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Coming Next Month:

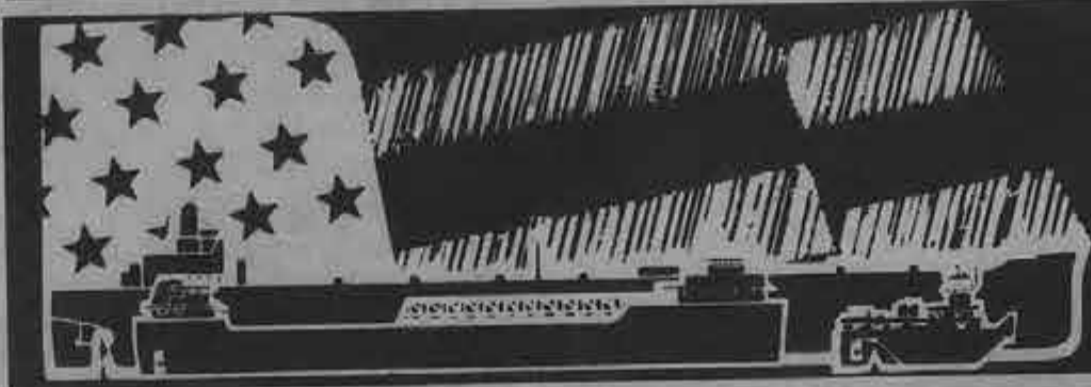
At Sea and Ashore With SIU Gloucester Fishermen



Dominating the festivities at the annual St. Peter's Fiesta in Gloucester, Mass. is the 700-pound statue of the saint.



A young fisherman rides the dip net from the seine boat across the thousands of fish in the net to the already fish-laden deck.



LOG

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Vol. 45 No. 7 July 1983



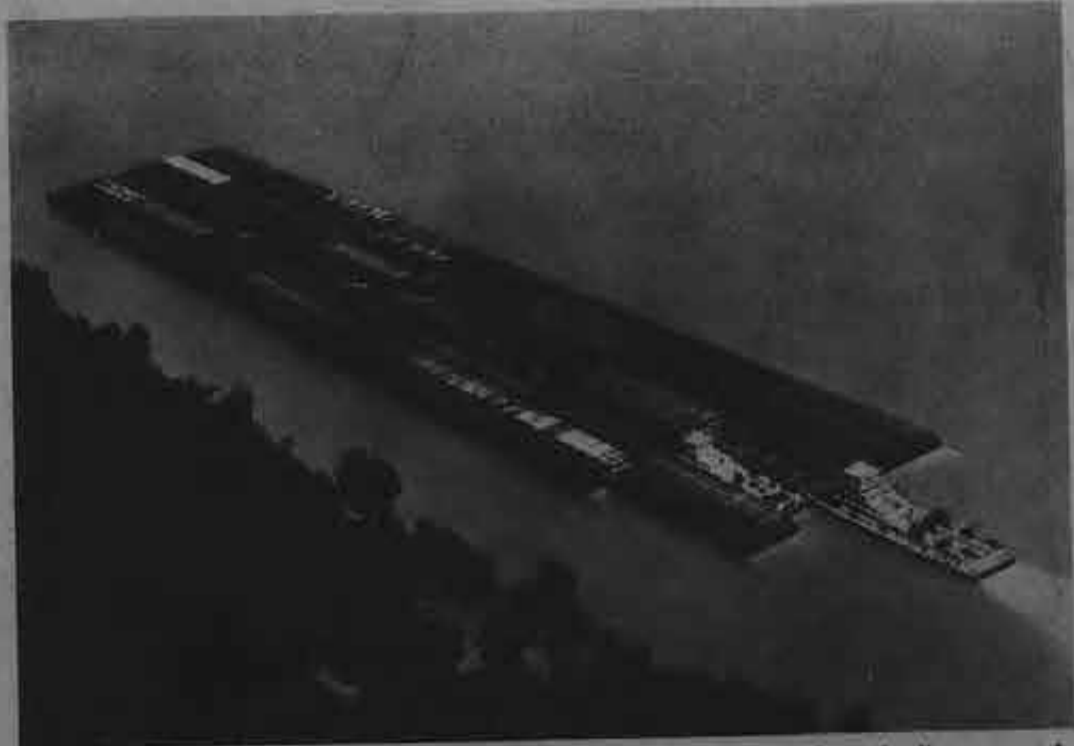
They didn't win this year, but the Lifeboat Team from the Seafarers Harry Lundeberg School of Seamanship gave it their best shot against some stiff competition in the annual race July 4 in New York Harbor. Congratulations!



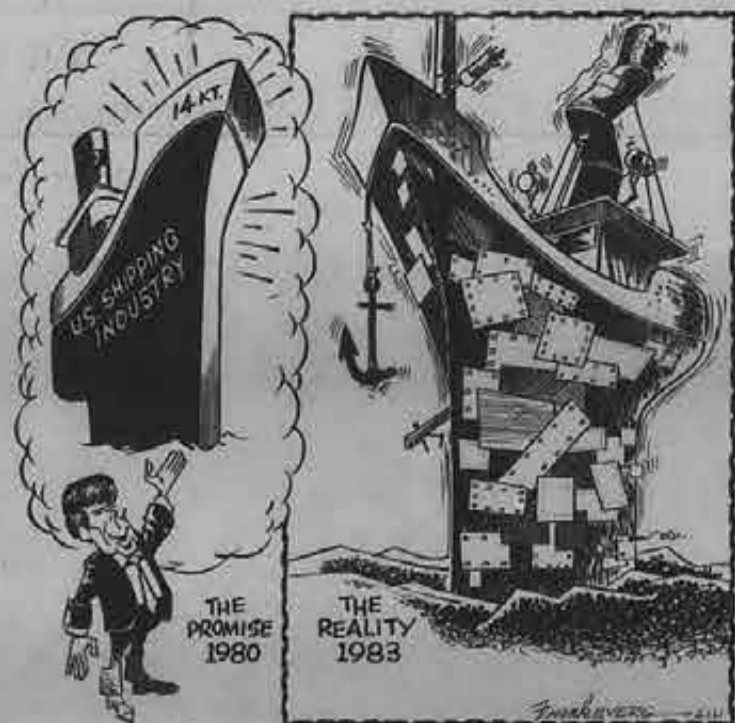
Frank Drozak had a busy schedule as he attended three congressional hearings last month on legislation that affects the jobs and job security of our membership.



She's every inch a queen, and she's manned with a SIU crew that treats her like a lady. (See page 19-22.)



SIU Boatmen are the best in the world. They accept the challenges of their jobs with boldness and confidence. This is a record tow (count the barges) being guided by a SIU crew. (See page 9.)



President's Report

by Frank Drozak

TWO YEARS AGO, when Ronald Reagan was campaigning for the presidency, he made a number of promises to our industry and to the men and women whose livelihood and security depend upon it.

Reagan pledged to "re-establish the U.S.-flag commercial fleet as an effective economic instrument to support U.S. interests abroad." He said there was a "dire need" for a "rational, reasonable and effective maritime industry."

Among the proposals included in his maritime revitalization program were; (1) a unified Navy/merchant marine shipbuilding program; (2) a strong shipbuilding mobilization base; (3) an "equitable portion" of foreign commerce available to U.S.-flag ships; and (4) continued subsidies to ensure cost competitiveness for U.S.-flag operators.

Those were candidate Reagan's promises. Here is the reality:

Reagan's program in 1983 includes: (1) encouraging construction and repair of U.S. ships in foreign shipyards; (2) providing immediate eligibility for re-flagged foreign-built ships to carry government-impelled cargoes; (3) permitting foreign investors to own up to a 75 percent interest in U.S.-flag ships; and (4) cutting or eliminating all subsidies.

President Reagan's performance in his two years in office is a consistent record of broken promises to labor, industry and small business.

Look at some of the statements he made during the campaign in 1980. Compare those promises with the reality of 1983.

"There are 8 million Americans out of work. I want to put millions of them back to work." (Lima, Ohio, Oct. 15, 1980)

In 1981 when Reagan took office, the unemployment rate was 7.4 percent. Right now unemployment has climbed to 11.2 percent, and that means that more than 12 million Americans are out of work.

"We will work to strengthen the small business sector which creates most of the new jobs we need for our people." (Jersey City, N.J., Sept. 1, 1981)

The reality is that small businesses continue to founder and go under. In the first quarter of 1981, 3,460 small businesses failed. In the first quarter of this third year in Reagan's reign, there were 7,733 small business failures.

Our organization will continue to work to protect and promote the best interests of our membership and our industry through our many friends in Congress.

And we will not forget the broken promises of Ronald Reagan.

An Open Letter:

To Secretary Sawyer For a Job Well Done

The Honorable George A. Sawyer
Assistant Secretary of the Navy for
Shipbuilding and Logistics
U.S. Department of the Navy
Washington, D.C. 20360

Dear Mr. Secretary:

As you complete your term of office and reflect on a job well done, we hope you will view the part you played in developing the promising trends that exist between our two organizations and the Military Sealift Command as one of your foremost contributions to the security of our country.

We appreciate the Navy's, and your recognition, that the successful bids made by our contracted operators on the T-5 Replacement Program, the T-AKX Program (13 out of 13 for the S.I.U. and 10 out of 13 for District 2) and the most recent award of the Roll on/Roll off vessel, *American Eagle*, were due in large measure to the reasoned, fair and cooperative agreements offered by our two organizations to those operators.

The relationship based on confidence, trust and efficiency that we have tried to develop has been greatly enhanced by your willingness to reach an honest compromise and we hope that willingness will be a hallmark of your successor's approach as well. We hope also, that you will convey to your successor not only our perspective in general terms, but our desire to allay specific reservations about command and control issues which were discussed at our meeting with you, especially our willingness to:

- accept security checks for civilian maritime personnel;
- establish a workable arrangement for permanent crewing;
- utilize the Seafarers Harry Lundberg School of Seamanship and the District 2 training facility in Dania, Florida to train personnel to meet Naval requirements; and
- permit crews to join reserve units and provide a "no strike" agreement which will guarantee the availability of trained seagoing crews for any situation, bar none.

We have attached background materials further explaining our views and we are confident that these proposals will add further momentum to the positive, cooperative structure you worked so vigorously to build.

Again, please accept our appreciation and our wish that you find only fair winds and following seas.

Sincerely,
Raymond T. McKay
President
District 2
Marine Engineers Beneficial
Association
Associated Maritime Officers

Sincerely,
Frank Drozak
President
Seafarers International
Union of North America



LOG

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Export Awaits Vote

New Reports Slam Alaska Oil Export Proposals

It is now up to each house of Congress to decide if Alaskan oil will be exported. The ban, contained in the Export Administration Act expires in September. An extension of the ban is contained in both the House and Senate versions of the new Act, which has passed the committee stage and now awaits a floor vote.

As the time draws closer, opponents are scrambling for support of a position that has even received luke-warm response from the White House. The Heritage Foundation, an ultra-conservative right wing "think tank" has come up with a study based more on fantasy than reality.

The Coalition to Keep Alaska Oil, a labor, industry and consumer coalition including the SIU and AFL-CIO, issued its own response and, in addition, a new study by Robert Nathan Associates for the American Maritime Association points to the dangers of exporting the oil.

"The Case Against Exporting Alaska's Natural Resources" finds gross inaccuracies and misleading claims in the Foundation's report. But the chief error, according to the Coalition draft, is the main premise of the argument the Foundation has so desperately sought to promote.

"One can seriously question whether pumping oil out of the ground in Alaska for the sake of exporting it to Japan is a judicious management of resources when we are still one of the world's largest importers of oil," the Coalition report reads.

The Foundation claims the U.S. could negotiate oil contracts with Mexico to replace domestic oil supplies. Oil ex-



Modern and efficient ships like this—built in American shipyards under the Merchant Marine Act of 1970—would be lost to our nation's economy and defense readiness if Alaska oil is exported. Gone too would be the jobs of thousands of American seafarers.

ported to Japan would gain revenue for the U.S. and the profit could be used to diminish the nation's debt to Japan. Mexican oil is cheaper than the OPEC oil the U.S. today imports almost exclusively.

According to the Coalition, this way of thinking could unleash "a political nightmare." With no open markets except Mexico, the price of crude could top oil embargo rates of the 1970s. And refinery costs would soar since American plants are not equipped to refine crude oil like the type found in Mexico's wells.

The profits outlined in the Heritage report are unconvincing. The supposed profits to the Treasury alone are off by between 300 to 800 percent. And

the Heritage Foundation shows a "total neglect of revenue losses" that would result from the exportation in terms of unemployment, reduced income taxes and loan defaults, the Coalition maintains.

The maritime industry and the security of the nation do not fare well in the bargain. According to the Coalition one-half of the domestic tanker fleet would face lay-up and would be slimmed to 100 ships.

"The Export Administration Act does not 'prohibit' the free commercial export of Alaskan fossil fuels; it allows the export of fossil fuels on the condition that exports serve to enhance the national interest, benefit consumers through price reductions and do not reduce the

availability of oil in the U.S. It requires the president to make such a finding and provides for congressional concurrence."

The Nathan report provides some shocking figures on what the export of the oil could mean to the nation's economy. The maritime industry alone could lose some \$324 million annually and the federal government would lose money too, in the form of tax revenue losses and loan defaults.

The nation's gross national product would be reduced by at least \$250 million a year and 7,700 jobs in maritime and support industries would vanish, the Nathan report said.

While the report did say the export could lead to an improvement in the bilateral trade position with Japan, it would lead only to an increased dependence on foreign oil.

Independent shipping companies "would suffer revenue losses so great as to threaten the viability of some," the report said. Also the only shipping benefits would probably be to the ships owned by the oil companies.

The report concluded that the impact of the oil export would be "almost universally negative."

House Considers Need for Survival Suits

For the cost of a captain's pay for a month or the price of operating a ship for two days, a merchant ship could be outfitted with survival suits for unlicensed and licensed crew. A new bill in Congress calls exactly for that.

Sen. Paul S. Trible (R-Va.) recently introduced legislation calling for survival suits on all commercial coastwise and ocean going vessels, and on all off-

shore rigs which operate in waters of less than 60 degrees Fahrenheit.

The Coast Guard is currently considering regulations calling for the suits on certain vessels, but Trible's bill goes further than the proposed regulations (see June LOG).

Trible noted that during the past decade, five separate cold water disasters claimed the lives of 168 persons who could have

been saved if they had been equipped with the survival suits.

"The \$200 to \$300 per suit is a modest price for the preservation of life," he said.

In addition to requiring the suits, Trible's bill would make violations of the law punishable by a two-year jail term and fines of up to \$100,000.

"I believe that safety is a serious matter and calls for serious penalties," he said.

Cunard Re-flag Would Double Passenger Fleet

One-and-a-half million North Americans will spend some \$4.9 billion on foreign cruise ships this year, according to industry projections. In an attempt to keep some of that money in the United States, the SIU and others urged Congress last month to allow the re-flagging of two foreign built vessels.

The House Merchant Marine subcommittee heard 13 witnesses testify on the re-flagging of two Cunard Line ships which an American company plans to buy and operate in the U.S. coastwise trade. But because the Jones Act requires that such ships be built in the U.S., Congress must grant a waiver to a normal three-year waiting period before re-flagging.

"The maritime community is not, and never will be, in favor of granting Jones Act waivers on a willy-nilly basis. In fact we feel strongly that the Jones Act is the sole cause of having any U.S.-flag coastwise trade, and in some areas should even be strengthened. But priorities must be noted," said Jerome E. Joseph, vice president of MEBA District 2.

SIU President Frank Drozak told the committee that the addition of the Cunard *Princess* and *Countess* would double the size of the U.S.-ocean-going passenger fleet. It presently consists of only the *SS Constitution* and the *SS Independence*.

"It's truly unfortunate that almost all of the nearly 100 passenger vessels that operate in the United States are of foreign registry. This situation needs to be changed," Drozak told the committee.

The bill to grant the waiver, H.R. 2883, would cost the government no money, said Transportation Institute Executive Director Peter Luciano.

"It is not often that an opportunity arises to rejuvenate a critical national resource, such as the American-flag passenger ship industry, at no cost to the federal government," Luciano said.

The two passenger ships would carry about 900 persons each and create more than 1,000 unlicensed and licensed jobs between them, Drozak said.

In addition to the jobs created and the money kept within the United States, the two five-year-old Danish-built ships could be used as troop transports or hospital ships for military purposes.

"The recent Falkland Islands conflict underscored the importance of passenger vessels in an emergency situation. Three British vessels . . . were used as troop and hospital ships during the crisis. Certainly the United States, with far greater international security requirements than the British met in the Falkland conflict, would require more than the troop car-



rying capability offered by the two U.S.-flag vessels presently sailing in the Hawaiian trade," Drozak said.

Robert Lambert, president of Cruise America, the firm which will operate the ships, told the panel that during the Falkland crisis the conversion from passenger to military ship was completed in less than seven days.

Also, Lambert said, the re-flagging of the ships would mean some \$5 million in shipyard work to bring the vessels into line with U.S. regulations, plus millions more each year in repair and maintenance work, all of which must be done in U.S. shipyards.

Robert Lambert, president of Cruise America, the firm which will operate the ships, told the panel that during the Falkland crisis the conversion from passenger to military ship was completed in less than seven days.

U.S. Ships May Carry Grain to Soviets Again

Talks resumed this month in Moscow in an attempt to reach a long-term grain sale agreement between the two countries. The previous agreement expired in September 1981, but was renewed each year.

Along with the grain agreement, the U.S./U.S.S.R. maritime agreement expired in 1981. Under the terms of that nine-year pact one-third of the grain shipped to the Soviet Union was reserved for ships of each country while the remainder was available for third-flag fleets.

In letters to Secretary of State George Shultz and other top administration officials, Peter Luciano, executive director of the Transportation Institute, urged the renegotiation of the maritime deal.

"Without an agreement, U.S.-flag operators will be denied the opportunity to carry a meaningful portion of U.S. grain shipments to the Soviet Union. With a maritime agreement, the United States will be an active party to U.S./U.S.S.R. maritime trade, thereby increasing employment opportunities for the U.S. fleet," Luciano said.

He pointed out that several other western nations have reached bilateral trade agreements with the Soviets which were based on the model of the former U.S./Soviet pact.

"In the past, U.S. grain exports to the Soviet Union have constituted a large portion of total trade between the two countries. Therefore it is important that a new U.S./U.S.S.R. maritime agreement be negotiated in tandem with a new U.S./Soviet grain pact," he said.

That new grain pact could provide even more jobs than the last one. Reports from the talks indicate the U.S. will ask to have the minimum grain purchase raised from the current 6 million tons while the Soviets have asked to buy more than the maximum 8 million tons. The U.S. has offered to sell the Soviets up to 17 million tons above the current levels.

Seafarers may have the opportunity to sail to the Soviet Union again if a new grain deal and maritime agreement can be successfully negotiated by the two governments.

Humanitarian Award to Leslie



Accepting the First Annual Humanitarian Service Award of the Schneider-Lerner Memorial Branch of the American Cancer Society's Brooklyn, N.Y. Unit is Stephen J. Leslie, first vice president of the International Union of Operating Engineers and executive vice president of the AFL-CIO Maritime Trades Department. With Leslie are Lou Hoyos, executive director of the Cancer Society's Brooklyn Unit and Tania Mersky, vice president of the Schneider-Lerner Memorial Branch.

Little Opposition to Boggs Bill at House Mark-Up

No major changes were made in the Boggs Bulk Bill during subcommittee mark-up late last month, and the legislation cleared its first hurdle to passage when the subcommittee passed it along with only two dissenting votes.

The bill now goes to the full House Merchant Marine and Fisheries Committee for further action. The mark-up session is when committee members may offer amendments to the original bill. Aside from a series of technical amendments from chairman Mario Biaggi (D-N.Y.), the only other action came from Rep. Gene Snyder (R-Ky.).

His amendment specified that no ship operating under the bill may receive Operating Differential Subsidy, and if it was built with Construction Differential Subsidy money a proportion must be repaid.

"If there is a guaranteed pool of cargo available to U.S.-flag vessels, then government subsidies are not necessary," Snyder said.

During the debate on the bill, Rep. Jack Fields (R-Texas), using figures cited by the Reagan administration (see accompanying story) questioned the cost to American consumers, whether the bill would indeed enhance American security and the exact number of nations which do have some sort of cargo preference.

Biaggi and other Boggs supporters refuted the claims. He said the administration was using "worst case scenario" figures and that the administration did not give the proposal a "fair assessment."

"The majority of nations which have viable merchant ma-

rine fleets have cargo preference," Snyder said.

"There is clearly a national security interest in new designs that can be adapted for military requirements . . . if a viable U.S. merchant marine is a necessary component of our national policies, then we must do those things necessary to have it and we must do it with a minimum of cost to the U.S. economy. We are faced with the choice of whether we will have or not have a merchant fleet," Rep. Herbert Bateman (R-Va.) said.

There has been some debate on how well suited the commercial ships built under the Boggs bill would be for military purposes. One possible answer to that question was provided by Rep. John McKernan (R-Maine).

Under his amendment, which he withdrew but may introduce at full committee level, a \$30



Representatives Mario Biaggi (D-N.Y.), chairman of the House Merchant Marine Subcommittee and Gene Snyder (R-Ky.), ranking minority member, confer during Boggs bill mark-up.

million fund to develop and adopt a standard design for the types of ships built under the Boggs bill would be established.

He said that it could lead to cheaper construction costs because of standardization and series construction, and would also allow for designs with military needs included.

"I think it is time that the United States government renewed its commitment to our merchant marine. H. R. 1242 would let the industry and the world know we recognize the value of our maritime industry—and that we intend to assure its growth and development," Biaggi said.

