on the M/V Mobile Bay (Crescent Towing) are (l. to r.) Deckhand Oren Dowd, Chief Engineer William Broadus and Capt. Joe Tucker.



Here are some of the oldtimers (l. to r.) who helped to organize Mobile Towing on the M/V Adm. Semmes (Crescent Towing): Deckhand Bud Nelson, New Orleans Patrolman Nick Colona, Chief Engineers J.T. Malone and Steve Johnson of the M/V Fort Conde, Deckhand Tommy Ray Fillingill and Capt. Charles Tucker.



SIU Rep Dave Heindel (right) poses for the birdie at the Yard with Jack Hammer (left) and Pappy Ragan.



Taking a break from chippin' and paintin' is Deckhand Burt McCurdy of the M/V Scaup (Radcliff Materials).



Coming out the pilot door is (left) Boat Operator Rocky Appleton (who's back on the job) as (l. to r.) Boat Operators Tom Callahan, Mike Demo and Ken Greene line up on deck.

M/V Dixie Valour's Crew Cited in Rescue

Boatmen and captains of the ship" for the rescue of an injured man off an ice floe in the Illinois River on Feb. 20.

Receiving certificates of honor for their part in the rescue operation were Capt. Bobby Monson of the *Dixie Valour*, Relief Capt. Max Merritt and Tankermen Douglas Roberts and William T. Cain.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



THERE WAS A tremendous response to Labor-Solidarity III Day in the Gulf area. The crowds were among the biggest I've ever seen here.

People want an end to the anti-worker, anti-union feelings that are so prevalent under the Reagan administration.

A good example of these feelings can be seen in one of our own companies, *Dixie Carriers*, which the SIU struck on April 1. The union-busting company that owns

Dixie-Kirby Inc.—is getting a hard and determined fight from us. We're picketing, distributing leaflets, and holding demonstrations throughout the Gulf.

Also we've been preparing for the trial set for Sept. 19 on the unfair labor charges we've filed against *Dixie*. The trial, under the auspices of the National Labor Relations Board, will be held in New Orleans. I'll let you know about its outcome in the next issue of the LOG.

Meanwhile we're all working hard to win the strike. As Houston Port Agent Gene Taylor said about Texas, "We're picketing in Freeport, Corpus Christi, Houston, Marathon, Texas City. Wherever we find a boat, we make it."

Out of the port of Jacksonville we have word that the SIU-contracted *American Eagle* (Pacific Gulf) was crewed up. This RO/RO ship, which is about five years old, is on her way to Belgium for military exercises with our fleet.

In the port of Mobile, the Greater Mobile Port Maritime Council held its annual dinner-dance last month. The affair was held in memory of the Council's past president, Dave Johnson, who died this summer in a car accident. The 34-year old Johnson was the southeast area representative of the United Food and Commercial Workers union.

Also in Mobile, the litigation that is holding up the release from the shipyard of two contracted vessels is still pending. The ships are Apex's integrated tug barges, *Philadelphia* and *Mobile*. The pending lawsuit is between the company and Halter Marine Shipyard in Mobile.

In New Orleans we hope to recrew the *Benjamin Harris* (Waterman) shortly.

Also in New Orleans, the renovations on the Union hall are coming along very well. With these renovations we'll be better able to service the members.

East Coast, by V.P. Leon Hall



IN THE PORT of New York a contingent of Seafarers participated in the Labor-Solidarity III Day parade in Manhattan. They carried the SIU's flag and banner and marched along with their brothers in District 2 of the Marine Engineers Beneficial Association. In New York more than 400,000 union people and labor supporters marched for jobs and economic freedom.

All over the country Americans held rallies and marches to demand the right to decent jobs and economic security. There were more than 150 Solidarity Day III events on Labor Day including a large car caravan demonstration in the metropolitan area of San Juan, Puerto Rico.

Juan Reinoso, the SIU's port agent in Puerto Rico, reported that there were some 500 cars in the labor caravan including about 50 with SIU members. The Labor Day demonstrations in the past in San Juan were traditionally on foot. The organizers of this year's march wanted it to be different and so decided on the car caravan.

In other news along the East Coast, our SIU fishing representatives in Gloucester report that the frozen whiting coming from Argentina and Australia are badly hurting American fishermen.

(Continued on Page 14.)

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



LAST MONTH I said I would let you know about the results of five government dredging jobs that were put up for bids. I'm happy to report that one of our top-to-bottom SIU-contracted companies, *North American Trail-ing*, was the low bidder on two of the five jobs.

One of the projects is in the Saginaw River, near Bay City, Mich. The other is in Point Mouille, Mich. The jobs will be completed by the end of the year.

Other news from our inland members on the Great Lakes is that SIU-contracted *Luedtke Engineering* was the low bidder on a dock replacement job on Manitoulin Island, Mich. Another of Luedtke's jobs, however,—this one in Harrisville, Mich.—has been delayed due to environmental problems. It is now scheduled to start in the spring of 1984.

Concerning our deep draft vessels on the Lakes, the Bob-Lo excursion boats, which were recently taken over by AAA, packed in the crowds during the summer. The *Ste. Claire* and the *Columbia* finished their runs for this year on Labor Day.

The company has another excursion boat on the Lakes. Called the *Friendship*, she carries a two-man crew and plies up and down the Detroit River for those who like to take a long lunch hour. She can carry over 100 passengers.

Also, the short-lived strike by District 2 of the Marine Engineers Beneficial Association against Kinsman has been settled.

The SIU-contracted *Mississippi Queen* will receive some television and radio publicity. The crew from the TV show *Real People* is scheduled to board her this month when she pulls into St. Louis. Also, a local radio station will broadcast a show from the lovely paddlewheeler.

Concerning inland contracts on the rivers, there is a Sept. 14 date on a wage reopener clause in the *National Marine* contract.

(Continued on Page 14.)

West Coast, by V.P. George McCartney



IWANT TO EXPRESS my sorrow at the death of a very good friend of this Union, Henry "Scoop" Jackson, long-time U.S. senator from the state of Washington. He died suddenly this month of a massive heart attack.

Senator Jackson had an excellent maritime voting record and was a strong labor supporter. Our SIU representatives in Seattle attended the funeral services. Scoop Jackson will be sorely missed and I want to extend my condolences to his family.

All along the West Coast, SIU members participated in Labor-Solidarity III Day celebrations and demonstrations. In Los Angeles approximately 12,000 people, including over 100 Seafarers took part in a Labor Day rally at MacArthur Park. Our members provided the security at the rally. Also, about 40 members from our affiliated United Industrial Workers Union took part in the demonstration. The Maritime Port Council in Los Angeles provided transportation for members of Council affiliates.

In Seattle, where we also provided the security, about 10,000 people attended a picnic and rally in Woodland Park.

Here in San Francisco I attended a Labor Day communion breakfast where the main speaker was J.C. Turner, president of the Operating Engineers and a vice president of the AFL-CIO. He's also on the executive board of the Maritime Trades Department. Turner spoke about Reaganomics and the plight of American workers.

In the port of San Francisco we crewed up the *Santa Rosa* which

(Continued on Page 14.)

Quote Of the Month

"With no business, ships of the U.S. merchant marine are disappearing off the high seas. Military spending alone cannot rescue the U.S. merchant fleet. It needs to be a major force in moving this country's commerce. It must be the Fourth Arm of Defense."

Adm. Warren C. Hamm
Interim Commander
Military Sealift Command

SIU Launches Drug Prevention Program



Ken Conklin, SHLSS commandant, accepts a letter of commendation from Capt. Gehrig of the Patuxent River Naval Air Station, for the school's participation in the Alcohol/Drug Prevention Program. Witnessing the presentation are, from left: Dee Harris, coordinator for the Navy NASAP/DASAP program; Tracy Aumann, SHLSS director of curriculum, Faculty/Student Services; Jackie Knoetgen, SHLSS dean of education; Terry Sharpe, SHLSS social studies instructor, and Fay vanEsselstyn, SHLSS counselor and dockside instructor.

Vice President's Report

(Continued from Page 13.)

Great Lakes Report

Also, I'm glad to report that 59 SIU members employed by *American Commercial Barge Line* have been awarded back pay for the period Oct. 20 to Dec. 31, 1979. This was the decision of an arbitrator who said that ACBL failed to use the hiring hall as it was supposed to do.

Several hundred thousand dollars in wages and fringe benefits will be distributed to SIU members who were registered in Seafarers halls in 1979 and were not called to work by ACBL.

The SIU continues to rack up legal victories against union-busting ACBL. *Dixie Carriers* should take heed.

West Coast Report

was formerly the *President Roosevelt*. Delta bought the ship from American President Lines (APL). Another Delta purchase from APL is the former *President Eisenhower*, renamed the *Santa Paula*. We expect to crew her soon.

One of our Sea-Land ships, the *Developer*, made the news here recently when a Chinese national sneaked aboard the vessel in Hong Kong and stowed away in the ventilation trunk. He got off in Oakland, Calif. where he was booked by U.S. authorities for entering the country illegally.

The crewmembers collected money and clothing for him and according to newspaper reports, the crew said the man was seeking political asylum. As of LOG press time, the fate of the stowaway was still uncertain.

Finally, up in Seattle, members of the SIU Pensioners Club and other Seafarers were taken to the Labor Day ballgame to see the Yankees play the Mariners. I'm afraid the home town team lost.

East Coast Report

Also cutting into the profits of our fishermen are the fresh haddock fillets that Iceland sends in by air. The big problem with these imports is the low tariff that is placed upon the fish.

The menhaden pogie boats that work out of Gloucester are doing very well. The fish, which are used for oil and fertilizer, have now come into Gloucester Harbor and the fishermen can be seen right from the Union hall. (A feature on one of these boats will appear in the next issue of the LOG.)

From the port of Norfolk we have word from SIU Representative Mike Paladino that deep sea shipping is good. There were a number of payoffs there including one on the *CS Long Lines* (Transoceanic Cable) which is now in layup in Wilmington, N.C. She'll probably be there about a year.

In Baltimore the SIU and our affiliate, the United Industrial Workers, participated in the picket lines set up by the Communications Workers of America against Bell Telephone. That strike is now over.

Finally, I want to congratulate former SIU Gloucester Port Agent Bob Stevens on his new job as port agent in Philadelphia. Best of luck, Bob.

Computer Age Is Upon Us



Recertified Steward Tom Maley works on an inventory list as SHLSS Instructor Roger Francisco looks on.



Hands-on experience with the computer is one of the reasons for the tremendous success rate of the SHLSS introduction to computer course.

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

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SIU Prepares Membership for Coming of Computer Age

SHLSS Programs Updated Courses

(See Photos on Page 14.)

Computers are fast becoming a way of life, and the Seafarers Harry Lundeberg School of Seamanship (SHLSS) is preparing our membership for the changes that are coming.

Computers have changed tremendously in the past 10 years. They have evolved from huge monsters requiring special rooms and highly-trained personnel to small table-top models that have more power than ever before and yet can be operated with only minimal training.

In some cases, no computer experience is necessary at all. Literally thousands of computer programs covering almost every subject have been written. Many of these simply require the user to answer a few simple questions to solve complex problems of mathematics, record-keeping and education.

Here at SHLSS, we are helping to prepare SIU members for the computer age by offering three separate computer courses.

The first is a two-hour basic introduction to computers. It is available to all upgraders and includes a lecture on the operation and benefits of computers as well as some time spent in "hands-on experience" at the keyboard. The main purpose of this course is to help the student become comfortable with a computer and recognize some of the benefits that will come about because of its use aboard ship.

The second computer offering at SHLSS is available to bosuns and recertified stewards. It also includes an introduction to computer programming and allows the students more time to use the computer.

In addition to these two classes, a three-credit hour college course, "Introduction to Shipboard Microcomputers," will be offered at SHLSS by Charles County Community College beginning next year.

All of these courses are taught by SHLSS instructor Roger Francisco. In addition to teaching the computer courses, Francisco also teaches math—a field that is closely linked to computers.

ATTENTION SEAFARERS!

SCHOLARSHIP/WORK PROGRAM — A KEY TO YOUR FUTURE

The Scholarship/Work Program is another example of the S.I.U.'s deep belief that education is the key to growth and strength as individuals, as a union, and as an industry. This program has been developed for eligible members who wish to return to Piney Point solely to work towards their Associate in Arts Degree through the Charles County Community College Program at the Seafarers Harry Lundeberg School of Seamanship.

S.I.U. members who need 12 credits or less to obtain their Associate in Arts Degree from Charles County Community College are eligible to apply for the Scholarship/Work Program.

To apply or request more information on the Scholarship/Work Program, please complete this form and mail it to the College Programs Office, Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674.

SCHOLARSHIP/WORK PROGRAM

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 GREAT LAKES MEMBER PACIFIC MEMBER

BOOK NUMBER _____ SENIORITY _____ SOCIAL SECURITY # _____

DATES AVAILABLE FOR COURSES _____

HOW LONG COULD YOU ATTEND COURSES _____

ENDORSEMENT(S) OR LICENSE(S) NOW HELD _____

HAVE YOU ATTENDED ANY SHLSS UPGRADING COURSES? YES NO (IF YES, FILL IN BELOW)

COURSE(S) TAKEN _____

SIGNATURE _____

DATE _____

Jobs and Job Security

Upgrade Your
Job Skills



Upgrading Course Schedule July Through December 1983



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

Following are the updated course schedules for July 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.

The following classes will be held through December 1983 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Automation	October 24 November 21	November 17 December 16
Marine Electrical Maintenance	August 29	October 21
Refrigeration Systems, Maintenance & Operations	October 10	November 18
Welding	November 21	December 16
Diesel—Regular	September 12	October 7
Third Assistant Engineer	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
Quartermaster	September 12	October 21
Third Mate	September 12	November 18
Celestial Navigation	July 18 November 7 November 21	August 12 December 2 December 16
Lifeboatman	October 10	October 21

Special Notice

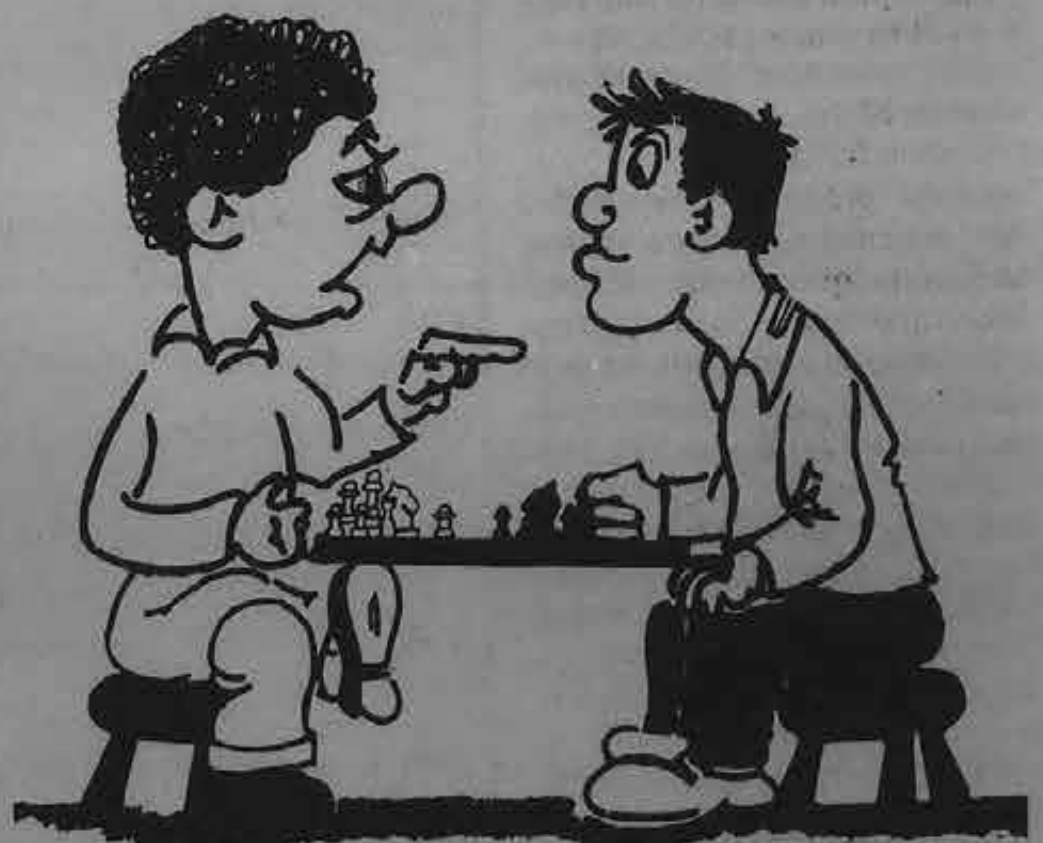
The following courses have been postponed until the completion of the new Upgrading and Training Center at SHLSS:

- | | |
|---------------------------------|------------------------------------|
| 1) Towboat Operator Scholarship | 5) Fireman/Watertender, Oiler |
| 2) "A" Seniority | 6) Able Seaman |
| 3) Steward Recertification | 7) Welding—OCTOBER 24th CLASS ONLY |
| 4) QMED—Any Rating | 8) Chief Steward |

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
Towboat Cook	Open-ended	6 weeks

It's Your Move



Make it in the Right Direction

To crew U.S. Flag ships today, you have to keep up with world technology. Make your move toward good pay, excellent working conditions and a secure future.

Enroll in the SHLSS
Automation Course
November 21

SHLSS Launches Drug Education Program

Aim Will Focus On Prevention Of Drug Abuse

(See Photo on Page 14.)

The SIU has long been aware of the drug abuse problem that is plaguing our nation. This problem has crept into all areas of society.

The SIU started doing something about the problem when it set up an Alcoholic Rehabilitation Center in 1976. Research has shown that more and more people, usually from the younger generation, are showing up at rehabilitation centers with the combined problem of alcoholism and drug abuse.

