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LOG

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First Two Are Crewed SIU

Fast Sealift Ships Mean New Jobs for Seafarers



The SIU-crewed *USNS Algol* is the first of the Navy's converted SL-7s to join the Fast Sealift Ships Fleet. At recent sea trials she proved she was indeed fast, clocking a speed of more than 36 knots (42

mph). SIU members will crew each of the first four SL-7s which carry an unlicensed crew of 26. See page 4 for more photos of the *Algol*.

SIU Boatmen Crew New N.C. Tug



SIU Boatmen in the port of Wilmington, N.C. just crewed up the newly-reconditioned tug *Fort Johnston* (Cape Fear Towing). A 3,000 horsepower engine pushes the 95-foot long tug up the Cape Fear River. She joins five other tugs in the company's fleet and is equipped with firefighting capabilities. Originally built in 1945 as a military workboat, the tug was brought out of mothballs in 1981 and reconditioned. She is named after a former colonial governor, Gabriel Johnston.

First Seafarers Gain Crane Rating On Keystone State

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President's Report

by Frank Drozak

San Francisco . . . I hope the administration and the candidates of all parties saw the 150,000 men and women from dozens of unions marching down Market Street because there was a message for them. "America Needs Jobs!"

The rosy unemployment figures of the so-called "economic recovery" do not tell the story. No matter how you cut it, 10 percent of the eligible workforce is not working. More than 10 million people who want to work do not have

jobs. Three million American industrial jobs have been shipped overseas, along with massive parts of America's industrial base including our maritime industry.

America needs jobs, not promises. Sure more people are working today than were last year. But how many of those people are flipping hamburgers instead of building cars, making steel, sailing U.S.-flag ships and working in shipyards.

Until the administration realizes that economic recovery does not

occur until the pocketbooks and checkbooks of America's industrial workers recover, we will have an economy like a movie set. It looks pretty and substantial from the front, but it is propped up with sticks and wires and there is nothing to it.

I hope that message was heard. It was a message not from just the 150,000 in the streets, but from the millions of Americans who are not sharing in the "economic recovery."

The Democratic convention here produced the Mondale/Ferraro team that can build America's future. They share a vision of economic and social fairness and

justice which has been missing in recent years.

While the labor-led parade had a message for politicians of both parties, there is another message for our SIU brothers and sisters.

You must register to vote if you want to make a difference.

You must learn about the issues if you want to make a difference.

You must vote in November if you want to make a difference.

During the weeks and months to come, we will be talking more about the issues and the election. Listen, read and learn because you can make the difference. Your help will be needed in the coming months.

Defense Bill: Battleground for Maritime Issues

Usually when a merchant marine issue comes before Congress, it is assigned to the proper committee, hearings are conducted, people have a chance to voice their opinions, and it's either rejected or passed along.

But that's not the only way business is done on Capitol Hill. As the House and Senate were trying to wrap up work before a long summer recess, the Department of Defense (DOD) Authorization bill became a battleground for the merchant marine. The authorization bill basically tells the DOD how much money it can spend on what projects. It runs into hundreds of billions of dollars.

With time running out and a busy campaign ahead, congressional representatives on both sides of the merchant marine fence used a time-honored method to try and get their issues before the Congress—the amendment.

In each house, more than 50 amendments were introduced to the DOD authorizations. Some were approved, some weren't. Several concerned the merchant marine. Thanks to effective legislative relations and lobbying, the SIU and its friends were able to prevent two anti-mari-

time amendments from passage and pushed through three others that will have a positive impact on the industry.

Because each house passed differing versions of the DOD authorizations, they must meet in conference to hammer out a version agreeable to both sides. Some of the issues may remain, others may not. But here's a look at five.

ALASKAN OIL

The fight over of the export of Alaskan oil has been going on for years. But it appeared to be finished earlier this year when both the House and Senate passed a new version of the Export Administration Act which forbids the export of the oil.

While the entire Act has not been reported out of the House/Senate conference, the two sides have agreed to a six-year extension of the export ban.

During the debate on the DOD, up popped Sen. Frank Murkowski (R-Alaska). Murkowski has argued for the permission to export the oil for years. After all, it would certainly benefit the state of Alaska, but not the merchant marine, the nation's economy or the national secu-

ity. His idea was to allow the export of some crude oil to countries where American military bases are located. The theory was to allow those countries the same amount of Alaskan oil as the American military bases consumed, some 22,000 barrels a day.

"On the surface this amendment might seem reasonable, in reality it is unnecessary. U.S. forces overseas do not use or need crude oil, but use refined products . . . Current law permits the exports of refined products from the United States. . . . Clearly this amendment is another attempt to raise the issue of Alaska oil exports. . . . It has been before Congress four times in the past 10 years. Each time soundly defeated. As the situation in the Middle East worsens, it is more important than ever to protect our domestic oil supplies," SIU President Frank Drozak wrote in a letter to all senators.

When Murkowski realized that he had little support for the export idea, he did not bother to introduce it. He did offer an amendment that would have set up a presidential study commission to look at the idea of Alaskan oil export. But eventually

that was tabled.

MILITARY CARGO

This issue didn't even make it to the floor of the Senate, but it caused a great deal of hustling behind the scenes to stop the amendment which would have thrown American ships out of work hauling military cargo.

At issue were the cargo shipments to the American Navy base in Iceland. Because no American firms had been available to carry the cargo for several years, it was being shipped by an Icelandic shipping company with one of its own ships and three foreign-flag ships under charter.

Recently an American firm acquired two ships and applied to carry that cargo. The 1904 Cargo Preference Act says American ships must carry military cargo if the ships are available. It seems simple enough, the U.S.-flag ships should carry the military supplies.

But during the DOD floor action word leaked out that an amendment was about to be introduced which would have permitted the continued carriage of the cargo by the Icelandic company.

Quick action and hard lobbying by SIU and other mari-

(Continued on Page 5.)



LOG

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ODS Buy-Out a Step in Wrong Direction—Drozak

A scheme by the Reagan administration to gut one of the last remaining maritime support programs and award operators hundreds of millions of dollars in windfall profits was slammed by maritime labor and management during a Senate hearing last month.

SIU President Frank Drozak called the Operating Differential Subsidy "buy-out" plan just another step by the administration in its dismantling of the nation's maritime policy.

The ODS program was designed by the 1936 Merchant Marine Act as a way for Amer-

ican operators in the overseas trades to compete with cheaper priced foreign competition. Basically during a long-term contract between the government and the operator, the government agrees to make up some of the difference in operating an American ship, including crew costs.

Under the program the operators who receive ODS funds must use American crews, U.S.-built and U.S.-flag ships. They also are not allowed to enter into domestic or Jones Act trade. The buy-out proposal does not carry any of those requirements.

Under the buy-out scheme, the government would simply pay out hundreds of millions of dollars to the operators. For example, if an operator had an ODS contract which covered the next 10 years with \$100 million in ODS payments estimated, the government could buy it out for \$90 million today and claim it had saved \$10 million. One case before Marad now could cost the government more than half a billion dollars if approved.

"Over the past four years . . . the ODS program has quietly but consistently been weakened. Funding for ODS has been steadily reduced for the past four years, and the administration has unilaterally suspended

the negotiation and implementation of any new ODS contracts. We all know the administration would like to eliminate ODS. The only reason the program exists today is because of the government's contractual obligations. By permitting contracted companies to terminate or amend their existing contracts, and by refusing to implement new contracts, the administration can effectively kill the program," Drozak told the Senate Merchant Marine Subcommittee during hearings on the buy-out proposal.

The proposal is "a cosmetic attempt on the part of Marad to cover up its inability to come up with a comprehensive maritime program," MEBA President Jesse Calhoun testified.

"A new overall merchant marine policy must be developed. Until that is done, however, it is better for the United States government to do nothing than to take the step of bailing the ODS operators out of their contracts through a huge bonus buy-out program," Peter J. Finerty, Sea-Land Corp. vice president for public affairs said.

The hearing was held to allow the government to outline their reasons for supporting such a plan and of course for opponents to speak out.

(Continued on Page 27.)



SIU President Frank Drozak attacked a proposal by the Reagan administration to allow the government to pay off ODS operators. He said it was just another step in dismantling the nation's maritime policy.

Bankruptcy Protection For Workers Restored

Congress closed an unsavory chapter in labor-management relations by barring employers from twisting federal bankruptcy law into a weapon against unions.

President Reagan signed the bill July 10.