Reagan's Maritime Script: It's a Fantasy That Flips and Flops

A good actor can take any script, repeat the words convincingly and then walk away from the part without believing a word of it in real life. That's what Ronald Reagan has done with his maritime script.

During the campaign, his script writers came up with some pretty good words and he put on a great performance. In real life he has done nothing. Just last month he said no to the Boggs bill, as he has to almost every other piece of maritime support legislation since he took office.

"We cannot support the approach taken by H.R. 1242 which employs the mechanism of cargo reservation, a measure which distorts the free market to achieve those objectives," Adm. Harold E. Shear, Reagan's maritime administrator said.

But when Reagan was running for office he would tell group after group of maritime interests that there was a "dire need" for the industry. He also said one of the keys of his program would be to make available an "equitable portion" of foreign commerce to American ships.

Where the U.S. merchant marine will find an "equitable portion" of cargo in a world of cargo preference and reservation does not seem to be a question the administration can answer.

The free market in shipping just does not exist.

In addition he promised to maintain a strong shipbuilding base. That is exactly what the Boggs bill would do. While there has been some activity in American shipyards due to new military contracts, there certainly has not been enough to maintain

the 27-yard mobilization base.

In fact, Reagan has encouraged the death of American yards with his proposals to buy, build and repair foreign.

During Shear's testimony, he cited figures that indicated the Boggs bill would cost billions of dollars for American consumers. As one congressman mentioned during additional hearings, figures from the administration now are almost automatically suspect.

Other figures indicate that with the mandated construction cost reduction and operating reductions, American shipping would become more competitive in the marketplace.

In addition, the administration's figures fail to take into account the cost of the Reagan program in terms of unemployment, balance of payments, welfare and lost taxes.

The American merchant marine has had to struggle for years against subsidized foreign competition, against U.S.-firms' third-flag fleets and now against its own government.

Perhaps it is time to toss out the Reagan script for the U.S.-flag fleet. It's a flop.

This Is What the Boggs Bill does:

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

This is what the Boggs bill costs the United States government and the American taxpayer:

\$00.00

Without Cooperation U.S. Fleet Has No Future

By Marietta Homayonpour

If the U.S. maritime industry is to have any future, then labor, management and government must cooperate.

That was the message delivered last month by SIU President Frank Drozak at a luncheon of the Propeller Club in the port of New York.

He told the audience that "if labor and management don't start cooperating with each other—stop playing one against the other—cutting side deals with various government agencies—chopping one part of what is left of this sick industry—then we are certainly heading for the chain locker."

Drozak, in stressing the need for more cargo for American-flag ships, asked for strong support for H.R. 1242, the Competitive Shipping and Shipbuilding Act of 1983.

This legislation, introduced by Lindy Boggs (D-La.), would reserve 20 percent of all U.S. bulk cargo for American-flag ships. The requirement would be phased in over a 15-year period, beginning with 5 percent one year after passage and increasing 1 percent every year until the 20 percent goal is reached.

A very significant feature of this legislation is that it requires belt-tightening across the board. Shipboard labor, ship operators, and shipyards must reduce costs 15 percent below a base rate set by the Secretary of Transportation.

An identical bill—S. 1000—has been introduced in the Senate by Paul Trible Jr. (R-Va.), Russell Long (D-La.) and Daniel Inouye (D-Hawaii).

Drozak praised those in Congress who are trying to help the U.S. merchant marine. But he had little good to say about the Reagan administration.

He compared the actions of other countries concerning their merchant fleets with this country. "Other nations are increasing support for their national-flag fleets while the United States government is reducing its assistance to our merchant marine. The reduction in government support for the U.S.-flag fleet is being justified in the name of a 'free trade' system."

He added that "those who

use the 'free trade' label are usually hiding behind it—while they quietly work to create a monopoly in their own businesses."

Pointing out the inconsistencies in Reagan as a candidate and as a president, Drozak said that "as a candidate, Mr. Reagan seemed to recognize the fact that international shipping does not take place in a 'free trade' setting."

Drozak quoted Reagan the candidate as saying, "A major goal of my administration will be to assure that American-flag ships carry an equitable portion of our trade."

In his speech, Drozak also spelled out the sorry state in which the U.S. maritime industry finds itself. Noting that "we're like a sinking ship with the rats heading for the hawse pipe," he stated that "the privately owned U.S.-flag fleet dropped from 2,332 ships in 1946 to a mere 466 vessels in January of this year."

Though oceanborne trade during that time increased almost 600 percent, the percentage carried on U.S.-flag ships dropped from a high of 62 percent to about 4.6 percent today.

"In terms of jobs," he added, "we dropped from a 1946 high of 115,000 to about 16,000 in January 1983. . . ."

He noted, though, that the Soviet Union's state-controlled fleet has more than doubled in size in less than two decades. "Their merchant fleet has reached 2,456 vessels and ranks sixth in size in the world, compared to their 23rd place ranking



SIU President Frank Drozak asks for cooperation among labor, management and government at a Propeller Club luncheon held in the port of New York in June. At left is Jerry Joseph, MEBA-District 2 vice president, and president of the New York Propeller Club.

just after World War II."

Discussing the way in which other countries help their merchant fleets, Drozak pointed out the following:

- France reserves two-thirds of her oil imports and 50 percent of her coal imports for French-flag vessels.

- Venezuela reserves 50 percent of all commercial cargo and 100 percent of all government-impelled cargoes for Venezuelan ships.

- Mexico reserves 100 percent of government impelled cargoes and all oil exports for Mexican-flag ships.

- Japan and Korea provide below-market financing for ship

construction, and Korea reserves for its flag fleet all major designated cargoes.

Drozak concluded by asking labor, management and government "to begin a new day for the future of our maritime industry. Because, ladies and gentlemen, tomorrow is also a day."

Biaggi Honored For Service to Merchant Marine

Rep. Mario Biaggi (D.-N.Y.), head of the House Merchant Marine Subcommittee on Coast Guard and Navigation, will receive the 1983 Admiral of the Ocean Sea Award (AOTOS) for "distinguished service to the American merchant marine."

The United Seamen's Service (USS) award will be presented in New York City on Oct. 14.

Former AOTOS winners were the late SIU President Paul Hall and AFL-CIO chief Lane Kirkland.

"Mario Biaggi's leadership in promoting legislation that will strengthen America's maritime posture is certainly worthy of recognition by the industry," said Rear Adm. Bruce Keener III, USS president.

At the World Labor Meeting



Maritime Trades Department Executive Secretary-Treasurer Jean Ingrao (l.) was part of the AFL-CIO's delegation to the International Labor Organization's annual meeting in Geneva, Switzerland. With her are (l. to r.) Morris Paladino, executive director of the Asian-American Free Labor Institute (AAFLI); Irving Brown, director of the AFL-CIO Department of International Affairs, and Charles Gray of the AAFLI.

Changes Asked in Jones Cargo Preference Bill

A new cargo preference law designed to streamline current regulations and add some enforcement muscle to the law, was introduced in Congress last month. It received support from maritime unions and the shipping industry, but not without suggestions for some changes.

The bill, H.R. 2692, introduced by Rep. Walter Jones (D-N.C.), chairman of the Merchant Marine and Fisheries Committee, would replace current cargo preference laws and resolutions with a single act. The legislation could help do away with the "flagrant disregard by our government agencies for America's maritime laws," SIU President Frank Drozak told the House Merchant Marine subcommittee during hearings on the bill.

Currently several laws, some dating back to the turn of the century, deal with cargo preference issues. The cornerstones, P.L. 480 and 664, have been on the books since 1954. For almost 30 years a constant battle has been waged between the U.S. merchant marine and several government agencies which consistently tried to deny guaranteed cargo to American ships, dozens of times successfully.

"The absence of a comprehensive, coherent and consistently applied maritime policy has been an obstacle to the maintenance and expansion of an efficient U.S.-flag fleet since the close of World War Two" Peter Luciano, executive director of the Transportation Institute told the committee.

The new bill would mandate that 100 percent of all government cargo related to national security be shipped on U.S. bottoms. That includes the Strategic Petroleum Reserve which currently only carries a 50 percent U.S. requirement. Also 50 percent of all cargo in which the government is directly or indirectly involved must move on American ships.

One of the major problems with existing preference legislation has been government agency attempts, especially the Department of Agriculture, to avoid the laws by claiming they did not apply to certain programs or denying government

involvement. In addition there is little enforcement power to make up denied tonnage.

"One of the most important functions H.R. 2692 could fulfill would be that of strict enforcement," Luciano said.

Under the proposed law, if a federal agency is found to have violated the preference requirements during the fiscal year, it would be forced to make up the deficiency immediately.

Even under current laws which call for 100 percent military and 50 percent government impelled cargo to be shipped in American vessels, only 35 percent of all government cargo is transported by American ships. Estimates show that the new law would hike the portion to 60 percent or about 3 million additional tons per year.

"Under the old law American ships must be available at 'fair and reasonable rates,' but it contains no definition of 'fair and reasonable.' The Jones bill would change that to 'competitive rates' but it sets a complex formula to determine what those rates would be.

Congress Affirms U.S. Maritime

House Axes Third Proviso; Many SIU Jobs Are Saved

A bill to repeal the Third Proviso of the Jones Act gained majority approval last month as congressmen suspended the rules and voted 373-44 to keep domestic waterborne trade from being diverted from the state of Washington through Canada on foreign-flag vessels.

The day before the vote, the debate escaped controversy with only one congressman voicing dissent. Rep. Don Bonkers (D-Wash.), sponsor of the bill, Don Young (R-Alaska), a key supporter, and others testified to the damage and harm that would result in the Pacific Northwest to maritime and support industries if the loophole in the Jones Act were allowed to stand.

The Jones Act, enacted in 1920 to encourage growth in the maritime transportation industry, was revised with the additional Third Proviso so that goods could be carried from the Mid-



SIU President Frank Drozak listens to questions from members of the House Merchant Marine subcommittee during hearings on a new cargo preference bill which would rewrite current regulations.

The formula is somewhat complex. It would take the world scale rate for similar cargo and then add to that a figure based on the difference between the U.S. gross national product and that of other countries. In effect it would take into account the higher standard of living and other costs.

Some supporters of the general concept of the bill said that they felt the formula was too

complex and open to abuse and suggested that the present "fair and reasonable rates" be maintained.

Other problems pointed out by witnesses included the definition of American-flag ships (including an age limit), definitions of certain types of cargo, clarification of exactly who should settle disputes, and some re-flagging provisions.

The bill defines a U.S. ship as one not more than 25 years old, unless it has been substantially rebuilt within the last five years. While witnesses agreed that so-called "rustbuckets" must be removed from the seas, they argued that age is only one factor determining seaworthiness.

"We certainly agree that a ship may be declared too old or too unsafe . . . there are old vessels which have been under-maintained, but there are also older vessels which have been maintained by their owners," said Rear Admiral W. M. Benkert, president of the American Institute of Merchant Shipping.

Drozak suggested that in the case of older ships, safety and seaworthiness be determined on a case by case basis, not a simple age limit.

Opponents of the bill include petroleum companies, agriculture interests and foreign-flag operators. Mark-up of the bill is set for later this month.

Support SPAD

SIU Jobs Are At Stake:

TAKX Sealift Program Challenged in Congress

The TAKX program—the Navy's plan to charter 13 cargo ships for its pre-positioning fleet in the Indian Ocean—could be placed in jeopardy if amendments introduced in the House and the Senate are adopted and signed into law.

Termination of the program could affect 12,000 shipyard jobs and still cost the Navy hundreds of millions of dollars because of contracts into which it has already entered.

At least three ships in question are scheduled to be operated by Waterman Steamship Company, which employs SIU members on board its vessels. The program requires that all 13 vessels be crewed by American civilians.

The TAKX program was authorized in 1979 by the Secretary of Defense to provide sealift support for the rapid deployment of marine amphibious brigades to crisis areas. The TAKX ships are built-to-purpose, roll-on/roll-off container-ships. The ships have self-sustaining capabilities to load and unload cargo in areas without port facilities.

Initially, the Navy proposed to finance, construct and own the TAKX ships. Later, the pro-

posal to own the TAKX ships was replaced by a proposal to charter them. The decision to charter was based on two studies, both commissioned by the Navy, which were conducted by a national accounting firm and an economic consultant. Both studies concluded that the Navy could charter the TAKX ships for as much as 35 percent less than the cost of purchasing the vessels.

Rep. J. J. Pickle (D-Texas) and Sen. Howard Metzenbaum (D-Ohio) contested the findings of those studies. Both have introduced amendments that would halt the program in its tracks.

Despite clear economic evidence to the contrary, Pickle contends that the service contract into which the Navy entered will cost the Navy more money than if it had purchased the ships outright. He believes that the U.S. Treasury will wind up paying for the difference through lost tax revenues.

To many people in Congress, the question of cost obscures the real questions involved in the TAKX program: how to enhance this nation's sealift capability and to reverse the decline of the American-flag merchant marine.

Congress Rebuffs Golden Alaska Owners

An end run that would have weakened safety at sea for U.S. fish processing ships was stopped dead in its tracks in the House and Senate last month.

The owners of the SUP-crewed *Golden Alaska* tried to sneak an amendment onto an unrelated bill that would have exempted that vessel and other fish processing ships from inspected vessel status, the three watch system and the minimum U.S. citizen crew requirement.

Because of the size and the way they operate, the Coast Guard classifies fish processors as cargo ships and not fishing vessels, which are not held to the same safety requirements.

The owners first tried to sneak their waiver onto a House bill,

but at the urging of the SIU and others, the amendment was not introduced because committee members said they were concerned about the effect on marine safety. They were also rebuffed in the Senate.

If they had been successful, said Frank Pecquex, SIU legislative director, it could have been a precedent, and rules concerning all fish processing ships could have been affected.

The obvious reasons for the move were reduced manpower with the elimination of the three watch system; lower priced operating costs if allowed to hire more foreign crew and fewer safety costs without the inspections mandated by the Coast Guard.

On the Comanche in New Orleans



Crewmembers of the SS *Comanche* (American Bulk Carriers) in New Orleans Harbor are (l. to r.) BR R. Manuel, AB Rick Wessele and OMU C. Shiran.



New Orleans Reps Nick Celona (l.) and Dave Heindel (r.) are on deck of the SS *Comanche* with (l. to r.) Chief Steward John Darrow, Recertified Bosun George Annis, and ABs Roberto Zepeda and A. Gupissie.

Headed Painters Union:

Raftery Is Dead At 88

Lawrence M. Raftery, president emeritus of the International Brotherhood of Painters and Allied Trades, former vice president of the AFL-CIO, and one-time member of the executive board of the Maritime Trades Department, died on June 18 at his home in St. Louis, Mo. He was 88 years old.

Raftery was president of the Painters Union for 13 years until his retirement in 1965.

A well known figure in labor politics for nearly 70 years, Raftery rose through the ranks to become one of the most powerful men in the Labor Movement.

He started out in the Labor Movement in 1914 when he joined Local 115 of the Painters Union as

an apprentice. He later served the local as a trustee and a business agent. From 1925 to 1937 he was business agent of the international union's district council 2 and served as a vice president of the Missouri AFL.

Raftery was elected vice president of the union in 1937 and secretary-treasurer in 1942. He was first elected president of the Painters in 1952. He was elected to the Executive Council of the AFL-CIO in 1958.

Raftery was a member of the executive board of the Maritime Trades Department as well as vice president of the Building and Construction Trades Department.



Inland News

**Our Members
At Work**

SIU Continues Active Schedule for Inland Members

National Eagle Crew Cited by Coast Guard For Chopper Rescue in Galveston Bay

When a U.S. Coast Guard helicopter with a crew of four went down into Galveston Bay off Texas City, Texas recently,

Boatmen of the towboat *National Eagle* (National Marine) manned a skiff to pick up the crewmembers of the sinking

chopper.

Coast Guard cutters would have arrived too late on the scene to effect a rescue.

Saving the helicopter crew were Capt. Billy Hines, Relief Capt. Ed Strauss and Tankermen Leo McGeoghegan, Charlie O'Brien and Don Causey.

Rear Adm. W. H. Stewart, commander of the Eighth Coast Guard District, wrote to National Marine Service (NMS) in the port of Houston that the *National Eagle* crew is "a credit to the professionalism and fellowship of the maritime community."

NMS President W. A. Creelman wrote from the port of St. Louis to the *National Eagle* Boatmen that their actions "are in the longstanding tradition of seafarers helping one another. . . . Our hats are off to you and your crew for a job well done."

Red Circle Inks 3-Year Pact, Crowley Voting

Strike activities at Dixie Carriers are time-consuming for SIU workers and representatives, but other work must go on. Union representatives have been busy with their normal work, servicing the membership and handling beefs and contract negotiations on the Inland waterways and along the East, West and Gulf Coasts. Two new contract agreements have been reached, with one ratified and the other being voted on.

Red Circle Line and its Boatmen okayed a new, improved three-year contract in the port of New Orleans.

The old Red Circle contract expired on June 30.

Included in the new agreement were daily wage increases for licensed personnel of \$3.50 the first year of the contract, \$5 the second year and \$5 the third year.

'The SIU Doesn't Forget . . .'

I am writing to express my sincere appreciation to the entire membership, staff and elected officers of the SIU. My reinstatement at ACBL, as reported in the May LOG, was a result of the constant, unwavering representation our Union has shown since I began working on the rivers in 1978.

As the LOG article noted, we haven't had a contract at ACBL (Inland Tugs Co.) since December 1979. My reinstatement with back pay and full seniority clearly shows the SIU doesn't forget its supporters at ACBL.

I'll continue working here. I'll continue supporting the SIU, and I hope that we, together, can get the company to sit down and negotiate a contract which includes all SIU benefits.

Let me express special thanks to Buddy Cutler of the law firm Segal, Isenberg, Sales and Stewart, and to Mike Dagon of the St. Louis SIU staff. They were both very helpful on this particular beef.

**Solidarity forever!
Rick Gantly
New Orleans, La.**

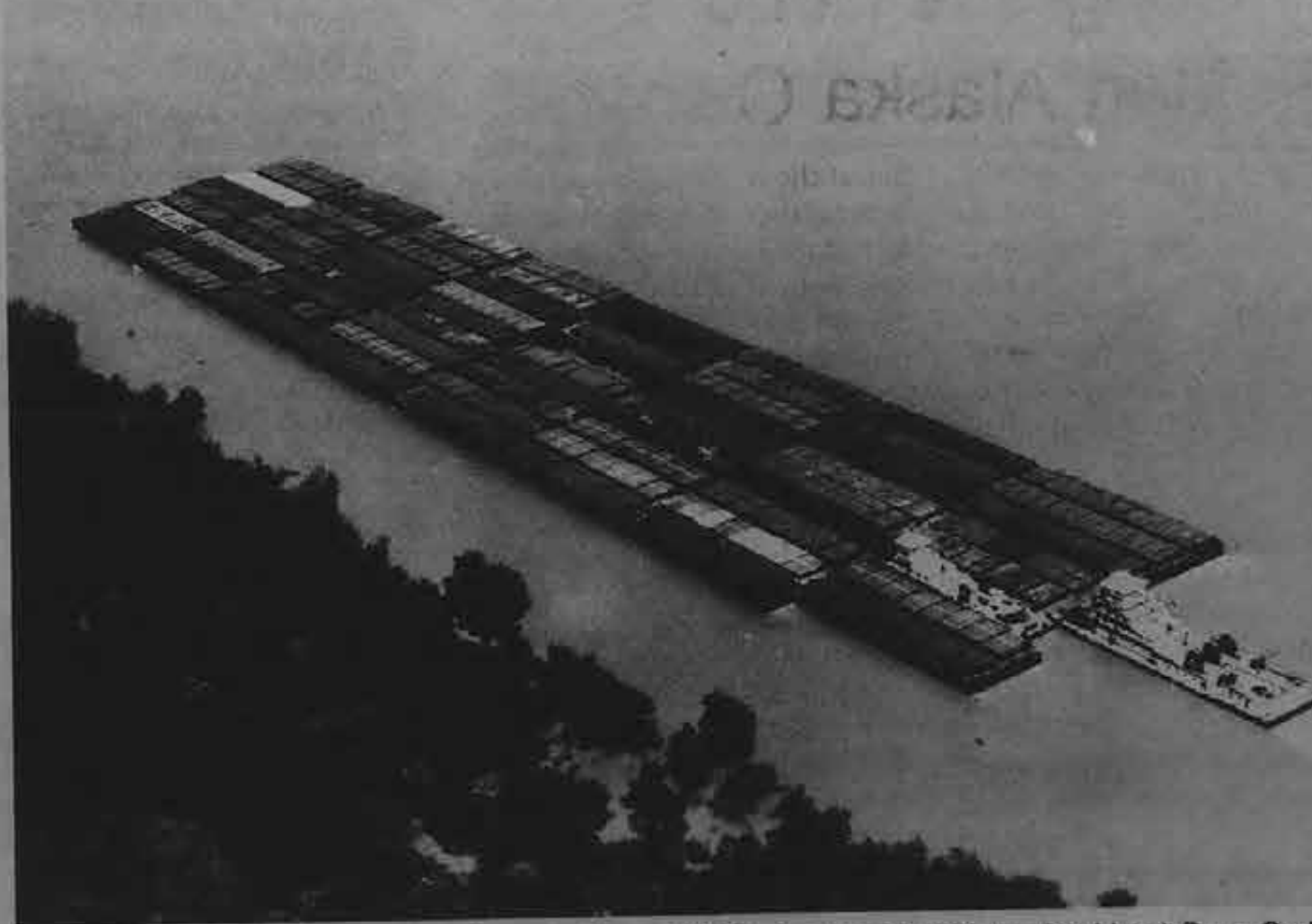
One of the largest tows departed Reserve, La. on May 21 bound for Cairo, Ill. The towboat *Robert A. Kyle*, operated by Heartland Transportation Co., was shoving 82 jumbo barges plus the dead boat *Dave Carlton* when it departed Triangle Fleeting Corp.