Here at the Seafarers Harry Lundeberg School of Seamanship, we have adapted the U.S. Navy Program: "Alcohol/Drug Education—How to Educate." This program is the cornerstone of the Navy Alcohol Safety Action Program (NASAP) which began to treat alcoholics and expanded to the Drug Abuse Safety Action Program for treating drug abuse in the late 1970s.

The SHLSS sent two of its instructors to a one-week 40-hour course on "How to Teach the Alcohol/Drug Education Program." Fay vanEsselstyn, SHLSS counselor and dockside instructor, and Terry Sharpe, social studies instructor, are both trained to teach the course.

The first pilot program was monitored by Dee Harris, coordinator for the Navy NASAP/DASAP program. She guided our instructors in procedures and techniques, made suggestions and supervised the first pilot program. Her help made it easier to adapt the program into our curriculum.

The 20-hour course is required for all trainees and is taught during the dockside class for one hour a day. The main

thrust of the Drug Abuse Education and Prevention program is to help students gain a new insight and awareness of their values toward drug and alcohol use.

Gathered in an informal setting, the students are encouraged to speak freely and ask questions that are often answered by their fellow students. The instructor guides the discussions and makes the distinction between myths and facts concerning alcohol and drugs.

The course examines the effects of drugs on the human

body, state and local laws concerning drugs, consequences of being caught with drugs in other countries, psychological aspects of drug dependency, and symptoms and phases of alcohol drug use and misuse.

Students are made aware of "helping networks" such as Alcoholics Anonymous and Narcotics Anonymous, and they are encouraged to use these networks if needed. By sharing information and personal experiences in discussion groups, students become aware of all the problems created by drugs.

This awareness allows them to come to their own conclusion about drug use, and gives them the knowledge to stand by their convictions concerning drugs in their lives.

Prevention is a major step in controlling drug abuse problems. The Seafarers Harry Lundeberg School of Seamanship and the SIU are concerned about educating the whole individual not just training them in specific seafaring skills. By giving them the knowledge they need now, we hope to prevent them from turning to drugs later.

ATTENTION SEAFARERS!

NAUTICAL SCIENCE CERTIFICATE PROGRAM—A KEY TO YOUR FUTURE

Are you interested in a Nautical Science Certificate approved by the Maryland Board for Higher Education? If so, the Seafarers Harry Lundeberg School of Seamanship will be offering this program starting in January 1984. The Certificate Program is an example of the S.I.U.'s belief that education is the key to growth and strength as individuals and as a union.

The Nautical Science Certificate Program combines accredited college courses with vocational training and experience. In order to complete the requirements for the Certificate, a student must first possess a strong maritime vocational background. Then the student selects and completes four of the eight accredited college courses listed below (only one Math and one Geography course may be selected):

- Psychology (PSY) 107 — Applied Industrial Psychology
- Business Administration (BAD) 122 — Personal Financial Management
- Business Administration (BAD) 172 — Government, Business and Labor
- Mathematics (MTH) 108 — Introduction to College Math
- Mathematics (MTH) 110 — College Mathematics
- Geography (GRY) 105 — Earth, Sea and Man
- Geography (GRY) 106 — United States Geography
- Pollution Abatement Technology (PAT) 105 — Pollution Control in the Marine Industries

For more information on the Nautical Science Certificate Program, please complete this form and mail it to the College Programs Office, Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674.

NAUTICAL SCIENCE CERTIFICATE PROGRAM

NAME _____ DATE OF BIRTH _____
(LAST) (FIRST) (MIDDLE) (MO / DAY / YEAR)

ADDRESS _____
(STREET)

TELEPHONE _____
(CITY) (STATE) (ZIP CODE) (AREA CODE)

DEEP SEA MEMBER INLAND WATERS MEMBER LAKES MEMBER PACIFIC MEMBER

BOOK NUMBER _____ SENIORITY _____ SOCIAL SECURITY # _____

DATES AVAILABLE FOR COURSES _____

HOW LONG COULD YOU ATTEND COURSES _____

ENDORSEMENT(S) OR LICENSE(S) NOW HELD _____

HAVE YOU ATTENDED ANY SHLSS UPGRADING COURSES? YES NO (IF YES, FILL IN BELOW)

COURSE(S) TAKEN _____

PLEASE INDICATE WHICH FOUR OF THE EIGHT GENERAL EDUCATION COURSES YOU PREFER (ONLY ONE MATH AND ONE GEOGRAPHY COURSE MAY BE SELECTED):

- PSY 107 APPLIED INDUSTRIAL PSYCHOLOGY
- BAD 122 PERSONAL FINANCIAL MANAGEMENT
- BAD 172 GOVERNMENT, BUSINESS AND LABOR
- PAT 150 POLLUTION CONTROL IN THE MARINE INDUSTRIES
- MTH 108 INTRODUCTION TO COLLEGE MATH
- MTH 110 COLLEGE MATHEMATICS
- GRY 105 EARTH, SEA AND MAN
- GRY 106 UNITED STATES GEOGRAPHY

SIGNATURE _____

DATE _____

Education
Is the Key
To Job
Security

Solidarity Day III

Seafarers, Labor Are Heard: Jobs!

Seafarers joined their union brothers and sisters across the land and were heard in more than 130 cities during Solidarity Day III-Labor Day rallies.

The ceremonies and rallies which drew millions of working men and women and their families were designed to celebrate the spirit of the American Labor Movement, condemn the anti-labor policies of the Reagan administration and begin a massive voter registration and voter turnout drive for next year's election.

SIU President Frank Drozak, speaking to several thousand people in Providence, R.I. slammed the administration's labor record.

"For this president to speak today of his support for the American worker is simply a

lie. . . . We are here today, as we were in September of 1981, to again express the united opposition of labor and our allies to the disastrous policies of this administration.

"We thought Solidarity Day II—with victories in the 1982 local, state and national elections—had sent a message to this administration and its policy makers. But we were foiled, like a ship in distress our S.O.S. signals were not heard," Drozak said.

He attacked the administration for gutting programs which guarantee decent housing, medical care and retirement to millions of Americans. Drozak also said the current maritime policies of the Reagan administration will make sure that the American-flag fleet "winds up on the rocks."



Seafarers in New York City joined thousands of other working men and women for the traditional Labor Day march down Broadway.



MacArthur Park in Los Angeles was the scene for the Southern California Labor Day/Solidarity Day III happenings. Several thousand working men and women gathered to hear speeches denouncing anti-labor policies and calling for a real economic recovery. Above and right are parts of the SIU group.



SIU President Frank Drozak spoke before several thousand people in Providence, R.I.



In New Orleans the SIU contingent joined 3,000 other union brothers and sisters for Solidarity Day III. Port Agent Pat Pillsworth, and patrolmen Dave Heindel, Steve Ruiz and Jim McBee led the SIU group.





THE SIUNA

SEPT. 1983 **LOG**
Special 4 page supplement

The Seafarers International Union of North America represents two things. It represents some 90,000 working men and women in 18 affiliated labor unions. It also represents the focal point of power for each of those unions.

The strength, power and influence of the SIUNA comes from each of the affiliates, but as the old saying goes, "The whole is bigger than its parts."

Each of the SIUNA affiliates can do an effective job representing its members in many areas. But through the collective strength of all the Union's affiliates, cannery workers, Pacific sailors, taxi drivers, fishermen on both coasts and dozens of others, the SIUNA becomes a powerful national force.

Not only does the umbrella of the SIUNA bring some 90,000 people together in a single, effective labor voice, but the leadership of the Union has been able to broaden its base even further.

SIUNA President Frank Drozak is president of the AFL-CIO Maritime Trades Department with some 43 other unions and 8 million workers, and he is one of the AFL-CIO's exec-

utive vice presidents which brings even millions of more workers and their influence and power to efforts which benefit SIUNA affiliates.

The weight and power of the entire AFL-CIO can be brought to bear on issues where several thousand industrial workers or cannery employees on their own, simply would not have the numbers or the resources to make the same impact.

Rightly or wrongly, politics today is a matter of power, and the SIUNA has been able to exercise that power through the years by pursuing, preserving and helping enact programs designed to enhance job security, raise the standard of living and protect the rights of its members and their families.

The SIUNA has the resources and the experience to make its presence felt in the nation's capital. A staff of respected and trained legislative experts and lobbyists bring both the Union's position and pressure to bear on issues important to all affiliates.

Strength From Affiliates and Expert Leadership Forge a Powerful Voice



SIUNA President Frank Drozak represents all the SIUNA affiliates at a special White House meeting with President Ronald Reagan.

Over the years, the SIUNA's expertise has not only brought it respect from members of Congress and the White House, but many times the AFL-CIO will ask the SIUNA to lead the fight on important matters, because

they know the SIUNA can be counted on.

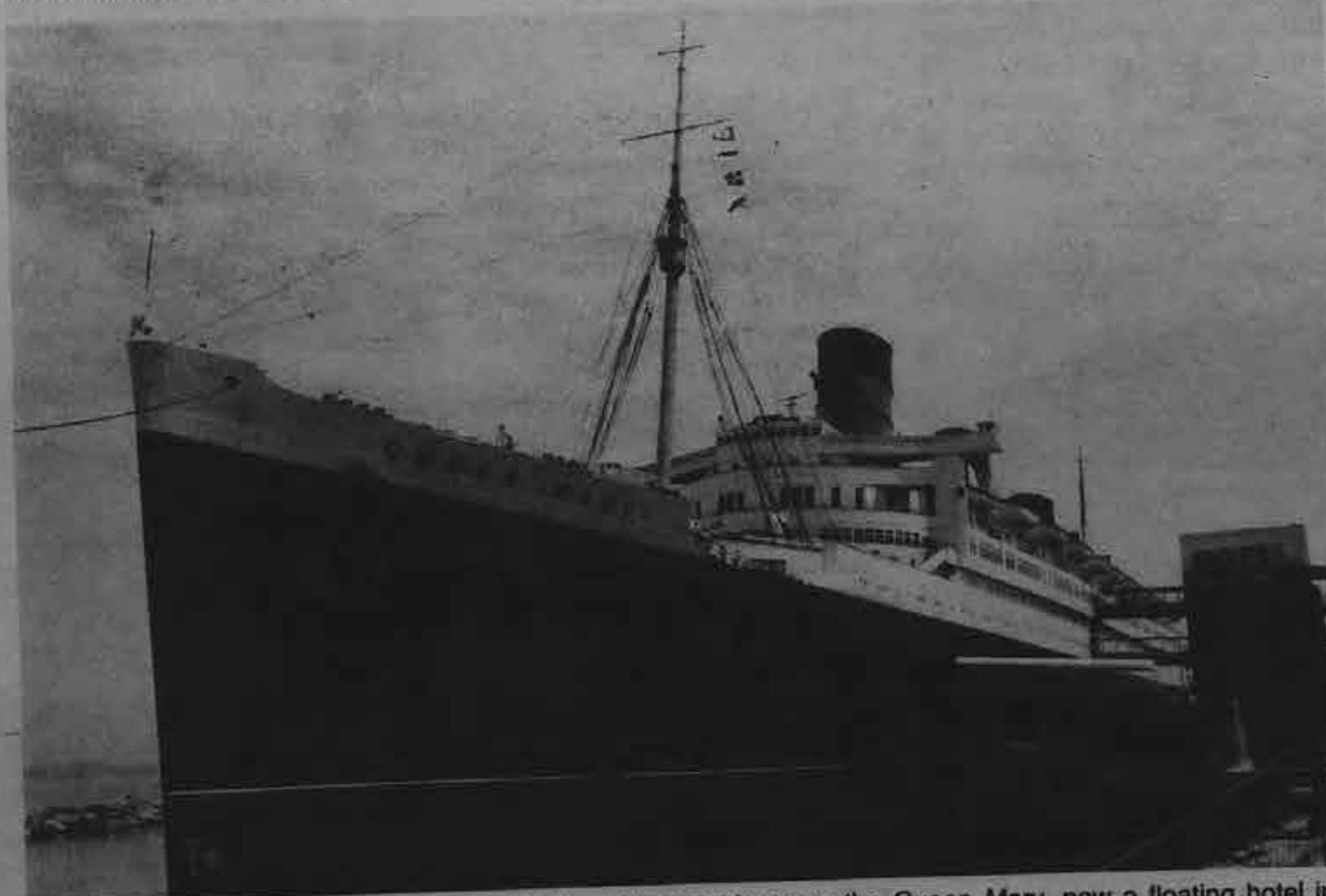
The SIUNA fights for the cannery worker, the government employee, the fisherman, the sailor and the factory worker.

The SIUNA flexes its strength in Washington D.C. It may be fighting for a bill that affects a few hundred workers or battling for legislation that means something for millions, such as Occupational Health and Safety or Social Security or unemployment.

The SIUNA lobbies on the state level for port development, job rights and other important issues.

The SIUNA helps you at the bargaining table when you sit down with management to gain a fair wage, proper job protection and a safe workplace.

Today with the powerful and wealthy anti-labor forces spending millions of dollars, no one group can stand up to labor's enemies alone. But when groups from coast to coast band together with power and with progressive and foresightful leadership, then they can play the game of power politics on an equal footing.



United Industrial Workers provide the majority of the workforce on the Queen Mary, now a floating hotel in Long Beach. The UIW is one of the larger SIUNA affiliates.



SIUNA Clout Applied in Jobs, Safety, Health, Maritime and Labor Laws to Preserve and Protect Your Rights and Jobs



Workers are especially harmed by the Reagan administration's broad anti-labor national policies. When President Reagan began his tenure in the Oval Office, millions of people were out of work. Since then several million more workers are idle and looking for employment.

Employment

The SIUNA is lobbying diligently to fulfill its first priority: putting America back to work. The SIUNA, through its association with the Maritime Trades Department and its representation on the AFL-CIO executive board and 18 SIUNA affiliates, has the strength in numbers of committed members to open new avenues of employment and protect SIUNA industries made vulnerable by unfair foreign competition unchecked by Reaganomics.

SIUNA President Frank Drozak meets frequently with the 35-member AFL-CIO executive board where strategies are formulated to promote job security across the nation. The AFL-CIO has sent its support to the nation's congressional districts for the Humphrey-Hawkins Full Employment Bill to create jobs. Since the 1981 convention, the AFL-CIO has called for abolition of proposed legislation to lower the minimum wage requirement for teenagers and the age of legal employment. Though

an anti-unemployment bill cannot be legislated, the AFL-CIO executives have a powerful voice to speak for pro-labor candidates whether they are running for city council or president of the United States.

More directly, the SIUNA lobbies for specific employment opportunities. Last year the re-documentation of the *S.S. Constitution* to the passenger trades boosted employment in seafaring, shipyard and related maritime industries. The SIUNA, in testimony before

... The SIUNA is lobbying diligently to fulfill its first priority, jobs ...

Congress, was able to secure a near unanimous vote on the success of the first Hawaiian Islands excursion ship, the *S.S. Independence*, launched in 1980.

Similarly, the SIUNA—after long insistence that civilian manning of Naval Military Sealift Command vessels would prove beneficial to the nation's security—achieved the merger of the Military Sea Transport Union with employment contracts on over a dozen ships in the fleet.

Bulk Bill

With the passage of a single bill, H.R. 1242 and companion bill S. 1642, the Competitive Shipping and Shipbuilding Act of 1983 has the potential of bringing about a rebirth in the

nation's merchant marine and shipbuilding industries.

Authored by Rep. Lindy Boggs (D-La.) and in the Senate by Sen. Paul Trible (R-Va.), the bill would revive employment in maritime and related industries. The bills would require that 5 percent of our nation's bulk cargo be carried on U.S.-built, U.S.-flag vessels in 1984. The percentage would increase to 1 percent every year until a minimum of 20 percent of all U.S. bulk cargo is carried on U.S.-flag ships.

Preserving Jobs

Nowhere in pending maritime legislation is the maritime community of interests and the link between the maritime service sector and industrial sector more apparent than in actions taken to limit the carriage of cargo aboard U.S.-flag vessels. The SIUNA has vigorously participated in coalitions formed to prevent legislation which has threatened thousands of people from a single geographical area or a string of related industries, with unemployment and business close-outs.

Alaska Oil

Two dozen labor, consumer and industry groups have united in The Coalition to Keep Alaska Oil. As the expiration of the 1979 Export Administration Act approaches the Sept. 30 deadline, the coalition is rallying support in both houses of Congress to extend the provision in the Act which prohibits export of the oil.

The primary importer, Japan, would profit by this venture but in every respect the United States stands to lose. The bill's passage would mean the layup of American tankers, maritime unemployment, higher consumer prices for U.S. imported replacement oil, millions of dollars in investments drained of revenues, and a weakening of U.S. energy self-sufficiency and national security.

CBI

The SIUNA joined organized labor in opposing the Reagan administration centerpiece for Caribbean economic recovery, the Caribbean Basin Initiative. The legislation passed into law but not without a drive led by the SIUNA to amend the export of rum from the area with duty-free status. Without the amendment, distillers of the liquor in the U.S. and the Virgin Islands foresaw an unfair advantage at the port which could mean layoffs of U.S. workers and which could affect the entire economy of the Virgin Islands.

Cargo

A pattern is developing of blatant disregard for laws requiring shipment of goods on U.S.-flag vessels. In 1920 Congress enacted the Jones Act as a stimulus to the growth of the U.S. maritime industry, providing domestic trade not be diverted by foreign transport.

This year Congress reaffirmed the law by disallowing Pacific Northwest traffic from the state of Washington to be circumvented through Canada aboard foreign vessels. It could have devastated industries in the area. The unemployment it would have brought was seen in terms of lost tax revenues to the region and diminished sales throughout the region's commercial and industrial establish-

ments. For all of these reasons Congress delivered a 373-44 vote and SIUNA efforts averted unemployment of members.