It passed the House by a 394-0 rollcall and then cleared the Senate by voice vote.

SIU President Frank Drozak said the action "will return basic rights to employees and give back the kind of protection needed to keep some callous employers from simply tearing up union contracts whenever they feel like it."

AFL-CIO President Lane Kirkland said the new legislation "takes collective bargaining out of the courts and returns it to the negotiating table where these issues should be handled."

By rectifying a Supreme Court decision, "this action closes the door on the use of bankruptcy laws by unscrupulous employers," Kirkland said.

In the future, a company that files for bankruptcy reorganization will have to bargain in good faith with unions repre-

sending its workers over any changes it seeks to make in existing union contracts.

It can't any more unilaterally tear up its contract as soon as it files for bankruptcy—as did Continental Air and some other firms that made no secret of their intent to take advantage of bankruptcy proceedings to get rid of unions.

Under the new legislation, which takes effect with the president's signature, a firm will have to show that it has bargained in good faith before asking a bankruptcy court to modify a union contract.

The employer's proposal would have to represent only those "necessary modifications in the employees' benefits and

(Continued on Page 5.)

AGLIWD Election Notice

Nominations for officers of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District will be open until August 15, 1984. All letters of nomination must be sent to the Credentials Committee, Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232.

Mondale Visits Cleveland Hall



SIU Field Rep Martin Vittardi shakes hands with Democratic presidential candidate Walter Mondale at the Cleveland SIU hall on May 5. Also pictured are Ohio Governor Dick Celeste; Congresswoman Mary Rose Oakar; Tim Hagan, Cuyahoga County Commissioner; Bill McTaggart, AA to Rep. Oakar, and Ron Rasmus, president of Great Lakes Towing Co. SIU members in the photo include Bernie Schnaetzer, Thomas Lee, William Slepko, Gregory Vlieg, John Polder, John Vlieg, Eric Paszter, Ron Bujnovsky, Don Kapela, Rick Springs, Andy Kasky, Ray Smith and Ted Fetzek.

Aboard the SIU's Algol in San Diego

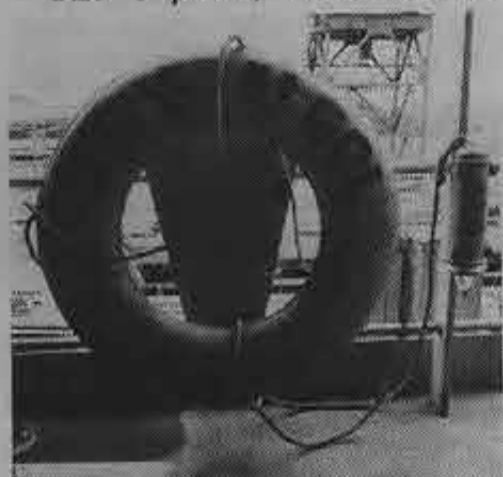
The Navy wasn't kidding when it decided to name its TAKR program Fast Sealift Ships. The *USNS Algol* proved that to the 26 SIU members who make up her crew when the former SL-7 hit more than 36 knots (42 mph) during her recent sea trials.

Sea-Land has won the contract to operate the first four of the military cargo carrying ships, and two, the *Algol* and the *Capella*, have crewed up. The other two, the *Antares* and the *Bellatrix*, will crew up later this summer. All four ships will carry unlicensed crews of 26. Contracts for the remaining four ships have not been awarded yet.

The ships will be based in Violet, La. and Jacksonville, Fla. and used to rapidly move tanks, helicopters and other military vehicles. The *Algol* is the

former *Sea-Land Exchange*. It was converted by the National Steel and Shipbuilding Co. in San Diego.

The *Capella*, which crewed

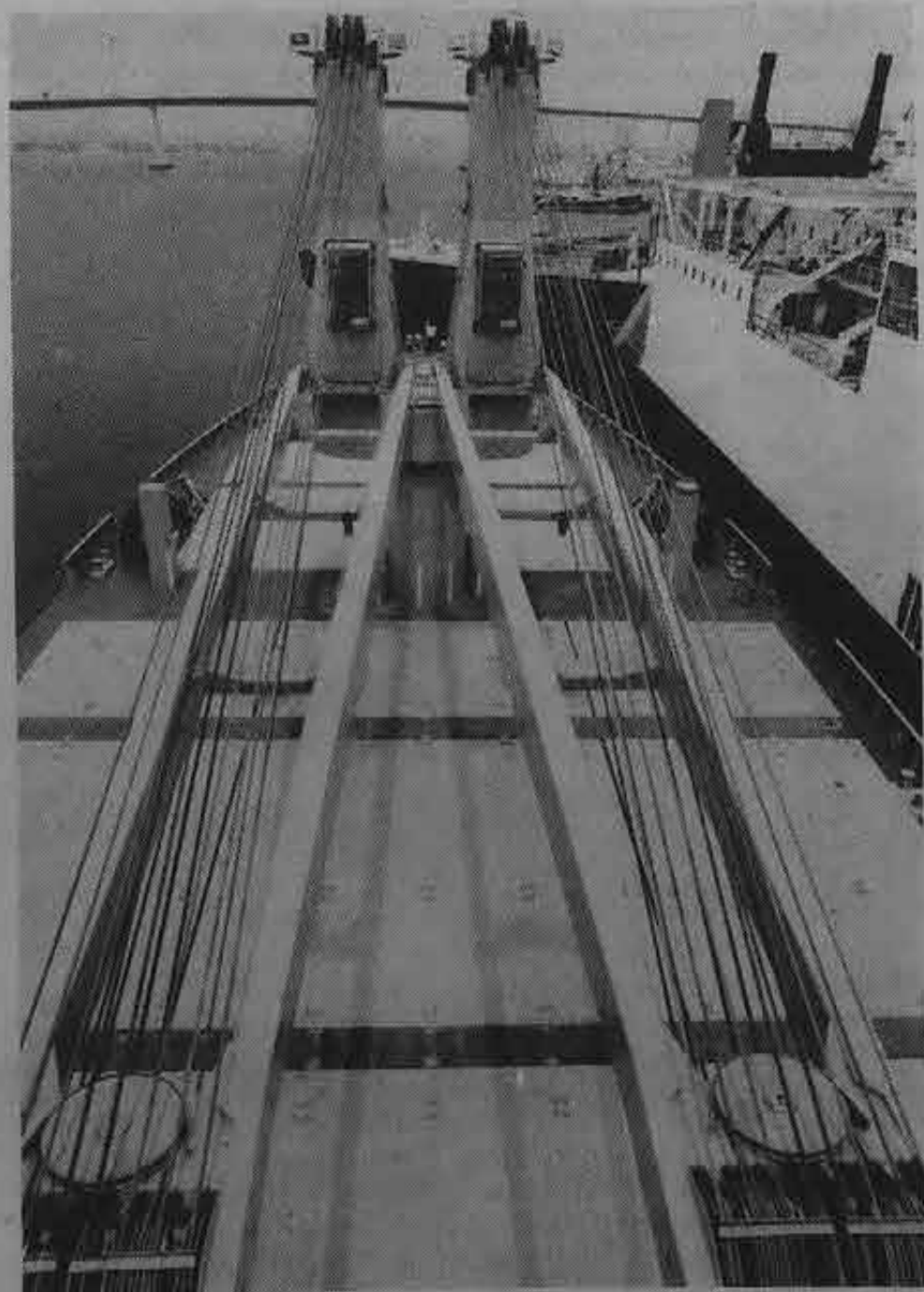


in Philadelphia, begins its sea trials this month. Because of heavy Naval security requirements at the U.S. Navy Yard in Philadelphia, no photographs were permitted. The LOG will carry coverage of the *Capella* in later issues.



Chief Cook Charles Colston in the galley.

Seafarers Will Crew the First Four of the New Sealift Ships



This is one of the stern cranes on the *Algol*.



Members of the *Algol's* crew share a laugh during the crew meeting.



The *Algol's* ship's committee is (l. to r.) Charles E. Colston, chief cook/steward delegate; Joe Barry, electrician/education director; Jack Olsen, bosun/chairman; Rick Metcalf, OS/deck delegate; Robert Scrivens Jr., engineer/engine delegate, and Billy Miles, steward/ship's secretary.



Checking pay rates on the newly-crewed *Algol* are AB Charles Bonilla, Jr., Engineer Robert Scrivens and QMED Mike McIwain.