The tow was 11 barges wide and eight barges long, with a five-barge notch on the port side as it left the fleet. The huge tow covered 13.18 acres, required 384 sets of rigging to assemble, and took 113-3/4 hours to put together. The normal tow for the *Kyle* is about 56 barges.

The gargantuan undertaking was accomplished by the following SIU crewmembers: Edward Underwood, deckhand; Ron "Cotton" Dike; Alvero Elzy; Robert Cashman; Louise Pinkston, cook; and Dennis Allmon, assistant engineer.

Once again SIU rivermen prove that no task is too large—or too small!

SIU-Crewed Vessel Pushes Record Tow



The *Robert A. Kyle* pushes its record tow of 82 jumbo barges and the dead boat *Dave Carlton*.

Voting On the Allison C



Here's the crew of the tug *Allison C* after they voted on a new contract with New Orleans Port Agent Pat Pillsworth (3rd left).

SIU Solidarity:

On the Line at Avondale



Chief Engineer Slim Whightsil (l.) of the *Dixie Avenger* (Dixie Carriers) and AB Bob Small on strike duty at the Avondale Shipyard.



At the Avondale Shipyard in the port of New Orleans are Dixie Carriers picketeers (standing l. to r.) Mike Haney, Ed Davis and Bob Small and (kneeling l. to r.) Robert McBride and George Bonitto.

In Memoriam



Pensioner **Burvil Wilbert Owens**, 65, died of cancer in St. Mary's Hospital, Philadelphia on May 20. Brother Owens joined the Union in the port of Philadelphia in 1961 sailing as a captain, pilot and mate for the Warner Sand and Gravel Co. from 1941 to 1958, Taylor and Anderson from 1958 to 1972 and for McAllister Brothers from 1972 to 1977. He was a former member of the NMU and the Masters, Mates and Pilots Union, Local 50. Boatman Owens was a veteran of the U.S. Armed Forces in World War II. Born in Columbia, N.C., he was a resident of Philadelphia for the last 41 years. Interment was in Sunset Park Cemetery, Lower Southampton, Twsp., Pa. Surviving are his widow, Rebecca; a son, Terry; three daughters, Nan Curry, Barbara Flowers and Patricia Adair and two brothers, George and Delmar of Columbia.

Richard "Dick" Noon Jr. died on May 30. Brother Noon joined the Union in the port of Paducah, Ky. and sailed for the Orgulf Transportation Co. Surviving is his father, Richard Noon Sr.

James J. McBride Jr., 25, died on May 28. Brother McBride joined the Union in the port of Baltimore in 1980. He was a resident of Reisterstown, Md. Surviving is his mother, Barbara of Reisterstown.

James Yates Britt died on March 28. Brother Britt joined the Union in the port of Norfolk in 1962. He was a resident of Lumberton, N.C. Surviving are his brother, George of Petaluma, Calif. and an uncle, Clem G. Britt of Rowland, N.C.

Pensioner **Paul William Flynn**, 71 died of natural causes on April 4. Brother Flynn joined the Union in the port of New York in 1960 sailing as a deckhand for the New York, New Haven and Hartford Railroad and the Penn Central Railroad from 1941 to 1974. He also worked as a machinist's helper for the American Steel Co. from 1938 to 1940. Boatman Flynn was a former member of the Masters, Mates and Pilots Union from 1941 to 1960. Born in New York City, he was a resident of Rosedale, N.Y. Burial was in St. Charles Cemetery, Farmingdale, N.Y. Surviving are his widow, Margaret and three daughters, Margaret, Rita and Patricia.

George Folz, 73, succumbed to cancer in the West Jersey Hospital, Berlin, N.J. on Nov. 22, 1982. Brother Folz joined the Union in the port of New York (Jersey City, N.J.) in 1960 sailing as a deckhand for the Pennsylvania Railroad from 1940 to 1970. He was born in Hungary and was a resident of Williamstown, N.J. Cremation took place in the Harleigh Crematory. Surviving is his daughter, Margaret I. Byrne of New Hyde Park, N.Y.



Pensioner **Gerald Glen Suedmeyer**, 59, died on April 23. Brother Suedmeyer joined the Union in the port of Paducah, Ky. in 1966 sailing as a chief engineer for National Marine Service on the towboat *National Gateway* and for the company from that year to 1981. He attended the Gulf Educational Conference at Piney Point in 1977. Boatman Suedmeyer was born in Arapahoe, Neb. and was a resident of Sikeston, Mo. Surviving is his widow, Imogene.

Pensioner **Joseph Paul Mrozek Sr.**, 79, passed away on June 8. Brother Mrozek joined the Union in the port of Baltimore in 1956 sailing as a deckhand for the Curtis Bay Towing Co. from 1920 to 1964. He was born in Baltimore and was a resident there. Surviving are two sons, Joseph Jr. and Albert; a daughter, Mary; a brother, David of Baltimore and a sister, Laura.

Pensioner **Calixto N. Oxinio**, 80, succumbed to cancer in St. Mary's Hospital, Philadelphia on May 22. Brother Oxinio joined the Union in the port of Philadelphia in 1961 sailing as a cook for the Warner Co. from 1948 to 1958 and on the tug *Jupiter* (Independent Towing) from 1961 to 1962. He was a former member of Local 1800. Boatman Oxinio was born in the Philippines and was a resident of Philadelphia. Burial was in the New Cathedral Cemetery, Philadelphia. Surviving are a son, Ancadio and a daughter, Yvonne.

Pensioner **George Schammel**, 74, passed away on June 7. Brother Schammel joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Curtis Bay Towing Co. from 1934 to 1971. He was born in Baltimore and was a resident there. Surviving is his widow, Marie.

On the Line



Slim Whightsil, Dixie committeeman, carries a picket sign in front of the Dixie tug *Vigilant*.

INLAND LINES

Dunbar & Sullivan Wins 2 Dredge Jobs

Dunbar and Sullivan last month was awarded a two-port contract to dredge the harbors in Conneaut, Ohio and Ashtabula, Ohio on Lake Erie.

The dredging work was to begin after the July 4th holiday.

McAllister Buys Old Excursion Ship

McAllister Brothers Steamboat Co.—nonoperating since 1938—recently bought the *City of Keansburg*, a former N.Y. Harbor excursion vessel, laid up since 1968.

Tug and Barge Dry Docks of Jersey City, N.J. surveyed the 1926 ship to estimate the cost of renovation.

McAllister plans to give the vessel to the South Street Seaport Museum in New York City.

Crowley Gets Barge for Arctic Sealift

The last one of four high-capacity dry cargo deck barges was delivered to Crowley Marine last month in the port of Seattle by the FMC Corp. of Portland, Ore.

Crowley will use the barges this month on its annual Arctic Tug Sealift to its 37-barge North Slope fleet in Prudhoe Bay and the Kuparuk River field in Alaska.

Each of the \$20-million barges measures 400 feet long and has a beam of 105 feet.

Crowley usually uses eight deepsea tugs on the sealift to tow the barges which hold oil field equipment picked up in Washington and California ports for the Trans-Alaska Pipeline.

The 10-knot tug and barge flotilla usually has an ice free "window" of about six weeks to reach Prudhoe Bay from Puget Sound, Wash.

SIU: It's Your Union

Believe

I'm a deckhand on a tugboat, it's the only life I know.

I've worked the Mississippi, and I've worked the Ohio.

I've worked the Inter Coastal and the Gulf of Mexico.

And I hope I'm on a tugboat 'til my earthly days are o'er.

And now that you know what I am, there's something I have to say:

I've always been a Union man, a Union man I'll stay.

For if it weren't for the SIU, I'd be a sailor not.

And even though the shipping's slow, I'm glad of what I've got.

When I lost my job with ACBL, by the SIU I was not scorned.

I had not the money to pay my dues; they paid for my first born.

So don't complain to me my friend 'bout the Union not doing their part.

You shouldn't have joined up anyway, if you didn't have the heart.

I've heard complaints without restraints, behind the Union's back.

But face to face, inside the halls, the loyalties intact.

Well I refuse to listen when slanderous things they say.

And they do, too, when time rolls 'round, to draw vacation pay!

Yes, shipping now is slow my friend, but do not be bereaved.

The SIU is true to you, in this you must believe.

Count the miles we've come so far; for us what we've achieved.

The SIU is the BEST DAMN UNION that's ever been conceived.

R.M. Curtsinger
Port Arthur, Texas

It's Vacation Time



Boatman Teddy Carlise of the towboat *National Mission* (National Marine) and friend Tammy Riggio put in for his SIU vacation pay.

Crescent Towing Delegates



New Orleans Port Agent Pat Pillsworth (standing right) is with the newly-elected Union delegates from Crescent Towing. They are (seated l. to r.) Engine Delegate David Walker, Canal Delegate Eric Short, North Harbor Delegate Jim Rosser, South Harbor Delegate Don Tillman and (standing left) Captain Tim Heimer.

A \$9,000 SIU Benefit Check



Holding a \$9,000 SIU welfare benefit check is Gloria Cambronerio (2nd right), wife of Pensioner Isaias Cambronerio (2nd left) with New Orleans Port Agent Pat Pillsworth (l.) and Gulf VP Joe Sacco (r.).

Inland Pensioners



Port Arthur and is a resident there.

Paul William Simonton, 64, joined the Union in Port Arthur, Texas in 1961 sailing as a captain for Moran Towing of Texas from 1941 to 1983. Brother Simonton was born in

Arts Junior Norris, 62, joined the Union in Port Arthur, Texas in 1961 sailing as a chief engineer for Moran Towing of Texas from 1946 to 1983. Brother Norris was born in Century, Fla. and is a resident of San Antonio, Texas.

Clinton Leon McMahon, 70, joined the Union in the port of Philadelphia in 1962 sailing as a captain and marine superintendent for the Sheridan Transportation Co. from 1948 to 1983 and for the Gulf-Tampa Drydock Co. Brother McMahon was born in Norfolk and is a resident of Tampa.

Allen Siden, 61, joined the Union in 1960 sailing as a mate for the N.Y. Dock Railway Co., Brooklyn, N.Y. Eastern District Terminal. Brother Siden was born in Poland and is a resident of Brooklyn.

Area Vice Presidents' Report

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

Gulf Coast, by V.P. Joe Sacco



ALL OVER THE GULF AND RIVERS we're continuing to man the picket lines against Dixie Carriers.

We are determined to win the strike against this company which is blatantly attempting to bust the SIU. Our solidarity is putting lots of pressure on Dixie and its customers.

Last month I reported to you that a trial date had been set for July 5 in New Orleans stemming from the unfair labor charges we

filed against Dixie. That trial date has been postponed to Sept. 19. Also, we have filed additional charges against the company. We're hanging in tough on Dixie and we're going to win.

In other news around the Gulf, dredging has begun on Rabby Creek where the Mobile Union hall is located. This will enable us to use a boat to service our contracted equipment that will come off the Tombigbee waterway.

We already have a boathouse and slip by the Mobile hall and the dredging will make the hall look really beautiful.

The crewing of the next integrated-tug-barge in Mobile, the *Philadelphia* (Apex) has been put off for awhile. But we hope to be crewing her within the next four to six weeks.

I'm happy to report that we recently reached a tentative three-year agreement with Tampa Bay Pilots. In May we won a certification election for their launch operators.

We have also reached a tentative agreement with Red Circle Line in New Orleans.

In Houston we recrewed the *Pride of Texas* (Titan) and the *Achilles* (Newport Tankers). The latter is going to Mexico to pick up oil.

In the next several months, some inland contracts will be coming up in Houston. They are Bay Houston Towing, Higman Towing, and Western Towboats.



THE JULY 4TH WEEKEND was certainly a lively one in St. Louis. The huge crowds that attended the Veiled Prophet Festival at the national park by the Archway saw the finish of the Great Steamboat Race between two SIU-contracted vessels.

Each year this race is held along the Mississippi River between the venerable paddlewheeler the *Delta Queen* and the much newer *Mississippi Queen*. The race was proof that age has nothing to do with

liveliness. The *Delta Queen* crossed the finish line first, somewhat less than a half mile ahead of her rival.

The race begins in New Orleans and takes about eight days to complete. Along the way there are various contests between the two steamboats to the delight of the passengers. Also, as they neared St. Louis some of the contestants in the Miss Universe competition being held in the city, boarded the two vessels.

Up on the Great Lakes a number of our inland pieces of equipment are involved in dredging and marine construction projects. SIU-contracted Dunbar and Sullivan has been awarded two dredging projects in the ports of Ashtabula and Conneaut, Ohio. The projects will start shortly.

Also, Great Lakes Dredge and Dock began dredging work in Cleveland and will also begin projects in Toledo and Huron, Ohio.

Another SIU-contracted company, Luedtke Engineering is working in Sheboygan, Wis. on a pipeline job and will be doing hydraulic dredging in Toledo and Cawtaba Island, Ohio.

Finally, because of our important legal victory in the American Commercial Barge Line (ACBL) beef, we have been boarding that company's boats. Also, according to the judge's ruling the company must, among other things, use the SIU hiring hall. I'll keep you informed of any new developments.

East Coast, by V.P. Leon Hall



IN THE PORT OF BALTIMORE we recrewed the *Santa Isabel* (Delta) on June 17. She had been laid up for 30 days for repairs and will now be sailing coastwise and then head for the west coast of South America.

Also in Baltimore our cable-laying ship *Long Lines* (Transoceanic Cable) paid off the middle of June. She'll be in Baltimore for about three weeks before heading to Wilmington, Del. where she's expected to be laid up for about a

year. She has no cable laying scheduled for the next year and will only be going out for repair work.

In the port of Norfolk we recrewed the *Overseas Alaska* (Maritime Overseas) in June. Also in that port we recrewed the integrated-tug-barge *New York* (Apex) which had been laid up for a couple of weeks.

Presently in the Norfolk Shipbuilding and Drydock Yard for repairs is the SIU-contracted *Overseas Arctic* (Maritime Overseas). The SIU-manned *Transcolumbia* (Hudson Waterways) is in the Newport News Shipyard for repairs.

Up in Gloucester, the SIU-contracted research vessel *Robert Conrad* is getting ready to sail from a Rhode Island port to Norway. This ship is run by Columbia University in New York.

Our fishing representative in Gloucester, Mike Orlando, reports that the annual St. Peter's Fiesta was very successful.

This three day event, which usually takes place in late June, is very important to the fishermen in Gloucester. Many of our SIU members participate in the Fiesta's events, such as the carrying of the 700 pound St. Peter's statue. A full story with photos on the feast will appear in the August issue of the LOG.

West Coast, by V.P. George McCartney



ON JULY 2, I was in Honolulu for a payoff on one of our full service passenger vessels, the *SS Constitution* (American Hawaii Cruises). I'm very happy to report that both she and her sister ship, the *SS Independence*, which came out of layup on June 18, are running at full capacity.

These beautiful passenger ships make regular seven day runs through the Hawaiian Islands. However, on Aug. 6 the *Independence* will make a trip from Honolulu to Los Angeles and San Francisco. She'll spend two weeks on the West Coast for her annual drydock and inspection. When she heads back to the Islands she'll be carrying a very special passenger—

actor Cary Grant who many years ago made a movie aboard the ship with Deborah Kerr. Many of you may remember it. The film was called "An Affair to Remember."

Another interesting note about the *Independence* is that her bosun, Duke Duet, has the softball team in full swing and they're ready to take on all comers.

In the port of San Francisco we participated July 5 in ceremonies commemorating "Bloody Thursday" of the 1934 waterfront strike when two strikers were killed—Nick Bordoise, a member of the Marine Cooks and Stewards and Howard Sperry, a longshoreman.

Down in the port of Wilmington, the Southern California Ports Council of the AFL-CIO Maritime Trades Department, honored Marine Firemen's Union head Whitey Disley as their "Man of the Year." SIU and MTD President Frank Drozak spoke at the Council's dinner-dance which was held June 17 onboard the permanently docked restaurant hotel ship *Queen Mary*.

Also out of Wilmington comes word that SIU members at Crowley are voting on their new contract. A rank and file committee will be counting the ballots at Union headquarters in the middle of July.

It's Pay-Off Time on the San Juan

SIU REPRESENTATIVE Kermett Mangram visited the *SS San Juan* (Puerto Rico Marine) when that ship paid off at Port Elizabeth after a trip to Puerto Rico.

The *San Juan* has been on the New York to San Juan route for quite some time. Many of the crewmembers have family in both Puerto Rico and New York, and specifically chose the *San Juan* because she visits those two ports.

Mangram is quite popular with the crew. They are used to seeing him whenever the ship hits port, and treat him like an old friend when he comes to pay off the ship.

Before and after the member-

ship meeting, members came up to Mangram and asked him questions about the contract. A few were concerned about the state of the merchant marine, and asked him about the procedure for writing their congressmen.

Mangram helped iron out some problems that came up during the voyage.

A number of crewmembers complimented Chief Steward Juan Oquendo for the way that he ran the steward department. According to one crewmember, "the food was good and the mess hall spotless. Oquendo, he's a tough guy. He runs a tight ship."



Chief Steward Juan Oquendo sits at his desk.



AB Don Gilbert asks about the LOG. "Am I pretty enough to be in it?"



Joseph Simonetti, steward delegate and third cook, relaxes from his busy schedule.



Port Steward Pete Packard (l.) poses with Recertified Bosun Joe Puglisi.



Harold Spillane, deck delegate, checks with SIU Representative Kermett Mangram, seated, to see if his dues are all paid up.



Carlos Figueroa, (center) and V. Martinez (r.) wait to have their picture taken while R. Quinonez looks on. Figueroa is an AB, Martinez the engine delegate, and Quinonez the fireman/oiler.

Senator Russell B. Long

A LONG-TIME supporter of the American maritime industry and a personal friend of the Seafarers International Union, Sen. Russell Long (D-La.) ranks second in seniority among the 100 senators of the United States Senate.

Elected to the U.S. Senate in 1948, Long was re-elected to the Senate in 1950, 1956, 1962, 1974 and 1980. Until the Republican Party won a majority of the Senate seats in 1981, Long served as chairman of the Senate Finance Committee.

Presently, the senator's committee assignments include: Commerce, Science and Transportation Committee where he sits on its Merchant Marine Subcommittee, National Ocean Policy Study Subcommittee and the Surface Transportation Subcommittee of which the senator is the ranking minority member; Joint Taxation Committee; the Finance Committee where he is the ranking minority member and is a member of its Taxation and Debt Management Subcommittee, Oversight of the Internal Revenue Service Subcommittee and Social Service and Income Maintenance Programs Subcommittee.

Politics in America, a biographical reference book on congressional members, wrote about Sen. Long that "even those who bitterly oppose him find it impossible to dislike the man. He has an irrepressible sense of humor and inexhaustible supply of down-home stories that he uses to take the steam out of an over-heated argument. He is refreshingly candid in a body where circumlocution is the norm."

This description of Sen. Long is all the more real in light of a recent legislative battle concerning the Caribbean Basin Economic Recovery Act. During the Senate Finance Committee mark-up of this bill (S. 544) in May of this year, an amendment was to be offered to allow the deduction of business expenses for conventions held on foreign-flag passenger ships.



Sen. Russell B. Long (D-La.)

SIU's Frank Drozak, as president of the Maritime Trades Department, sent a letter in opposition to this amendment, urging its defeat to every member of the Senate Finance Committee prior to the committee's consideration of the legislation. At the scheduled committee mark-up, Long read the entire letter from the MTD to the assembled senators. "... The MTD believes that extending this provision of foreign-flag vessels would be a severe blow to the expansion of the U.S.-flag industry non-taxpaying foreign-flag workers, most of whom are not even citizens of Caribbean Basin countries." Through the champion efforts of Sen. Long, this disastrous amendment was defeated in the committee mark-up.

Sen. Long is an original co-sponsor of the Competitive Shipping and Shipbuilding Act of 1983, S. 1000, realizing that enactment of this legislation will have many positive effects for Louisiana and all states of the U.S., not just those with significant maritime interests.

SIU will continue in this decade to work with Russell Long on revitalizing the American maritime industry as we have for the last three decades. Together, we can make America even greater than the sea power she once was.

"A great pilot can sail even when his canvas is rent."

Seneca, EPISTLES.

Senator Ted Stevens

IN THE 98TH CONGRESS, Sen. Ted Stevens (R-Alaska) is the new chairman of the Merchant Marine Subcommittee of the Senate Commerce, Science and Transportation Committee. As the Assistant Majority Leader (Republican Whip) and the senior member of the Alaska Congressional Delegation, Sen. Stevens holds an important position among his Senate colleagues.

Recently, SIU's President Frank Drozak testified before Stevens' Merchant Marine Subcommittee on the administration's latest legislative promotional proposals. During the subcommittee hearing, Stevens and Drozak acknowledged common concerns on the loophole existing in the Third Proviso and the diversion of American cargo. Both leaders pledged their commitment and joint efforts in working to return American cargo to American ports, particularly to Alaska and the Great Lakes, and hauled on American bottoms.

Appointed to the U.S. Senate in 1968, Sen. Stevens was elected to his first full term in 1972 and re-elected in 1978. In addition to his Merchant Marine Subcommittee position, he is a member of the Aviation and Communications Subcommittees of the Senate Commerce, Science and Transportation Committee.

Other Senate committee assignments include: Senate Ethics Committee of which he is chairman; Senate Governmental Affairs Committee where he sits on its Intergovernmental Relations Subcommittee and chairs the Civil Service, Post Office and General Services Subcommittee; Appropriations Committee where he is a member of its Interior and Related Agencies Subcommittee, Commerce, Justice, State and Judiciary Subcommittee, Labor, Health and Human Services, and Education Subcommittee,



Sen. Ted Stevens (R-Alaska)

Legislative Branch Subcommittee, and the Defense Subcommittee, of which he is chairman.