In related moves, attempts to by-pass the Cargo Preference Act of 1954 (providing that 50 percent of all government-generated cargoes be shipped on American-flag ships) have been stopped several times. The SIUNA moved vigorously in

... The Union is now trying to find answers to the health care crisis ...

open letters to the president and in hearings with directors of federal agencies, and the shortfalls were shored up. Maritime carried its share of bauxite, wheat, Strategic Petroleum Reserve mandated supplies and butter.

In October 1981, the Senate rejected an amendment, 70-28, to reverse preference requirements for P.L. 480 cargoes, where most of the confusion lies.

Health and Safety

Members of the SIUNA faced the most devastating of Reagan's maritime proposals when the administration signed 1982 and 1983 budgets. These budgets contained cuts to OSHA and eliminated the 200-year-old USPHS hospitals and clinics serving seamen, dependents and

pensioners with quality, cost-free medical health care.

Since 1981 health care costs for in-patient health care treatment have risen annually at the rate of between 15 and 20 percent. Still, the SIUNA has been able to offer members coverage under the SIU Welfare Plan. The Union is now trying to find answers to the health care crisis.

Repairing damage to OSHA

health and safety standards has proven more difficult. From the lessons of the EPA and countless federal oversight agencies, the SIUNA recognizes the problem is not an isolated one. Upon executive directives these agencies are involved in rewriting regulations, but little funding is earmarked for enforcement.

The AFL-CIO has taken a strong stand to put teeth into OSHA standards. SIUNA President Frank Drozak will continue to work with the other AFL-CIO board members to increase OSHA funding and restore its oversight role.

... Frank Drozak will continue to work to increase OSHA funding ...

The Feb. 12 tragic loss of 31 NMU sailors in the sinking of the *Marine Electric* and the entire crew from the *S.S. Poet* in 1980 could have ended with fewer lives lost if the crews had been wearing survival suits when the ships went down. Congress will soon consider evidence supporting this view, and SIUNA staff legislative experts and President Frank Drozak will present arguments for requiring survival suits on commercial vessels and small craft.

Sen. Trible has submitted a bill for congressional ruling requiring the suits which enable survival for at least 24 hours in below freezing waters. The SIUNA supports the bill. In hearings before the Senate and the Coast Guard, the SIUNA has taken the issue further to include all commercial vessels and boats.

How the SIUNA Protects Jobs of Maritime Workers

- The SIUNA has been the chief supporter of the Boggs Bulk Bill—268 new ships and thousands of jobs if passed.
- The SIUNA closed Jones Act loopholes which would have allowed cargo diversion to Canada under the Third Proviso.
- The SIUNA led the fight to re-flag two ships, the *Independence* and *Constitution* to provide more than 1,000 SIUNA jobs.
- The SIUNA has helped move maritime safety laws, including survival suits, through Congress.
- The SIUNA has been the strongest voice to keep Alaskan oil reserved for American use and transported on American ships.
- The SIUNA has prodded the government to begin a study and recommend new ways to provide merchant marine health care since the government shut down the U.S. Public Health Service hospitals.
- The SIUNA has fought successfully to keep P.L. 480 cargo for U.S.-flag ships.
- The SIUNA fought successfully to require U.S. ships in transporting oil for the Strategic Petroleum Reserve (SPR) problem.

Among legislation the SIUNA has successfully blocked was a swipe at safety inspection and crewing standards on fish processing ships by the owners of the SUP-crewed *Golden Alaska*.

Wherever the concerns of SIUNA members are threatened, the SIUNA will be found—fighting to protect its working brothers and sisters.



Fishermen and cannery workers take advantage of SIUNA advice on organizing and grievance procedures.



The SIUNA has always stood firm with its SIU of Puerto Rico affiliate and their fight to protect jobs.



Sailors Union of the Pacific founder Harry Lundeberg (2nd from left) looks on in the early 1950s during ground-breaking ceremonies for the SUP's San Francisco headquarters. SUP is the oldest affiliate of the SIUNA.



Seafarers International Union of North America, AFL-CIO

Executive Board

Frank Drozak, President
Joseph DiGiorgio, Secretary-Treasurer

Vice Presidents

Joseph Abata
George Beltz
Jack Caffey
Paul Dempster
Henry Disley
Steve Edney
John Fay
Gilbert Gauthier
Roman Gralewicz

Roy A. Mercer
Mike Orlando
George McCartney
Michael Sacco
Walter J. Smith
Donald J. Tacconi
Jack Tarantino
Keith Terpe
Ed Turner

Affiliates

Alaska Fish Cannery Workers Union of the Pacific
2505 First Ave., Room 7 & 8
Seattle, WA 98121
Carlos de los Santos, Business Agent
(206) 623-6831

Alaska Fishermen's Union
2505 First Ave.
Seattle, WA 98121
Walter J. Smith, Secretary-Treasurer
(206) 623-3425

Canadian Marine Officers Union
9670 Notre-Dame Street, East
Montreal, H1L, 3P8, P.Q., Canada
Gilbert Gauthier, President
(514) 354-8321

Chauffeurs & Industrial Workers Local 5
4577 Gravois Avenue
St. Louis, MO 63116
James Matthews, President
(314) 752-2200

Chinook Cannery Workers Union Local No. 12
Post Office Box
Chinook, WA 96814
Dan Campbell, President
(206) 777-8342
Patty Bloom, Secretary
(206) 777-8366

Fishermen's Union of America, Pacific & Caribbean
640 State Street
San Diego, CA 92101
Jack Tarantino, President
(714) 239-5184



Fishermen on both coasts and in Alaska form a powerful arm of the SIUNA.

Inland Boatmen's Union, Alaska-Hawaii Regions
707 Alakea Street
Honolulu, Hawaii 96813
Gregory O'Claray, Representative
(808) 537-1773
124 Front Street
Juneau, Alaska 99801
(907) 586-9711

International Union of Petroleum & Industrial Workers
8131 E. Rosecrans Blvd.
Paramount, CA 90723
George Beltz, International President
(213) 630-6232

Marine Firemen's Union
240 Second Street
San Francisco, CA 94105
Henry Disley, President
(415) 362-4592

Marine Staff Officers, Pacific District
450 Harrison Street
San Francisco, CA 94105
Brandon Tynan, Secretary-Treasurer
(415) 421-8603

Mortuary Employees Union
P.O. Box 3123
Daly City, CA 94105
Carl Davis, Secretary/Business Agent
(415) 584-5569

Sailors Union of the Pacific
450 Harrison Street
San Francisco, CA 94105
Paul Dempster, President/Secretary-Treasurer
(415) 362-8363

**Seafarers International Union of North America—
Atlantic, Gulf, Lakes & Inland Waters District**
5201 Auth Way
Camp Springs, MD 20746
Frank Drozak, President
(301) 899-0675

Seafarers International Union of Canada
634 Rue St. Jacques
Montreal, Quebec H3C 1E7
Roman Gralewicz, President
(514) 842-8161

SIU of Puerto Rico, Caribe and Latin America
1313 Fernandez Juncos, Stop 20
Santurce, Puerto Rico 00909
Keith Terpe, President
(809) 723-8594

Sugar Workers Union No. 1
641 Loring Avenue
P.O. Box 583
Crockett, CA 94525
Donald J. Tacconi, President
(415) 787-1676

United Industrial Workers of North America-Midwest
1225 Howard Street
Elk Grove, IL 60007
Joseph Abata, President
(312) 569-2051

**United Industrial Workers, Service, Transportation,
Professional and Government of North America**
5201 Auth Way
Camp Springs, MD 20746
Frank Drozak, President
Steve Edney, National Director
(301) 899-0675

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

September 1983

Legislative, Administrative and Regulatory Happenings

WORLD REPORT

Every once in a while an incident will occur that will put world events in perspective. Such an incident occurred earlier this month when a Soviet warplane shot down an unarmed commercial South Korean jetliner that inadvertently strayed over Russian territory in the North Pacific. There were 269 passengers onboard, including a member of Congress, Rep. Larry McDonald (D-Ga.), and 60 other American citizens.

In a televised address to the nation, President Reagan delivered what was perhaps the most effective speech of his career. He condemned the Soviet Union's incomprehensible behavior, but conceded that America's response would have to be muted. There is little that the United States can do other than press the Soviet Union for reparations, rally world opinion against the Soviet Union, and follow long-term policies that would strengthen America's defenses.

The SIU agrees with the president's basic premise. Unfortunately, however, the administration has a blind spot when it comes to national defense: it does not understand the value of a fully functioning maritime industry.

Since coming to office three years ago, the administration has effectively dismantled most existing federal maritime programs. It has watched the American-flag merchant marine decline to its lowest point ever: less than 4 percent of this country's oceanborne cargo is carried on American-flag vessels. By eliminating the Construction Differential Subsidy program, it has jeopardized this nation's shipbuilding base.

Apparently the administration is betting that Liberia and Panama will be able to provide this country with adequate sealift capability in case of an international emergency. We hope that the president will reconsider that approach.

The defense of the United States is too important to leave in the hands of Panamanian and Liberian vessels. Indeed, both Panama and Liberia have experienced difficulties in recent years that should alert the United States to potential problems.

Panama, not El Salvador or Honduras, is the ultimate target of leftists fighting in Central America. Liberia, which is being eyed by Libya's Khaddafi, experienced a bloody coup three years ago which effectively ended democracy in that country.

PASSENGER VESSELS

Forty percent of all foreign-flag passenger vessels that sail from American ports—including the *Queen Elizabeth 2*—fail to meet basic sanitation standards, according to statistics released by federal officials from the national Centers for Disease Control (CDC).

Twenty-seven of 67 foreign-flag passenger vessels that sail from American ports

have failed to meet standards set by the CDC. While a ship's failure to meet those standards does not automatically mean that there is an imminent threat to those onboard, it does mean that "the chances are greater that persons onboard the vessel could get ill," according to Chuck McCance, a spokesman for the CDC.

It is interesting to note that there are no American-flag passenger vessels on that list. At present, there are two American-flag passenger vessels in operation, both of which are manned by SIU crewmembers. The SIU is supporting legislation that would double that number by redocumenting the *Cunard Countess* and the *Cunard Princess* under the American flag.

CDS PAYBACK

For the near future at least, no monies will be spent for the payback of Construction Differential subsidies.

The House and the Senate reached agreement on the Appropriations bill for the Department of Transportation. There was a disagreement on the matter of CDS paybacks. The House bill had originally banned CDS paybacks while the Senate bill did not include any such ban.

After a long debate, House and Senate conferees agreed that no monies could be used for CDS paybacks for at least 60 days after the passage of the Appropriations bill.

The issue remains in limbo. The Department of Transportation, which originally favored the CDS payback plan, was surprised at the bitter opposition generated by the CDS payback scheme. Elizabeth Dole, who is secretary of the Department of Transportation, is reviewing her department's options.

While that is happening, the House and the Senate are considering their respective versions of the Maritime Authorizations bill. The House bill would ban CDS paybacks.

TAKX-NAVY CHARTER

The House Ways and Means Committee has reported out of committee legislation that would permit the Navy to charter 13 TAKX vessels to private companies.

The issue, which is an important one for American seamen because it would create badly needed jobs, has aroused a great deal of controversy. Several congressmen and senators have questioned the accounting procedures used by the Navy.

As evidenced by the vote in the House Ways and Means Committee, the question of accounting procedures obscures the real issue involved: how best to enhance this nation's sealift capability and reverse the decline of the American-flag merchant marine. The Senate Finance Committee is holding hearings on the subject.

ALASKAN OIL

Action is expected shortly on legislation that will affect as many as 40 SIU-contracted vessels.

Both the Senate and the House are expected to make renewal of the Export Administration Act a top priority when Congress reconvenes this month.

Under the terms of the Export Administration Act, Alaskan oil is prohibited from being sold abroad. While this is done for obvious defense reasons—America's oil reserves are dwindling and Alaskan oil remains this nation's largest source of domestic oil—it has the unexpected but welcome effect of saving jobs for American seamen. Under the terms of existing cargo preference laws, Alaskan oil must be carried on American-flag vessels.

There is overwhelming support in Congress for renewing the bill. The Senate bill would extend the ban for six years, the House bill for four years.

FRANK DROZAK

Frank Drozak, president of the SIU, was asked by AFL-CIO President Lane Kirkland to head the Labor Day parade in Providence, R.I. Drozak used the occasion to stress some important points.

For one thing, the unemployment rate of this country is too high. Twelve million Americans are out of work, and their job prospects for the future are bleak.

According to Drozak, this country needs an industrial policy. It relies far too much on the concept of free trade. There is no such thing as free trade, he said. All countries today regulate their economies to a greater or lesser degree. The United States must save its basic industries—steel, auto, maritime—from unfair foreign competition. It can only do that by passing such legislation as the Boggs Bulk Bill, or by restricting imports when other nations unfairly subsidize their products.

LINDY BOGGS

Rep. Lindy Boggs (D-La.) spoke at the New York Propeller Club to drum up support for the Competitive Shipping and Shipbuilding Act of 1983 which she introduced earlier this year. The bill would reverse the long standing decline of the American-flag merchant marine by stimulating activity in the bulk fleet.

Under the terms of the legislation, 5 percent of all bulk cargo would be carried on U.S.-flag vessels within one year of enactment. That figure would rise by 1 percent a year until a 20 percent maximum figure is reached.

Several months ago, the Reagan administration came out against the bill. Despite that, the bill has continued to pick up support. It now has 146 co-sponsors. Senator Paul Trible (R-Va.) has introduced a similar bill in the Senate.

The S-L Pioneer Comes Home

Photos by Max Hall

THE *SS PIONEER* (Sea-Land) docked at Port Newark, N.J. earlier this month after a short run to Northern Europe.

She is a contented, well-run ship, as QMED Jim Fonville will soon learn. He signed on when the ship was in port.

Fonville, who lives in North Carolina, ships out of New York. He has been on the beach for several months. He got married last year and wanted to spend some time at home with his wife.

Fonville is full of plans. He wants to go down to the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. to secure his rating. The shipping rules were recently amended. In order to qualify as a first-rank QMED, he and other QMEDs will have to pick up six specialty courses offered at the Lundeberg School.

While he is down at Piney Point, Fonville wants to check into the college courses offered there. He would like to get his degree some day, and Piney Point may or may not fit into his plans. But the point is that the school gives him an option that he would otherwise not have.

If Fonville has some time, he should talk to John Baughman, a fellow crewmember who won a scholarship from the SIU. Baughman is a good example of what a member can do if he makes use of the options the SIU provides for its members.

SIU Representative Joe Air paid off the vessel. There were few beefs aside from the quality



QMED Jim Fonville stands in front of the *SS Pioneer*.

of films being shown. Immediately after the Union meeting was over, Air went over to the company headquarters building and checked into the issue.

Air is popular with the members onboard the ship. It's easy to see why. He takes an interest

in the people he represents. When Air saw an SIU photographer onboard the ship, he grabbed him and made him take a picture of Oscar Roman. "It's his first trip," Air said. "I want him to have something to remember it by."



Hassan-A-Asamari is a messman aboard the *SS Pioneer*.



Crewmembers onboard the *SS Pioneer* complimented Chief Steward T.R. Goodmann for the way he ran the steward department.



John Baughman, who sails as a QMED, is a former Seafarers Scholarship recipient.

The S-L Pioneer Comes Home



Messman Oscar Roman is on his first trip.



OS "Chevy" Figueroa (left) and John Alberti, a member of the shoregang, take time to pose for this picture.



Peter J. Mistretta, AB, enjoyed the North European run.

BBQs Are a Success Aboard Kopaa

Life aboard ship can get pretty routine. But Milton Thrash, chief steward on the *Kopaa* (Pacific Gulf Marine), knows how to liven things up. He has cookouts, and all the crewmembers really seem to enjoy them.

Here are a few shots from the most recent one.



Oiler Kenny Pell is ready for his ribs.



Chief Cook John Pennell gets ready to cut into the barbequed ribs.



Another successful barbeque is enjoyed by the *Kopaa's* crewmembers.



Chief Steward Milton Thrash checks out his spread before the line opens.



After the cookouts, music is provided by several crewmembers, and Chief Cook John Pennell entertains the group with his soft shoe routine.

Checks Await Seafarers

The following is a list of Seafarers who have unclaimed wages from Delta Steamship Lines, Inc. as of Aug. 24, 1983.