This is the helicopter landing pad on the *Algol's* main deck.



Bosun Jack Olsen (r.) explains helicopter landing procedures to Wilmington Port Agent Mike Worley.

Defense Bill: Battleground for Maritime Issues

(Continued from Page 2.) time groups, and from maritime supporters in the Senate, stopped the amendment before it could get to the floor.

CDS PAYBACK

On a more positive note, the authorizations process allowed Rep. Roy Dyson (D-Md.) a chance to reinforce existing maritime law. He introduced a measure, and it was accepted by the House, giving the secretary of the Navy the right to veto any transfer of a subsidized tanker into the Jones Act trade.

The CDS payback issue has been on the Hill for almost two years. The administration wants to allow subsidized ships to pay back Constructional Differential funds and then enter the domestic and non-subsidized trades, mainly the Alaskan oil trade.

Drozak has spoken many times on the danger of such a policy. There are still questions on the authority of the Department of Transportation to change the current rules, which for the most part forbid paybacks. One of the more important arguments against payback has been that

it would put the smaller tankers, so necessary for military use, out of business as huge super-tankers took over the routes.

Dyson's amendment directly addresses the military issue. If the secretary of the Navy determined that a CDS ship would drive a defense-important ship out of the trade, the secretary could veto the move.

RE-FLAGGING

One of the lengthier debates during the authorizations hearing was on an amendment proposed by Rep. Mario Biaggi (D-N.Y.) and chairman of the House Merchant Marine Subcommittee. The amendment called on the secretaries of defense and transportation to allow two passenger ships, meeting certain requirements, to be allowed into the nation's domestic passenger trade, which is virtually dominated by foreign-flag cruise ships.

One of the main arguments Biaggi and other supporters made was the fact that the nation has a critical shortfall in sealift, especially troop transport, and two additional vessels would be available if needed.

More than a half-dozen ships

meet the requirements set up in the amendment, but opponents labeled the effort another attempt to allow two Cunard Line ships into the trade.

Biaggi named five vessels which could meet the requirements, and others were named during the debate. After a long session, the amendment was approved 237-159.

DEFENSE COMMISSION

The House and Senate both added similar amendments call-

ing for the creation for a Merchant Marine Defense study commission. Some language must be ironed out between the House version, sponsored by Rep. Walter Jones (D-N.C.) and Rep. Charles Bennett (D-Fla.) and in the Senate by Sen. John Warner (R-Va.) and Sen. Robert C. Byrd (D-W.Va.).

Final action on the amendments must wait until Congress returns at the end of July when each of these issues could be approved or defeated.

Bankruptcy Protection

(Continued from Page 3.) protections that are necessary to permit the reorganization."

Before coming to the court, the employer or the bankruptcy trustee would have to meet in good faith with the union representatives, "in attempting to reach mutually satisfactory modifications" of the contract.

Then, if an agreement hasn't been negotiated, the bankruptcy court may put the employer proposal into effect only if the union representatives have rejected it "without good cause" and "the

balance of the equities clearly favors" the proposed changes in the agreement.

The legislative battle that led to final passage began last February as a response to the Supreme Court's *Bildisco* decision. In that case, the court majority said a company could abrogate its union contract as soon as it filed for bankruptcy reorganization. And it set lenient standards for eventual court review of the unilateral contract change.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



THIS month our strike against Dixie Carriers is 16 months old. The situation with Dixie is a classic example of the anti-union sentiment so prevalent in this country.

For well over 40 years the Union had a smooth relationship with Dixie. Then the company was bought by a conglomerate called Kirby Industries in the midst of the union busting policies of the Reagan administration.

Dixie would not bargain in good faith, and the SIU was forced to call a strike on April 1, 1983.

Since the start of the strike we have been picketing Dixie equipment and have been distributing informational leaflets about this union-busting company. We also have two important cases pending against Dixie. One case is in the State District Court in Texas and the other is with the National Labor Relations Board in New Orleans.

Another example of the anti-union attitude in this country is the Continental Airlines strike which is almost a year old. Recently in the port of Houston, SIU members took part in a demonstration held by the striking workers at Continental. The demonstration took place in front of the Stouffers Hotel in Houston where Continental stockholders were meeting. The SIU joined the striking workers of the Airline Pilots, the Flight Attendants and the Machinists. Unfortunately, the SIU was the only other union to participate in the demonstration.

In other news, I'm happy to report that the shipping rule changes that went into effect on June 16 are having a very good impact in the Gulf ports. The rules have resulted in a definite improvement in the job situation.

Out of the port of New Orleans we are preparing for negotiations with SIU-contracted Gulf Atlantic Transportation Corp. (GATCO). The contract at this company, which runs boats between Puerto Rico and the Gulf, expires on Oct. 31.

A new three-year contract at Radcliff Materials was overwhelmingly ratified in the Gulf. Radcliff, whose headquarters is in Mobile, Ala., runs towboats and dredges in Alabama, Louisiana, Mississippi, Texas and Florida.

In the port of Mobile we crewed up several ships including the *Sacramento* (Ogden Marine) and the newly-acquired T5 Navy Tanker, *Yukon*, which is operated by American President Lines (APL). The SIU represents the steward department on all APL ships.

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



THE high water on the rivers—the result of heavy rains—has caused many temporary layups of our tug and barge equipment.

We hope that will clear soon and work should start to improve as the grain crops start coming in.

As usual, the annual Veiled Prophet Festival held in St. Louis over the July 4th holiday was a big success. The carnival atmosphere was made even happier by the Great Steamboat River Race which has become an annual event in St.

Louis. The race is held between two SIU-contracted ships—the *Delta Queen* and the *Mississippi Queen*, and the finish line is near the great arch in St. Louis harbor. Who was the winner this year? It was the *Delta Queen* by a boat length.

Up on the Great Lakes, negotiations are going very well on a new contract with the Great Lakes Associations of Marine Operators (GLAMO). I'll have more details in my next column.

Meanwhile, the weather has been beautiful on the Lakes where shipping is fairly decent and there are a large number of relief jobs.

Concerning our tug and barge equipment on the Lakes, SIU-contracted Luedtke Engineering Co. has been awarded a job in Alton, Ill. Also, the company will be doing a dredging job in Lake Calumet, Ill. and the Calumet River near Chicago. On top of that, the company will soon begin a dredging project in Green Bay, Wis.

East Coast, by V.P. Leon Hall



DUE in large part to our new shipping rules, shipping has picked up in the port of New York.

Deep sea shipping in the port of Philadelphia is excellent, according to Port Agent Bob Stevens who said that tug and barge work also remains strong.

I attended the last of the SONAT Marine conferences held at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. last month. These very worthwhile conferences provided an excellent

forum to discuss a variety of issues such as the Pension, Welfare and Vacation Plans, and the upcoming contract negotiations for SONAT workers.

In the port of Norfolk the SIU-contracted integrated tug-barge *Groton* (Apex) has been laid up since June 27 for repair work.

Her sister ship, the *Baltimore*, was crewed up in Norfolk in late June.

We're still in negotiations in that port on the Allied Inland contract and the Allied Coastal agreement.

The SIU-contracted C&O Railroad in Norfolk has a new boat for docking ships at the coal piers. I'll have more details on this boat, named the *Seaboard*, in my next column.

In the port of Baltimore we're getting ready to go into negotiations with two of our SIU-contracted inland companies: Curtis Bay and Charles Harper. Both agreements expire on Sept. 30.

Up in Gloucester, the annual St. Peter's Fiesta was held from June 28 through July 1. As usual, the feast was a happy and successful event. The bishop who blessed the fishing fleet used the SIU Union hall to prepare himself during the feast.

Coffee and cake was available at the hall during the St. Peter's Fiesta for our members and their families as well as for the clergy who used the hall.

St. Peter is the patron saint of fishermen and it's through contributions from Gloucester's fishing boats that the feast—first held in 1926—is funded.

West Coast by V.P. George McCartney



I'M HAPPY to report that in a recent two-week round trip from Honolulu to California and back, the SIU-contracted *Independence* (American-Hawaii Cruises) carried a full load of passengers on both legs of the journey.

The ship traveled from Honolulu to Los Angeles and then came up to San Francisco before heading back to her home port.

Here on the West Coast, negotiations are under way with Pacific Maritime Association on a contract

for our Pacific District SIU members. I'll keep you informed on the outcome of these talks in a future column.