In May of this year, Stevens introduced legislation to extend the use of the Capital Construction Fund to onshore fish processing facilities. "Extending the use of the fund to onshore processors would give a further stimulus for expansion of the U.S. fishing fleet. Both types of expansion are needed to move foreign fishing and processing vessels out of Alaska waters."

Sen. Stevens also introduced bill S. 1197—admitting certain passenger vessels—the *Cunard Princess* and the *Cunard Countess*—to the coastwise trade. Upon its introduction on May 3, 1983, Stevens said on the Senate floor that "re-flagging these ships in the United States would be an important first step in revitalizing a domestic industry for large passenger cruise vessels which has fallen completely to the domain of foreign-flagged vessels."

Sen. Stevens is an advocate of maintaining U.S. government adherence to the cargo preference requirements in the P.L.-480 programs. On two separate occasions in 1981, he voted to retain cargo preference applicability to the Agriculture Trade and Development Act. More recently, he has been in the forefront of arguing that programs such as "blended credits" and "payment-in-kind" are actually direct government involvement in the farm industry and, therefore, are subject to existing government cargo preference laws.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Reefer Course

Seafarers Have It Down Cold in QMED Course

A White House poll of Americans' views on education as reported by *The Washington Post* has suggested to the Reagan administration that a new emphasis should be placed on teaching technical skills. Americans are concerned about being left behind in the competitive race for foreign trade markets, especially since they equate unemployment with the importation of high technology products and foreign competition.

The Seafarers Harry Lundeborg School of Seamanship is teaching Seafarers skills for today and is teaching Seafarers skills for the future of the maritime industry.

The six-week refrigeration systems maintenance and operation curriculum is designed for Seafarers looking for a specialty or career as a refrigeration engineer. It is among the list of SHLSS QMED specialty courses Seafarers must complete by Dec. 31, 1984.

Three types of SIU-contracted vessels, container ships, bulk refrigerated cargo and passenger ships require refrigeration engineers today. QMED watchstanders maintain ship stores, plant air conditioning, and ice and water cooling systems. Qualified QMED-any rating seamen who have a combination of specialty skills have more job opportunities.

SIU-contracted shipping companies provide actual reefer equipment to give Seafarers hands-on training so they are ready when the job is ready for them. The refrigeration course gives students a detailed familiarity of such equipment at the industrial workshop facility on the Lundeborg premises.

"I try to make it as much of a hands-on practical learning experience as I can," says Eric Malzkuhn, SHLSS instructor.

Each student has the oppor-

tunity to learn the nuts and bolts of the standard refrigeration shipping models. Seafarers already sailing with refrigeration engineer endorsements often take the class for review or to keep up with fast paced and ever-changing technology.

The initial weeks of the course are devoted to a review of the refrigeration segment from the QMED-any rating SHLSS curriculum. The newly established requirement for six specialty courses will polish qualifications at sea in his estimation. "Almost everyone in the classroom will be able to do a better job when they complete the class."

Differential pay provides an incentive. "A lot of Seafarers are probably a little resentful about it, about having to come back to take the specialty courses, but once they get going in the classes they will begin to see the utility."

Malzkuhn is preparing well trained men and women for the maritime industry by looking to the need for the QMED specialty courses and the individual needs of students as well.

"If students see an opportunity to work with a particular company they will naturally want



Eric Malzkuhn, SHLSS refrigeration instructor inspects the diesel-driven 'Thermo King' reefer donated to the Lundeborg School by Coordinated Caribbean Transport. The unit is among machinery housed in the SHLSS industrial workshop where students gain hands-on experience.

to become familiar with the equipment the company has installed. In this course students can concentrate on particular reefer vocations and equipment for the job they hope to get."

During the first three weeks, students study general refrigeration theory and refrigeration

trouble-shooting as well as hermetic refrigeration units such as ice machines, water coolers, pantry refrigerators, beverage coolers. The third week students work on the various units in the SHLSS shop, practicing servicing techniques and, as a class project, construct a miniature refrigeration system.

The last weeks students learn the mechanical and electrical components of container refrigeration units, shipboard air conditioning and bulk cargo refrigeration and storage plant refrigeration.

Aboard the Earl "Bull" Shepherd, a floating school vessel used as a laboratory for teaching students, the refrigeration class meets during the final classes to do reefer procedures on the ship's stores plant.

They Did Their Best for SHLSS



The crew and Captain Mike Meredith freely volunteered their time in many long hours of rigorous practice along the St. Georges Creek at the Lundeborg School to get in shape for the annual lifeboat race in New York City. They didn't win, but they did their best.

**Upgrade for
Job Security**

Seafarers Find Enrichment In Arts and Crafts

Creativity begins with ideas. It was an idea, an original thought that gave wings to man. A kaleidoscope of mental images brings the grace of dancers to the stage, just as the application of steam energy pushes riverboats along channels of the Mississippi.

The Seafarers Harry Lundeborg School of Seamanship offers several art programs to students. Instruction and use of the arts and crafts facility is open to all Seafarers, no matter how well developed their talents. The center is open on a drop-in informal basis seven days a week. Three Charles County Community College courses with credits that may be applied as electives or credit toward a degree in art are taught.



Roscoe Williams of San Francisco models leather document case he made at the Arts & Crafts Center.

Bud Adams, director of the center was at its unveiling six years ago. By adapting art instruction to the seafaring life and toning art to the individual the four instructors try to give Seafarers hobbies that can be taken aboard ship.

"The whole idea behind what we do here," he said, "is to teach people that 100 students may sit down to draw a still life picture of an apple and you will get 100 different versions of that apple."

In Basic Drawing, students have the option of sketching still life objects or studio life models. For students with an interest in the elements that make up art, Basic Design is an introduction to color, shape, value, the line and the whole picture layout. A third course, Recreational Crafts, teaches leather work, silver-smithing and woodworking.



Woodworking is among the many creative skills that can be learned at the Arts & Crafts Center at SHLSS. This hand-carved walnut porpoise is a beautiful example.

Just walking into the center on a whim, students become attracted to different arts and crafts by observing others at work. The shop has the smell and glimmer of an art studio. New sights and smells greet the newcomer: India ink and sepia dyes for coloring leather; woodworking lathes; macrame twine; sheets of the highest grade hand-blown European glass in a rainbow of shades, emerald, ebony and marble; and hand tools for glass cutting and leather work.

Instructors demonstrate the art of scrimshaw. Carving fine maritime sea settings in whale bone and ivory is an ancient art that provides students with a sense of the history of the beginnings of the merchant marine from the whaling industry.

Over the years leather working, scrimshaw, macrame, stained glass, enamel and woodworking are a few of the crafts students have learned at the center. Instructors assist students in learning the techniques of any particular medium that strikes an interest. They take students from the beginning to the end of their projects, helping students develop their own unique styles and teaching them the step-by-step processes to the finished project.

For the serious student of art, instructors review the student's portfolio and develop exercise assignments that will help the student quickly advance his talent.

Students may ask instructors how to obtain the best materials

for a project. Instructors have complete files on the cost, quality and location of art supplies across the nation so a student's project will be brought out in the best light and will endure over time.

There seems to be no end to the talent and enjoyable hours Seafarers discover their imaginations bring. With individuality at a premium, there are many inventive ideas that students have displayed at the school, in area art shows or gift wrapped in boxes to families and friends. Many Seafarers with center training, are selling their work or find they can build useful items and save money.

While Raffaele Ascionne was upgrading to chief cook at the Lundeborg School, he thought

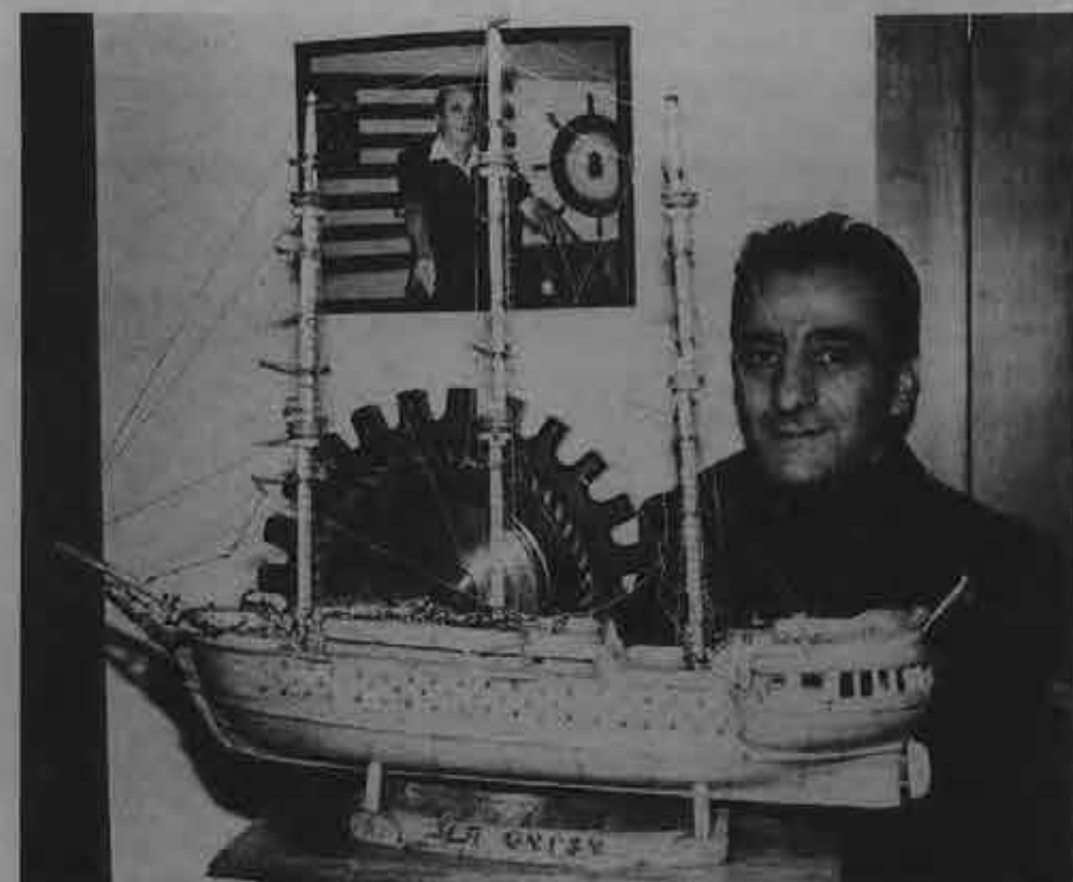
of taking kitchen match sticks and gluing them together to build intricately detailed model ships. The *Sea Gypsy*, his first in a series of models was christened and contributed to the Lundeborg School. The *Gypsy* is a 17th century warship. So thorough was his handiwork that 100 individually carved match sticks represent the ship's gunnery stations.

QMED John O'Reilly spends time at sea crafting show-piece replicas of early 45 calibre pistols and rifles, the era of the Wild West. Once completed and home, the firing devices are clipped into the gun and the piece is taken on the road to target rifle matches.

O'Reilly's current creation is like the dragoon guns carried in saddle horseback holsters. It was carved out of a 5-inch block of black English walnut. O'Reilly used a vinegar solution to give the barrel of the gun an antique metal sheen and carefully adapts brass fittings for the guns he buys at auctions.

At the center, creativity is regarded as a learned talent. Instructors try to help Seafarers relax and not feel frightened about their own self expression. Then slowly and with patience, solving each problem as it comes along, Seafarers may learn a skill that can expand their lives.

"What you do in your spare time is a direct correlation to how you work aboard ship," explained Adams. It seems good therapy for all.



Raffaele Ascionne displays the *Sea Gypsy*, the first in a series of model ships he constructed entirely of kitchen match sticks.



Upgrading Course Schedule Through December 1983



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

Following are the updated course schedules for 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.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 26	December 15
Automation	October 24 November 21	November 17 December 16
Marine Electrical Maintenance	August 29	October 21
Refrigeration Systems, Maintenance & Operations	October 10	November 18
Fireman/Watertender & Oiler	September 12	October 20
Welding	October 24 November 21	November 18 December 16
Diesel—Regular	September 12	October 7
Third Assistant Engineer	September 5	November 14
Tankerman	October 10	October 20

Steward Upgrading Courses

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

Deck Upgrading Courses

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

Over 1,500 Seafarers HAVE DONE IT!

Join the crowd and get your **HIGH SCHOOL DIPLOMA**



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

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

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

NAME _____

ADDRESS _____

Street _____

City _____ State _____ Zip _____

SIU Book Number _____

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

Apply Now for an SHLSS Upgrading Course

(Please Print) (Please Print)

Seafarers Harry Lundeberg School of Seamanship Upgrading Application

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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Social Security # _____ Endorsement(s) or License Now Held _____

Are you a graduate of the SHLSS Entry Program: Yes No (if yes, fill in below)

Entry Program: From _____ to _____
(dates attended)

Have you attended any SHLSS Upgrading Courses: Yes No (if yes, fill in below)

Course(s) Taken _____

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

Dates Available for Training _____

I Am Interested in the Following Courses(s) Checked Below or Indicate Here if Not Listed _____

- | | | |
|---|--|--|
| <p style="text-align: center;">DECK</p> <ul style="list-style-type: none"> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Limited <input type="checkbox"/> AB Special <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More Than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Mate Inspected Towing Vessel <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate Celestial Navigation <input type="checkbox"/> Third Mate | <p style="text-align: center;">ENGINE</p> <ul style="list-style-type: none"> <input type="checkbox"/> FOWT <input type="checkbox"/> QMED — Any Rating <input type="checkbox"/> Marine Electronics <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected) | <p style="text-align: center;">STEWARD</p> <ul style="list-style-type: none"> <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook <p style="text-align: center;">ALL DEPARTMENTS</p> <ul style="list-style-type: none"> <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Adult Basic Education (ABE) <input type="checkbox"/> High School Equivalency Program (GED) <input type="checkbox"/> Nautical Science Certificate Program <input type="checkbox"/> Scholarship/Work Program |
|---|--|--|

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

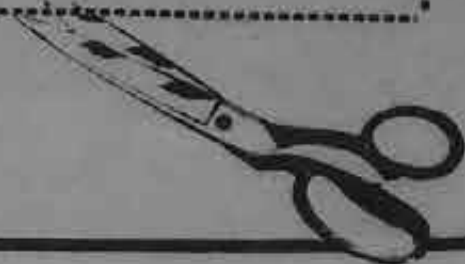
RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE _____ DATE _____

Please Print

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



SIU's River Royalty

Steamboatin' Magic Is Still Alive



Cruising up and down the Mississippi River, the *Mississippi Queen* takes her passengers back to a gracious age in American history.

... I now come to a phase of the Mississippi River life of the flush times of steamboating, which seems to me to warrant full examination—the marvelous science of piloting, as displayed there. I believe there has been nothing like it elsewhere in the world. . . .

FASHIONED AFTER the steamboats of old, the SIU-crewed *Mississippi Queen* (Delta Queen Steamboat Co.) rivals any of the luxury passenger liners of today.

Her exterior lines, often described as a "white wedding cake," are similar to the riverboats of a century ago.

With twin stacks towering 81 feet above the water, the \$27 million paddlewheeler has an all-steel welded hull and superstructure. She is 382 feet long with a beam of 69 feet, and boasts a giant red steam-powered paddlewheel and the world's largest and loudest calliope—along with brass trim, beveled mirrors, parquet dance floors and plush carpeting throughout.

But she is also very much a part of the 20th century with such conveniences as elevators,

a swimming pool/jacuzzi, sauna and gym, movie theater, room-to-room telephones, and individual climate control.

On July 25, 1976, as part of the bicentennial celebration, the *Mississippi Queen* was commissioned in Cincinnati, Ohio, joining her sister, the legendary *Delta Queen* (built in 1926), and already has become the third largest revenue producer for the SIU.

The *Mississippi Queen* was built at the Jeffboat Shipyard in Jeffersonville, Ind., where, during the 19th century, 4,800 steamboats were built—including the racing steamer *Natchez* and the *J. M. White*. But she is no ordinary paddlewheeler.

The intent from the very beginning was to build the largest, most spectacular riverboat ever. And she certainly is!

"To cruise on the *Mississippi Queen* is to enjoy a uniquely American experience," said Stanley S. Thune, president of the Delta Queen Steamboat Co. "History comes alive once more as the *Mississippi Queen* steams through our country's heartland. The frolicking entertainment, the outstanding New Orleans-style cuisine and the gracious hospitality of her all-American crew combine to produce the same ambience that drew thousands to the river during the Great Steamboat Era."

Sailing under the American flag, the *Mississippi Queen* cruises the year round. She carries 396 passengers along 1,700 miles of the Mississippi River—from New Orleans in the south to Minneapolis/St. Paul in the north—and shows them a truly unique and unforgettable view of America.

Helping to make history come alive for the passengers of the *Mississippi Queen* are the many SIU members who crew the paddlewheeler. Some of them are pictured on these four pages.



Up the River - 1850's

The photos of the SIU crewmembers on these four pages were taken by Bob Vahey, Safety Director of the Seafarers International Union. Quotations are taken from Mark Twain's "Life on the Mississippi."

... the Mississippi steamboats were "magnificent" . . . they were "floating palaces"—terms which had always been applied to them; terms which did not over-express the admiration with which the people viewed them. . . .

Life on the Mississippi Queen



Cathy Kraatz, purser, and Dick Karnath, watchman, stand on the gangway of the *Mississippi Queen* as the boat takes on passengers.



Posing on the bow of the *Mississippi Queen* is Bill Freitas, head deckhand, and Susanna Sample, purser.



Kelly Lavigne (l.) and Maureen Macher are two of the maids on the luxury riverboat. Here they are waiting for passengers on the main deck.

... In the old days, to load a steamboat at St. Louis, take her to New Orleans and back, and discharge cargo, consumed about twenty-five days, on an average. ...



Posing for their picture in the passenger dining room are (l. to r.) Frank Brown, waiter, and Jimmy Johnson, utility man in the galley.



Considered a true steamship, the *Mississippi Queen* is propelled by paddlewheels and powered by condensing-steam engines. Each paddlewheel is 36 feet wide and 22 feet in diameter.



The job of the *Mississippi Queen* porters is a large one. They have to get all the passengers' bags organized and on and off the boat. Since the *Mississippi Queen* arrives and departs on the same day, usually Friday, it's a busy day! Pictured here are porters Bill McDonagh (l.) and Mike Perez.

... Now when I had mastered the language of this water [the Mississippi], and had come to know every trifling feature that bordered the great river as familiarly as I knew the letters of the alphabet, I had made a valuable acquisition. ...



Alvino Lopez (l.) and Al Cooper are both utility men aboard the *Mississippi Queen*.



Two porters stand in front of the *Mississippi Queen* in New Orleans. They are Mike Perez (l.) and Jeff Charron.

... We move up the river—always through enchanting scenery, there being no other kind on the Upper Mississippi. ...



Two of the paddlewheeler's deckhands are Bill Freitas (l.) and Dan Taylor.

Solidarity Aboard the Queen



Tadeusz Kornecki is a fireman on the *Mississippi Queen*, but he has not always been a river-boating man. Tadeusz is from Poland, and on December 13, 1982 he jumped off the Polish ship, the *M/S Zawiercie*, when it got to the U.S. Tadeusz was a member of Solidarity, the Polish labor union, and his family remains behind in Poland. He hopes to become a full book SIU member in the near future.

The Mississippi Queen

... one cannot see too many summer sunrises on the Mississippi. They are enchanting ... and when the sun gets well up, and distributes a pink flush here and a powder of gold yonder and a purple haze where it will yield the best effect you grant that you have seen something that is worth remembering. . . .



Some of the steamboater's crew include (l. to r.) Rick Liebold, porter; Bob Sella, oiler; and Bob Jaskowiak, porter.



Fine dining is a way of life aboard the Mississippi Queen, and these three men help to make it so. From the left are Tony Ocanno, galley utility; Norman Grissom, waiter; and Keith Thompson, galley utility. Norm is now in his second season as a waiter.



Enjoying the good food on the luxury paddlewheeler are (l. to r.) Ken Bray, 1st cook, and Willie Williams, utility.



Starting the preparations for a tasty meal for the crew are (l. to r.) Tyler Stein, first cook and steward department delegate, and Kevin Caesar, 2nd cook.



Sitting in the dining room is waiter Jere Anderson.



Chef Pete Tomlow stands in the main dining room of the Mississippi Queen.



Duane Mize, porter, gives the passageways of the Mississippi Queen a final once-over before the passengers arrive.

There are employment opportunities aboard the Delta Queen Steamboat Co. boats, particularly for chefs and cooks. For further information, contact the SIU New Orleans hall.

A Valued Friend and Mentor

Charlie Zimmerman Is Dead

Charles S. Zimmerman, a former vice president of the International Ladies Garment Workers Union and head of the New York Dressmakers, died June 3 in New York City at the age of 86.

His career spanned two continents and encompassed many of the major trends and battles of the New York and American Labor Movements. His life had special meaning for members of the SIU.

A close friend of this Union, he had a training ship named after him at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.—the *Charles S. Zimmerman*—upon which almost every trainee, upgrader and official of this Union has stepped foot since her christening in 1969.

Zimmerman strongly believed in education, and was a strong influence in this area on the late Paul Hall.

At the christening of the *Charles S. Zimmerman*, then SIU President Paul Hall described the garment worker as a longstanding friend of the Seafarers Union, "one of the very few" who came to its assistance in the days when it was small and weak. "Because of the efforts of labor leaders like Charles Zimmerman," Hall said, "the lives of many people, including our Seafarers, are much richer today."