NAME	AMOUNT
ADAMS, Earl	\$ 4.00
ALLEN, George	11.00
ANDERSON, Robert L.	15.00
ARNOLD, Thomas	8.00
BACON, Louise A.	2.00
BELL, James E.	18.66
BELL, Tyrone	29.00
BESLER, Douglas C.	70.00
BETTIS, Lonnie Jr.	18.66
BLAIR K.	15.00
BLAIR, Kenneth E.	2.00
BLANCHARD, J. D.	17.00
BOOTH, Joseph C.	281.00
BRINGLE, John S. III	297.00
BROCK, Roy R.	733.00
BURKE, Thomas A.	18.00
BUTTS, Hormon V.	29.00
CANDELARIO, Galvan Jr.	26.00
CARRANZA, L.	23.00
CASTRO, Ramon	15.00
CERRATO, Santiago	4.00
CINTORINO, Fred	43.00
CLELAND, Jay	18.00
COHEN, Jay C.	26.00
COOKE, Michael A.	26.00
COSENTINO, Joseph F.	15.00
COUMAS, Chester R.	654.00
CRAWFORD, S. V.	11.00
CROSBY, Sam A.	32.00
CRUZ, George L.	2.00
DALTON, Jack M.	113.00
DARANDA, Stanley	129.00
DEDOMENICIS, F.	4.00
DEMPSEY, David A.	16.00
DICKENS, Glenn E.	27.00
DILL, Henry L.	18.66
DYER, Clarence V.	42.00
EDGE, Marion	10.00
EVANS, G.	6.00
EWING, Dane G.	124.00
FALCON, Alberto M.	21.00
FLORES, David	204.00
GAYNOR, Ellis	308.00
GONZALES, O.	64.00
GRANTHAM, Eugene T.	4.00
GUERRERO, Orlando L.	4.00
GUTIERREZ, Alberto	14.00
HACHEY, L. W.	4.00
HAMMACK, T. S.	3.00
HARRINGTON, James P.	19.00
HARRISON, William D.	21.00
HERNANDEZ, Victor	21.00
HESTER, Douglas B. Jr.	60.00
HILBURN, Thomas	11.00
HILL, Marcos	32.00
HOITT, Ernest R. Jr.	23.00
HOUCHEINS, Clarence M.	43.00
HOWARD, Michael	6.00
HURT, Noland	5.00
JACK, Wilmen Jr.	27.00
JACKSON, Kedrick M.	4.00
JOHNSON, Gordon	7.00
KARGANILLA, Roland	4.11
KAUFMAN, Kathryn D.	25.00
KELLY, John	618.00
KHUEAQL, George D.	2.00
KOTAN, Julius	42.00
LANIER, Clyde H.	4.00
LEWIS, C. N.	13.00
LEWIS, John D.	20.00

NAME	AMOUNT	NAME	AMOUNT
LIVERMORE, Robert S.	4.00	REHM, Arnold F.	15.00
LOPEZ, Miguel Jr.	35	ROBLES, William	6.00
LOPEZ, R.	8.00	RODRIGUEZ, R.	94.00
LUSK, George E.	10.00	ROGERS, Dee R.	6.00
LYNCH, Ronald D.	36.00	ROY, Glenn	18.66
LYNN, Billy E.	23.00	SANCHEZ, Gilbert Roy	79.00
MANNETTE, J. S.	18.00	SANTOS, Diogenes	32.00
MARINO, William F.	18.66	SHIMIZU, Terrance	29.00
MARRA, Paul D.	60.00	SINGLETTARY, Murphy J.	26.00
MARTINEZ, S. E.	5.00	SMITH, Robert	8.00
MATHISEN, Lonnie D. Jr.	1.00	SMITH, Robert D. Jr.	18.00
MATTHEWS, Tyrone J.	1.00	SMOLEN, David M.	36.00
MATTSON, Leonard G.	128.00	SMOLEN, David M.	10.00
McCANTS, N. B.	10.00	SPEARS, B. B.	13.00
McDERMOTT, Michael J.	39.00	SPENCER, Don D.	5.27
McGUINNESS, S. J.	11.00	STAGG, Timothy J.	3.00
MEEHAN, William J.	26.00	STAGG, Timothy J.	8.00
MENDOZA, J. S.	3.00	SUNDBERG, Walter	36.00
MILLAY, William	16.00	TAYLOR, Lawrence R.	6.00
MILLER H.	7.00	THACKER, James	224.00
MILLER, Henry W.	3.00	TOUSIGNANT, Alfred R.	26.00
MISSIMER, D.	4.00	URTI, Angelo J.	21.00
MITCHELL, Ed L.	18.00	VELEZ, Jose R.	5.00
MORRIS, Edward	4.00	VENTRY, Michael	23.00
MULL, David R.	32.00	VIEIRA, John	15.00
NEWSOME, D.	25.00	WARD, John E.	18.66
NIEVES, Florencio	62.00	WARFIELD, Joseph	4.00
PENTON, D. A. Sr.	6.00	WILLINGHAM, Henry C.	9.00
PERDUE, Charles E.	43.00	WILSON, A. G.	10.43
PETERSON, Donald E.	64.00	WINDER, Robert	26.00
PIERRE, George C.	15.00	WORTHY, Richard	8.00
RAFF, Robert G.	642.00	WRIGHT, Richard A.	7.00
RAMLAN, Jimmie	37.00	YOUNCE, Eric	27.00
REDGATE, James T.	18.00	YOUNG, Earl H.	.35
		ZYLINSKI, George T.	

Maritime-Defense Study Sought

One of the merchant marine's most valuable functions is troop and supply delivery in time of national emergency and war. But the U.S. merchant fleet has shrunk because of unfair foreign competition and the lack of government help. The nation's security is shrinking proportionally.

A bill that could help turn the nation's security around has been referred to the Armed Services and Merchant Marine and Fisheries Committees. H.R. 3289 sponsored by Rep. Charles E.

Bennett (D-Fla.) asks Congress to allocate \$1 million in the 1984 budget to establish a commission to study the merchant marine and defense.

If enacted, a five-member commission will oversee staff research into maritime's vital defense role and the problems that keep the industry from meeting national defense requirements.

As proposed, the Secretary of the Navy will be appointed chairman with the Marad administrator and three presidential selections representing maritime operators, shipbuilders and labor filling out the commission.

Based on the commission's findings, the bill suggests recommendations for specific actions be presented in a study report to Congress, the president and the public nine months from the date the commission begins its work.

**Support
SPAD**

Dispatchers Report for Great Lakes

AUGUST 1-31, 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
Port									
Algonac	38	1	2	50	17	0	29	1	5
Port									
Algonac	15	2	0	29	2	0	16	2	4
Port									
Algonac	5	5	0	14	2	0	2	6	1
Port									
Algonac	33	19	5	0	0	0	36	15	13
Totals All Departments	91	27	7	93	21	0	83	24	23

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
19288 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.
Grusberg, Saunders & 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) 961-4400

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

SIU Explores Health Care Crisis Answers

What costs more than \$70,000 a day?

Health and welfare claims for SIU members, pensioners and their families cost \$70,000 a day since the government slammed the doors shut on U.S. Public Health Service hospitals in 1981.

Now, some nine months after Sen. Daniel Inouye (D-Hawaii) and others urged the General Accounting Office to begin an investigation into the situation and possible solutions, the SIU will have a chance to outline its problems and suggestions to the GAO.

A meeting is set for the end of September between GAO investigators and Union officials in an attempt to solve the staggering financial problem all maritime unions face since the hospitals were shut down.

For almost 200 years merchant sailors were entitled to free medical care at the government's hospitals. When those

hospitals were closed, merchant sailors were the group of patients left in the cold. Others were taken into various government programs.

Seafarers know the cost is high and just this past June voted to roll their 7.5 percent wage hike into the Seafarers Welfare Plan to help offset some of the enormous costs.

SIU Legislative Director Frank Pecquex said there are several options the Union will present to the GAO investigators. The first would be to reopen the Public Health Service facilities, or to allow merchant sailors to receive treatment at other government hospitals such as veterans or military health care units.

Another possibility would be to include merchant patients in the government's CHAMPUS program. That program replaced the Health Service hospitals for all its clients except

sailors. He said there could even be a possibility of a direct payment or reimbursement to the Welfare funds from the government to make up for the cost.

Along with SIU, the GAO will talk to other unions, industry sources and medical personnel to try and find a solution. No date for the study has been set.

PMA Shipping Scene

August 1983

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	67	17
Class "B"	2	0
Class "C"	0	0
Relief	0	2
Grand Total (All Groups)	69	19
SEATTLE		
Class "A"	61	38
Class "B"	4	4
Class "C"	2	1
Relief	2	5
Grand Total (All Groups)	67	48
HONOLULU		
Class "A"	4	4
Class "B"	0	0
Class "C"	1	1
Relief	0	1
Grand Total (All Groups)	5	6

APL's parents were the Pacific Mail Steamship Co. which sailed the Isthmus of Panama-Oregon Territory run during the Gold Rush to California in 1848. The prospectors took ships from the East Coast to Panama. They then either hiked or rode across the Isthmus to the Pacific and Pacific Mail vessels.

Today the line sails to Asia.

Pride of Texas Off to Egypt

On Sept. 25 from the St. Lawrence Seaway, the SS *Pride of Texas* (Titan Navigation) will carry 32,000 tons of bulk corn to either Port Said or Alexandria, Egypt.

Treasure Hunters Flock to Marine Library

Treasure hunters are flocking to the Atlantic Co.'s Marine Library in New York City all set to explore for sunken treasures, now easier to find with new electronic technology.

The library has a list of the cargoes of sunken treasure ships, their descriptions and maps of where they went down. Useful tools to the treasure hunters.

Delta Caribe to Go to Israel

On Sept. 30 from a Gulf port, the SS *Delta Caribe* (Delta Line) will voyage to Haifa or Ashdod, Israel with 29,800 long tons of grain.

Danube-Black Sea Canal Almost Done

One of Central Europe's biggest civil engineering projects and Rumania's top investment scheme, a 64 kilometer canal linking the Danube River with the Black Sea near the port of Constantza, is nearly ready for opening.

Thousands of Rumanian canal diggers are digging out the last 12 kilometers of the new waterway.

The \$1.75-billion canal will cut off 380 kilometers from the barge voyage down the river to the sea and take four hours instead of two days from Cernavoda on the Danube.

The excavation began in 1949 with 50,000 workers wielding pickaxes and shovels until digging stopped in 1954. Then in 1976, 30,000 workers began digging again with excavators to load the trucks with earth.

Beside the canal, three island ports, two giant locks, 100 kilometers of railroad and 160 kilometers of roadway were built.

Bucharest says the canal will pay for itself in 25 years, handling between 80 to 100 million metric tons of freight yearly. Also canal water will irrigate the dry Dobrogea area.

West Germany completed her 62 kilometer missing link in the Rhine-Main-Danube Rivers-Black Sea Canal.

At Sea/Ashore

President Wilson or Taylor to Pakistan

Some time this month the SS *President Wilson* or SS *President Taylor* (APL) will sail from Vancouver, Wash. to Karachi, Pakistan with 13,670 metric tons of wheat.

Matson Line Mulls a New Barge

Matson Navigation has let out bids to more than 20 U.S. shipyards to build a new barge for the run to and in the Hawaiian Is. between Honolulu and Maui, Hawaii and Kauai.

The 350-foot barge will supplement the containership SS *Mauna Kea*. She will be self-loading and will hold 224 20-foot containers and 60 refrigerated containers. The 4,500-long-ton barge will have 1,200 hp and cargo tanks to carry 1,700 long-tons of molasses.

The shipyard low bidder was to have been picked by the end of last month and construction started in the fall. The barge is set to enter service in the first half of 1985.

MARAD OKs U.S., Delta, APL Ship Swap

Early this month MARAD okayed a ship swap deal between the U.S. government's Reserve Fleet, APL and the Delta Line.

Delta Line will give three C-3s, the SS *Del Monte*, SS *Del Valle* and SS *Del Viento* to APL for two older container ships, the *President Eisenhower* and *President Roosevelt* from the U.S. government's Reserve Fleet.

APL will then turn in the three C-3s to the government for credit against the construction costs of three new C-9 containerships, the SS *President Lincoln*, the SS *President Washington* and SS *President Monroe*.

MARAD says each C-3 is worth \$3-million.

APL will have to pay the U.S. some \$2.8-million, the difference in value between the *President Eisenhower* and *President Roosevelt* and the value of the three C-3s.

President Jackson Goin' to Indonesia

On Sept. 19 from a West Coast port, the SS *President Jackson* (APL) will voyage to Indonesia carrying 4,918 metric tons of bagged rice.

New Era for American President Line

APL, 135 years on the Pacific run, early this month went from one shareholder to 20,000 as its shares were sold to the public and the Diamond Shamrock Corp. of Dallas, Texas took over the line from the Natomas Co. of San Francisco.

Pensioner's Corner

Deep Sea



Elvin O. Aldridge, 62, joined the SIU in the port of Baltimore in 1957 sailing as a cook. Brother Aldridge was born in Columbus, Miss. and is a resident of Slidell, La.



Earl Wayne Clark, 65, joined the SIU in the port of New York. Brother Clark sailed as an oiler. He was born in Youngstown, Ohio and is a resident of New Port Richey, Fla.

Chester Ralph Coumas, 63, joined the SIU in the port of Jacksonville in 1960 sailing as a chief electrician. Brother Coumas upgraded at Piney Point in 1969. He has two years of college and has also worked as a hair stylist and roulette croupier. He was born in Manteca, Calif. and is a resident of Las Vegas, Nev.



Jack William Craft, 55, joined the SIU in the port of New York in 1955 sailing as a chief steward. Brother Craft was born in Ft. Worth, Texas and is a resident of Houston.



James Lloyd Danzey, 59, joined the SIU in 1941 in the port of Mobile sailing as a bosun. Brother Danzey was graduated from the Piney Point LNG Course in 1978. He was born in Alabama and is a resident of Chickasaw, Ala.

Gordon Lee Davis, 62, joined the SIU in 1947 in the port of Baltimore sailing as an AB. Brother Davis was born in Rome, Ga. and is a resident of Arabi, La.



James Madison Glenn Jr., 61, joined the SIU in 1944 in the port of New York sailing as a chief electrician for Sea-Land. Brother Glenn was a crane maintenance electrician on the Sea-Land Shoregang in the port of Houston from 1977 to 1983. He also worked as a salesman. Seafarer Glenn is a veteran of the U.S. Navy. Born in Atlanta, Ga., he is a resident of Houston.



George Raymond Graham, 65, joined the SIU in 1944 in the port of Baltimore sailing as a wiper and in the steward department. Brother Graham is a resident of Grand Rapids, Mich.



Martin "Marty" McSwing Hammond, 54, joined the SIU in the port of New York in 1957 sailing as a recertified bosun. Brother Hammond was graduated from the Union's Recertified Bosuns Program in June 1981. He also sailed during the Vietnam War and was a former member of the Sailors Union of the Pacific (SUP). Seafarer Hammond is a veteran of the U.S. Army after World War II. A native of Loris, S.C., he is a resident of Picayune, Miss.



Cyril Archibald Henning, 62, joined the SIU in the port of New Orleans in 1956 sailing as a deck maintenance and 3rd assistant engineer. Brother Henning helped the Union in an organizing drive and was a former member of the MAW. He was on the Delta Line Shoregang in the port of New Orleans from 1952 to 1956 and from 1975 to 1978. Seafarer Henning was born in Gretna, La. and is a resident there.



Junius Lacks, 55, joined the SIU in the port of San Francisco in 1959 sailing as a FOWT and cook. Brother Lacks attended Seafarers Harry Lundeberg School of Seamanship (SHLSS) Educational Conferences in Piney Point, Md. He is a veteran of the U.S. Navy and the U.S. Navy Seabees after World War II. Seafarer Lacks was born in Virginia and is a resident of Midlothian, Va.



Nolan Raymond Ledet, 65, joined the SIU in the port of Houston in 1965 sailing as a ship's delegate. Brother Ledet has a chief engineer's license. He is a veteran of the U.S. Army in World War II. Seafarer Ledet was born in Port Arthur, Texas and is a resident there.



Herbert "Mac" Gaylord McDonald, 65, joined the SIU in the port of San Francisco in 1960 sailing as a bosun, tankerman and chief pumpman. Brother McDonald was aboard the SS *Mayaguez* (Sea-Land) as an AB in May

1975 when the containership was captured for 72 hours by a unit of the Cambodian Army off that country's shores. He met his wife of 34 years, Martha in 1949 in a USMSTC vessel bound for Camp Agana, Guam, where they were married. Seafarer McDonald was born in Woonsocket, S.D. and is a resident of San Francisco.



Ferlton "Shakey" Jack Mears, 52, joined the SIU in the port of Norfolk in 1955 sailing as a recertified bosun. Brother Mears was graduated from the Union's Recertified Bosuns Program in August 1975. He also helped to organize the Virginia Ferries and completed the SHLSS LNG course in 1979 in Piney Point, Md. Seafarer Mears is a wounded PFC veteran of the U.S. Army's Co. C, 38th Infantry Regiment in the Korean War. He holds the Purple Heart Medal, Combat Infantry Badge, BAR Marksman's Badge and the Korean Service Medal with a Bronze Star. Mears was with the Army's 1677th M.P. Co. in West Germany. Before that, he was awarded the Japanese Army of Occupation Clasp. Born in Wachapreague, Va., he is a resident of Brodnax, Va.



Sammie Neal Nelson, 65, joined the SIU in the port of Houston in 1960 sailing as a wiper. Brother Nelson worked on the port of Seattle Sea-Land Shoregang from 1978 to 1980. He is a wounded veteran of the U.S. Army in World War II. Seafarer Nelson was born in Wisconsin and is a resident of Federal Way, Wis.



Ernest Lee Odom, 63, joined the SIU in 1941 in the port of Mobile sailing as a bosun. Brother Odom was born in Alabama and is a resident of Brewton, Ala.



Tomas C. Ramirez, 60, joined the SIU in the port of Baltimore in 1955 sailing as a BR utility. Brother Ramirez hit the bricks in the 1965 District Council 37 beef. He was born in the Philippine Is. and is a resident of Martiney, Calif.

John Latiman Rivera, 63, joined the SIU in 1938 (charter member) in the port of Baltimore sailing as a chief electrician, crane maintenance, shore crane maintenance electrician (SCME) and delegate and chief

(Continued on Next Page)

Pick a Promise, Any Promise

In the Tradition of the Sea

AMVER Rescue System is 25

This item comes from the "Good News/Bad News" department. First the good news.

The Reagan administration called existing cargo preference programs for government shipments "extremely important." That's what Howard Watters, the Maritime Administration's deputy administrator told a group of midwestern corn growers last month.

The bad news, which is also old news to Seafarers, is that Watters told the growers the administration won't support any expansion of cargo preference to the commercial trades, in other words the Boggs bill and other efforts to guarantee cargo for American ships.

The big question for the administration is this: If cargo preference is "extremely important" to American shipping, why doesn't the administration enforce the current laws?