As the LOG goes to press, we're preparing for a United Labor Parade in San Francisco on July 15. This parade, which is expected to draw thousands of participants, is a combined effort of the AFL-CIO, the Teamsters, and the International Longshoremen's and Warehousemen's Union. Among those taking part in the parade will be AFL-CIO President Lane Kirkland and SIU President Frank Drozak.

Two years ago, when a similar parade was held, 75,000 people participated.

On July 5 here in San Francisco, the SIU was among the 500 participants attending a commemoration of the 50th anniversary of "Bloody Thursday," 1934. At that time, during a general waterfront strike, two strikers were killed—Nick Bordaize, a member of the Marine Cooks and Stewards, and Howard Sperry, a longshoreman.

Up in Seattle, SIU Port Agent George Vukmir reports that he crewed up the *SS Bangor* (Bangor Trading Co.) which had been in layup for six months. Unfortunately, the ship is headed on a one way trip to the Far East to be scrapped.



Inland News

tug/tow
barge/dredge

ICC May Decide CSX-ACBL Merger July 24

The U.S. Interstate Commerce Commission (ICC) is to decide on July 24, in a landmark case, whether to let the CSX Railroad—number 3 in the U.S. and a top coal carrier—acquire control of the American Commercial Barge Line (CSX-Texas Gas Corp), number 1 in the U.S. and a major coal carrier as well.

CSX bought Texas Gas and its subsidiary, ACBL, last August and asked the ICC in November for the green light on operation of the barge line. Even with the ICC okay, court appeals and congressional action is seen.

The 1912 Panama Canal Act forbids a railroad from owning a barge line unless the ICC determines the merger doesn't reduce competition. The 1980 Transportation Act, however, gave the ICC the power to approve railroads buying or merging with barge lines.

Barge line owners contend that if a precedent is set by the ICC, other railroads (already a monopoly) could acquire control of other barge lines and eventually dominate the industry.

House Passes Port Development Bill; Senate Action Soon

The U.S. House of Representatives passed H.R. 3778, the Water Resources, Port Development Dredging and User Fees Authorizations bill sponsored by Rep. Robert Roe (D-N.J.) by an overwhelming vote of 259-33 on June 29.

The port development part of the bill would provide \$2 billion from the federal government over the next 10 years for dredging and improvements of harbors, inland waterways and channels.

In the amended House-passed port development section of the bill:

- Port user fees may only be levied on vessels which require a channel of more than 45 feet (e.g., big foreign-flag colliers). The U.S. would pay 100 percent for dredging under 45 feet and federal and local entities would share dredging costs for over 45 feet on a 50-50 basis.

- Only vessels which are subject to these user fees are required to submit to U.S. Custom Service tonnage certificates and cargo manifest.

- The U.S. Attorney-General or any other party may petition a U.S. District Court for injunctive relief to restrain a local port from imposing or

collecting user fees in a manner inconsistent with the provisions of the legislation.

In the U.S. Senate Finance Committee, the S. 1739 bill may be considered on the floor in either August or September. But the port-sharing cost provisions are substantially higher than in the House-passed bill. And the

Senate measure, like the House bill, allows the imposition of user fees on towing vessels to fund channels in excess of 45 feet.

The SIU favors amending S. 1739 to include a clear-cut prohibition against the imposition of unfair user fees on the non-beneficiaries of super-deep ports.

INLAND LINES

Crowley to Shift 8 Tugs to California

Crowley Marine will shift eight 5,000 h.p., 126-foot tugs to the ports of Wilmington, Long Beach and San Francisco from the Gulf.

Six of the tugs will be there in August, the rest by the end of the year. They do offshore towing at 13 knots and have a fuel storage capacity for 36 days at sea.

C&O Adds New Tug in Norfolk

The Chesapeake and Ohio Railroad (C&O) has added the new 5,000 h.p. tugboat *Seaboard* to its fleet for coal piers' docking in the port of Norfolk.

New contract negotiations were still continuing here at both the Inland and Coastal Towing Co. (Allied Towing) and the Cape Fear Towing Co. of Wilmington, N.C. The last company's contract expires in August.

Contract Talks Soon at Curtis Bay in Baltimore

Contract negotiations were set to start soon at the Curtis Bay Towing Co. in the port of Baltimore.

Crescent Towing Pact Ok'd in New Orleans

Crescent Towing's new contract has been negotiated and signed in the port of New Orleans.

A one-year contract extension at Whiteman Towing here also has been negotiated.

IOT Contract Negotiations Set to Start

IOT (Sonat Marine) contract negotiations were scheduled to begin this month in the port of Philadelphia. Their agreement ends on Aug. 14.

Self Towing in Mobile Signs Pact

Boatmen at the Self Towing Co. in the port of Mobile got a new three-year contract signed, sealed and delivered.

Alabama has launched a promotion drive for the Tennessee-Tombigbee Waterway which will be open June 1, 1985.

Farmers and shippers straddling the new canal in seven states will receive more than 100,000 color brochures, copies of slide show photos, maps and charts, a directory of barge and towing companies and facts about the port of Mobile to show them how to save time and money by using the waterway.

The Tenn-Tom will link the Gulf to Pittsburgh and St. Paul, Minn. via the Ohio and Mississippi Rivers—a distance of 16,000 miles.

At the SONAT Conference



Company officials from SONAT came to the SIU conference for SONAT boatmen to talk about the company's programs. Phil Sanborn, vice president for SONAT Operations, is on deck fielding questions from the SIU membership during one of the conference workshop sessions. Seated at his left is John Burns, SONAT labor relations officer. In the photo at right is Capt. T. Dunton, who was chairman of the workshop session on the Union Contract. At left is SIU Representative John Fay, chairman of the SONAT Conference. (For more photos on the SONAT Conference, see page 10.)



Chief Mate Leon Pulley has a clear view from the deck house where he works escorting barges to the breakwater and back to Petty's Island.



In the shadow of the TMT barge, the *Sea Monarch* moors for the night.