A power in both the garment

industry and the N.Y. Labor Movement. Charles Zimmerman's reputation extended far beyond the confines of those two worlds. He played an active role in promoting the twin causes of education and civil rights, not only in this country, but on an international scale as well.

During his long career, Zimmerman served on numerous charitable and educational boards. He represented organized labor on the AFL-CIO's Civil Rights Committee and its Committee on Social Security. He was president of the Jewish Labor Committee, chairman of the National Trade Union Council for Human Rights, and chairman of the board of the American Chapter of Histadrut, the Israeli labor organization. He was a trustee of the National Urban League, and a member of the governing boards of the United Housing Foundation and the Health Insurance Plan of Greater New York. He served on the New York City Human Rights Commission.

When he retired in 1972, Zimmerman was a general director of the New York Joint Board of the Dress and Waistmakers Union and the Dressmakers Joint Council of the ILGWU. The board represents 80,000 union dressmakers in an eight-state region surrounding New York.

Zimmerman was in the front-line of many important fights. A onetime member of the Com-



Charlie Zimmerman spoke of his dream of education for all workers at dedication ceremonies in November 1968 of the Schoolship *Charles S. Zimmerman* at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

munist Party, he broke with the Party in 1929 over the issue of union democracy and workers' rights. His inner struggle mirrored what was happening throughout the American Labor Movement and indeed throughout much of the educated elite of this country.

Before Franklin Roosevelt came to office, America was a different country. Far-sighted people saw the abuses of an unrestrained capitalist economy: worker misery, high unemployment, severe social dislocation. Yet men and women like Charles Zimmerman rejected the easy route—communist and left-wing rhetoric—and forged a new path by embracing democracy and social justice through a free American Labor Movement.

Charles Zimmerman and the ILGWU forged a coalition with the Seafarers International Union in the '40s and '50s to make the unions in New York and the outlying regions free of communist influence. They also fought together to keep organized crime from gaining control over the New York Labor Movement.

Zimmerman, a mild mannered man, risked death and physical injury fighting for these principles. His nose was broken in a strike during the 1930s. Later, in 1959, he was beaten with a blackjack in an attempt by the underworld to intimidate his union and break strikes.

Typical of the exposure that the SIU received from its close connection with the ILGWU was this article from *The New York Times* describing an ILGWU rally in 1948 aimed at controlling the influence of organized crime in the New York garment industry. Fifty thousand people

attended. The SIU sent hundreds of its members to ensure that the protesters would be safe from physical harm:

"Scattered throughout the crowd," said *The New York Times*, "were hundreds of white-capped Seafarers who drew enthusiastic cheers and applause for the aid they were giving the ILGWU in its war on the gangster hoodlums."

Zimmerman came to this country in 1913 at the age of 16 from Talne, Ukraine in Russia. He was forced to leave the country because of religious persecution. A Jew, he was denied advancement even though he had pursued a secular education at a local Russian school.

He attended school at night in order to advance his career and received his first real break when he joined Local 25 of the ILGWU. He was elected shop chairman and his career took off.

A dedicated family man, Charles Zimmerman and his wife brought a personal touch to their business dealings. They were warm people who understood the importance of fair play and personal integrity.

Both Charles Zimmerman and his wife Rose were known throughout the Labor Movement for their generosity and graciousness. Meeting Paul Hall's daughter Margaret for the first time, Mrs. Zimmerman looked at her neck and said, "Here *tatele* (Yiddish for dear one), take this." She then removed a simple but elegant Star of David that she had been wearing and gave it to the young girl. "No nice Jewish girl should be without one."

Charles Zimmerman is survived by his wife Rose, his son Paul, and two grandchildren.

PMA Shipping Scene June 1983

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A".....	58	16
Class "B".....	3	1
Class "C".....	1	0
Relief.....	0	3
Grand Total (All Groups).....	62	20
WILMINGTON		
Class "A".....	12	7
Class "B".....	1	1
Class "C".....	0	0
Grand Total (All Groups).....	13	8
SEATTLE		
Class "A".....	38	28
Class "B".....	1	3
Class "C".....	0	0
Grand Total (All Groups).....	39	31
HONOLULU		
Class "A".....	12	8
Class "B".....	3	5
Class "C".....	2	1
Grand Total (All Groups).....	17	14

Payoff and Meeting Greet Sea-Land Express



AB Joe Polsney is all set to help load stores on the *Sea-Land Express*.



Charlie Misak, a member of the shore gang, rests for a moment between tasks.



Shore gang Bosun Tony Guillen, who has been with the SIU since 1946, uses a crane to load stores on the *Sea-Land Express*.

Most people agree that payoff time is the sweetest part of any trip. The crewmembers onboard the *Sea-Land Express* are no exception: They were certainly pleased when the ship docked in Port Elizabeth, N.J. for a few days after a short trip to Bremerhaven and Rotterdam.

Shipboard life in port takes on a familiar pattern. This trip was different in one respect: One last fire and boat drill was held before payoff, as if to prolong channel fever.

The ship, which had been taken care of by an efficient SIU crew, was spotless.

Chief Steward Ken Hayes, who had been onboard the vessel long enough to read every one of the books in the ship's library, played an active part in the Union meeting, as did a number of seamen.

The Union meeting is a place where seamen iron out beefs. It is also the place where seamen can learn about their Union firsthand, and where Union officials can get a feel for the wishes of the membership.

SIU Representative Joe Air ran an up-front Union meeting. "I'm here to tell you about a number of things that will affect your future. As you all know, shipping has been bad. We at the SIU have been doing everything we can to turn that around. We've been working like crazy to pass the Boggs Bulk Bill, which would create some new jobs for American seamen.

"Since shipping is bad, we've had to experiment with things like relief trips. Things have

been tough all around. The closing of the Public Health Hospitals has cost the Welfare Plans \$1 million a month in extra costs.

"Yet, we are responding to the challenge. We're putting in a new computer system that will speed up the time it takes to process vacation pay and welfare benefits.

"The new headquarters building gives the SIU a good place to make a stand where it counts the most: Washington. The maritime industry is the most heavily regulated in the country. We have to make sure that Congress knows we exist."

After the meeting, Air met with members of the crew to iron out disputed overtime and other such beefs. Those who didn't have any problems wasted no time in making the most of their liberty. Port Elizabeth is just a short distance from New York, and New York is a good seaman's town.

For two days, the shore gang took over the operation of the ship. Even in port, the *Sea-Land Express* was impressive. The galley was warm and cozy, and there was plenty of space for seamen to make themselves at home. The library, which contained several hundred paperback books, had a desk and a couple of arm chairs. There was a small but fully-equipped gym. It contained a steam room, a bike, weights and a rowing machine.

Two officers on the *Sea-Land Express* were asked to comment on what was special about the ship. They replied without hesitation, "The crew."



QMED A. Strawinski, who stood duty while the *Sea-Land Express* was in port, stands in front of the ship's control panel.



James Mastrokalis, AB with the shore gang, takes a minute to slice some oranges and grapefruit in the galley.



Thomas Vanyi, crew mess for the *Sea-Land Express* during her time in port, takes a look at the LOG.



SIU Representative Joe Air (far right) meets with the Ship's Committee of the *Sea-Land Express*. They are (l. to r.) B. Walden, chief cook and steward delegate; Bob Lerak, AB and deck delegate; Andrew Lesnesky, bosun and chairman; Joe Atchinson, electrician and education director, and Ken Hayes, steward and secretary-recorder.



Chief Steward Ken Hayes demonstrates some of the gym equipment onboard the *Sea-Land Express*.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1983

Legislative, Administrative and Regulatory Happenings

Washington Report

The maritime industry has a problem and it is called the Reagan administration.

Admiral Harold Shear, Marad administrator, announced earlier this month that the Reagan administration plans to oppose two bills favored by all segments of the maritime industry: the Boggs Bulk Bill and the Government Impelled Cargo Act of 1983. Both bills seek to reverse the long standing decline of the American-flag merchant marine—the Boggs bill by stimulating activity in the near extinct U.S.-flag bulk trade and the Government Impelled Cargo Act by strengthening the cargo preference laws that already are on the books.

Despite the announcement, both bills continued to pick up support. The Boggs Bulk Bill, which is officially called the Competitive Shipping and Shipbuilding Act of 1983, now has over 150 sponsors. The Government Impelled Cargo Act, HR 2692, was introduced earlier this year by Rep. Walter B. Jones (D-N.C.), who is chairman of the House Merchant Marine Committee.

The Third Proviso

The House has voted to close a loophole in the Jones Act that could have led to third-flag invasion in the Alaska-Lower 48 states trade.

The loophole, known as the Third Proviso, has never been used. Earlier this year, however, an owner of a foreign-flag vessel made an unsuccessful attempt to cash in on it. Fearing widespread abuse of the loophole, this Union and other supporters acted quickly to have it closed.

The bill, HR 1976, was passed by a margin of 373-44. It is expected to have a rougher time in the Senate, however. While there is widespread support in the Senate to protect the integrity of the Jones Act, a leading opponent of the Third Proviso legislation, Sen. Ted Stevens (R-Alaska), is chairman of the Senate's Merchant Marine Subcommittee. It is therefore important for SIU members to write their senators about this piece of legislation.

Frank Drozak in New York

In an address before the Propeller Club of New York, SIU President Frank Drozak again warned against the precipitous decline in this country's merchant marine.

"I am speaking to you today from the biggest shipping port on the Eastern Seaboard with the least American-flag ships sailing in and out of its harbor. This reflects the critical, neglected condition of our American merchant marine—where it's been—where it is—and where it is headed.

"The most important reasons for the decline of the U.S. merchant marine are the shipping policies of other nations and our government's failure to act realistically in response to those policies. More

and more nations are coming to realize that the development of a merchant fleet can provide a country with tremendous economic and defense benefits. To gain these benefits in a highly competitive world market, many nations have resorted to subsidies, tax benefits, preferential financing, and cargo reservation laws designed to give their fleets a competitive edge.

"Our merchant marine is badly needed for the survival of this country. If labor, management and government don't start cooperating with each other, stop playing one against the other, cutting deals with various government agencies, chopping up what is left of this sick industry, then we are certainly heading for the chain locker."

Bauxite

The United States has agreed to double its purchase of Jamaican bauxite this year for use in the strategic mineral stockpile.

The government had originally ordered 1 million metric tons of Jamaican bauxite. Edward Seaga, Jamaica's prime minister and a close ally of the Reagan administration, urged the president to reconsider that figure in light of Jamaica's potential economic problems. World demand for bauxite, Jamaica's leading export, is down 30 percent from last year.

American-flag vessels are required under existing statutes to carry 50 percent of all cargo bought for the strategic mineral stockpile, because that cargo is government generated.

Grain Deal

The United States is hoping to negotiate a new grain agreement with the Soviet Union before the present contract expires in December of this year. This development offers the U.S. government the perfect chance to reaffirm its commitment to the maritime industry, according to Peter

Luciano, executive director of the Transportation Institute.

Luciano urged that "a U.S./Soviet maritime agreement be negotiated in tandem with a new grain pact." Moreover, the new accord "should not be undertaken without prior consultation with the maritime industry" because the U.S./Soviet bilateral trade agreement is "a model on which similar agreements are based."

The U.S./Soviet maritime agreement, first established under the Nixon administration in 1972, provided for equal sharing of oceanborne commerce between the two nations. Participation under the terms of agreement authorized one-third of bilateral trade to be carried by the United States, one-third by the Soviet Union, and one-third to third-flag vessels."

Luciano stressed that a new maritime agreement between the two countries "would increase employment opportunities for the U.S. fleet." He noted that the Soviet Union has a bilateral trade agreement with other countries such as Algeria, Brazil, Greece, India, Mexico, Italy and Portugal.

Maritime Development Bank

Rep. Mario Biaggi (D-N.Y.) has introduced a new maritime promotion bill, HR 3399, which would create a self-financing maritime development bank.

Biaggi, who is chairman of the House Merchant Marine Subcommittee, said that the program "would promote innovation" and "increase productivity, competitiveness and capital investment in maritime enterprise."

Under the terms of the bill, \$4 billion would be allocated in direct and indirect loans to spur construction of new vessels, rehabilitate older ones and provide ship-owners with a line of credit to obtain fixed rates below market financing options.

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

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

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

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



**SUPPORT
SPAD**

Sailors Turn Smoke-

Few things cause more damage to a ship and her crew than fire. On land people can be evacuated, and trained firemen are called in to put out the flames. Onboard ship it's the crew who has to take over these responsibilities. Since many of our ships carry highly flammable materials, the necessity of having a crew trained in firefighting techniques is of the utmost importance.

Every trainee at the Seafarers Harry Lundeberg, School of Seamanship (SHLSS) attends one week (for two hours each day) of classroom instruction on fire prevention and firefighting. Included in this training is a one-day field trip to the Military Sealift Command's firefighting school at Earle, N.J. Here the emergency situations which have been discussed in the classroom become reality—but under controlled conditions. The experience of fighting different kinds of fires and the mistakes that are sure to be made become learning experiences rather than fatal errors.

Dressed in firefighting gear, the students are first given class-



At close quarters a fire such as this can look ominous, but with teamwork it is extinguished in less than a minute.



The firefighting team of (l. to r.) Joey Broadway, Dana Cunningham, Duayne Fischer and Gavin Pennington await additional instruction for extinguishing a hatch fire.



Daniel McLaughlin hand cranks the oxygen supply to a hose mask while Charles Woodson watches for kinks in the hose.



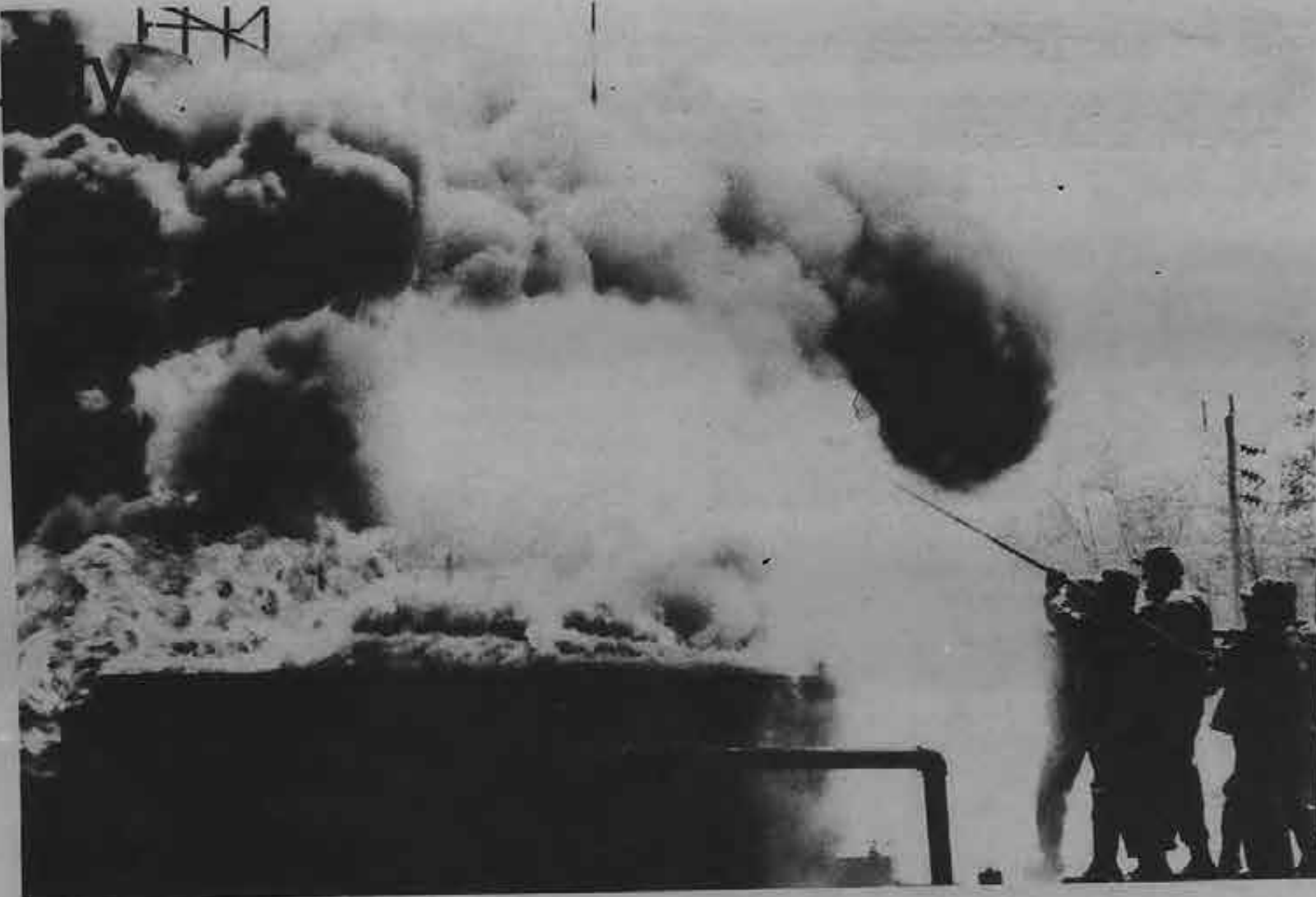
Shawn McAllister, Duayne Fischer and Lawrence Menard leave the smoke house after removing their oxygen breathing apparatus.

Eaters for Safety

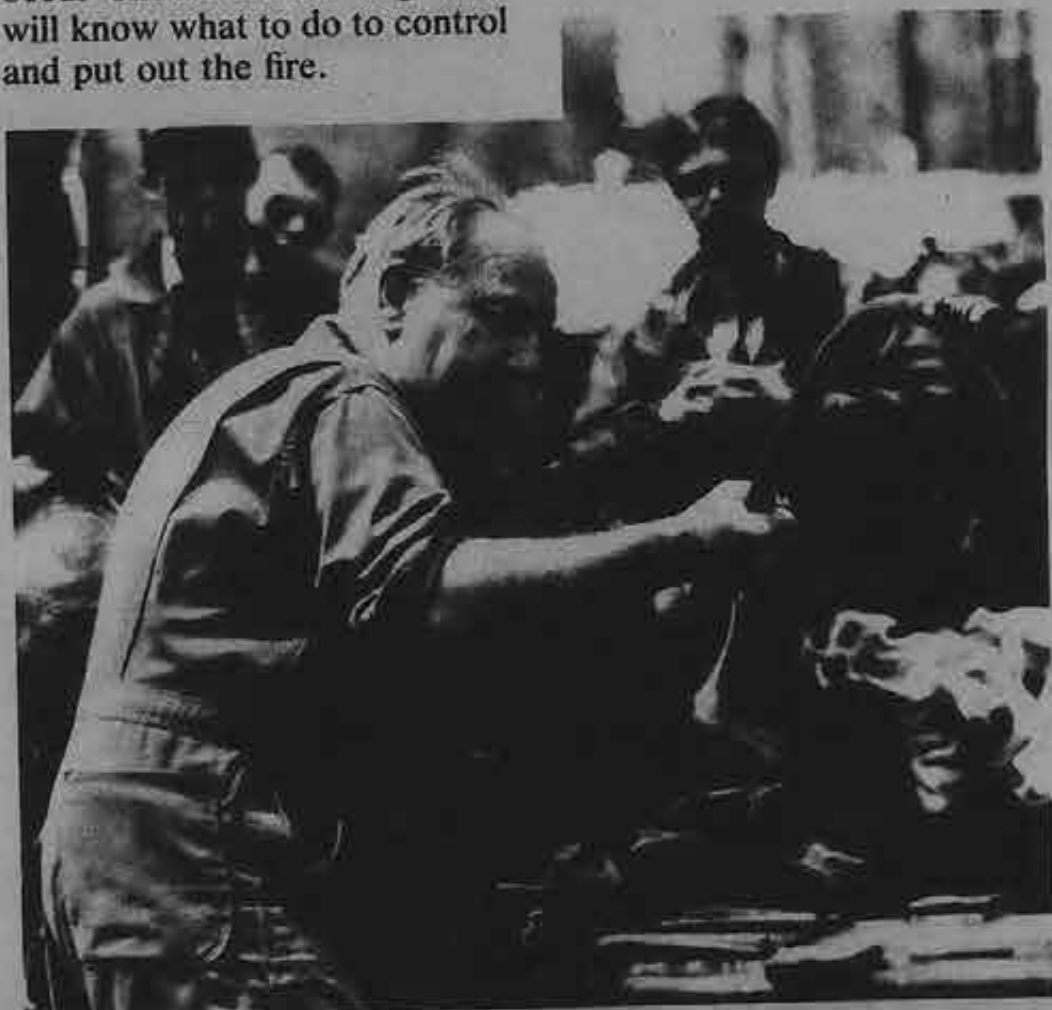
room instruction on equipment and safety. The instructors then spend the rest of the time demonstrating how to control and extinguish various types of fires. The students get "hands-on" experience putting out grease fires, bilge fires, spill fires and tank fires. In addition, the students learn to work together as a firefighting team, each gaining the experience of working at the three positions which make up the team—hose man, back-up man and nozzle man.

Instruction is also given in how to wear oxygen breathing apparatus. Every student is expected to put on a mask, enter a smoke filled room, remove the mask, count to ten and leave the room.

By the end of the day the students are worn out. But they are confident that should a fire occur onboard their ship they will know what to do to control and put out the fire.



Fighting a large fire calls for teamwork, safety and planning.



Instructor Dick Peyrek of the Military Sealift Command's Firefighting School positions each man and demonstrates how to approach and put out a hatch fire.



Shawn McAllister prepares the fire extinguisher for recharging.



Gavin Pennington uses a CO₂ fire extinguisher to put out a grease fire.