"The old seafaring tradition of fellow mariners assisting each other in distress is alive and well in today's international maritime community." That was the word from AMVER, the Automated Mutual-assistance Vessel Rescue System as it began celebrating its silver anniversary in July.

In the 25 years since the voluntary maritime assistance network was formed by the Coast Guard, hundreds of lives have been saved and millions of dollars in property reclaimed by shaving precious minutes from time needed to locate and plan the rescue of ships at sea.

Members—16,000 in all from 95 nations—radio destinations and routes to AMVER. The information is filed onto computers and referred to when distress calls are received from search and rescue organizations at one of the 17 Coast Guard

bureaus by teletype. The vessel in trouble and nearby ships can be instantly located and the fastest rescue operation and approach determined by computer and cabled back.

"The mechanics to make this simple concept work are extraordinary," said one AMVER spokesman. "The system operates using the latest in high technology computers, 105 co-operating radio stations in 25

countries, and satellite and terrestrial communication."

Some 6,000 messages reach AMVER daily and the computers plot the travel of about 2,400 ships.

Though many nations continue to fund their own search and rescue agencies, it is impossible to track their own ships when they are half-way around the world. This is where AMVER services are especially essential.

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Steward Department Upgraders

Learn up-to-date skills needed aboard today's vessels.

It's your ticket to Job Security!

Apply Now!

Assistant Cook
Cook and Baker
Chief Cook



Pensioner's Corner

(Continued from Page 28.)

pumpman. Brother Rivera worked on the San Juan, P.R. Sea-Land Shoregang's SCME from 1966 to 1974. He was torpedoed on May 20, 1942 on the SS *Clare* (Bull Line). Seafarer Rivera is a veteran of the U.S. Army in World War II. He also worked as a ship-fitter. A native of Ponce, P.R., he is a resident of Bayamon, P.R.

Fernando Roxas Roa, 65, joined the SIU in the port of Tampa in 1950 sailing as a cook and baker. Brother Roa sailed in 1945 for the USMSTS as a storekeeper. He was born in the Philippines and is a resident of Jersey City, N.J.



Reuben Sigwart, 65, joined the SIU in 1946 in the port of New York sailing as an AB on the *CS Long Lines* (Transoceanic Cable-AT&T) in 1983. Brother Sigwart was born in Colorado and is a resident of Silver Springs, Nev.



James Melford Smith, 65, joined the SIU in 1939 in the port of Baltimore sailing as a chief electrician. Brother Smith also sailed as a chief engineer in 1982 for MEBA, District 2. He was born in Willard, Ohio and is a resident of Kirkland, Wash.

Marvin Wilber West, 66, joined the SIU in the port of San Francisco in 1969 sailing as an AB and last sailed on the *SS Pt. Mantee* (Point Shipping). Brother West began sailing in 1945. He was born in Ovielo, Tenn. and is a resident of Stearns, Ky.



William Morgan White, 70, joined the SIU in the port of San Francisco in 1956 sailing as a bosun. Brother White last sailed on the *SS Pennsylvania* (Alpin Steamship) in 1977. He was born in Coffeyville, Kan. and is a resident of Oakland, Calif.

Great Lakes



Chester Keith Burley, 65, joined the Union in the port of Frankfort, Mich. in 1954 sailing as an AB on the *M/V Viking* (Ann Arbor Railroad) from 1947 to 1975. Brother Burley was born in Manistique, Mich. and is a resident of Frankfort.

Norman Raymond Finger joined the Union in the port of Algonac, Mich. in 1976 sailing as a pilot-mate for the Great Lakes Tug and Dredge Co. from 1976 to 1978 and for Dunbar and Sullivan from 1978 to 1980. Brother Finger was graduated from the Piney Point Towboat Operators Course in 1979. He is a resident of South Gage, Mich.



Edward Joseph Gallagher, 63, joined the Union in the port of Cleveland in 1968 sailing as a deckhand on the tug *Virginia* (Great Lakes Towing) in 1967. Brother Gallagher began sailing in 1939 and was a former member of the International Brotherhood of Operating Engineers Union. He is a wounded veteran of the U.S. Navy in World War II. Laker Gallagher was born in Cleveland and is a resident of Lakewood, Ohio.

Atlantic Fishermen

Augustine Piscitello, 63, joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1980, sailing for the Gloucester Fisherman from 1967 to 1981. Brother Piscitello was born in Gloucester and is a resident there.



Deep Sea

Pensioner **Arnaldo Aleman**, 62, died on June 20, 1982. Brother Aleman joined the SIU in the port of New Orleans in 1970 sailing as a FOWT. He was born in Honduras and was a resident of New Orleans. Surviving is his widow, Zoila.

Pensioner **Francisco Alvarez**, 73, passed away on July 26. Brother Alvarez joined the SIU in 1944 in the port of Tampa sailing as a cook. He was born in Tampa and was a resident there. Surviving are his widow, Gloria and a sister, Angelica Arongo.



David "Dave" Blonstein, 54, died on Dec. 8, 1980. Brother Blonstein joined the SIU in 1946 in the port of New York sailing as a bosun and AB. He hit the bricks in the 1961 Greater N.Y. Harbor beef and attended all Union conventions, political rallies and Piney Point conferences from 1954 to 1980. Seafarer Blonstein worked on the Sea-Land Shoregang in Port Elizabeth, N.J. from 1967 to 1978. From 1958 to 1967 he rode the sludge barges *Dykes* and *Judson K. Stickle* (A & S Transport). Dave was born in Brooklyn, N.Y. and was a resident of Howard Beach, Queens, N.Y. Surviving are his widow, Ann, who said "... he was devoted to his family" (two sons, Neil, a teacher, and Charles a psychologist) and "... he served the Union and the Union cause for all the years he was associated with the industry. ... He was extremely loyal and dedicated to the SIU no matter what the cause ... Dave was always there for the Union."



Pensioner **Carlos De Leon**, 75, passed away on July 25. Brother De Leon joined the SIU in the port of New York in 1950 sailing as a steward utility. He began sailing in 1946. Seafarer De Leon was born in Puerto Rico and was a resident of Rio Piedras, P.R. Surviving are his widow, Victoria and his daughter, Teresa of Rio Piedras.

Pensioner **Thad Rudolph De Loach**, 58, succumbed to coronary disease in the Methodist Hospital in Jacksonville on July 2. Brother De Loach joined the SIU in the port of New York in 1954 sailing as a chief steward. He began sailing in 1946. Seafarer De Loach was born in Glennville, Ga. and was a resident of Jacksonville. Interment was in Evergreen Cemetery, Jacksonville. Surviving are his widow, Jessie; a daughter, Karen and a sister, Zona B. Harvey of Satauna, Fla.



Pensioner **Vincent Jerrold Fitzgerald**, 76, succumbed to heart disease at home in New Orleans. Brother Fitzgerald joined the SIU in the port of New York in 1951 sailing in the steward department. He began sailing in 1948. Seafarer Fitzgerald was born in New York City. Burial was in Greenwood Cemetery, New Orleans.



Pensioner **Renfro Duke Hall**, 66, died of heart-lung failure in the Clear Lake Hospital, Webster, Texas on July 24. Brother Hall joined the SIU in 1942 in the port of Baltimore sailing as a chief steward. He began sailing in 1935, sailed during World War II and sailed inland for the G & H Towing Co. from 1958 to 1960. Seafarer Hall was born in Tampa, Fla. and was a resident of Houston. Interment was in Forest Lawn Cemetery, Houston. Surviving are his widow, Bernadette; three sons, Michael, Glenn and Ronald and two daughters, Sharon and Jeanette.



Pensioner **Walter Jastrzebski**, 69, passed away on June 6. Brother Jastrzebski joined the SIU in the port of New York in 1952 sailing as a LNG FOWT. He began sailing in 1947. He was born in Kozlowka, Poland and was a naturalized U.S. citizen. Surviving is his widow, Sophie.

Pensioner **Joseph "Joe" Clement Le Wallen**, 65, died of heart disease in Asheboro, N.C. on Sept. 29, 1982. Brother Le Wallen joined the SIU in 1947 in the port of New York sailing as a bosun and 2nd mate. In 1976 he rode the *SS Sugar Islander* (Pacific-Gulf Marine). He was a member of the MEBA, District 2 from 1968 to 1976. Seafarer Le Wallen also sailed in World War II. Born in Alamance County, N.C., he was a resident of Asheboro. Burial was in Oaklawn Cemetery, Asheboro. Surviving is his widow, Dantzier.



Pensioner **Alfonso Esperanzer Lopez**, 74, passed away on July 3. Brother Lopez joined the SIU in 1946 in the port of New York sailing as a bosun. He was born in Puerto Rico and was a resident of Vieques, P.R.

Raymond Nicholson, 57, died of arteriosclerosis in Seattle on April 3, 1981. Brother Nicholson joined the SIU in 1943 in the port of Norfolk sailing as a bosun. He was born in Maryland and was a resident of Seattle. Interment was in the Severna Park Mt. Carmel Cemetery in Baltimore. Surviving are a son, Kenneth of Tampa and two sisters, Majorie Ries of Canyon, Calif. and Shirley Irvin.



Pensioner **Sigurd Odegaard**, 84, passed away on July 12. Brother Odegaard began sailing in 1926 and joined the SIU sailing as a deck maintenance. Seafarer Odegaard was born in Norway and was a U.S. naturalized citizen. He was a resident of Port Richey, Fla. Surviving are his widow, Edith and a niece, Thelma McKenzie of Rochester, N.H.



Pensioner **Arthur Robert Rudnicki**, 68, died on Aug. 18. Brother Rudnicki joined the SIU in the port of New Orleans in 1958 sailing as a ship's delegate and chief

steward. He attended the Piney Point Crew Conference No. 8 in 1970. Seafarer Rudnicki was born in New York and was a resident of Franklinton, La. Surviving is his widow, Virginia.



Pensioner **William Myron Stark**, 73, succumbed to pneumonia in the Studebaker Community Hospital in Norwalk, Calif. on July 26. Brother Stark joined the SIU sailing as a chief steward. He sailed 33 years. Born in Pennsylvania, Seafarer Stark was a resident of Lynwood, Calif. Cremation took place in the Angeles Abbey Crematory in Compton, Calif. Surviving is his sister, Winifred M. Johnson of Lynwood.

George Wasden died on April 27. Brother Wasden joined the SIU in the port of Norfolk. He was a resident of Norfolk. Surviving is a niece, Linda Waddell of Norfolk.



Pensioner **William Woeras**, 77, passed away from arteriosclerosis at home in Brooklyn, N.Y. on July 18. Brother Woeras joined the SIU in the port of New York sailing as a wiper since 1946. He was born in Estonia and was a naturalized U.S. citizen. Burial was in Greenwood Cemetery in Brooklyn.

Wilbur Franklin Yarrington Jr., 59, died in the Pajucara Clinic, Recife, Brazil on June 6. Brother Yarrington joined the SIU in 1946 in the port of Baltimore sailing as a reefer engineer. He also attended San Mateo County (Calif.) Community College. Seafarer Yarrington was born in Delaware and was a resident of Daly City, Calif. Surviving are his widow, Virginia and a daughter, Susan.





Great Lakes

Pensioner **Robert Gelkison Borland**, 66, succumbed to a perforated ulcer in the Orlando (Fla.) Hospital on July 16. Borland joined the Union in the port of Detroit in 1961. He was born in Scotland, U.K., and was a resident of Orlando. Cremation took place in the Carey Hand Crematory, Orlando. Surviving are his widow, Barbara of Northridge, Calif. and a son, Loren.

Edward Charles Hammer, 89, passed away on Aug. 26. Brother Hammer joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand and line-man for Great Lakes Towing, Great Lakes Dredge & Dock Co., Luedtke Engineering, Dunbar and Sullivan and Hannah Marine from 1921 to 1981. Brother Hammer was born in Buffalo and was a resident there. Surviving are his widow, Mildred and two sons, Leonard and Robert.

Pensioner **Carl Christ Johnsen**, 83, passed away on July 13. Brother Johnsen joined the Union in 1946 in the port of Chicago, Ill. He sailed for the Great Lakes Towing Co. and the Great Lakes Dredge and Deck Co. from 1947 to 1966. Laker Johnsen was a resident of St. Petersburg, Fla. Surviving is a daughter, Juanita of St. Petersburg.

Pensioner **Howard Edgar Kight**, 63, died of a heart attack

in the Charlotte (N.C.) Hospital on June 20. Brother Kight joined the Union in the port of Detroit in 1955 sailing as an oiler for McKee and Sons in 1974. He began sailing in 1951. Kight was born in Alleghany County, Md. and was a resident of Charlotte, N.C. Interment was in Evergreen Cemetery, Charlotte, N.C. Surviving is his mother, Annie of Frostburg, Md.

Pensioner **Anthony M. Korsak**, 62, succumbed to cancer at home in Cleveland, Ohio on July 13. Brother Korsak joined the Union in 1944 in the port of Philadelphia. He was born in Pennsylvania. Cremation took place at Cremation Services, Cleveland. Surviving are a sister, Mrs. Ralph (Petronella) Qualtiere of Cleveland and a nephew, Louis E. Qualtiere of Saskatoon, Saskatchewan, Canada.

Pensioner **John Joseph Rotta**, 74, passed away on July 5. Brother Rotta joined the Union in the port of Milwaukee, Wis. in 1961 sailing as a deckhand for the Great Lakes Towing Co. He was born in Milwaukee and was a resident there. Surviving are his widow, Mary Rose and a daughter, Mrs. Marion Malkowski of Miles, Wis.

Pensioner **Carl David Shoup**, 75, succumbed to heart-lung failure at home in the Hardin County Home in Kenton, Ohio on May 23. Brother Shoup sailed as a watchman. He was born in Pennsylvania. Burial was in the St. Mark's Reformed Cemetery in Monroe, Pa. Surviving is a sister, Ruby I. Thompson.



Pensioner **Francis Leroy Slygh Jr.**, died of heart failure in the Lakeland (Fla.) Medical Center on May 12. Brother Slygh joined the Union in 1947 in the port of Lorain, Ohio sailing as a deckhand for the Great Lakes Towing Co. in 1982. He was born in Sandusky, Ohio and was a resident of Lakeland. Cremation took place in the Lakeland Crematory. Surviving are his widow, Gail; a son, Robert and a daughter, Debra.

Marine Cooks

Pensioner **Francis Donald Berkeley**, 80, passed away from heart failure in the Laguna Honda Hospital, San Francisco on July 11. Brother Berkeley joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco. He first sailed on the West Coast in 1941. Berkeley was a MC&S cook and baker for 20 years. Born in Colorado, he was a resident of San Francisco. Cremation took place in the Pleasant Hill Cemetery Crematory, Sebastopol, Calif. His ashes were scattered at sea. Surviving are his widow, Nancy and three daughters, Linda, Cynthia and Clara.

Pensioner **John "Johnny" Childs**, 62, died of a heart attack in Seattle on June 29. Brother Childs joined the MC&SU in the port of Seattle sailing as a messman. He first sailed on the West Coast in 1943. Childs was

a veteran of the U.S. Armed Forces. A native of Seattle, he was a resident there. Cremation took place in Seattle. Surviving are a niece, Sharon N. Mason of Lynwood, Wash. and a nephew, Darrell Mason.

Pensioner **Aquilino Bautista Corpus**, 89, succumbed to a brain hemorrhage in the Wadsworth U.S. Veterans Administration Medical Center in Los Angeles on May 13. Brother Corpus joined the MC&S in the port of San Francisco, first sailing on the West Coast in 1950. He sailed as a cook for 25 years. Corpus also rode the *SS Modesta* of Manila, P.I. Born in the Philippines, he was a resident of Los Angeles. Burial was in Resurrection Cemetery, San Gabriel, Calif. Surviving are his widow, Perseveranda; a daughter, Lever of Singapore, Malaysia and Manila; four nephews, Alfonso of Manila, Crispin, Benito and Alexander Picar, all of San Francisco and two nieces, Arlene and Dr. Maria Picar of San Francisco.

Leroy Johnson, 64, died from a ruptured ulcer aboard the *SS President Cleveland* (APL) on Sept. 2, 1982. Brother Johnson joined the MC&SU in the port of Seattle first sailing on the West Coast in 1945. He sailed as a chief cook. And he was born in Georgia and was a resident of Portland, Ore. Surviving is a sister, Willie Mae Hart of Portland.



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



FRANK EVERS S.I.U.