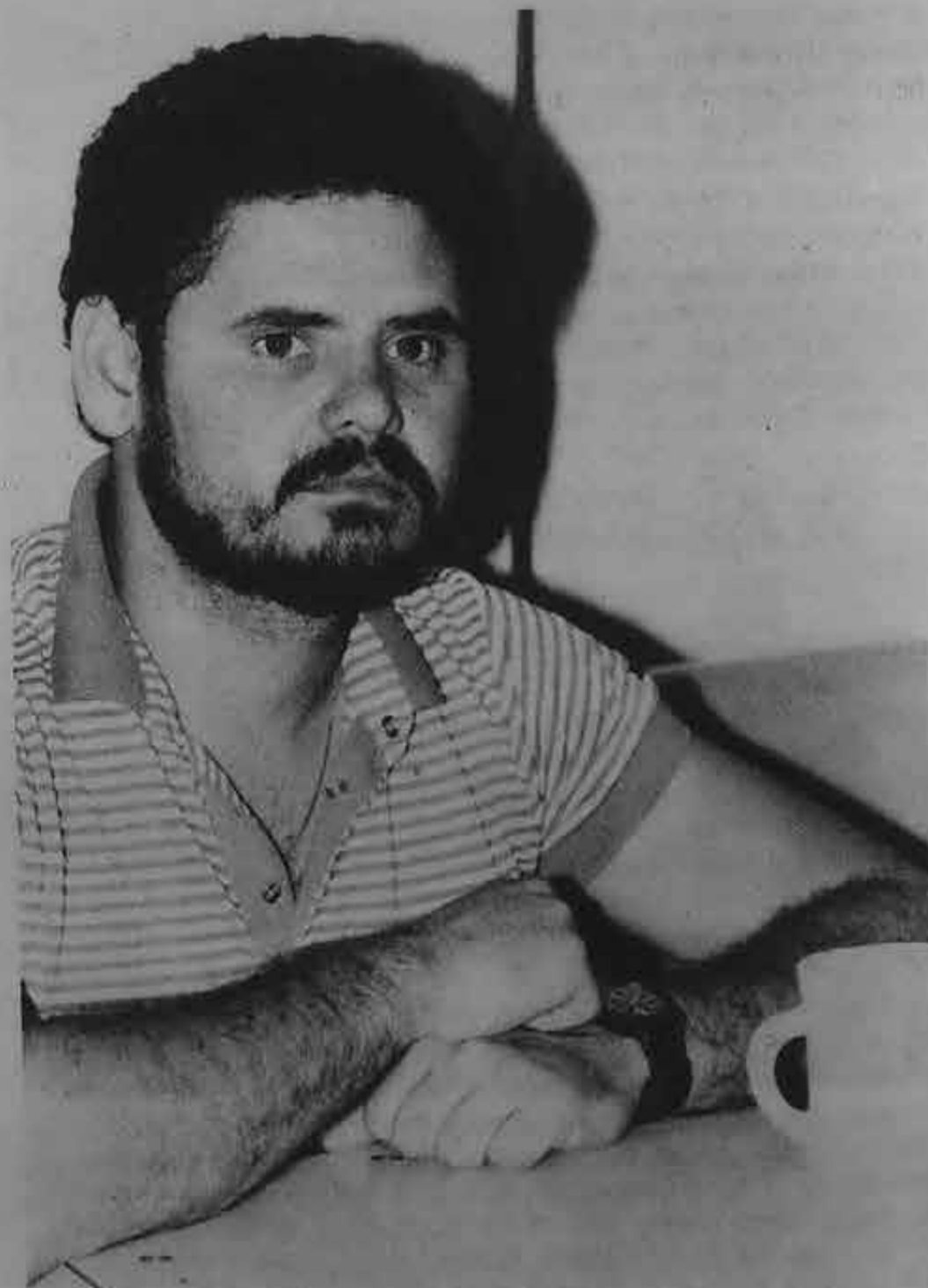
Sea Monarch on Puerto Rico Run

The tug *Sea Monarch* (Crowley Marine) has been helping tow two of the world's largest barges on the Delaware River on standby assignment at Petty's Island, N.J. for several months. At a rendezvous location three hours down river, she is connected to one of two TMT 550-foot and 720-foot barges towed starboard by a larger ocean-going tug and acts as a rudder on the trip back to the island TMT loading docks.

Once there, since the barges have no power on their own for docking, the *Sea Monarch* carries out the procedure, awaits containers loaded with perishables and manufactured goods to be driven and stacked on three levels in the barge, and then follows it back to the first meeting place. San Juan is the clearinghouse, and since Puerto Rico is an island, the weekly trip is a life line to the Caribbean.



With assistance from the *Sea Monarch*, at peak capacity the TMT barge carries more than 300 trailers to a harbor clearinghouse in San Juan.



Captain 'Corky' Anavitate relaxes and calls it a day as the sun goes down over Petty's Island.

U.S. Navy Commandos to Battle Pirates

For the very first time since the 1880s, the U.S. Navy has formed a specialized commando unit to assist merchant ships which are under attack by pirates.

It seems the modern day bucaners bear little resemblance to their brigand forebears depicted in Hollywood except that they are still very dangerous.

Ships from West Germany, Japan, Sweden and Singapore have reported incidents of piracy in 1982 off Southeast Asia and West Africa.

The reports cite an increase in piracy in the Indian Ocean, the South China Sea and the Mediterranean.

'Morjarra' Fish Eat Transcolorado Barnacles!

A MSC "Old Salt," Capt. Gene Laski, master of the *ST Transcolorado* (Hudson Waterways) and out of Southampton, L.I., N.Y., vows it's a true story:

There are fish swimming around Rota, Spain which actually eat barnacles off ship hulls.

Capt. Laski said he saw it only last year after he rejoined his command there.

The *Transcolorado's* hull was "exceptionally clean," he remembered, even though it hadn't been "scamped" in his absence with rotary brushes.

Laski reported the fish are called "mojarra" and indeed are known to eat barnacles. They are "flatfish" about a foot long at full growth, have very sharp teeth and are silver gray with vertical black stripes.

Pensioners

Clyde H. Branton, 64, joined the Union in the port of St. Louis, Mo. in 1972. He sailed as a tankerman for the struck Dixie Carriers from 1961 to 1969 and for National Marine Service from 1970 to 1984. Brother Branton is a veteran of the U.S. Army during World War II. He was born in Foxworth, Miss. and is a resident there.

Lee C. I. Clifton, 60, joined the Union in the port of Norfolk, Va. in 1966 sailing as a maintenance man for the Virginia Pilots Assn. Brother Clifton was a former member of the Carpenters Union and is a veteran of the U.S. Army in World War II. He was born in Washington Cty., N.C. and is a resident of Norfolk.

John Gilborne Felip Jr., 62, joined the Union in the port of Philadelphia in 1969 sailing as a tankerman for Marine Towing (IOT) and Bulkfleet Marine. Brother Felip also worked as a meatcutter for the Acme Supermarkets and was a former member of the Amalgamated Meatcutters and Butchers Workmens Union of North America, Local 198 from 1953 to 1969. He is a veteran of the U.S. Navy's Submarine Service in World War II. Boatman Felip was born in Philadelphia and is a resident of Thorofare, N.J.

Robert Francis Kellett, 62, joined the Union in the port of Houston in 1957 sailing as a

deckhand for G & H Towing in 1952. Brother Kellett is a veteran of the U.S. Air Force in World War II. He was born in Amesbury, Mass. and is a resident of Port Aransas, Texas.

Ernest Troy Ford, 62, joined the Union in the port of New Orleans in 1968 following his graduation from the SHLSS there. Brother Ford sailed as an AB with the Red Stack Co. and the Puget Sound Barge Co. in 1972 and the Moran Towing Co. in 1977. He began sailing in 1941. Boatman Ford was born in Alma, Okla. and is a resident of Breckenridge, Texas.

Melvin Leroy White Jr., 42, died on Dec. 12, 1983. Brother White joined the Union in the port of Norfolk in 1966 sailing as a chief engineer for Allied Towing and Ocean Towing from 1965 to 1983. He was born in Norfolk and was a resident of Mobjack, Va. Surviving are his widow, Norene; a son, Robert and a daughter, Laurie.

Pensioner **Hershal M. Whiteside** died on Dec. 28, 1983. Brother Whiteside joined the Union in the port of Houston. He was a resident of Port Aransas, Texas. Surviving is his widow, Shirley.

Marcus Gerald Fay, 56, died on Jan. 11. Brother Fay joined the Union in the port of New Orleans in 1978 sailing as a cook for Inland Tugs. He was born in Detroit and was a resident of New Orleans.

In Memoriam



Pensioner **Anthony F. Bursich**, 87, passed away from heart-lung failure in the Frankford Hospital in Philadelphia on May 11. Brother Bursich joined the Union in the port of Philadelphia in 1961 sailing as a FOWT for the U.S. Army Corps of Engineers. He also sailed with Tucker Towing from 1948 to 1953, Curtis Bay Towing from 1953 to 1954, P.F. Martin from 1955 to 1956 and for McAllister Brothers. He sailed for 54 years seeing every country except Japan. Seafarer Bursich was a former member of Local 1800. He was born in Austria, coming here in 1914 at the age of 17. He was a U.S. naturalized citizen and a resident of Philadelphia. Interment was in St. Dominic's Cemetery, Philadelphia. Surviving are his widow, Mary and two daughters, Eleanor Butch and Evelyn.



Pensioner **Hubert "Hughie" James Dempsey**, 70, passed away on April 4. Brother Dempsey joined the Union in the port of New York in 1960 sailing as a tug deckhand and mate for the N.Y. Central and Penn-Central Railroads from 1940 to 1974. He was a former member of the Masters, Mates and Pilots Union. Boatman Dempsey was born in Esopus, N.Y., and was a resident of Union City, N.J. Surviving is his widow, Ruby.

Pensioner **John Paul Collins**, 76, passed away from heart failure in Farmville, Va. on Jan. 1. Brother Collins joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for McAllister Brothers in 1955 and for Allied Towing in 1962. He was a former member of the United Mine Workers Union from 1953 to 1961. Boatman Collins was born in Norfolk and was a resident of Farmville. Burial was in the Rosewood Gardens Cemetery, Virginia Beach, Va. Surviving are his widow, Thelma and a son, Donald.

Luis Gulermo Lopez, 39, succumbed to pneumonia in the Tulane Medical Center, New Orleans on Dec. 3, 1983. Brother Lopez joined the Union in the port of New Orleans sailing as a waiter. He was born in Caracas, Venezuela and was a resident of New Orleans. Burial was in the Jardines de la Cinita Cemetery, Maracaibo, Venezuela. Surviving are his parents, Ernesto and Alicia Lopez and a brother, Alberto, all of Maracaibo.