A SIU Ship Is a Safe Ship

Deep Sea



Pensioner Tiburico Cuenca Ibabao, 95, passed away on May 2. Brother Ibabao joined the SIU in the port of San Francisco in 1955. He was born in Numanancia, P.I. and was a resident there. Interment was in the Roman Catholic Cemetery in Numanancia. Surviving are two nieces, Mrs. Eufemia I. Macanilas of Stockton, Calif. and Isidra Evangelista of the Philippines.



Pensioner Douglas Lee Albert Robbins, 70, died of a lung ailment at home in Pusan, Korea on April 14. Brother Robbins joined the SIU in 1948 in the port of New York sailing as a bosun and 3rd mate. He was a veteran of the U.S. Navy before World War II. Seafarer Robbins was born in Maine. Cremation took place. Surviving are his widow, Mija; a son, Albert; two daughters, Martha A. Taylor of Carson City, Nev. and Dong Erin and a sister, Mrs. L. Guerin of Portland, Me.



Pensioner Floyd Walker, 66, died of a heart attack in the West Florida Hospital in Pensacola, Fla. on May 20. Brother Walker joined the SIU in 1948 in the port of Mobile sailing as a chief cook for Sea-Land. He was a veteran of the U.S. Coast Guard in World War II. Seafarer Walker was born in Alabama and was a resident of Lillian, Ala. Burial was in the Morgan Cemetery in Pensacola. Surviving is his widow, Frances.



Pensioner Thomas M. Wabolis, 82, passed away on June 15. Brother Wabolis joined the SIU in 1942 in the port of New York sailing as a chief cook for Sea-Land. He walked the picket line in the 1962 Robin Line beef. Seafarer Wabolis was a resident of Dobbs Ferry, N.Y. Surviving are his widow, Frieda and a stepson, Wallace Flezia.



Lester I. Wolfe, 66, died on Sept. 10, 1982. Brother Wolfe joined the SIU in 1944 in the port of Baltimore sailing as a chief electrician. He was born in West Virginia and was a resident of Pomona, Calif. Surviving are his widow, Nellie and a sister, Emma Madaline Kelly.



Stanlon Linwood Grice, 65, died of heart failure in the Colonial Manor Home, Rayville, La. on Feb. 9. Brother Grice joined the SIU in 1949 in the port of New York sailing as a FOWT. He also worked as a stevedore and was a veteran of the U.S. Marine Corps before World War II. Seafarer Grice was born in Mississippi and was a resident of New Orleans. Cremation took place in the Rayville Masonic Crematory. Surviving are two sisters, Mrs. Amos (Sarah) W. Bateman of Fullorn, Ga. and Frances of Canton, Miss. and an aunt, Mrs. Neil Crook of Greenwood, Miss.



Pensioner Ira Wesley Wright, 66, died of a lung ailment in the Houston Veterans Administration Medical Center. Brother Wright joined the SIU in the port of New York sailing as a chief electrician. He was a veteran of the U.S. Navy during and after World War II. Seafarer Wright was also a boilermaker. Born in Arkansas, he was a resident of Baytown, Texas. Interment was in the Houston National Cemetery. Surviving is his widow, Patricia.

Recertified Bosun Walter Luther Compton Jr., 60, died of a brain tumor in the Portsmouth (Va.) General Hospital on May 23. Brother Compton joined the SIU in 1947 in the port of Norfolk sailing for Sea-Land and has been sailing as a bosun since 1964. Seafarer Compton hit the bricks in the 1965 Chicago taxi organizing drive beef. He was graduated from the Union's Recertified Bosuns Program in November 1975 and was a veteran of the U.S. Army during World War II. A native of Virginia, he lived in Portsmouth. Burial was in the Olive Branch Cemetery in Portsmouth. Surviving is his widow, Virginia.

Hector Llanos Vargas Sr., 38, died at home in Brooklyn, N.Y. on Feb. 17. Brother Vargas joined the SIU in the port of New York in 1979 sailing in the steward department. He was born in Ponce, P.R. Interment was in the Ponce Cemetery. Surviving are his son, Hector Jr.; his parents, Luis and Luz Vargas and two brothers, Luis and Radames of Brooklyn.

Brian Adams Watson, 23, died in Chirique Grande, Panama while riding the *SS Overseas Natalie* (Maritime Overseas) on Oct. 27, 1982. Brother Watson joined the SIU following his graduation from the SHLSS in 1980. He sailed as a GSU. Seafarer Watson was born in Washington, D.C. and was a resident of Bethesda, Md. Cremation took place. Surviving are his parents, Walter Scott and Elizabeth of Chevy Chase, Md.

In Memory of
Robert L. Tremblay
Oct. 13, 1955-Jan. 1, 1983

Now a Part of the Ocean of Thought

We were the boys who would never grow old or up or wherever it is old surfers grow to.

We were once Boys of Summer just like you. The swells were our heartbeat and when the waves came or when we went to the waves, we were the first and the strongest and the hottest. It is our footprints that you follow to your waves today, trials we blazed and breaks we conquered and adorned with our names in tribute to ourselves.

We are the Boys of Summer. It is the spirit of summer which propels us through our days, which burns our hair and bodies and tones our muscles in anticipation of the next perfect swell. Summer to us is not a season but a state of mind, as much a part of us as we are a part of it. And it is the promise of endless summer that motivates our emotional and financial efforts toward warmer shores where summer is eternity. Summer—the feeling of a warm offshore wind in your face as you drop into a perfect tube; the heat of the sun on your back as you walk to your favorite break. To the rest of the world we are all that is summer, all that is young and free and golden.

I love you,
your little brother Kevin

Jack Edward Harris, 58, succumbed to heart disease in the port of Houston on Nov. 21, 1982. Brother Harris joined the SIU in that port in 1977 sailing as an assistant cook. He was a veteran of the U.S. Armed Forces. Seafarer Harris was born in Canastota, N.Y. and was a resident of Somerville, Texas. Burial was in the Holy Sepulchre Cemetery, Houston. Surviving are his widow, Margaret and two daughters, Jeanne and Therese Strickland of Somerville.

David Hayes, 55, died of heart-lung failure in the Virginia Beach (Va.) Hospital on Feb. 24. Brother Hayes joined the SIU in the port of New York in 1980 sailing as an AB. He was born in Ensley, S.C. and was a resident of Virginia Beach. Interment was in Greenville, S.C. Surviving is his sister, Mrs. Roy E. Williams of Virginia Beach.

Keith Joseph Swille, 35, was washed overboard at night off the *LASH SS Stonewall Jackson* (Waterman) on April 7. Brother Swille joined the SIU in the port of New York in 1971 sailing as an AB. He was born in the United States and was a resident of Little Suamico, Wis. Surviving is his mother, Violet Elliott of Little Suamico.

Robert James Burgess Tallman, 45, died on Feb. 5. Brother Tallman joined the SIU in 1945 in the port of New York sailing as an AB. He was born in Auburn, N.Y. and was a resident of Binghamton, N.Y. Surviving are his widow, Chong Suk; a daughter, Judy Rose Carlotta and a sister, Rene Lee of Binghamton.

Emmit Alvin Connell Jr., 64, died of cancer in the Singing River Hospital, Pascagoula, Miss. on May 3. Brother Connell joined the SIU in 1938 in the port of San Francisco sailing as an oiler for the Waterman Steamship Co. He was a veteran of the U.S. Army Infantry in World War II. Interment was in the Orange Grove Cemetery, Jackson City, Miss. Surviving is his sister, Estella of Pascagoula.

Ulysses Scott "Scotty" Weems, 62, died on March 4. Brother Weems joined the SIU in 1945 in the port of New Orleans sailing as a chief pumpman aboard the *SS Sandcaptain* (Construction Aggregates) in 1958. He was also a machinist. Seafarer Weems was born in Winnfield, La. and was a resident of Metairie, La. Surviving are his widow, Concetta; his mother, Mrs. T. F. Weems of Kenner, La. and a brother in the SIU.

Pensioner Stanley Begbie Wright, 70, passed away on May 8. Brother Wright joined the SIU in the port of New Orleans in 1951 sailing as a cook. He was born in England and was a resident of New Orleans. Surviving is his widow, Annette.

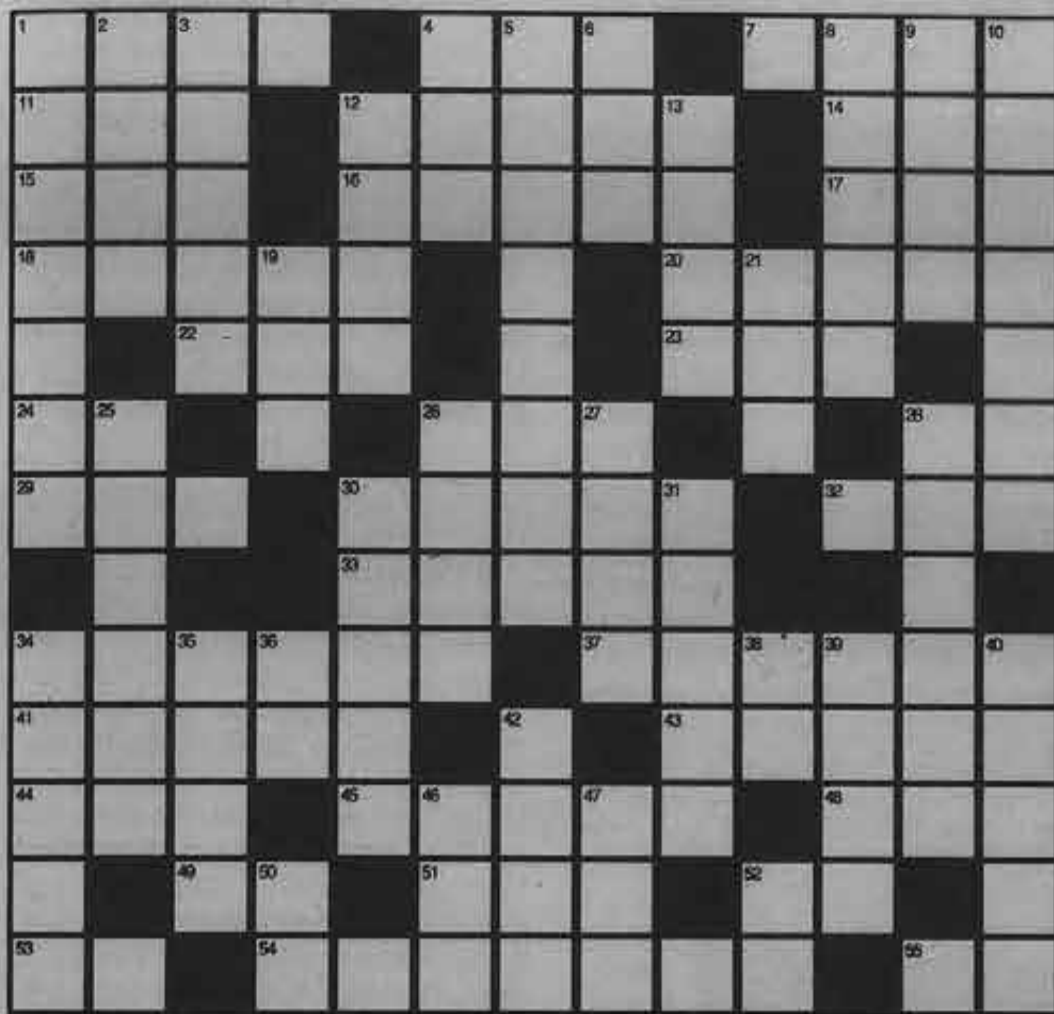
Great Lakes

Pensioner Francis Leroy Slygh Jr., 61, died of heart failure in the Lakeland (Fla.) Medical Center on May 12. Brother Slygh joined the Union in the port of Lorain, Ohio in 1961 sailing as a deckhand and FOWT for the Great Lakes Towing Co. from 1947 to 1983. He was a veteran of the U.S. Army in World War II. Laker Slygh 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

Richard C. Washington, 59, died of cancer in the Providence Medical Center in Seattle, Wash. on Nov. 23, 1982. Brother Washington joined the SIU-merged Marine Cooks and Stewards Union in the port of Seattle in 1962 sailing as a steward utility for the American President Line. He was also a former member of the Alaska Fishermen's Union. Seafarer Washington was a veteran of the U.S. Army in World War II. Born in Marlin, Texas, he was a resident of Seattle. Burial was in the Washelli Cemetery, Seattle. Surviving are his widow, Alberta and his mother, Dora of Seattle.

SeaLog X-Word
By Debbie Greene



Answers Next Month!

Across

1. Ship's track
4. Unit
7. Chart, as on a ship's course
11. Tavern offering
12. Crustaceans
14. Numero ___
15. Tse ___ fly
16. Island of the Netherlands Antilles
17. Doze
18. Dye; tint
20. Extends across
22. West Coast Union (abbr)
23. Aye, aye, ___!
24. Plural suffix
26. High card
26. SIU President (init)
29. Mayday
30. Celestial navigation uses these
32. One of 10 digits
33. Type of punctuation
34. Mechanical trouble
37. Sausage
41. Pertaining to the kidneys
43. ___ are red
44. Uneven
45. Rent
48. Period of time
49. My country 'tis ___
51. Actress Gardner
52. Alcohol recovery program
53. SIU Executive VP Turner
54. Try
55. Before A.D.

Down

1. Periods of guard duty
2. In addition
3. Parts of ships' structures
4. Hockey great
5. Pertaining to the sea
6. Kind of tide
8. Relating to the moon
9. ___ even keel
10. On deck
12. Freshwater fish
13. Back talk
19. Not in
21. Domesticated hog
25. Performed alone
26. At the pinnacle
27. God of love
28. Previous
30. Propel a boat with a single oar
31. Trap
34. Caused ice to form
35. Reverse; disassemble
36. Musical note
38. ___ and behold!
39. Not on shore
40. Abraham, ___ and Jacob
41. Breaker; sea
46. Dine
47. Uncle ___
50. Musical note
52. ___ once

You Must Have A Valid Passport

The SIU wants to remind all its deepsea members that they must have an up-to-date, valid passport.

In a ruling by the Seafarers Appeals Board that went into effect on Jan. 3, 1978, it is stated that "a requirement for shipping is that all seamen must possess a valid up-to-date passport."

The SAB took this action to insure that those who throw in for flyout jobs will be fully prepared to take them.

By possessing an up-to-date passport, Seafarers are enhancing their job opportunities and are enabling the Union to continue to meet its manpower commitments to its contracted companies.

Personals

Lambertine (Tennie) C. Burton

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

Mack (Red) Chapman

Mark Johnson asks that you contact him at 3208 Barnhill Dr., Charlotte, N.C. 28205; telephone (704) 568-4660.

Edmund Pacheco

Please write to mom. She hasn't heard from you in a long time and is very worried.

—your sister, Jeanette

Answers to Previous Puzzle



Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

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

TAMPA, FLA.

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

Dispatchers Report for Great Lakes

JUNE 1-30, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	21	0	3	41	11	0	49	4	6
ENGINE DEPARTMENT									
Algonac	13	0	2	17	8	0	25	7	9
STEWARD DEPARTMENT									
Algonac	3	1	1	12	9	0	2	1	2
ENTRY DEPARTMENT									
Algonac	19	16	6	0	0	0	44	24	19
Totals All Departments	56	17	12	70	28	0	120	36	36

***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.

Digest of Ships Meetings

ARECIBO (Puerto Rico Marine), May 1—Chairman J. Gomez; Secretary H. Galicki; Educational Director S. Wala; Deck Delegate B. Berberena; Engine Delegate G. Silva; Stewart Delegate C. Gonzalez. No disputed OT. There is \$170 in the movie and ship's fund; some money was used to send books to the Paul Hall Library in Piney Point and some for splitters for the TV sets in the office and crew messhalls. The latest LOG was read and Frank Drozak's column was discussed by crewmembers. It was again urged that the membership write to their congressional representatives on the Boggs bill and all other legislation that pertains to shipping. A vote of thanks was given to Brother Drozak for the fine work he is doing in Washington in trying to keep the maritime industry alive. Everything aboard the *Arecibo* is running smoothly. Crew were reminded to keep the messroom and pantry clean at night and not to remove chairs from the messhall for gangway watch or lookout on the bow. Thanks were given to the steward department for a job well done. Payoff will take place in the next port: San Juan, P.R.

BALTIMORE (Sea-Land Service), June 5—Chairman G.R. Kidd; Secretary George W. Gibbons; Educational Director W.J. Dunnigan; Steward Delegate James C. Wadsworth. No disputed OT. There is \$15.25 in the ship's fund which is in the captain's safe. The ice-making machine, or lack thereof, was the main topic of discussion at the meeting. The old ice machine has not been working for several months, and a new one was promised by the port captain in New Orleans. But it did not arrive. The steward said that they are making ice as fast as they can, but it does take time. Especially now with the hot spell of weather, ice is really needed. The chairman said that if the ice machine is not on the dock when they arrive in New Orleans, he will call the Union hall. The chief engineer thanked the crew for keeping all doors closed, which helps keep the rooms cooler, and a vote of thanks was given to the steward department for a job well done. Next port: New Orleans, La.

DELTA CARIBE (Delta SS Line), May 8—Chairman K. Koutouras; Secretary R.A. Cobb; Educational Director V. Brunell. No disputed OT. A discussion was held about the ship's treasury and film fund, and all communications received from the company and from headquarters were posted. The chairman announced that the next port would be Haifa, Israel, with a scheduled arrival date of May 15. He also talked about the Alaska oil issue and about the Boggs Bulk Bill—stressing that crewmembers write to their congressmen to ask for their support in passing legislation which would benefit the merchant marine. He also emphasized the importance of upgrading at Piney Point and of donating to SPAD. A vote of thanks was given to the steward department for a job well done.

All hands observed one minute of silence in memory of our departed brothers and sisters. Next port: Haifa, Israel.

INGER (Reynolds Metal Co.), May 8—Chairman Stanley Jandora; Secretary Joseph Bennett Jr.; Educational Director P. Aubain. No beefs or disputed OT. There is \$10 in the ship's fund. The chairman reported that three allotments were sent out this voyage. Payoff is scheduled for May 15 in the port of Hopewell, Va. The ship will carry fertilizer to Stockton, Calif. and will then proceed to Hawaii to load sugar for a port in the Gulf. The steward urged the crew to take advantage of the upgrading programs available at



Piney Point. "I have proof from the baker who attended, and he is one of the best. Congratulations to Ryan Spence of Houston." The steward department was given a vote of thanks for a job well done, and they, in turn, thanked the unlicensed personnel and officers for their cooperation with the steward department. The steward claimed it was one of the best crews he had had the pleasure of sailing with. Next port: Hopewell, Va.

KOPAA (Pacific Gulf Marine), May 5—Chairman Manuel A. Silva; Secretary M. Thrash; Steward Delegate John Pennell. There was some disputed OT in the deck department. The ship's fund contains \$39. No communications were received aboard the *Kopaa*, but the chairman talked about some of the Union rules and regulations and about the importance of donating to SPAD. He also suggested that each crewmember write his congressional representative to ask them to support the Boggs Bulk Bill and other legislation to help build a strong merchant marine. The chief electrician talked about how things are going in the industry, and stressed that each man do his particular job and do it well and with pride. The bosun will be getting off at the next port, and he thanked the crew for their cooperation in making this a good voyage.

NEW YORK (Apex), May 22—Chairman Clyde J. Smith Jr.; Secretary R.R. Maldonado; Educational Director J.A. Slay; Deck Delegate Samuel A. Solomon; Steward Delegate Emanuel Lowe. There were no beefs or disputed OT reported. There is \$123 in the

ship's barbeque fund which will be left with the captain aboard ship for re-crewing. The chairman announced that the crew would be paid the following day and then the ship will be laid up for about three weeks, "so keep up the good work and leave your room clean." A number of books are now onboard the *New York*, making a nice little library for anyone with the extra time to read. A letter was received from Vice President Campbell regarding the status of permanent jobs. Everyone should read that letter, and if there are any comments, crewmembers should forward them to Brother Campbell at headquarters. All hands were asked to help keep the laundry area clean. The chairman told the crew that they have been doing a good job on the CAT-TUG and that the company is happy . . . and happy companies mean more contracts.

NEWARK (Sea-Land Service), May 1—Chairman D. Manning; Secretary J. Wright; Educational Director R. South; Deck Delegate A. Janacek; Engine Delegate C. Ball; Steward Delegate L. Lightfoot. No disputed OT or beefs were reported. Two new safety films are onboard, and all hands should take the time to see them. The chairman reminded everyone to check with the patrolman before getting off, and stressed the importance of signing the SPAD checkoff. The *Newark* has been receiving LOGs and mail regularly; all communications from headquarters are read and posted. Crewmembers were reminded to wait until the gangway is properly rigged before going ashore. A vote of thanks was given to Patrolman George Vukmir for getting the payoff on arrival (so all hands can get some time off) and to the steward department for a job well done. Next port: Seattle, Wash.

OGDEN LEADER (Ogden Marine), May 10—Chairman W.E. Babbitt; Secretary Neville Johnson. No disputed OT or beefs were reported. The ship will pay off in New Orleans this trip. The chairman reminded everyone to fill out vacation forms completely and make sure your Social Security number is correct; otherwise it may take more time. The treasurer reported that there is currently \$118 in the ship's fund. Forty-seven dollars were spent on a TV booster and \$18 for a cable. The crew agreed that they would donate money to the fund at payoff. A vote of thanks was given to the steward department for a job well done.

OGDEN YUKON (Ogden Marine), April 3—Chairman C.O. Faircloth; Sec-

retary C.R. Moss; Educational Director G.E. Dickens. The ship is coming out of lay-up, and the hope is that she will keep going for a while. This trip is to be a short one, so the slop chest will supply only the basic needs. Crewmembers were urged to take advantage of the upgrading opportunities at Piney Point, and the importance of contributing to SPAD was stressed . . . "to keep our ships going." A new video cassette is now aboard the *Ogden Yukon* for the enjoyment of everyone. All hands were reminded to keep the washing machine clean as well as other areas of the ship. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Panama.