Dispatchers Report for Deep Sea

AUG. 1-31, 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
DECK DEPARTMENT										
Gloucester	2	5	0	6	0	0	0	6	14	0
New York	83	24	1	55	11	0	0	207	63	3
Philadelphia	0	0	0	0	0	0	0	1	6	0
Baltimore	13	3	0	11	1	0	1	39	11	0
Norfolk	11	6	0	7	17	0	0	23	10	0
Mobile	10	3	0	1	0	0	0	29	5	0
New Orleans	52	9	2	52	28	1	35	116	21	6
Jacksonville	42	23	0	24	11	0	0	78	33	1
San Francisco	51	11	1	29	16	0	0	102	29	5
Wilmington	7	3	0	4	2	0	0	55	30	5
Seattle	31	15	1	26	19	0	1	64	24	2
Puerto Rico	11	3	0	7	16	0	0	10	7	0
Houston	48	19	0	29	14	0	0	119	47	1
Piney Point	0	0	0	0	6	0	0	0	0	0
Totals	361	124	5	251	141	1	37	849	300	23
ENGINE DEPARTMENT										
Gloucester	2	2	0	1	0	0	0	4	6	1
New York	41	11	0	41	2	0	0	153	45	0
Philadelphia	0	0	0	0	0	0	0	2	0	0
Baltimore	20	0	0	9	2	0	0	43	3	0
Norfolk	8	3	0	6	6	0	0	15	3	0
Mobile	13	0	1	2	0	0	0	34	6	1
New Orleans	52	15	1	39	11	3	14	84	29	1
Jacksonville	20	9	0	15	2	0	0	40	26	0
San Francisco	28	9	1	18	14	0	1	58	17	5
Wilmington	5	1	0	5	2	0	0	26	10	0
Seattle	27	13	2	16	17	0	2	58	22	3
Puerto Rico	2	6	0	8	9	0	6	9	7	0
Houston	26	13	0	22	5	0	0	83	33	0
Piney Point	0	0	0	0	2	0	0	0	0	0
Totals	244	82	5	182	72	3	23	609	207	11
STEWARD DEPARTMENT										
Gloucester	1	1	0	1	1	0	0	1	3	0
New York	33	14	0	32	21	0	0	69	42	0
Philadelphia	0	0	0	0	0	0	0	1	0	0
Baltimore	3	1	0	10	2	0	0	10	3	0
Norfolk	6	2	0	3	8	0	0	14	3	0
Mobile	4	1	0	2	0	0	0	21	1	0
New Orleans	21	8	0	27	21	1	10	44	11	0
Jacksonville	19	8	0	15	3	0	0	30	20	1
San Francisco	10	28	3	17	23	0	0	26	70	5
Wilmington	0	2	0	2	1	0	0	11	8	0
Seattle	10	8	1	11	23	0	0	25	10	2
Puerto Rico	10	0	0	3	1	0	0	13	3	0
Houston	21	3	0	9	10	0	0	47	10	0
Piney Point	0	0	0	0	10	0	0	0	0	0
Totals	138	76	4	132	124	1	10	312	184	8
ENTRY DEPARTMENT										
Gloucester	1	6	0	0	0	0	0	3	17	0
New York	32	108	9	0	0	0	0	51	248	17
Philadelphia	0	0	0	0	0	0	0	2	11	0
Baltimore	13	19	0	0	0	0	0	21	47	2
Norfolk	7	20	0	0	0	0	0	11	34	0
Mobile	0	5	1	0	0	0	0	4	27	4
New Orleans	14	38	6	0	0	0	0	42	81	7
Jacksonville	9	36	3	0	0	0	0	12	75	4
San Francisco	11	94	55	0	0	0	0	31	205	90
Wilmington	1	10	1	0	0	0	0	6	69	3
Seattle	9	33	4	0	0	0	0	15	65	11
Puerto Rico	7	19	1	0	0	0	0	13	38	2
Houston	16	24	0	0	0	0	0	33	82	0
Piney Point	0	18	0	0	0	0	0	0	0	0
Totals	120	430	80	0	0	0	0	244	898	140
Totals All Departments	883	712	94	565	337	5	70	2,014	1,690	182

***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 August was up from the month of July. A total of 977 jobs were shipped in August on SIU-contracted deep sea vessels. Of the 977 jobs shipped, 565 jobs or about 58 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. There were 70 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 391 relief jobs have been shipped.


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 (205) 478-0916

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 (504) 529-7546

Toll Free: 1-800-325-2532

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 (212) 499-6600

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115 3 St. 23510
 (804) 622-1892

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2604 S. 4 St. 19148
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St. Mary's County 20674
 (301) 994-0010

SAN FRANCISCO, Calif.

350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.

1057 Fernandez Juncos St.
 Stop 16 00907
 (809) 725-6960

SEATTLE, Wash.

2505 1 Ave. 98121
 (206) 623-4334

ST. LOUIS, Mo.

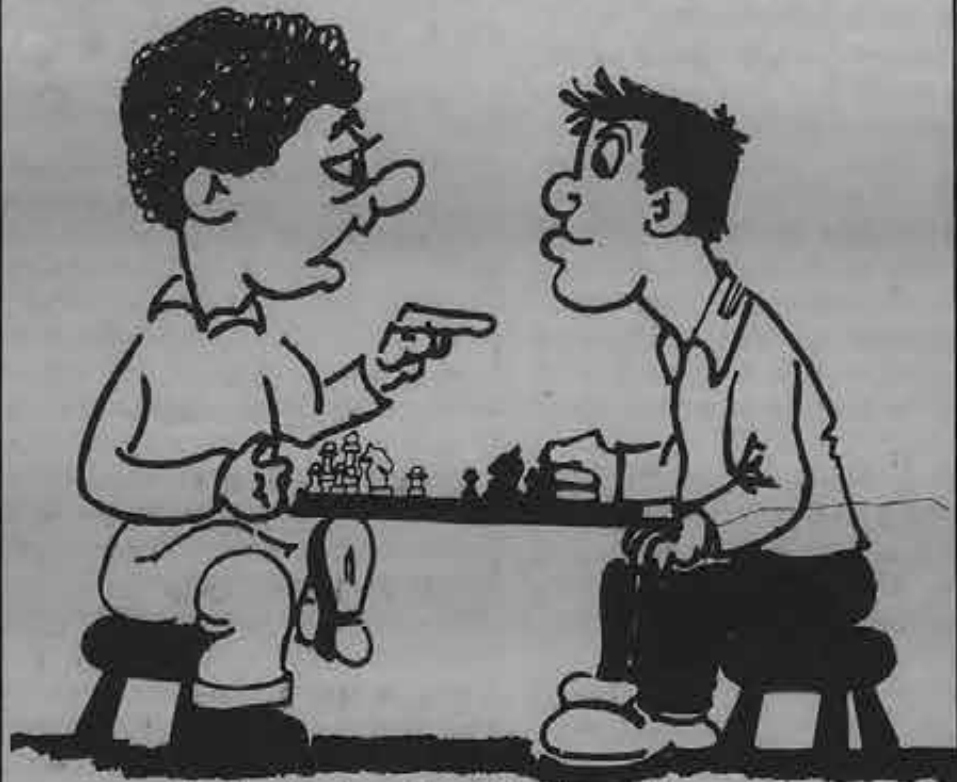
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At AFL-CIO Council Meeting Labor Makes Plans for Future U.S. Economic and Social Gains



Congresswoman Barbara Mikulski (D-Md.) had some words of encouragement for labor's programs when she attended the recent meeting of the AFL-CIO Executive Council in Boston. During a break in the work session, she chatted with three of the Federation's executive council members, from left, Paul Burnsky, president of the AFL-CIO Metal Trades Department; Frank Drozak, president of the SIU and the AFL-CIO Maritime Trades Department, and Vincent Sombrotto, president of the National Association of Letter Carriers.

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Digest of Ships Meetings

AMCO TRADER (American Coastal Lines), July 3—Chairman Al Whitmer; Secretary Timothy B. Fleming; Educational Director Marcario. No disputed OT. Minutes of the last meeting were posted. No new communications have been received except for the LOG. The chairman suggested that an anchor pool be started to build up the ship's fund and to purchase movies. He also mentioned that the ship's library is sorely in need of books. Crewmembers were urged to bring up any beefs they may have at Union and shipboard meetings, not in bars or other public places. The steward will order new pillows and mattresses for the crew. It was also noted that the messmen's room needs a new fan for proper ventilation when the air conditioner is not running, and that the crew needs a washer and dryer. A vote of thanks was given to the steward department for their good work this voyage.

BAYAMON (Puerto Rico Marine), June 13—Chairman William D. Morris; Secretary Sidney Garner; Educational Director Joseph Bailey; Steward Delegate John Katsos. No disputed OT. All is running smoothly aboard ship. Payoff is scheduled to take place in San Juan, P.R. The ship is then due for the dry dock in Baltimore. All communications from headquarters have been posted. A memo was read from the chief engineer regarding the new sewerage system, and he reminded crewmembers not to throw matches, cigarettes and towels into the system. The permanent jobs issue was discussed. The entire crew is 100 percent against permanent jobs. They feel strongly that it doesn't concern just the "key men," but the entire membership. A letter will be sent to headquarters regarding the *Bayamon* crew's feelings on the subject. A vote of thanks was given to the steward department for a job well done. Next port: San Juan, P.R.

COMANCHE (American Bulk Carriers), May 30—Chairman G.E. Annis; Secretary J.A. Darrow; Educational Director D.R. Swaner; Steward Delegate Henry Armstrong Jr. No disputed OT. The chairman reported that since the ship was activated, it has not received any communications from headquarters. At that time, it was mentioned that the *Comanche* was under organizational status and that all crewmembers were to abide by the contract. A new drinking machine and washing machine were installed, but the TV and video still need fixing. Also, the bosun requested a donation of \$20 to buy new movies. A standing ovation was given to the new steward department for their excellent food and services. Heading out to Karachi and Singapore, then back to Los Angeles or Portland for payoff in August.

COVE MARINER (Cove Shipping), July 7—Chairman Freddie Goethe; Secretary Henry W. Roberts; Educational Director Clarence Crowder; Deck Delegate Stephen H. Ful-

ford; Engine Delegate Nathaniel Kiser Jr.; Steward Delegate John Forbes. No disputed OT. There is \$10 in the ship's fund. The chairman announced that he and the pumpman will be taking a two-month relief trip. He urged all members to participate in Union activities when ashore and also stressed the importance of donating to SPAD. A discussion was held about the 7½ percent wage increase going into the Welfare Plan, and when a vote was taken by the patrolman on July 2, the crew unanimously voted in favor of the resolution. Items needing repair include the washing machine and dryer. Also, there is no drinking fountain on the deck department side of the ship, and the drain in that department needs fixing so that the shower functions properly. All rooms do not have fans, but the chief engineer said he has 12 on order. A vote of thanks was given by all hands to the steward department for a job well done.



DELTA CARIBE (Delta Steamship Line), July 3—Chairman K. Koutouras; Secretary Russell A. Cobb; Educational Director Billy Joe Ball; Deck Delegate Lewis H. Francis; Engine Delegate Steven M. Welan; Steward Delegate Prince Baker. There was some disputed OT in the deck and steward departments. The chairman reported that the ship's next port would be Haifa, Israel, arriving there around July 12. He also gave a brief lecture on safety aboard ship and stressed the importance of upgrading at Piney Point and of making voluntary contributions to SPAD. The crewmembers talked about the 7½ percent raise that went to the Welfare Plan, and a brief discussion was held on the permanent jobs issue. Following the discussion, a vote was taken on whether to have permanent jobs, and the entire ship's crew voted against the issue. They concluded that what was good for one Seafarer is good for all Seafarers, and they didn't think that having members with permanent jobs would help the Union in any way. One minute of silence was observed in memory of our departed brothers and sisters. The secretary thanked the crew for helping to keep the messhall area and pantry area clean, and a vote of thanks was given to the steward department for a job well done. Next port: Haifa, Israel.

GOLDEN PHOENIX (Titan Navigation), July 10—Chairman Fred Dorney; Secretary Jesse B. Natividad; Educational Director Romito E. Basa; Deck Delegate Abdulla S. Esayl; Engine Delegate John Miller; Steward

Delegate R.B. Sanderson. No disputed OT or beefs. There is \$20 in the ship's fund. A letter from headquarters was received aboard ship pertaining to the pay increases. It stated that the 7½ percent wage increase would be applied to the Welfare Plan. This decision had been reached because the Seafarers Welfare Plan cannot continue to provide the benefits for members, dependents and pensioners with its current income. Also, contracted companies with vessels being laid up are unable to increase their contributions to the Welfare Plan. With the loss of the USPHS hospitals, the cost of providing medical benefits to members, dependents and pensioners has gone up an additional \$1 million. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Safaga, Egypt.

MANHATTAN (Hudson Waterways), July 10—Chairman Robert J. Edwards; Secretary Richard Keefe; Deck Delegate John Kane; Engine Delegate Jonathan Young; Steward Delegate John Wiggins. No disputed OT or beefs reported. There is \$56 in

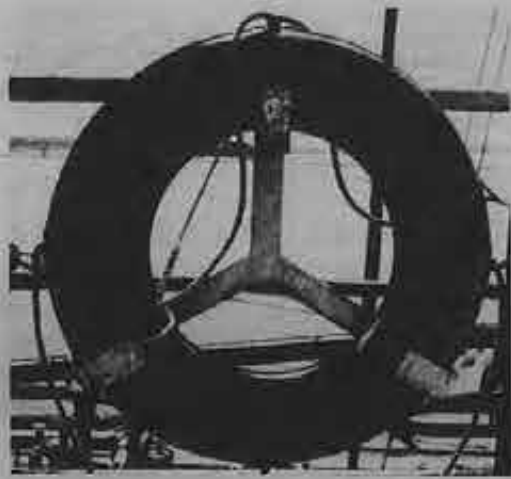
the ship's fund. The chairman talked with the crew, discussing both the estimated time of arrival in upcoming ports and the need for constant upgrading and self-improvement of crewmembers. The washing machine in the crew's laundry is broken. That and other items will be included on the repair list to be turned in to the boarding patrolman at payoff. Chief Cook Ivan Gomez will be leaving the ship. He was given a round of applause and a vote of thanks by the crew for being such an exceptional cook—and a great person. Payoff will be in Long Beach on July 12; then on to Valdez, Alaska.

MOUNT VERNON VICTORY (Victory Carriers), July 23—Chairman J.D. Foster; Secretary B.E. Fletcher; Educational Director L. Nixon. No disputed OT or beefs. The ship will be paying off in Texas City, Texas on July 24. The chairman asked that all needed repairs be noted on the repair list such as the locks and hooks on doors. He also talked about the importance of the Boggs Bulk Bill to the maritime industry and stressed the necessity for all crewmembers to write to their congressional representatives and ask for their support of this piece of legislation. The importance of donating to SPAD was also stressed at this time. Everything was reported to be running very smoothly. A vote of thanks was given to the steward department for a job very well done and for keeping the crew happy by putting out some very good food. Next port: Texas City, Texas.

NEW YORK (Bay Tankers), July 3—Chairman L.C. Rich; Secretary W. Wroten; Educational Director W. McMillion; Deck Delegate Lance Zollner; Engine Delegate Steve Bower; Steward Delegate Kassen Salah; Treasurer Scott Shackleton. There was some disputed OT in the steward department. There will be \$40 in the ship's fund after the arrival pool in Long Beach, at which time the treasurer will try to purchase some new movies. The chairman explained to crewmembers that the wage increase will be diverted into the Welfare Plan this year, and that this action—a direct result of the Reagan administration's closing the USPHS hospitals—is needed to maintain health benefits for members and their dependents. The secretary urged members to support this resolution, reminding them that it is vital to keep the Welfare Plan financially sound. The engine delegate reported that a wiper was taken off ship sick in Valdez, Alaska, and that a pumpman was taken off sick in Panama. These are two examples of the medical expenses that the Welfare Plan must now bear since the USPHS hospitals have been closed. The educational director left the vessel in Panama for medical treatment, but the chairman has the educational materials from Piney Point which are available to all. A vote of thanks was given to the steward department for its excellent food and service. Next port: Long Beach, Calif.

OVERSEAS ALASKA (Maritime Overseas Corp.), June 12—Chairman F. Cottogin; Secretary G. Richardson; Educational Director S. Marmo; Deck Delegate John W. Cooper; Treasurer Douglas A. Clark. No beefs or OT reported. A motion was made and passed for each crewmember to donate \$1 to the ship's treasury each trip. This fund will be for emergencies. The chairman noted that pollution information has been posted. He asked that all crewmembers read the notice, especially the items which state that you shouldn't throw trash and garbage overboard within 50 miles of the shore, and that all garbage and trash should be placed in cans when inside this 50 mile radius of land. The educational director reminded all members who qualify that upgrading opportunities are available at Piney Point. He also stressed the importance of writing to congressional representatives, seeking their support for the Boggs bill. A discussion was held on the merits of permanent jobs versus rotary shipping. All members agreed that they preferred rotary shipping. Next port: Port Arthur, Texas.

OVERSEAS VALDEZ (Maritime Overseas Corp.), July 3—Chairman William Fell; Secretary R.H. Mann; Educational Director J. Chianese; Deck Delegate Bradford Wheeler; Engine Delegate Stanley T. Grooms; Steward Delegate N.F. Taylor. Some disputed OT was reported in the deck department. The chairman said that he spoke with the captain during the past week. The captain wanted to remind crew to keep their quarters clean. He does not want to invade the privacy of crewmembers and will count on each one to adhere to all rules. On the subject



of drinking, he mentioned that anyone caught over-indulging in alcohol will be searched and disciplinary action will have to be taken. There was some confusion over the resolution that was received pertaining to the 7½ percent raise. Crewmembers felt they did not know enough about the subject to vote, but they were in agreement that there is a problem with the health care issue. Next port: Diego Garcia.

PITTSBURGH (Sea-Land Service), July 10—Chairman K.R. Marston; Secretary D.G. Chafin; Educational Director R.J. Bowman; Steward Delegate Miguel A. Robler. No disputed OT. The chairman told members that in order to change the 90-day rule for "A" seniority Seafarers, they must send a handwritten letter to the Negotiating Committee. He also told the crew that he would be leaving the ship this trip in Elizabeth, N.J. due to health reasons. In his farewell comments he said, "I tried for seven minutes at the last meeting to express my thanks and gratitude to this crew for the way you have treated me. Again I say you have been a very good crew, and I hope you treat the next bosun the same as you have treated me. Thanks again and farewell." Several repairs have now been on record for over three months, but have not yet been fixed. They include the video machine, the TV and the antenna. It was also suggested that a portable toilet be put onboard for use by the longshoremen. Everyone was asked to be considerate of their fellow seamen and help preserve some sense of privacy. One minute of silence was observed in memory of our departed brothers and sisters. Thanks were given to the steward department for the good food and service and for the early feedings. Next port: Elizabeth, N.J.