Pensioner **August Benson**, 86, passed away from pneumonia in the Perry Cty. (Miss.) Hospital on March 19. Brother Benson joined the Union in 1938 in the port of Mobile sailing as an AB. He was born in Norway and was a naturalized U.S. citizen, residing in New Augusta, Miss. Burial was in the New Augusta Cemetery. Surviving is his widow, Jewell.



Pensioner **Walter Robert Grimstead Sr.**, 71, died on April 16. Brother Grimstead joined the Union in the port of Norfolk in 1961. He sailed as a tankerman and chief engineer for the U.S. government from 1938 to 1940, N. Lee Hudgins & Son in 1941, Allied Towing in 1962 and Southern Carriers in 1966. He was born in Mathews, Va. and was a resident there. Surviving are his widow, Harriet; a son, Robert Jr. and a daughter, Selena.



Pensioner **Carl Franklin Hudgins**, 80, passed away on April 15. Brother Hudgins joined the Union in the port of Norfolk in 1960. He sailed for the Pennsylvania Railroad in 1942 and was a former member of the Masters, Mates and Pilots Union from 1942 to 1960. Boatman Hudgins was born in Mathews City, Va. and was a resident of Norfolk. Surviving is his widow, Doris.

SONAT Conference Stresses Unity

The third and final SONAT Crews Conference ended on a high note as the 31 delegates acted to support their Union's efforts to secure the best contract possible in the upcoming contract negotiations. Bargaining talks with SONAT Marine are scheduled to begin shortly. Over the course of three con-

ferences, the delegates made over 100 contract suggestions covering such topics as health and welfare benefits, seniority, wages, bumping, transfer of equipment, servicing, the state of the tug and barge industry, and the Union's legislative activities program.

ferences, the delegates made over 100 contract suggestions covering such topics as health and welfare benefits, seniority, wages, bumping, transfer of equipment, servicing, the state of the tug and barge industry, and the Union's legislative activities program.



Larry Snider, a mate for the Mariner fleet, made sure the Union knew how he felt about the issues.

The three conferences were open to all SONAT employees who wanted to attend. Also invited were our members' wives and children. Those members who did attend had a chance to see for themselves what their Union is all about as well as to make recommendations concerning what they would like to see included in the upcoming contract.

Dorothy Anderson, wife of S.A. Anderson, a cook for the Mariner fleet, pretty much summed up the attitude of the delegates and their wives when she said, "I had no idea of the scope of the Union's activities. It makes you feel better to know that you're not alone, that there are a lot of people supporting you."

Richard Forest, an AB who sails for the I.O.T. fleet, had a similar reaction to the conference. "A lot of people who sail in the SONAT fleets," he said, "have no idea that there is more

to this Union than just the boat or the hiring hall. They've never seen headquarters, they've never seen the Union's upgrading and recreational facilities. And they have no idea about the Union's legislative activities in Washington."

While each of the three SONAT conferences followed

the same format, each conference shed light on a different aspect of the Union's activities. The delegates to the second conference were particularly interested in the SIU pension and welfare benefits. The delegates to the third conference were more interested in the Union's political activities and the state of the tug and barge industry. As with the second conference, the company asked John Fay, chairman of the conference, if it could send a representative to talk to the members. The delegates agreed to accept SONAT's offer. Two of the company's top officials—John Burns and Phil Sanborn—talked to the delegates. They stressed that while they could not discuss the upcoming contract negotiations between the Union and the company, they did say that they wanted "very much to come to some sort of agreement."

Sanborn spent much of his time talking about the state of the tug and barge industry, and the attacks that are being made against it by the Reagan administration. While he admitted that the Union and the company have differences over a number of important issues—manning, wage scales, etc.—the company did acknowledge that the Union

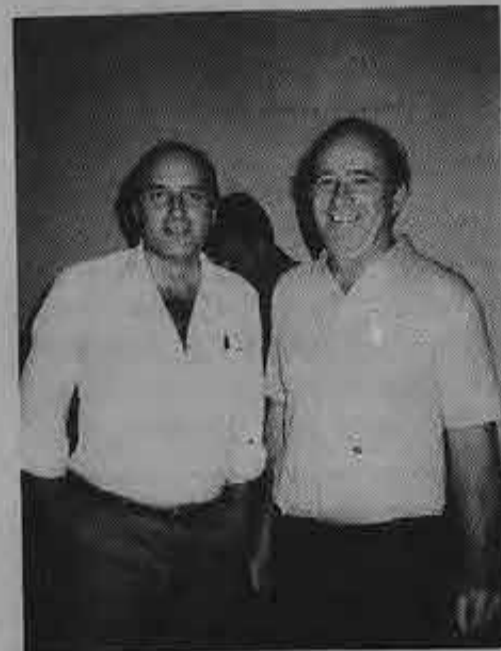
had played an instrumental role in trying to persuade Congress to enact legislation that would turn things around for the maritime industry.

Sanborn's assessment of the Union's role in promoting the

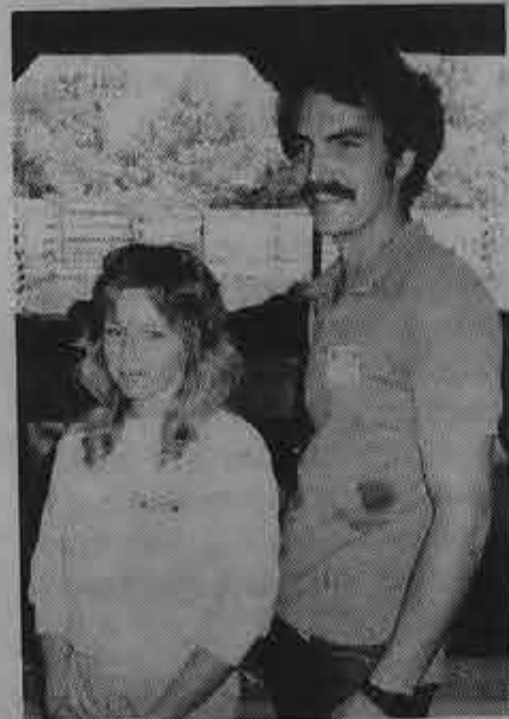
maritime industry was echoed by Congressman Bill Gray (D-Pa.) who talked to the delegates and their wives. He told the delegates that "no company or union is doing more to protect the job security of tug and barge workers than the SIU."



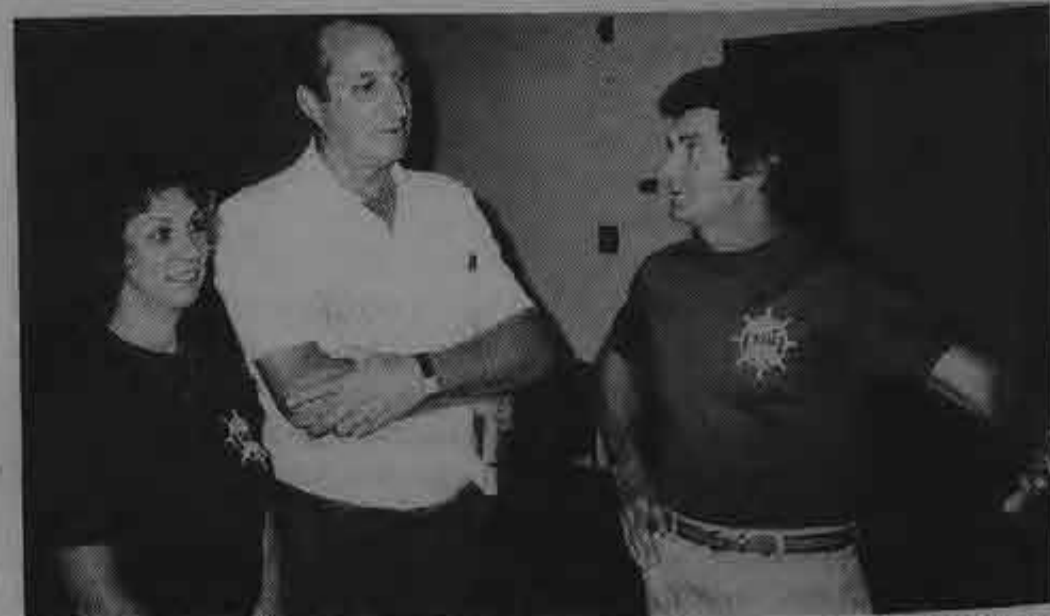
Delegates to the conference and their wives crowd around Leo Bonser, center, administrator of the SIU Pension and Welfare Plans, in order to ask him questions about their benefits.