OVERSEAS CHICAGO (Maritime Overseas Corp.), May 29—Chairman J.R. Thompson; Secretary Bobbie W. Stearns; Deck Delegate R. Rodrigues; Engine Delegate E. Whisenhaut; Steward Delegate R.G. Dixon. No disputed OT. There is now \$395 in the ship's fund which is locked up in the captain's safe. The chairman reported that the pumps are in bad shape and that the ship might anchor in the river for repairs before returning to the U.S.A. from Panama. Two letters were received from headquarters. One pertained to safety aboard tankers. The other was a letter from Vice President Campbell about the permanent jobs. Crewmembers will be asked for their reactions and opinions on this issue, and they will be forwarded to headquarters by mail from the first U.S. port. At this point, most hands are against permanent jobs. They feel that the system of rotary shipping works the best and is fairer. They also suggested that training at SHLSS be stopped until shipping has improved. Everyone was urged to write their senators and congressmen to let them know how they feel about the way the president is treating the merchant marine and to ask for their support. The importance of donating to SPAD was also stressed. A very special vote of thanks was given to the steward for the pizzas and also to the chief cook for all the great food prepared this voyage.

OVERSEAS OHIO (Maritime Overseas Corp.), May 7—Chairman Pete Garza; Secretary A. Goncalves; Educational Director J. Shuler. There was no disputed OT reported. The subject of a ship's treasury was discussed, particularly since there is always a need for such a fund. It was suggested that the crew come up with an arrival pool with half of the take going toward the fund. The chairman reported that everything is running smoothly, but that as of this writing, no one knows when the ship will pay off. He urged all hands who may need training to take advantage of the Piney Point upgrading programs and stressed the importance of donating to SPAD. He is aware that the members get tired of hearing the word SPAD, "but fellows, that's what keeps us alive. . . . Instead of giving that extra \$20 to the girl in the bar, give it to SPAD . . . It means JOBS, JOBS, JOBS." The secretary read the March issue of the LOG and discussed several of the important articles with the crew: American ships



carrying flour to Egypt, the Alaskan oil issue, the Caribbean Plan and CDS Paybacks. He also mentioned that if anyone does not know the names of his congressional representatives, he will get them for him—and urged that they write to these people now! It might mean the difference between a job three or four years from now or unemployment. A suggestion was made to have the company repair the automatic clocks—not one is working. There was also some comment about the noise of the elevator at night and about loud noise in the passageways. Members were asked to use common courtesy and keep the noise level down. Another suggestion was that headquarters be asked to extend the registration period from the present 90 days to 120 days, especially during this slow shipping period. A vote of thanks was given to the steward department for a job very well done this trip.

OVERSEAS WASHINGTON (Maritime Overseas Corp.), May 1—Chairman, Recertified Bosun B.C. Browning; Secretary, Recertified Steward C.A. Guerra; Educational Director L.P. Wright; Deck Delegate Robert E. Allen; Engine Delegate Felipe A. Torres; Steward Delegate Teddy E. Aldridge. No disputed OT. A motion was made to build a ship's fund from donations at payoff. All communications from headquarters were read and posted. The chairman thanked everyone for their splendid cooperation this trip in taking on stores. The voyage has been a good one—with no beefs. Payoff is scheduled at Nederland, Texas upon arrival on May 4. Chairman Guerra also stressed the importance of donating to SPAD. The steward expressed his appreciation to all hands

for keeping a clean ship, and reminded crewmembers to read the LOG in order to keep current of SIU and maritime happenings. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Nederland, Texas.

PHILADELPHIA (Sea-Land Service), April 17—Chairman A. Vilanova; Secretary P. Lopez; Educational Director Sam Hacker; Deck Delegate G. Taylor; Engine Delegate A. Austin; Steward Delegate G. Elean. No disputed OT. There is \$280 in the ship's fund. Payoff is scheduled upon arrival in port. The chairman reported that everything, so far, has been running smoothly. He stressed the importance of donating to SPAD and of the necessity of writing to your respective congressional representatives on bills pending in Congress which relate to building a strong merchant marine. A reply was received from headquarters pertaining to the motion and resolution on permanent jobs. It was discussed and posted, and everybody seemed satisfied. To be taken up with the patrolman at payoff will be a question about survival suits for the crew. The officers have these suits, and the crew feel they should have them as well. Next ports: Anchorage and Kodiak, Alaska and Seattle, Wash.

PUERTO RICO (Puerto Rico Marine), May 1—Chairman W. Crawford; Secretary J.R. Colls; Educational Director D. Able; Engine Delegate P. Gago; Steward Delegate G. Rios. Some disputed OT was reported in the engine department. The chairman noted that there has still been no answer from headquarters about the ramps. The steward reminded the crew about the importance of donating to SPAD and of reading the LOG (and then returning it to the rec room so that others may have a turn at reading it). Crewmembers asked that the bosun check with the patrolman about mail service onboard ship. Apparently nobody is taking care of the crew's mail in the various ports. A vote of thanks was given to the steward department for the good food and service during this voyage. Next port: Charleston, N.C.

SAM HOUSTON (Waterman SS Corp.), May 1—Chairman Teddy R. McDuffie; Secretary Floyd Mitchell Jr.; Educational Director Harry E. Messick; Deck Delegate Jose Rodrigues; En-

Digest of Ships Meetings

gine Delegate S.O. Sandven; Steward Delegate William Karpiak. There were no beefs or disputed OT reported. The chairman indicated that all is running smoothly at this time. The vessel has a lot of ports to make, but there should be no problems since the *Sam Houston* has the necessary speed. A general discussion took place during which crewmembers were reminded of the importance of donating to SPAD and of upgrading at Piney Point. Many of the new ships require skills which some of the members may not have—but which they can acquire by attending upgrading courses at Piney Point. It was also requested that an official Union committee look into the permanent jobs ruling. The steward requested that all members help keep the local people out of the messrooms and living quarters. Heading out to Ceylon, Chittagong and the Suez, then back to New York for payoff.

SANTA JUANA (Delta SS Lines), April 24—Chairman V. Vanzanella; Secretary W. Higgs Sr.; Educational Director D. Rose. No disputed OT, but some beefs were reported in the deck department which will be taken up with the patrolman. There is \$161.46 in the ship's fund. Since the ship is going into lay-up, the crew was in favor of giving the sum to the Apostle of the Sea in order to help other seamen. The cooks have put on a few cook-outs which have been enjoyed by all the crewmembers.

SEA-LAND ECONOMY (Sea-Land Service), May 8—Chairman John F. Higgins; Secretary David B. Sacher; Educational Director William Rakes-traw; Deck Delegate B. Jarratt; Engine Delegate M. Berry; Steward Delegate E. Holt Jr. No disputed OT. There is \$250 in the movie fund and \$25 in the ship's fund. Everything is going well. Payoff is expected in New Orleans on May 18. The captain thanked the crew for turning in all extra cigarettes in Rotterdam due to the customs search. The chairman urged everyone to take advantage of the SIU scholarship fund for themselves and their families. He also stressed the importance of crewmembers writing to their congressional representatives to ask for their support

in legislation to help build a strong merchant marine. The educational director emphasized to those attending the meeting that the only way the Union knows what's going on aboard ship is through the minutes of these meetings, and he also stressed that crewmembers understand all the facts when voting in general elections. When asked why no leftovers were put out at night, the steward explained that there is very little left, and whatever there is is used to make other meals. Heading out to Port Everglades and Houston, then to New Orleans for payoff.

SEA-LAND EXPLORER (Sea-Land Service), May 8—Chairman L.C. Cope; Secretary J. Doyle; Educational Director W. Bilger. No disputed OT or beefs. There is \$26.28 in the ship's fund. The chairman reported that upon arrival in Long Beach, no one may go ashore until the ship is properly cleared. To do otherwise could mean a possible fine and further delay in clearance. A VTR was purchased with donations from the bosun and the QMED. It is in the officers' library, and anyone may use it when available. A discussion was held regarding SPAD donations and how they are used—and also about a possible merger of the SIU and the NMU. The members seemed to feel that there would be few benefits from such a merger. "All we would get is more members competing for less jobs." One minute of silence was observed in memory of our departed brothers and sisters. Next port is Long Beach, Calif. Then on to Oakland for payoff.

Official ships minutes were also received from the following vessels:

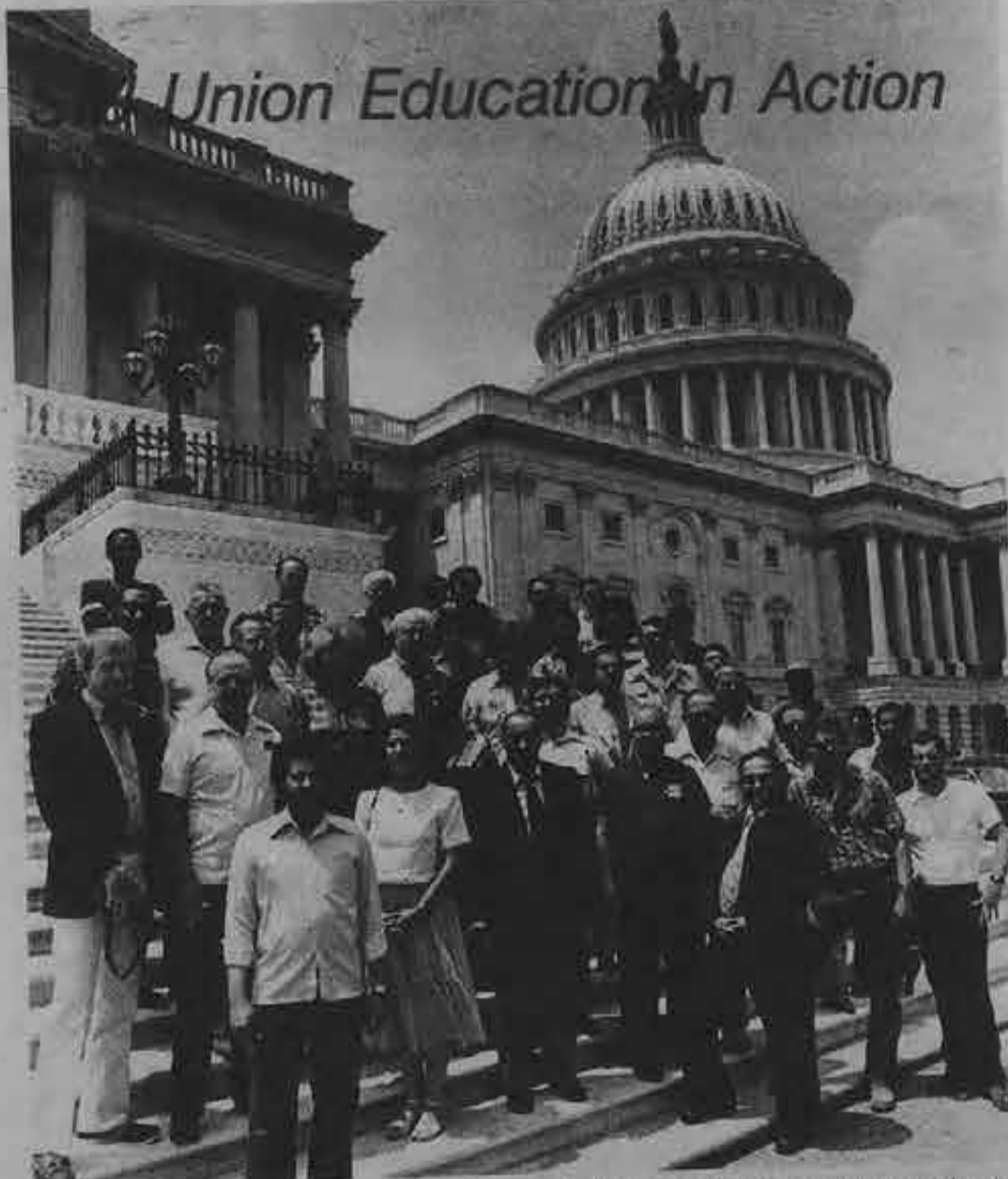
LONG ARIES	OGDEN HUDSON
BAYANGON	PATRIOT
BOSTON	PIONEER
CAGUAS	PONCE
DEL MONTE	PORTLAND
DEL VIENTO	ROBERT E. LEE
EDWARD RUTLEDGE	SAN JUAN
ENDURANCE	SANTA ISABEL
LONG GEMINI	SANTA MARIA
GOLDEN PHOENIX	SEA-LAND CONSUMER
HARRIETTE	SEA-LAND EXPRESS
JACKSONVILLE	SEA-LAND INDEPENDENCE
LEADER	SEA-LAND VENTURE
MARYLAND	ULTRASEA
MASSACHUSETTS	WALTER ROSE
MONTPELIER VICTORY	WORTH



**DON'T END UP
IN THE
GARBAGE!**

**YOU WORKED
HARD TO BE A
PROFESSIONAL
SEAMAN -
DON'T TOSS IT
AWAY ON
NARCOTICS!**

At Sea/Ashore



SHLSS upgraders had a chance to visit the nation's Capitol and see the lawmakers in action. Pictured here are Wilbur Adams, Nicholas Aguilera, Lucretia Anderson, Albert Brown, John Cassidy, Anthony Curran, Gordon Dalman, John Davis, David Englehart, Louis Flade, John Foster, Erdwin Fuentes, Gaston Gachette, Robert Garcia, John Gavran, Harry Gearhart, Scott Getman, Ronnie Herian, Donald Hines, Hubert Johnson, Douglas Laughlin, David Kopp, Robert Maddox, Jose Mata, Patrick Mathes, Michael McNally, Ali Musaid, Raymond Nugent, Alfred O'Krogly, Dominick Orsini, James Parker, Jesse Parrish, Michael Phillips, Pierce Phillips, John Ponti, John Raba, Aubry Robinson, Rene Rosario, Daniel Rose, Robert Sanchez, Pedro Sellan, Lloyd Shaw, Gumersindo Triguero, Ruben Velez and George Wilson.

Cove Tide, Communicator Off to Kenya

On July 15 from a Gulf port, the SS *Cove Tide* and SS *Cove Communicator* (Cove Shipping) will sail to Kenya, East Africa each with a cargo of 23,300 metric tons of bulk wheat.

Hawaii Cruiseship Independence Back on Run

Even after a six-month layup, the "aloha spirit" still remained with some of the SIU crew of the SS *Independence* (American-Hawaii Cruises) as they met for a Texas-style, welcome-back barbeque at a Honolulu hotel hosted by the ship's Recertified Bosun Maurice "Duke" Duet.

With beer and Duke's famous barbeque chicken served, the cruiseship Seafarers recalled sea stories of past voyages on the *Independence* and talked about the hard work ahead as they prepared the vessel for her June 18 sailing date.

Tamara Guilden, Point Manatee to Israel

On July 15 and July 20 respectively, from Gulf or Atlantic ports, the ST *Point Manatee* (Point Shipping) and the ST *Tamara Guilden* (Transport Commercial) will sail to Haifa or Ashdod, Israel with cargoes of around 20,000 long tons of grain each.

Four SIU Lines, MSC Cited for Safety Records

Four SIU companies, one inland, one Great Lakes and two on the West Coast, and the MSC were cited last month for outstanding safety performances during 1982 by the American Institute of Merchant Shipping and the Marine Section of the National Safety Council.

Cited for accident-free operations were Dixie Carriers, the American Steamship Co. and the American President and Matson Lines, and the U.S. Military Sealift Command.

Matson Reports Surge in Auto Cargo to Hawaii

The Matson Line reported last month that shipments of autos from the West Coast to Hawaii from January to June were up 35 percent over the same time in 1982.

The line carried 12,610 cars there so far this year and 9,285 in the first five months of 1982.

The increase was attributed to a 16 percent rise in auto sales in Hawaii and to the stability in the state's tourist trade.

Lusitania Sunken Treasure Yields No Riches—Yet

Divers are coming up with anchors (two) propellers (three) portholes (37) and watchcases (1,000) from the torpedoed luxury liner *Lusitania* (Cunard Line) sunk by a German U-Boat on May 7, 1915, 12 miles off Cork, Ireland with a loss of 1,000 lives, some American.

The sinking triggered the United States entry into World War I. However, the Germans, before the passenger ship had left the port of New York on May 1, warned that she was a military target as she was armed and carrying munitions to Europe.

So last summer when the big U.S. commercial diving firm Oceaneering was asked by Cunard to lead a five-and-a-half month salvage expedition to search for the *Lusitania's* gold bullion and other riches in the North Sea's 310 feet of water, the allure of recovering sunken treasure and solving a historical mystery was too much to forego.

They found 50 shipwrecks in a 10-square mile area around the ship. Luckily, the first artifact brought up was the *Lusitania* ship's bell. Later they found the ship's whistle.

Also unearthed were 8,707 silver-plated spoons and Cunard-inscribed pottery and plates.

As for armaments and history, only timed fuses were found on the vessel.

As for the gold, they are "almost certain" the bullion will be found in the ship's specie room yet to be completely examined and in the vessel's safes scattered throughout the *Lusitania*.

Will Oceaneering continue the search? Yes, if someone comes up with the \$30,000 to \$35,000 daily financing required.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, August 8	2:30 p.m.
Philadelphia	Tuesday, August 9	2:30 p.m.
Baltimore	Wednesday, August 10	2:30 p.m.
Norfolk	Thursday, August 11	9:30 a.m.
Jacksonville	Thursday, August 11	2:00 p.m.
Algonac	Friday, August 12	2:30 p.m.
Detroit	Friday, August 12	2:30 p.m.
Houston	Monday, August 15	2:30 p.m.
New Orleans	Tuesday, August 16	2:30 p.m.
Mobile	Wednesday, August 17	2:30 p.m.
San Francisco	Thursday, August 18	2:30 p.m.
Wilmington	Monday, August 22	2:30 p.m.
Seattle	Friday, August 26	2:30 p.m.
Piney Point	Friday, August 12	3:00 p.m.
San Juan	Thursday, August 11	2:30 p.m.
St. Louis	Friday, August 19	2:30 p.m.
Honolulu	Thursday, August 11	2:30 p.m.
Duluth	Wednesday, August 17	2:30 p.m.
Jeffersonville	Thursday, August 18	2:30 p.m.
Gloucester	Tuesday, August 23	2:30 p.m.
Jersey City	Wednesday, August 24	2:30 p.m.

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

Maritime Day 1983



Rep. Gary Anderson (D-Calif.) speaks during the San Pedro Maritime Day ceremonies. Seated behind him are (l. to r.) Capt. John Guest, USCG; Mike Worley, SIU port agent and Rev. Arthur Bartlett.

LAST MONTH the LOG didn't have room to publish all the pictures from Maritime Day. So here is a roundup from the West Coast and New York. While the words were different around the country, the mes-

sage was the same: Remember those who have sacrificed their lives in service to their country and in the merchant fleet, and the nation cannot afford to let the merchant marine die.



SIU passenger ship stewardess Julie Cooney shares the flying bridge of the SS Jeremiah O'Brien with SIU Executive Vice President Ed Turner. The old Liberty Ship makes an annual Seamen's Memorial cruise during Maritime Day in San Francisco.



In Kings Point, N.Y., Rep. Mario Biaggi (D-N.Y.) called for the renewal of the American merchant fleet and spoke of the sacrifices merchant sailors have made for the country in war and peace.

Weisberger Quits S.F. Port Council; Dempster Succeeds

After more than 25 years as head of the port of San Francisco's MTD Port Council, ex-SUP chief Morris Weisberger retired last month due to ill health.

Weisberger in parting said, "The port council is in fine shape and whoever takes my place, it is my hope that he will keep the banner flying high."

Nominated and elected as his successor was SUP President Paul Dempster. Also elected were Tom Stapleton of the International Union of Operating Engineers, Local 3 as vice president and Brendon Tynan of the Marine Staff Officers Union as secretary-treasurer.

Jobs, Health, Education, Safety

Solidarity Day III Marches On

"Across America—We Will Be Heard." That is the central theme for Solidarity Day III, a series of events, rallies and marches to take place in every state on Labor Day, Sept. 5, 1983.

In laying the groundwork for Solidarity Day III, the American Labor Movement promises to speak out and be heard on the issues of jobs, trade, health, safety, education and other conditions affecting the working men and women of this country.

Solidarity Day I, the giant rally in Washington, D.C. in 1981, drew crowds of trade unionists from all over the country who, according to the AFL-CIO President Lane Kirkland, "gave voice and visibility to our opposition to the disastrous Reagan policies."

At Solidarity Day II—the march to the polls on Election Day 1982—significant changes were made in governors, state legislatures and the composition

of the U.S. Congress.

Solidarity Day III will begin the mobilization for the 1984 election. It will be the first step in building the organizational structure needed to carry a united Labor Movement into the primaries and the caucuses, and then on to victory in the general election.

A variety of activities—parades, marches, rallies and picnics—are being planned at more than 130 locations across the country. Each state will have at least one event—all sponsored by central labor councils.

Be sure to find out what's happening in your state and how you can help. Together we can show our opposition to the Reagan administration's policies, and together, across America, we will be heard.

ACROSS AMERICA

we will be heard!

LABOR DAY

1 • 9 • 8 • 3

SOLIDARITY DAY III

Pensioner's Corner

Deep Sea



Rodolfo Cancela, 64, joined the SIU in 1944 in the port of Tampa sailing as an AB. Brother Cancela was born in Tampa and is a resident there.



Charles Thomas Hall, 62, joined the SIU in 1944 in the port of New York sailing as a chief cook for Sea-Land and Westchester Marine. Brother Hall was born in Ohio and is a resident of Reno, Nev.