POINT VAIL (Point Shipping), July 3—Chairman John Moss; Secretary George L. Vourloumis; Educational Director Hanable Smith; Deck Delegate Marvin P. Zimbardo; Engine Delegate Theodore Bush III. Some disputed OT was reported in the deck and steward departments. The chairman reported that no new communications had been received onboard ship since departing Port Said, Egypt, although word had been received with regard to the June 15th raise and what was being done with it. He also stressed the importance of donating to SPAD to help keep the maritime industry afloat. The mail situation is very poor; this problem will be brought up with the boarding patrolman. Also, the ship needs fumigation. Next port: Nederland, Texas.

ST. LOUIS (Sea-Land Service), July 24—Chairman William F. O'Brien;

Secretary Humberto Ortiz; Educational Director Michael Donlon; Deck Delegate Jose D. Bonfont; Engine Delegate Humberto Vazquez. No disputed OT or beefs. Everything is running fairly smoothly although two men missed the ship in San Juan, P.R., a fireman and a wiper. The secretary reported on the wage increase going into the Welfare Plan. He felt that it was the right action for the Seafarers and their families. Since the USPHS hospitals closed, the Union has been taking care of providing medical care to members and their dependents, and this has proven to be a heavy burden on the Welfare Plan.

SEA-LAND ECONOMY (Sea-Land Service), July 3—Chairman John Higgins; Secretary Sam Brown; Educational Director Willie Lindsey; Deck Delegate B. L. Jarratt; Steward Delegate Eddie Fisher. No disputed OT. There is \$15 in the ship's fund. This money will be used to purchase a clock for the new seamen's club in Morgan Point, Texas. Sam Brown, the ship's secretary will buy a ship's wheel clock for \$28, and this will be a gift to the club from the entire crew of the *Sea-Land Economy*. There is also \$70 in the movie fund. Much of the credit for building up this amount is due to Willie Lindsey who made up the arrival pools and took care of the movie funds. With a new videocassette machine, this fund will now go toward the purchase of movies. The secretary reported on the new seamen's club. The grand opening was June 5. This is a branch of the much larger club in Houston, and they have bus service from Sea-Land's main gate to the club from 1500 to 2100 hours. A meeting will be held with the port steward upon payoff in New Orleans. There is no excuse for running out of fresh fruit on the voyage and for not getting fresh melons with port stores upon arrival in Port Everglades, Fla. The steward department is doing a very good job with the supplies available, and its members were given a vote of thanks. Next ports are scheduled to be Port Everglades and Houston, then back to New Orleans for payoff on July 10.

SENATOR (Coordinated Caribbean Transport), June 26—Chairman D. McCorvey; Secretary J. Gillian; Educational Director R. Joslin; Deck Delegate F.M. Rose. No disputed OT or beefs reported. The chairman read the letters received from headquarters pertaining to the 7½ percent raise going into the welfare fund. The membership was very misinformed about this issue, and it still needs some clarification. He also relayed some good news—the washing machine has finally been repaired. The company says that they are going to keep a spare washing machine in the warehouse to bring aboard when one breaks down and can't be repaired. He also had some information about the status of QMEDs. Garbage chutes have been designed and made up by the bosun. These are for the convenience of crewmembers—to be used for dry garbage only—so it would be appreciated if all hands would use these chutes and help keep the ship clean. Next port: Miami, Fla.

Digest of Ships Meetings

STUYVESANT (Bay Tankers), June 19—Chairman Fred Findahl; Secretary R. Fluker; Educational Director B. Stockman. No disputed OT. The chairman reported that a wire had been received from headquarters with regard to new wages, and that there will be no rate increase since the 7½ percent raise will go into the Welfare Plan. The ship is scheduled to pay off on June 23 in San Pedro, Calif., and he will see the Union representative at that time. He also reminded those members who are eligible to take advantage of the classes and upgrading programs offered at Piney Point. The secretary thanked the crew for helping to keep a clean ship, and on behalf of the rest of the *Stuyvesant* crew, he wished Brother Chester Hughart all the best of luck on his retirement from SIU. A vote of thanks was given to the steward department for a job well done. Next port: San Pedro, Calif.

TRAVELER (Ogden Marine), July 10—Chairman Walter Butterton; Secretary A.W. Hutcherson; Educational Director Howard Daniels; Deck Delegate Bobby L. Riddick; Engine Delegate Peter Sorensen; Steward Delegate Jerry E. Wood. No disputed OT. There is now \$100 in the ship's fund and all donations are welcome to build it up. There have been no communications from headquarters except for the announcement that the wage increase will go into the Welfare Plan. The chairman said he hoped that everyone understood the reasons for this—that with the closing of the USPHS hospitals, medical expenses have climbed tremendously. He also noted that he has had a good crew to work with this voyage and to keep up the good work. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Alexandria, Egypt.

WALTER RICE (Reynolds Metals), July 3—Chairman James F. Cunningham; Secretary Sam Davis; Educational Director M.W. Roberson; Deck Delegate Stephen W. Gardiner; Steward Delegate Denell Reynolds. No disputed OT was reported, but some beefs were brought up by the engine delegate. The captain will draw up a list for relief in Philadelphia, for the men who are taking time off, and a repair list will be turned in. The ship will pay off in the port of Philadelphia, and the chairman stressed to the members the importance of donating to SPAD. He also mentioned that while in port the rooms will be sprayed for roaches. Everything else appears to be running smoothly, although one problem of invasion of privacy was reported. It will be brought up with the boarding patrolman. A vote of thanks was given to the steward department for a job well done. Next port: Philadelphia, Pa.

Official ships minutes were also received from the following vessels:

ALEUTIAN DEVELOPER	OVERSEAS VIVIAN
AMBASSADOR	PATRIOT
ARECIBO	PONCE
BALTIMORE	PORTLAND
BAY RIDGE	ROVER
BEAVER STATE	SAN PEDRO
BROOKLYN	SANTA BARBARA
BROOKS RANGE	SANTA LUCIA
BUTTON GWINNETT	SEA-LAND ADVENTURER
CAGUAS	SEA-LAND DEFENDER
COVE TRADER	SEA-LAND DEVELOPER
DELTA MAR	SEA-LAND ENDURANCE
DELTA NORTE	SEA-LAND EXPLORER
ING GEMINI	SEA-LAND EXPRESS
GEORGE WYTHE	SEA-LAND INDEPENDENCE
GOLDEN ENDEAVOR	SEA-LAND INNOVATOR
IRBER	SEA-LAND MARINER
LONG BEACH	SEA-LAND OAKLAND
MOBILE	SEA-LAND PACER
MOKU PAHU	SEA-LAND PIONEER
NEWARK	SEA-LAND PRODUCER
OGDEN CHAMPION	SEA-LAND VOYAGER
OGDEN HUDSON	STAR OF TEXAS
OVERSEAS CHICAGO	ING TAURUS
OVERSEAS JOYCE	ULTRASEA
OVERSEAS NEW YORK	

Monthly Membership Meetings

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

Admiral Rowden Takes Helm As Military Sealift Commander

Vice Adm. William H. Rowden became the 14th commander of the Navy's Military Sealift Command (MSC) in official ceremonies held at MSC headquarters in Washington, D.C. August 2. He relieved Rear Adm. Warren C. Hamm, Jr., who now resumes his post as Deputy Commander/Director of Operations for the command.

VADM Rowden previously had been commander of the Navy's Sixth Fleet in the Mediterranean. In his new role as MSC commander, he now has responsibilities for the 150 ships in the MSC Controlled Fleet.

A native of New Hampshire, Adm. Rowden is a 1952 graduate of the U.S. Naval Academy. He served at sea from 1952 until 1957, the last two years as commanding officer of the coastal minesweeper *USS Cormorant*. He returned to sea in 1963 to

command the escort ship *USS Bauer* for two years, and in 1973 he commanded the guided missile cruiser *USS Columbus*.

In his new position at Military Sealift Command he is responsible for providing the necessary sealift to deploy and sustain military forces overseas, as rapidly and for as long as operational requirements dictate.

Survivors of July 4, 1942 Convoy PQ.17

I would like to hear from any remaining survivors from the *SS Ironclad*, *SS Pan Kraft*, *Alcoa Ranger*, *Christopher Newport* or other survivors of the July 4, 1942 convoy PQ.17 to Murmansk. I am interested in anecdotes or any pertinent information concerning that convoy. Please contact: Fred T. Miller, 1304 P.H. 10, Castle Rock, Wash. 98611.



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Enroll in the *Celestial Navigation Course* at SHLSS. It'll help you learn what you need to know to earn the Ocean Operator Over 200 Miles License. And that means a better job and more money! Contact your SIU Field Representative, or fill out the application in this issue of the Log.

Course Starts November 7

Personals

Huyett S. Hogan

Please contact your daughter, Joyce Brower, 807 S.E. 11th St., Wagoner, Okla. 74467.

Thomas J. Shields

Please contact your daughter, Jodi Hawes, 109-19 118th St., So. Ozone Park, Queens, N.Y. 11421. You have a grandson!

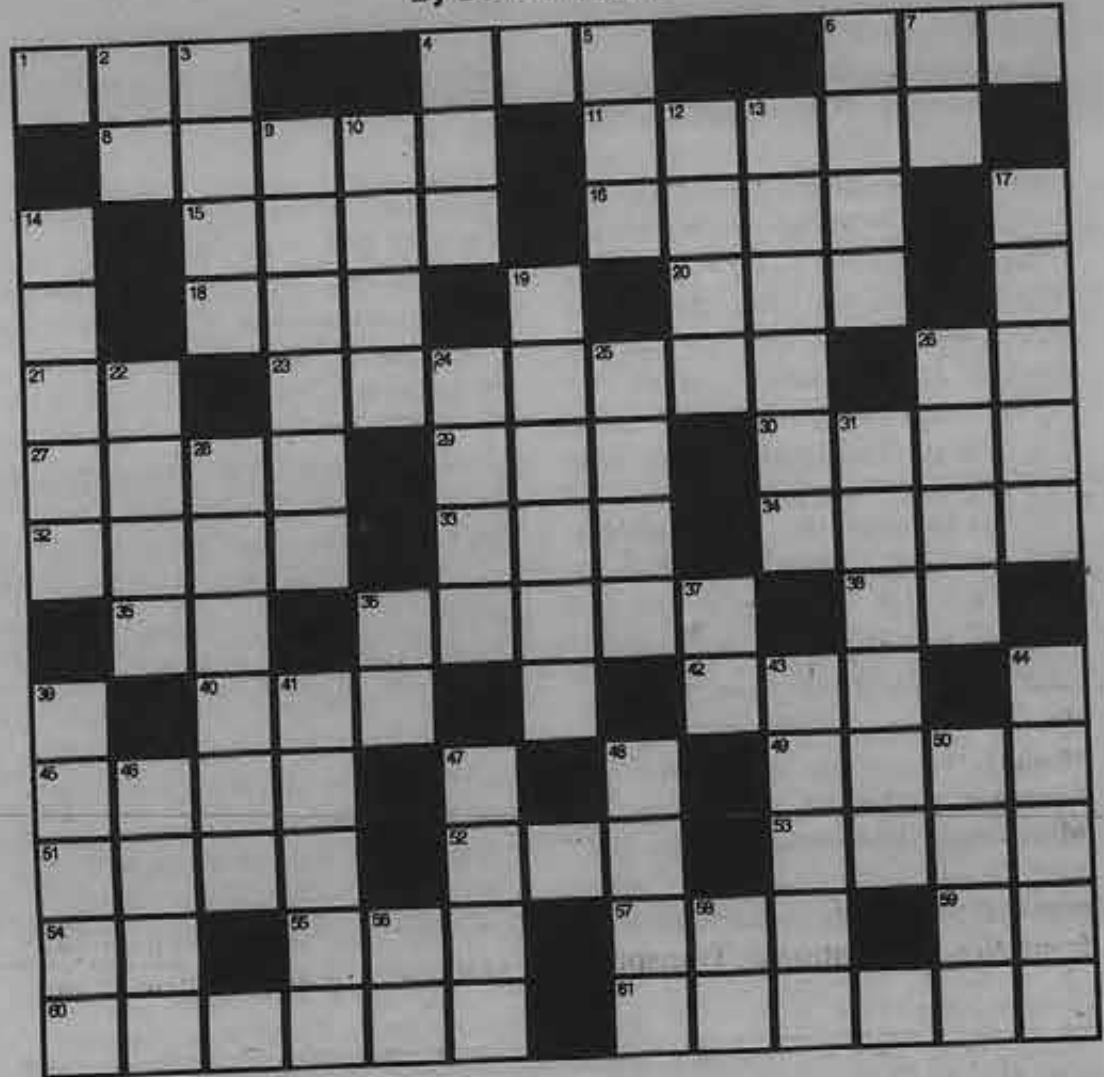
**LeHemiah Doctor
Na Daniel Doctor**

Please contact Sandra Adele Dean Linder at 2910 N.W. 65th St., Miami, Fla. 33147 or call (305) 835-9702. She's trying to organize a family reunion.

Robert C. Crosley

Please contact your son, Teddy, at (504) 347-3125.

SeaLog X-Word By Debbie Greene



Across

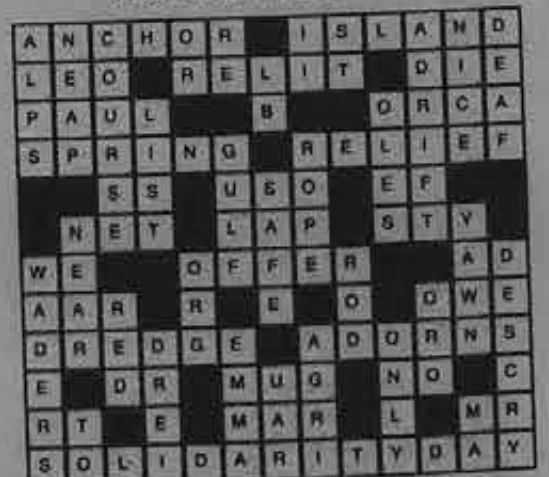
1. Component of smog
4. Period of time
6. Moisture
8. Harbor; port
11. Weak
15. Animal fat
16. Yarn
18. Baba or Muhammad
20. _____, your are, s/he is
21. DG connector
23. Delays; holds back
26. Kind of air rifle
27. Heavy cord
29. Conjunction
30. Ship's structure
32. Canal
33. Chum
34. Toward shelter
35. Pound (abbr.)
36. Virile males
38. _____ thee I sing _____
40. Fellow SIU member (abbr.)
42. Alley _____
45. Part of AB _____
49. _____ Walesa
51. Maintain _____
52. Row _____
53. Capri or Wight _____
54. Plural suffix _____
55. Feel ill _____
57. Wilbur's brother (abbr.) _____
59. Either _____
60. Remained _____
61. Thirty (Fr.) _____

Down

2. Exclamation of surprise
3. Festive occasion
4. The bitter _____
5. Fore and _____
6. Per _____

7. Elevated railway
9. Alaskan port
10. Lake or canal
12. Precipitation
13. 49th state
14. Levees
17. Telegram
19. Canal
22. Entangle (as an anchor)
24. Bind together
25. Not in use
26. Complaint
28. _____ Beach, Calif.
31. Runs away
36. Tally _____
37. Negative reply
39. Part of AGLIWD
41. Get out of debt
43. Oil
44. Place or location
46. Good, better, _____
47. Ship's cargo area
48. Horse's gait
50. Coagulate
56. That is (abbr.)
58. What comes into a sta.

Answers to Previous Puzzle



Permanent Job-Trip Relief Proposal

At membership meetings held at all deep-sea ports in March, 1983, the membership approved the Headquarters recommendation that a six man rank and file committee, equally representing the Deck, Engine and Steward departments, be elected at the June membership meeting in the Port of New York to conduct an extensive study to determine the effect of the Permanent Job-Trip Relief Procedures for key ratings, established by the Seafarers Appeals Board on Dec. 16, 1981 and instituted on April 1, 1982 at all deep-sea hiring halls.

On June 6, 1983, at the general membership meeting in the Port of New York, such a Committee was elected and reported to the Union Headquarters in Camp Springs, Maryland to commence the study, which when completed, would be presented to the membership.

We, the undersigned Study Committee herein submit our findings and recommendations.

In order that the effect of the Permanent Job-Trip Relief Procedures be fully evaluated, discussions were held with rank and file members, various Union officials, the Seafarers Appeals Board, representatives from various federal agencies, including the Navy, the Maritime Administration, the Military Sealift Command, the Transportation Institute, and delegates from the International Transport

Workers Federation representing the Seafaring Section Manning Committee from 28 countries.

From discussions with the Union representatives from these 28 countries, we find that they are having the same problems as we who sail aboard the U.S. flag merchant fleet: automation, technological change, crew reduction and demands for increased productivity. From each group with whom we discussed the issue of permanent jobs we found that it was not an optional issue, but mandatory. This is the position of those who basically generate and direct the cargoes for the vessels from which we derive our livelihood: the various Federal agencies, including the Navy and Military Sealift Command.

We find that to move a ton of grain on an American flag vessel of 50,000 DWT the cost is \$140 a ton. On a foreign flag vessel of the same tonnage, the cost is less than \$60 a ton. Crew turnover on SIU contracted vessels is one of the causes of higher operational costs which creates a competitive disadvantage with our competitors.

Contracts offered by the Military Sealift Command to U.S. flag operators clearly state:

Request for Proposal U.S. Navy No. N0003383 R-306

"The Contractor shall ensure continuity of employment to the

greatest practicable extent among licensed and unlicensed personnel, within the fleet as a whole. This includes establishing procedures to permit personnel to be re-employed upon completion of vacation, illnesses, etc."

Discussions with top Navy personnel verified support of such contractual requirement.

Our review of comments submitted by the membership by letter, ship's minutes and patrolman's reports indicated mixed feelings concerning permanency.