SIU Inland Coordinator Frank Paladino (l.) talks with Robert Hern, IOT fleet senior captain.



Don Smart, AB for the Mariner fleet, and his wife inspect the Union's farm.



SIU President Frank Drozak talks to Gene Parks, mate for the IOT fleet, and his wife.

Education Is the Key

Strength, Success: SIU Scholarships

EDUKATION is the key unlocking the doors of opportunity and success for all SIU members and their families.

Since its inception in 1952, over 100 Seafarers and their dependents have been the recipients of SIU's Charlie Logan Scholarship Program. During these 32 years, the cash awards have amounted to \$987,143 in scholarship money.

Every year, four \$10,000 scholarships are awarded to dependents of Seafarers. In addition, one \$10,000 scholarship and two \$5,000 scholarships are awarded annually to active Seafarers.

In the case of a tie where two Seafarers have identical, excellent qualifications, the Scholarship Committee awards an additional \$10,000 scholarship to the third, active Seafarer.

In late April of each year, the Charlie Logan Scholarship Committee reviews all the applications. The 1984 Scholarship Award Committee is, itself, a "Who's Who" of academia, with such illustrious members as Dr. Charles Lyons, the dean of admissions at Fayetteville State University of North Carolina; Dr. Gayle Olson from New Orleans; Dean Charles O'Connell, vice president and dean of students at the University of Chicago; Dr. Trevor Carpenter from Charles County Community College in Maryland; Dr. Michael Glaser, associate professor of English at St. Mary's College of Maryland, and Rev. Dr. David Boileau from New Orleans, La.

Although all applicants are "winners," the committee is challenged with the awesome task of selecting only seven candidates for the scholarship awards. These scholarships help our members and their children achieve their educational goals. Scholarship winners have been able to broaden their horizons when financial considerations might have otherwise precluded them from pursuing a college degree. Winners through the years have acquired degrees in science, law, the humanities and the arts, and have majored in disciplines from archeology to zoology.



Charles Logan (1900-1975)

The success stories of SIU's Welfare Plan's winners read like the scripts from ABC's "Lottery" program.

Bill Lopez was a rank-and-file member of the SIU when he enrolled in the GED program in the mid '70s at SHLSS. After eight and a half years as a Seafarer, he won a Charlie Logan Scholarship to attend Reed College in Portland, Ore., where he received a degree in history and social science with a political science major.

While attending college, Lopez worked as an organizer for Culinary Local 9 in Portland and became interested in pursuing a law degree. Before long, Lopez was a law student at the University of Oregon and a law clerk for the firm of Kulongoski, Heid, Durham and Drummonds in Portland.

Now he works full time for the American Federation of State, County and Municipal Employees (AFSCME) Council 75 and is finishing his last semester of work at the University of Oregon for his law degree. For Council 75, Lopez handles contract negotiations for AFSCME employees in several counties of Portland.

"I intend to continue in the Labor Movement after I finish law school," says Lopez who spent much of his life in Texas but now considers Oregon his home.

Seafarer Michael Bacha has just passed the Bar exam! He has written his own story—a testimonial of great inspiration to our membership and their families.

"Over the years, being a member of the SIU has provided me with numerous opportunities for growth and advancement. Foreign travel and shipboard experiences have enriched my life and brought me tremendous personal satisfaction. Upgrading classes at Piney Point have enabled me to acquire modern nautical skills and to increase my earning power. As seamen, we are all keenly aware that such continuing educational programs are an absolute necessity in today's changing world," Bacha said.

"The SIU has long recognized this need and has provided the membership not only with the superb facilities at Piney Point but with virtually unlimited educational possibilities through the Charlie Logan

Scholarship Program. The opportunity is there and it is available to Seafarers of all ages, as well as to their dependents. So if you have been considering returning to school for a technical or college education, I urge you to put a pen to paper and fill out an application.

"Four years ago I did just that, and the SIU scholarship enabled me to continue my education as a full time student at the Ohio State University College of Law. Although it has required a goodly amount of hard work, returning to school has been a rewarding and gratifying experience. I have now completed my legal education and have recently been admitted to the Bar," Bacha said.

In 1978, Jimmy Mann was the first steward department recipient of the SIU Charlie Logan Scholarship.

He was accepted to Cornell University where he studied hotel management and business. The Cornell curriculum consisted of extensive courses from hotel design to gourmet cooking.

In order to supplement the tremendous financial burden of Cornell, Mann worked an entire year as 2nd cook and baker aboard Delta Line's luxurious *Santa Barbara*, proving to be an excellent training ground for the type of gourmet cooking that Mann hoped to learn at Cornell.

During breaks at Cornell, Jimmy returned frequently to SHLSS to upgrade.

In December of 1984 Mann was graduated from Cornell. With his education and experience, he will wait for the right opportunity. There is his love of the sea. There is his desire to do things that are "first class, where I can put what I learned in school and on ships to use, and more importantly, learn more."

These stories speak for themselves. We are proud of SIU members and their children who pursue advanced academic and vocational goals. SIU is honored to share in all Charlie Logan Scholarship winners.

In its monthly series of interviews and reports, "PROFILES" will highlight key government officials instrumental in shaping national and maritime policy.

Senator Carl Levin

SENATOR Carl Levin (D-Mich.), first elected to the U.S. Senate in 1978, has been described by the *Detroit Free Press* as "... exceedingly thoughtful and conscientious—a man whose vote cannot be bought, leased or coerced."

For our members and our Union, there are few better records in the Senate than Levin's. The senator is 100 percent on maritime issues and his overall labor record is 97 percent. Levin is the solid friend of working people who contribute to America's economic stability and are always "there" when America is threatened. Levin recognizes that U.S. industries are declining and that "the U.S. must develop a framework for an industrial strategy that will modernize our industrial base, improve our productivity and make American products more competitive with imports from abroad. In the meantime, we must safeguard our basic industries from unfair foreign trade practices. We must not allow the sacrifices of the past few years to be in vain. Free trade is a good theory, but when it is only one-sided, the American worker will lose out. We cannot allow that to happen. Domestic content legislation, which I strongly support, is one way to show the world that we are serious about being treated fairly and about keeping jobs in this country."

As a member of the Senate Small Business Committee, Levin is able to monitor the U.S. industrial base and grapple with its decline first-hand. Other key assignments for the senator include the Governmental Affairs Committee and the Armed Services Committee. The senator is committed to a "a strong America. The threats to American security and human existence posed by the Soviet Union and other states is real and cannot be ignored. But our response should not be to buy every available weapon system no matter what the cost. We need to make some clear deci-



Sen. Carl Levin

sions about our strategy and goals and then spend carefully."

Levin stresses "sanity and stability" in the arms race. He has introduced legislation which would put more money into training and better equipment—American-flag ships—for our conventional forces.

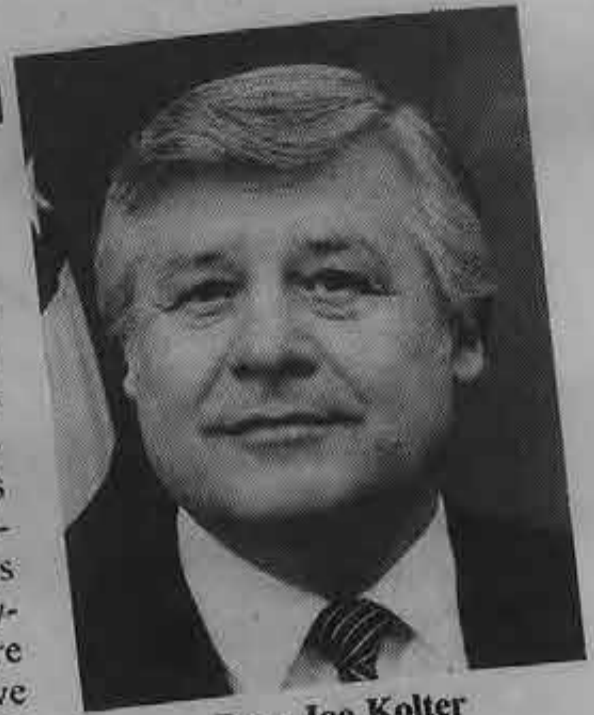
Late this spring, Levin announced his candidacy for reelection to the U.S. Senate. His record clearly earns our Union's support and our members' votes on November 6.