Marion F. Kaminski, 57, joined the SIU in 1947 in the port of Baltimore sailing as a steward utility. Brother Kaminski was born in Baltimore and is a resident there.



George Andrew O'Berry, 55, joined the SIU in 1945 in the port of Mobile sailing as a chief steward. Brother O'Berry was born in Brooksville, Fla. and is a resident of Philadelphia, Miss.



Maurice Joseph Olson, 65, joined the SIU in 1944 in the port of Boston sailing as a recertified bosun. Brother Olson began sailing in 1939. He also sailed on the Lakes aboard the *SS Inger* (Reynolds Metals). He was born in Milwaukee, Wis. and is a resident of Somerville, Mass.



Luis Lorenzo Rivera, 68, joined the SIU in 1941 in the port of New York sailing as a FOWT for Sea-Land. Brother Rivera was born in Toa Baja, P.R. and is a resident of Orlando, Fla.



James Edward Rose, 55, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Rose sailed for the Delta Line. He was born in Sharon, Mass. and is a resident of Parkville, Md.



Lester Raymond Smith, 59, joined the SIU in 1946 in the port of Norfolk sailing as a recertified bosun. Brother Smith was born in Washington, N.C. and is a resident of Chesapeake, Va.



William Albert Tatum Jr., 63, joined the SIU in 1949 in the port of New York sailing as a FOWT for the Delta Line. Brother Tatum was born in Savannah, Ga. and is a resident of Lucedale, Miss.



George Franklin Turner, 53, joined the SIU in 1946 in the port of New York sailing as a FOWT and assistant engineer for MEBA, District 2. Brother Turner is a veteran of the U.S. Army Infantry. He was born in Bartow, Fla. and is a resident of Tampa.



Ernest Edgar Waters, 65, joined the SIU in the port of New York in 1972 sailing as an OMU for Ogden Marine. Brother Waters began sailing in 1965. He was born in London, England, and is now a resident of Kingston, Jamaica.

Great Lakes

Alderson James Gibson, 65, joined the Union in the port of Cleveland in 1955 sailing for Kinsman Marine. Brother Gibson was born in Virginia and is a resident of Rose Hill, Va.

Floyd David Olson, 62, joined the Union in the port of Algonac, Mich. in 1951 sailing for the Great Lakes Tug and Dredge Co. from 1951 to 1982. Brother Olson was born in Duluth, Minn. and is a resident there.

Atlantic Fishermen



Phillip Salowsky, 65, joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester in 1968. Brother Salowsky also sailed on the Lakes on the *SS Inger* (Reynolds Metal Co.) as a chief cook. He was born in Massachusetts and is a resident of Chelmsford, Mass.

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 the American Merchant Marine and 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.

From Ship to Shore



The *Lurline*, once one of the Matson Lines' queens of the Pacific, won't end up on the scrap heap if two San Francisco businessmen are successful. The two say they will buy the 51-year-old ship and turn her into a "skinny horizontal 30-story office complex plus private club," on the Embarcadero. Now in layup, the *Lurline* had been sailing for the Chandris (Greek-flag) Lines since Matson sold her in 1963.

Dispatchers Report for Deep Sea

JUNE 1-30, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	4	5	0	0	1	0	0	10	14	0
New York	91	31	1	72	46	0	0	155	69	2
Philadelphia	0	0	0	0	0	0	0	5	6	0
Baltimore	14	5	0	11	3	0	0	41	14	2
Norfolk	11	7	0	20	11	0	0	26	25	0
Mobile	22	6	0	15	11	0	0	32	6	0
New Orleans	55	13	2	33	3	0	1	131	36	3
Jacksonville	32	15	1	31	21	0	0	53	31	2
San Francisco	27	6	1	21	7	0	2	79	24	6
Wilmington	13	10	1	14	8	0	0	45	30	1
Seattle	30	10	1	21	5	0	3	70	30	3
Puerto Rico	6	3	0	12	1	0	0	11	10	0
Houston	52	17	1	44	20	0	1	118	48	2
Piney Point	0	0	0	0	2	0	0	0	0	0
Totals	357	128	8	294	139	0	7	776	343	21
ENGINE DEPARTMENT										
Gloucester	2	4	1	0	0	0	0	3	8	2
New York	80	17	0	73	19	0	0	137	46	0
Philadelphia	0	0	0	0	0	0	0	6	4	0
Baltimore	13	3	0	5	3	0	0	39	8	0
Norfolk	7	7	0	7	15	0	0	19	15	0
Mobile	23	6	0	13	9	0	1	25	3	0
New Orleans	40	12	0	22	4	0	0	102	31	1
Jacksonville	19	12	0	26	8	0	0	32	21	1
San Francisco	24	9	2	16	14	0	1	51	20	6
Wilmington	9	6	0	6	7	0	0	32	21	0
Seattle	30	9	1	14	7	0	0	60	19	1
Puerto Rico	5	3	0	5	5	0	0	14	5	0
Houston	40	14	0	37	4	0	0	91	28	1
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	292	102	4	224	95	0	2	611	229	12
STEWARD DEPARTMENT										
Gloucester	1	2	0	0	0	0	0	1	5	0
New York	29	21	0	43	36	0	0	65	35	0
Philadelphia	0	0	0	0	0	0	0	4	1	0
Baltimore	1	1	0	6	3	0	0	8	1	0
Norfolk	8	3	0	12	6	0	0	16	8	0
Mobile	15	0	0	16	6	0	0	23	4	1
New Orleans	19	5	0	14	4	0	0	53	17	0
Jacksonville	11	4	1	24	7	0	0	21	13	2
San Francisco	9	31	1	9	41	1	0	33	73	7
Wilmington	4	1	0	4	8	0	0	15	10	1
Seattle	15	7	0	12	11	0	0	24	15	1
Puerto Rico	6	0	0	4	0	0	0	9	3	0
Houston	19	5	0	23	13	0	0	53	17	0
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	137	80	2	167	139	1	0	325	202	12
ENTRY DEPARTMENT										
Gloucester	0	8	0	0	0	0	0	3	25	0
New York	38	83	6	39	209	17	0	39	209	17
Philadelphia	0	0	0	0	0	0	0	3	13	1
Baltimore	7	12	1	6	48	2	0	18	48	2
Norfolk	4	16	0	6	40	0	0	6	40	0
Mobile	5	14	3	4	30	3	0	4	30	3
New Orleans	20	32	0	43	105	13	0	43	105	13
Jacksonville	5	21	2	12	80	7	0	12	80	7
San Francisco	24	55	20	37	152	60	0	37	152	60
Wilmington	3	22	0	3	62	5	0	3	62	5
Seattle	12	33	3	17	66	16	0	17	66	16
Puerto Rico	4	11	1	12	40	4	0	12	40	4
Houston	16	30	0	45	111	2	0	45	111	2
Piney Point	0	6	0	0	1	0	0	0	1	0
Totals	138	343	36	0	0	0	0	242	982	130
Total All Departments	924	663	50	685	373	1	9	1,964	1,758	175

*"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 June was up considerably from the month of May. A total of 1,068 jobs were shipped in June on SIU-contracted deep sea vessels. Of the 1,068 jobs shipped, 694 jobs or about 65 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. There were 9 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 312 relief jobs have been shipped.

Directory of Ports

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

HEADQUARTERS

5201 Auth Way
 Camp Springs, Md. 20748
 (301) 899-0675

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
 (218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
 (617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
 (808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
 (713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
 (904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
 (201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
 (504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
 (804) 622-1892

PHILADELPHIA, Pa.

2604 S. 4 St. 19148
 (215) 336-3818

PINEY POINT, Md.

St. Mary's County 20674
 (301) 994-0010

SAN FRANCISCO, Calif.

350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
 (206) 623-4334

ST. LOUIS, Mo.

4581 Gravols Ave. 63116
 (314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
 (213) 549-4000

Support SPAD

**Help
A
Friend
Deal
With
Alcoholism**

SEAFARERS ALCOHOLIC REHABILITATION
ARC
CENTER



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

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

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

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

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

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

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

Don't Wait! Apply Now For



AS the 1984 school season nears, it's not too early for high school seniors to start thinking about September 1984, and college. For dependents of Seafarers and Boatmen, the financial burden of college can be greatly eased if they win an SIU scholarship.

The awards, known as the **Charlie Logan Scholarship Program**, are given each year under the auspices of the Seafarers Welfare Plan. For dependents, four \$10,000 scholarships are offered.

But the Scholarship Program is **not exclusively for dependents**. A \$10,000 award and two \$5,000 scholarships are available to active Seafarers and Boatmen. Also, when there are exceptionally qualified Seafarers and Boatmen, the Board of Trustees of the Welfare Plan may grant a second \$10,000 award to an active member.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers Scholarship Program and then worked hard to keep it strong and growing.

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six month period immediately preceding the date of application.
- Have 125 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1 Major Med-

ical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
 - Be under 19 or 25 years of age (whichever is applicable).
 - Be eligible for dependent benefits under the Seafarers Welfare Plan.
 - Be a graduate of high school or its equivalent.
- The applicant's parent must:
- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
 - Have one day of employment in the six month period immediately preceding the date of application.
 - Have 125 days of employment in the previous calendar year.

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

Must Take SAT or ACT

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT).

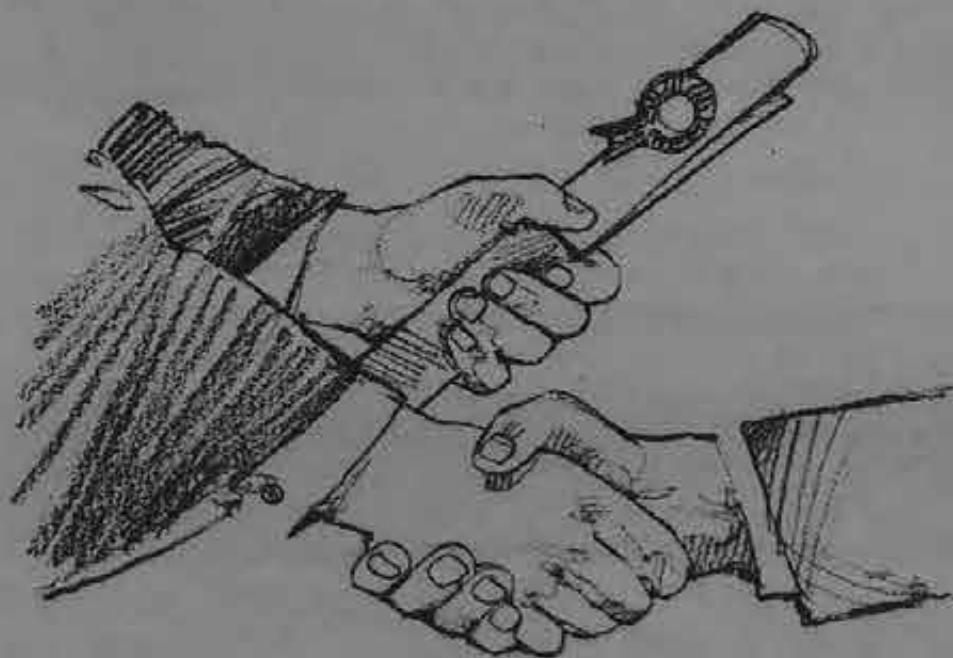
The SAT or ACT exam must be taken no later than February, 1983 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

Princeton, N.J. 08540 or Box 1025, Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Scholarship program applications are available to active members or their dependents at any SIU Hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20023.

Scholarship winners will be announced in May, 1984. The deadline for submission of applications is April 15, 1984.



LETTERS TO THE EDITOR



'Share in a Dream . . .'

I would like to express to all my brothers and sisters in the SIU and to the trustees of the Charlie Logan Scholarship Fund my deep thanks and appreciation at being chosen as a recipient of a Special Seafarers Scholarship.

I have managed to attend three years of college on my earnings as an AB, but with times as they are and tuition going up every year, I would not have been able to continue without this award.

My field of study at St. Louis University is Speech/Language Pathology, which involves working with people with speech problems of various kinds. Since I need a Masters degree to be certified by the American Speech and Hearing Association, I have three more years of schooling ahead of me.

I have gained much from my eight years of shipping with the SIU. I hope someday to be in a position to provide free speech therapy for Seafarers and retired Seafarers, on the basis of the same requirements as for other medical benefits.

Many speech disorders can go undiagnosed for years, and are often not covered under medical plans. It would be a shame if some Seafarers were prevented by undetected speech disorders from sharing in Paul Hall's dream of education for all seamen.

Once again, "thanks" to the SIU!

Fraternally,
David A. Murray M-2354
SS Cove Explorer

'Thanks for the Leadership . . .'

I want to commend SIU President Frank Drozak on the excellent job he has done in representing the interests of the U.S. shipping industry and the American public before the 98th Congress. Mr. Drozak has been a familiar figure on Capitol Hill in the past few months, working tirelessly in support of H.R. 1242 (the Competitive Shipping and Shipbuilding Act, also known as the Boggs Bill) and H.R. 1197 (the Wolpe-McKinney Amendment to the Export Administration Act).

As a co-sponsor of both measures, I am pleased to see them moving steadily toward passage by the House. The Wolpe-McKinney Amendment, which would extend the ban on the export of Alaskan oil, has been incorporated into a comprehensive extension of the Export Administration Act. That bill, H.R. 3231, was reported favorably by the full Foreign Affairs Committee on June 9.

The Boggs Bill, which would gradually increase the portion of American imports and exports that is carried by U.S.-flag vessels from the current 4 percent to 20 percent, is scheduled for markup by the Merchant Marine Subcommittee on June 29. It is because of the leadership of men like Mr. Drozak and SIU Gulf Coast Vice President Joe Sacco that these two crucial measures are receiving prompt attention and broad-based support in Congress.

As one of many congressmen who are deeply disturbed by the decline in U.S. shipping, and who believe that it has serious implications for both our economy and our national security, I am eager to work for this important legislation's passage by the full House.

Very truly yours,
Michael A. Andrews
Member of Congress
(35th District, Texas)

'Now More Than Ever . . .'

As a 1980 Four Year Scholarship Awardee, I am writing to encourage more Seafarers and their dependents to apply for the scholarships [the Charlie Logan Scholarship Program].

With the help of this scholarship, I was able to complete my third year as a biology major at Wilkes College, Wilkes-Barre, Pa. During this past year, I was able to take many science and liberal arts courses which will help me to be accepted to a medical school next fall.

I encourage Seafarers and their dependents to apply for these scholarships—especially now—because of the many cutbacks in governmental student aid. The scholarships will be a great advantage to the students soon entering college.

Now, more than ever, a scholarship is a wonderful thing to have.

Sincerely,
Elaine C. Czachor
Wilkes-Barre, Pa.

'Keep Up the Good Work . . .'

I would like to take this time to express my deepest and humble gratitude to the Seafarers Welfare Plan.

I suffered a bad broken wrist aboard ship last July 23, 1982, and have been unfit for duty for nearly one year. But my hardships didn't stop there.

My wife, who was pregnant, experienced . . . a disorder related to her pregnancy.

To make a long story short—without the Seafarers Welfare Plan, there was no way we could have taken care of our surgical, therapy and hospital bills.

Without a doubt, in these days when medical costs are out of this world, we needed a kind and dear friend like the SIU to lend a helping hand.

It was deeply appreciated, and again we say thanks to Seafarers and keep up the good work.

God bless.

Sincerely,
D. G. Newsome N-460
Chesapeake, Va.

'The SIU Was There . . .'

I want to thank the Union for taking care of my medical bills after I retired. My wife recently had a major operation and the Union paid over \$9,000 in medical bills.

When you are retired, that is when you need your SIU welfare benefits most, and the SIU was there to help me and my family.

Thanks again and my regards to all my old shipmates.

Isaias Cambronero C 1499
New Orleans, La.

'A Comforting Feeling . . .'

I want to thank you for your prompt action in the handling of my hospital bill.

It is a comforting feeling—to my family and me—to know that the SIU stands behind its members in a time of great need.

SIU is a welcome addition to the Lewis family.

Thanks again,
William L. Lewis
Philadelphia, Pa.

'Help Save the John W. Brown . . .'

Thanks for the article in the April '83 issue of the LOG about efforts to save the Liberty Ship *John W. Brown* through legislative action by Rep. Mario Biaggi.

Many other people are interested in supporting this effort . . . so could you let your readers know they can help by writing to:

John W. Brown
Preservation Project
105 Washington St.
2nd Floor
New York, N.Y. 10006

Paul W. Reinhardt
Dover, N.J.

Automation: It Works Because We Were Ready

Automation! It used to be a dirty word to many workers. To some people it still is.

But the SIU has used automation to its advantage. Instead of throwing in the towel or fighting the inevitable, the Seafarers planned ahead and worked with the changes that have inevitably come to the U.S. maritime industry.

The result, overall, has been jobs for our membership that would otherwise have been lost.

Though automation means fewer crewmembers onboard a particular ship, more ships are available on which to sail.

For instance, an old Cities Service 16,000 dwt tanker carried as many as 30 crewmembers. The modern, automated 395,000 dwt tankers *Atlantic* and *Pacific* (Interocean Management) carry a crew of only 19. If the SIU had not been willing and prepared to crew those vessels, there would be 38 fewer jobs on the shipping board.

The Union saw the automation trend coming many years ago.

Back in the late 1960s and early 1970s, Falcon Carriers was building four tankers. Each was 672 feet long and could carry 300,000 barrels of oil. The ships were highly automated and required an unlicensed crew of only 16 seamen.

The SIU was not about to let

four tankers slip away. Because we had the skilled personnel to run these modern ships and because we were flexible enough to accept smaller crews, SIU members got the jobs on the *Falcon Lady*, *Falcon Princess*, *Falcon Countess*, and *Falcon Duchess*.

Training and upgrading to meet the needs of a changing industry has been the theme of this Union for many years. That's why the Seafarers Harry Lundeberg School of Seamanship was developed and that's why the Union has so vigorously encouraged its members to upgrade their job skills.

The courses at the school are geared to keep up with the changing U.S. maritime industry. Especially in the engine department, the Union has established many courses that are necessary for today's highly automated engine rooms.

There are many specialized courses such as Marine Electronics, Pumproom Maintenance and Operation, Diesel engines, and of course, Automation.

The SIU has not allowed the modernization of the fleet to catch us unprepared. Because we have been prepared, we've secured many of the new ships that have come off the ways over the past decade—ships like the *Ambassador* and *Senator*

(Caribbean Coordinated Transport). Each of these roll-on/roll-off ships carry a crew of 15.

Automation may mean fewer jobs aboard each ship, but it has also meant more ships and continuing job security for our membership because we have

anticipated changes in technology and prepared for them. And because we have the skilled Seafarers, we will continue to get more jobs. We will make sure that automation will continue to work to our advantage in the future.

Seafarer Rajab Honored for Rescue



SIU member Amin Ben Rajab (center) proudly displays the Merchant Marine Meritorious Service Medal he received for his part in the rescue of a sinking Vietnamese boat. Pictured at left are Frank Pecquex, SIU legislative director and Angus "Red" Campbell, SIU vice president. To his right are Hadijah, his wife, and Adm. Harold E. Shear.

More than a year ago, AB Amin Ben Rajab (an SIU member) and cargo engineer Randy C. Doty stood on the bottom of a wildly swaying gangplank in the middle of the storm-tossed Pacific and pulled 47 Vietnamese refugees aboard the *LNG*

Aries (Energy Transport).

This month Rajab and Doty received Merchant Marine Meritorious Service Medals for risking their lives to save the men, women and children from the sinking and fragile boat.

The rescue was an example of the "strong tradition among seafarers of courageously and unhesitatingly going to the aid of those imperiled on the high seas," Admiral Harold E. Shear, maritime administrator said.

In addition the ship's captain, Daniel O. Spence, was given a letter of commendation for his skillful maneuvering of the *Aries*, and the crew received commendation letters for their humanitarian efforts.

The *Aries* was enroute from Indonesia to Japan when the refugee boat was spotted. After Spence brought the large vessel into position for a rescue, a gangway was lowered.

Several attempts to bring the refugees up did not work and that was when Rajab and Doty volunteered to station themselves on the bottom of the gangway and haul the refugees from the heavily rolling small boat with a life ring rigged from the deck.

Sea-Land Launches First Run to Halifax

Sea-Land last month launched the first direct, regularly scheduled weekly containership westbound run by a U.S. company to Halifax, Nova Scotia, Canada from Northern Europe.

The D-6 *Sea-Land Adventurer*, sailing from Felixstowe, United Kingdom, made her first port of call in Halifax on June 13. Four Sea-Land D-6 contain-

erships will make the weekly run from Northern Europe, each carrying 635 40-foot and 35-foot containers.

Sea-Land selected Halifax because it is the closest Canadian port to Europe. It's free from navigational obstacles and is one of the three best natural deepwater harbors in the world.

The company sees in the next

few years an average 4 percent annual growth rate on the run. The returning empty ships will carry Scotch whiskey, bakery products, auto parts, airplane engine parts, resins and oilfield equipment and parts from the United Kingdom.

Late in June, Sea-Land began a weekly eastbound run from Halifax with three D-9 containerships, each carrying 897 35-foot and 40-foot containers, including 209 refrigerated container slots to Rotterdam, the Netherlands and Bremerhaven, West Germany.

Besides military cargo, the vessels on the eastbound run will carry fresh frozen fish, shellfish, meats and poultry, produce, inorganic chemicals, dried peas and beans, and plastics and resins.



Sea-Land's four new D-6 class containerships, like the *Sea-Land Leader* pictured here, are 662 in length and carry 635 containers.

SPAD

CHECK-OFF

IT GIVES US
JOB
SECURITY!

50
CENTS A
DAY IS A
SMALL PRICE
TO PAY

Frank EVERS