Complaints that permanency would curtail job turnover were found not to be true as the Shipping and Registration reports from the various hiring halls clearly indicated that 24,601 days of relief were created between April 1, 1982 and March 31, 1983, which included:

- 129 Bosuns
- 76 Stewards
- 28 Pumpmen
- 53 Electricians
- 8 Reefer Engineers
- 1 QMED/Plumber/Machinist
- 3 Passenger Utilities

At this time, there are vessels that still do not have personnel holding permanent status.

Another complaint directed at permanency was that those involved would become "company stiffs".

In all of the correspondence or discussions with the membership; we did not receive one complaint of this type.

We, as seamen, are deeply concerned about our future. In the past ten years, vessel size, modernized cargo handling procedures, automation, technology, world-wide competition for control of the high seas, the age of our fleet and U.S. Coast Guard approved manning reductions have resulted in extensive job losses to the American seamen. As a Brotherhood of seamen; we are obligated to determine a fair and equitable distribution of whatever employment is available to the membership.

The problems involved are serious and complex and demand that a larger body of membership representatives be involved in determining what steps, programs and procedures are necessary to maintain a fair distribution of the available employment for the membership.

It is therefore, the recommendation of this Committee that spe-

cial meetings be held in all ports during the month of March, 1984 for the purpose of electing rank and file delegates, all above the entry level, processing Class "A" seniority and equally representing the Deck, Engine and Steward Departments.

The delegates as selected by the membership at the various ports, shall meet at the newly constructed quarters at SHLSS in Piney Point, Maryland for whatever period of time is necessary to review the condition of our Industry and determine what proposals should be considered for the next contract negotiations.

The agenda shall include permanency not only for the key ratings but for the entire crew. Research is presently being conducted by the Headquarters office to determine the feasibility of the following:

1. Six months on and six months off with full pay and pension credit.
2. Six months on and four months off with full pay and pension credit.
3. Eight months on and four months off with full pay and pension credit.

Pending the conference of the delegates and their recommendation at the March meetings, we further recommend the existing procedures involving the key ratings continue till the present contract expires on June 15, 1984 with the following exception, effective Oct. 1, 1983.

"All reliefs shall consist of 125 days subject to the vessels operational necessities."

This Committee wishes to express our thanks for the assistance and cooperation provided by the Unions Headquarters staff, those from the SHLSS, representatives from the various contracted companies, the Seafarers Appeals Board, representatives from the U.S. Navy, U.S. Department of Commerce, U.S. Department of Agriculture, the Military Sealift Command, Seafarers Manning Committee of the I.T.F. and the many rank and file members.

Dated: August 30, 1983

Fraternally submitted,

Robert Gorbea, Chairman, G-618

Robert Campbell, C-699

Tom Brooks, B-1196

William Koflowitch, K-467

Otis Paschal, P-752

Juan J. Patino, P-622

Helping Our Sister Unions



Members of the SIU helped the Hotel Trades Department of the AFL-CIO maintain a picket line against the Marriott Hotel at LaGuardia Airport in New York recently. Walking the picket line with the SIU were the ILA, the New York Central Labor Council and the Maritime Port Council. To the immediate right of the SIU banner, in a suit, is Vito Pitta, president of the New York Hotel Trades Department.

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

LETTERS TO THE EDITOR



14

'It Made Shipping Better . . .'

I was a 1982 recipient of the \$10,000 Charlie Logan Scholarship. This award has aided me tremendously in pursuing my education. I would like to take this opportunity to offer my thanks to the SIU for its help and support.

It is my hope that all who are eligible for the scholarship will be encouraged to submit applications for it. A wonderful opportunity such as this should not be allowed to go by without notice.

Sincerely,
Lisa C. LeBlou
Chataignier, La.

'Grateful for Their Generosity . . .'

On July 20, as I was serving as wiper aboard the *Manhattan*, I received the sad news that my 34-year-old daughter, Trini, had passed away.

The ship's officers and crew took up a collection and generously donated \$500.

I want to tell the officers and my SIU brothers how grateful I am to them for their generosity and their show of sympathy during this difficult time.

Fraternally,
Tiburcio Raguindin
B-789

'The Checks Will Help . . .'

I want to say "thank you" to the Welfare Plan for the checks I received—the burial benefit check and the monthly pension benefit checks.

They helped me a lot in taking care of my deceased husband's (Alfred E. Chung) medical and burial expenses. And the \$300 monthly checks for me will help a great deal. . . .

Thank you and the Welfare Office.

Sincerely yours,
Alice P. Chung
(Mrs. Alfred E. Chung)
Honolulu, Hawaii

'A Letter of Thanks . . .'

This is a letter of thanks.

I was aboard the *Cove Sailor* on May 3, 1983 when my accident occurred. We were performing a boat drill and I fell overboard with the lifeboat.

With the help of Capt. Stephen A. Robbins, the chief mate, the 2nd and 3rd mates, my watch partner, the two New York welders, the 1st engineer and the rest of the crew who helped in my two-hour rescue, I am forever grateful.

I have been in surgery for my left shoulder and have several more operations coming up. But I am alive, and I'll always be thankful to the wonderful crew of the *Cove Sailor*.

God bless you all!

Sincerely,
Antonio B. Trevino T-760
Dallas, Texas

'Happiness Is . . .'

Happiness is having a friend, and I feel like Seafarers Welfare Plan is more than a friend. Each day I can smile. My credit is OK. My health is better. I'm back working.

Thanks again SIU—you care. And to all the crew at Crowley Maritime . . . stand tall!

My thanks,
Kenneth S. Belyew
Jacksonville, Fla.

'The Permanent Job Situation . . .'

I would like to express my opinion on the permanent job situation, having drawn some conclusions after sailing six months as chief electrician aboard the *Sea-Land Pioneer*.

First, the argument that some brothers use of being more capable of performing a job through continual employment on one vessel is a true anomaly. Owing to the specialty courses at Piney Point, all members should have the same skills and capacity to execute their jobs. In fact, this is what the specialty courses were designed for in the first place.

Second, permanent jobs have the potential of slowing the advancement of younger members, as it will be more difficult for them to obtain top jobs and gain invaluable shipboard knowledge. The precedent is also being set of 'A' book members being forced off ships through the taking of relief jobs; a circumstance which angers many 'A' book members.

Third, the permanent job situation brings about an imbalance in the membership, creating a membership hierarchy which no longer conforms to the 'rotary shipping' ideals upon which our Union was founded. This aberration of the shipping rules can only fuel animosities among the membership, something obviously overlooked by our leadership.

A serious reconsideration should be made of this repugnant and damaging situation.

Fraternally yours,
Clay P. Mitchell
Glen Burnie, Md.

'Kopaa Kats Sound Great . . .'

Here are some pictures of the "Kopaa Kats," a band of crewmembers off the *Kopaa*.

I've worked as a professional musician all my life and play between ships, and the Kopaa Kats are as good as any I have ever played with. They really sound great.

We have jam sessions after Chief Steward Milton Thrash's barbeques. What a great time! And the crew and officers of the *Kopaa* are the greatest audience in the world.

Sincerely,
Michael E. Bagley B-1918
Electrician, SS *Kopaa*



Here are the "Kopaa Kats." They are (l. to r.) Chief Cook John D. Pennell on the bongos; Electrician Michael Bagley on guitar; Oiler Bill Ware on guitar; and GSU Leslie Crunch on the harmonica.



Another "Kopaa Kat" is Oiler Kenny Pell (l.) on guitar with the multi-talented John Pennell on washtub bass.

Boggs Cargo Bill Is Deemed Militarily Beneficial

By **BILL MONGELLUZZO**
Journal of Commerce Staff
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NEW ORLEANS—A study by the Center for Naval Analyses has concluded that the Competitive Shipping and Shipbuilding Act of 1983 could, if passed, add substantially to the size of the U.S. merchant fleet and increase the military utility of the fleet.

The study also concluded that HR-1242, as the bill is known, would help to preserve the industrial base of the United States for wartime expansion of the shipbuilding industry.

However, the study group did not attempt to judge whether the potential military benefits of HR-1242 justify passage of the legislation. The group stated simply that if the federal government does not act in a timely fashion, the U.S. merchant fleet probably will continue to decline, and the merchant fleet is the main source of vessels employed in support activities during a military emergency.

HR-1242, also called the Boggs

Bill because it is sponsored by Rep. Lindy Boggs, D-La., attempts to reverse the decline in U.S.-flag participation in the nation's bulk trades. The U.S.-flag fleet carries less than 3 percent of the bulk cargo imports and exports.

The legislation, in its first-year, would reserve for U.S.-built and operated vessels 5 percent of the nation's bulk trade. This percentage would increase by 1 percent each year until U.S.-flag ships carried 20 percent of the bulk trade.

The assistant secretary of the Navy requested an evaluation of this bill and its effects on the sea-lift needs of the military.

The Center for Naval Analyses led the study, which concluded that without government intervention, the U.S. merchant marine "seems certain to continue declining in both numbers and general flexibility."

The major concentration of U.S.-flag carriers today is in the liner trades. New vessels in the liner trades tend to be special-purpose general cargo and containerships without their own

cargo-handling capabilities.

These vessels, the report stated, are limited in their capacity to be used for sea-lift operations.

If HR-1242 is passed in its present form, approximately 329 new vessels would be constructed over the next 30 years, the report stated. These vessels would include:

—214 dry bulk vessels of 20,000 to 35,000 deadweight tons, with their own ships' gear.

—53 gearless dry bulk ships of 40,000 to 60,000 dwt.

—50 ore-bulk-oil vessels of 60,000 to 120,000 dwt.

—12 tankers of 50,000 to 80,000 dwt.

These new buildings would increase by 40 percent the number of U.S.-flag merchant ships, and by 60 percent the tonnage of the fleet. From the perspective of the military, the smaller, geared bulk vessels would be the most desirable.

HR-1242 contains provisions for reducing the costs of building and operating the new vessels, but the report concluded that even with such provisions, U.S.-built and manned ships always will be more expensive than most foreign-flag vessels.

As a result, it is estimated that when 20 percent of the bulk trades are carried on U.S.-flag vessels, shippers will pay between \$1 billion and \$2 billion

more a year.

Also, additional costs could be incurred if certain defense features are incorporated into the vessels. It is uncertain how many of these features would be incorporated during construction, and how many would be covered by government subsidy.

The report suggested that the language of the proposed bill be tightened up in order to close potential loopholes.

The legislation also would encourage importers and exporters to merge, and enable them to satisfy the cargo preference requirements by pooling their shipments. The result would be larger, but fewer, ships.

The legislation likewise defines bulk cargoes in such a way that it leaves out cargo now carried in the bulk trades.

Finally, the bill contains no incentives for shipbuilders and owners to incorporate defense features into new ships.

Therefore, the report suggested changes in the legislation that would offset the higher costs of building and operating U.S.-flag ships, provide incentives for incorporating defense features into new vessels, measure compliance of cargo-preference requirements on a commodity basis rather than by total tonnage, and expand the definition of "bulk" cargoes.

Why SIU Supports Cunard Re-Flag Bill

(Continued from Page 40.)

after this agreement was signed—a bill was introduced in the House of Representatives by Rep. Leonore K. Sullivan (D-Mo.) with 15 co-sponsors to permit the re-flagging and operation in the coastwise trade of this foreign-built cruise ship.

Unfortunately, the company proved to be more paper than substance, and both the company and the agreement with MEBA-1 collapsed.

"With the decline in shipboard jobs, the inclusion of the two ships in the U.S.-flag fleet would provide a substantial number of jobs for American sailors. There is no guarantee the SIU will get these jobs. But that is not the point. The point is they will be jobs for American

workers," Drozak said.

Also, the two ships, to be operated by Cruise America Inc., would test the waters to see if American-owned and American-crewed cruise ships can compete in the cruise trade. These vessels will not compete with any existing American service since there are no comparable U.S.-flag vessels calling on ports in the continental United States.

"Under the present circumstances we are confronted with an industry whose ships are going down and whose yards are closing up, with no hope for reversal in sight. . . . We have the choice of encouraging this one seed to grow, or of completely crushing it," Drozak said.

Ogden Yukon Rescues Fishermen

(Continued from Page 7.)

Cargo nets, life rings and blankets were made ready to hoist the men aboard and ward off the damp, chilling morning. Captain George Nichols, MEBA II wrote in the Aug. 4 ship log, "One hour and 15 minutes later, all of the men were safe on deck."

"They were so relieved. They were happy as larks, hugging everybody," said Proveaux.

Stories of the misadventure that could have ended tragically were related through Spanish-speaking seamen. "They had been out for over a day. Several ships passed by them and they set off flares but I guess they didn't see them," said Proveaux.

For over a day they had drifted 200 miles from shore to the point

of rescue. A storm had broken as they were enroute back to Spain with the day's catch, and as the seas grew choppy their wooden fishing boat snapped into many pieces.

The fishermen soaked gasoline on the drifting wood and torched it in a first attempt at rescue. A ship passed in the night but by that time the flames were embers, said the fishermen.

The men were carried on the *Ogden Yukon* toward Spain.

"It didn't dawn on me until two days after they left what had happened," said Proveaux. Everyone "pitched in" he said.

Of the goodwill the crew of 17 was able to lend, he beamed, "It sure beats just watching the sun come up."

Support SPAD

M/V Falcon Champion Is Launched

A Time to Rejoice And a Time to Mourn

The last American-flag ship built in the Maritime Administration's Construction Differential Subsidy program was launched at the Bath Iron Works shipyard in Bath, Maine on Sept. 10, 1983.

"While in one moment we rejoice at the birth of this great American-built ship, simultaneously, we mourn the death of the American commercial shipbuilding industry and we witness the American fleet sailing to the graveyard," said SIU President Frank Drozak, participating in the christening ceremonies.

"What has been proposed by this administration—its so-called maritime policy—is only the kiss of death today to our maritime industry tomorrow," remarked Drozak. "Slashing the CDS and ODS programs makes no sense without first proposing a replacement solution to the problem."



The Falcon Champion—The end of CDS. Will it be the end of U.S. shipbuilding?

Time and time again, the policy makers have said the American maritime industry must be "competitive"—a catch-all word that puts the industry, unnecessarily, on the defensive. The launching of the *Falcon Champion* is the fruition of American

competitive "know-how."

She was built below cost, ahead of schedule, technologically superior and will be efficiently crewed. Drozak succinctly explained the international marketplace: "If we built the ships for nothing and

we sailed the ships for nothing, we still could not compete in the world market because our competitors would find a way to undercut the rates!

"Today's launching is noteworthy because it is taking place in the absence of a positive national maritime policy. A truly national maritime policy—with cargo reservation as its cornerstone—is the best alternative to the CDS and ODS programs. It would assure the construction of ships like the *Falcon Champion* so vital to our national economic and defense security.

Why SIU Supports Cunard Re-Flag Bill

(Continued from Page 1.)

The SIU has been a consistent and outspoken proponent of preserving the American shipbuilding mobilization base," Drozak said.

The SIU has vigorously opposed the Reagan administration's "build-foreign" proposals, even though it is obvious that if dozens of new foreign-built ships are allowed to enter the domestic trades, thousands of jobs could come the SIU's way.

During the formulation of the Boggs bill, some industry advisors suggested the legislation would have an easier time if the "build-America" requirement were dropped, but the SIU strongly supported that provision.

"The SIU is committed to maintaining a strong shipbuilding capability in the interest of our country's national security," Drozak said.

While the SIU continues to look at the whole picture of the U.S. merchant fleet, others view the issue with simple self-interest.

In a whispering campaign conducted by some other labor organizations, the SIU has been accused of supporting the Cun-

ard ships because the Union would get the jobs.

First, the law precludes any kind of advance arrangement for union representation. Anyone with a minimal knowledge of labor law knows that. Second, there is no guarantee that the SIU will represent the unlicensed jobs on the two ships.

We believe our membership has the right to know the facts, so let's set the record straight.

In a letter dated Sept. 23, 1982, Capt. William Rich, an official of the Masters Mates & Pilots, said: "As I mentioned to you on the phone, our president Capt. Robert J. Lowen, in addition to being president of MM&P is also an executive council member of the International Longshoremen's Association. The MM&P is the marine division of the ILA. As a consequence of this relationship the MM&P . . . can deliver to Cunard Ltd. a no-strike pledge from the ILA."

Capt. Rich further suggested that the company (Cunard) delay making any decision on manning. He said in his letter: "To sum up, before you make a decision and a commitment in reference to the manning of your vessels we believe it would be

advantageous to you to meet and discuss this in complete detail with Captain Lowen (president of MM&P)."

MEBA District 1, the Marine Engineers, also tried to work out an arrangement with Cunard. This was back in 1976. On June 4 of that year, MEBA-1 entered into a contract with Hawaiian Adventure Cruise Lines which called for the company to acquire from Cunard the *Cunard Adventurer*, to re-flag the vessel, and put her into the Hawaii cruise trade.

In that pre-hire contract, MEBA-1 agreed to a no-strike clause. The agreement stated: "Since the company's investment will be extremely substantial, and because of the sensitive nature of the cruise business which requires bookings months in advance, a condition of this agreement is that the Union (MEBA-1) will at no time order, condone or tolerate any strikes or work stoppages among the licensed personnel represented by it, either during the term of the contract or at the end of such term."

That contract was signed for MEBA-1 by Leon Shapiro.

On June 8, 1976—four days

(Continued on Page 39.)

"A national maritime policy would mean the revitalization of our commercial shipbuilding mobilization base. It would mean more commercial work in the shipyards across the nation so that when conflicts erupt, our yards would be ready with equipment and trained workers. It would mean tens of thousands of jobs—on land and at sea—for an American workforce desperate for work.

Concluding, Drozak cautioned, "As we launch this great ship—the *Falcon Champion*—I hope that the public and the policy makers, the exporters and the importers will understand that unless there is a national cargo policy program forthcoming—the free traders and others—will have been successful in destroying our merchant marine and in turning over the sea lanes of the world to our enemies.