Speaking of his own record, Levin said, "I've spent over five years as a United States senator from Michigan—and I'm looking forward to taking my record and my plans before the people of Michigan. As the co-chair of an effort in the Senate to design new programs to develop jobs for the future, I've proposed policies designed to foster a partnership between labor and management and government. As a member of the Senate Armed Services Committee, I have urged that we talk with our allies about a more reasonable partnership—one which more equitably shares the burden of our mutual defense needs and more fairly resolves the trade disputes which exist between us. And as a member of the human race, I have urged that we talk with our adversaries about finding a path to peace."

"The men of our merchant marine have pushed through despite the perils of the submarine, dive bomber and surface raider... because they realized that the lifelines to our battle fronts would be broken if they did not carry out their vital part in this global war."

President Franklin Roosevelt, May 1943

Congressman Joe Kolter



Rep. Joe Kolter

ELECTED to the House of Representatives in the fall of 1982 to represent the Fourth District of Pennsylvania, Congressman Joe Kolter (D-Pa.) has overcome his "freshman" status and has made great strides toward reducing unemployment. His efforts for the entire transportation industry have been instrumental in putting Americans back to work.

Kolter sits on the House Government Operations Committee and Public Works and Transportation Committee. In addition, the congressman serves on several House Task Forces, among them, the Congressional Coal Group, the Pennsylvania Congressional Delegation, and the Congressional Steel Caucus, an ad hoc body in Congress monitoring problems involving the domestic steel industry and its employees.

Kolter recognizes the vital role the American maritime industry plays in stimulating the U.S. economy across the board. He endorsed H.R. 1242, the Competitive Shipping and Shipbuilding Act of 1983. Its enactment will provide thousands of jobs for steel and shipyard workers. Kolter supports the current export ban on Alaskan oil and believes in fulfilling the Congressional requirements in the Strategic Petroleum Reserve.

Recently, the congressman spearheaded the effort for the High Speed Rail bill creating a high speed rail line, similar to those in France and Japan, between Chicago and Philadelphia. Such a line, if ever completed, would create roughly 50,000 jobs and establish the first high speed ground transportation system in the United States.

Kolter compares the steel industry problems with the maritime industry problems. As a

member of the Congressional Steel Caucus, Kolter has been working to stem the flow of unfairly subsidized steel into this country. Imported steel not only weakens national defense, it also creates unemployment in the allied industries and contributes to the growing national trade deficit. He was one of the original co-sponsors of the Fair Trade in Steel Act (H.R. 5801).

Last year more than 17 million tons of steel flooded into this country and contributed to the unemployment in the steel industry which is over 25 percent. H.R. 5801 places quotas of approximately 15 percent on steel imports for a period of five years. Additionally, the legislation requires that American steel companies begin reinvesting in steel production, or risk losing the protection of quotas. This measure would ensure the profits generated by the quotas would be reinvested to maintain jobs in the steel and allied industries.

Kolter continues to promote the development of the vast U.S. coal reserves and the export of this abundant commodity on American-flag ships. The congressman has met with opposition in the Department of Energy which refuses to expend appropriated funds in the commitment of fossil energy research. Congressman Kolter resists this approach. "We should do everything in our power to promote development of this country's most abundant natural source of energy."

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Gets Cookin' With New Galley

The galley at the new Seafarers Harry Lundeborg Training and Recreation Center has all of the latest equipment and offers seafarers who are upgrading in the Steward Department new and diverse experiences.

The galley is a central galley and services three dining areas. Both the upgraders and trainees dining rooms are cafeteria style service while the Executive Dining Room, which is reserved for special functions, is waiter serviced. Between the three dining rooms the Center could easily serve one thousand people.

The main Galley features char broilers, convection ovens, salamanders (finishing ovens), a large steam area with various sized trunnion kettles, two ware washing areas and walk-in refrigerators and freezers.

The central bakery consists of

brick ovens, steam ovens, proofing cabinets, various sized mixers from 60 quarts to 80 quarts.

In the galley the Steward Department trains seafarers to be Chief Stewards, Chief Cooks, Second Cook and Bakers, Assistant Cooks, Trainee Third Cooks and Messman.

On-the-job training and instruction begins at 4 a.m. and ends at 8 p.m. The work is handled in two shifts and continues seven days a week. The Steward Galley Instructors consists of eight men. All are Chief Cook/OJT Instructors.

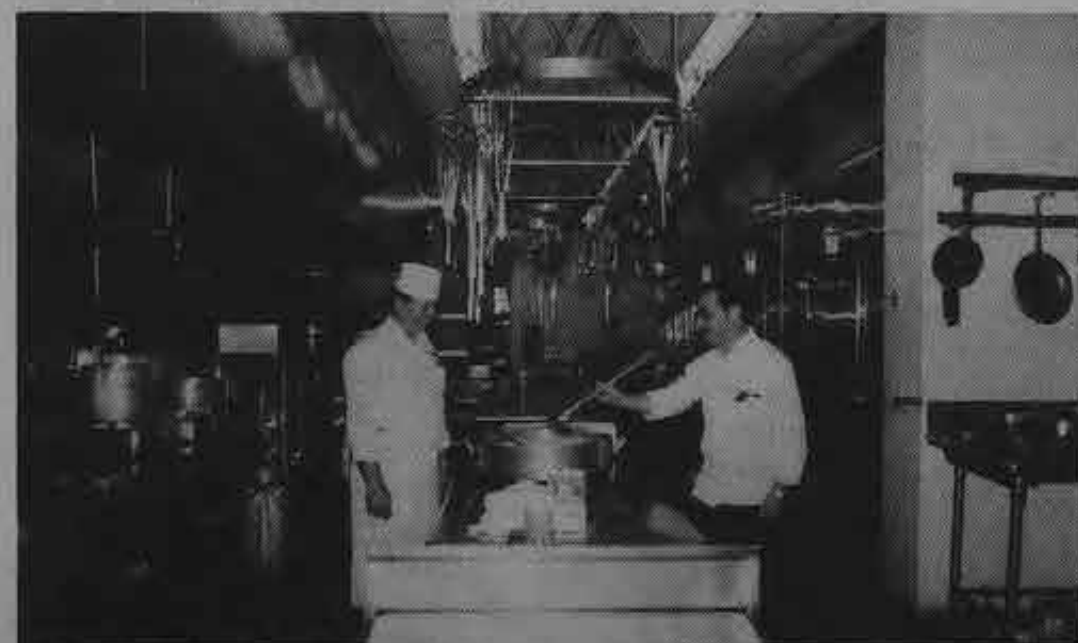
Under the guidance of the Steward instructors the meals are planned and prepared by Seafarers upgrading their skills by gaining valuable knowledge and experience at the Seafarers Harry Lundeborg Training and Recreation Center.



The Executive Dining Room offers waiter service and is reserved for special functions.



The Bakery has spacious work areas and all the latest equipment.



SHLSS Instructors Romeo Lupinacci (r.) and Frank Russell enjoy the facilities in the new galley.



The Upgraders' Dining Room offers cafeteria style service.



The Trainees' Dining Room is set up for Cafeteria Style Service.

Keep Your Head Above Water

Take the SHLSS Lifeboat/Water Survival Course

Survival is the keyword in the Lifeboat/Water Survival course taught at SHLSS. Due to the isolated confines of a ship, seafarers must be more dependent on their own abilities and their fellow seaman in a time of crisis.

The four week Lifeboat/Water Survival course is required for all entry-level trainees and available to all upgrading students. Many SIU members choose to take the lifeboat course while they are enrolled in other programs, and

some come to SHLSS specifically to get their lifeboat endorsement.

The course consists of over forty hours of classroom time and thirty hours of practical training. Subjects taught include emergency

drills, lifeboat construction, launching and recovery, basic compass navigation, liferaft construction, launching and maintenance, rowing, survival training and use of all lifeboat and liferaft equipment.

All "State of the Art" equipment is used during instruction with a strong emphasis on audio visual presentations. The SHLSS has prepared its own water survival manual, video tapes and teaching aids. Individualized instruction is available through the Learning Center depending on the needs of each student.

Members of the U.S. Coast Guard come to the Lundeberg school to test the lifeboat students. This exam is given in English only. The Coast Guard test consists of davit operation, boat handling, and a written exam. The written exam may be taken orally at the students' request, but the test will only be given in English. The entry-level trainees must pass an additional Coast Guard test on knot tying.

Should a disaster occur, the SHLSS Lifeboat/Water Survival course gives our seafarers the training, knowledge and confidence to safely evacuate a ship.



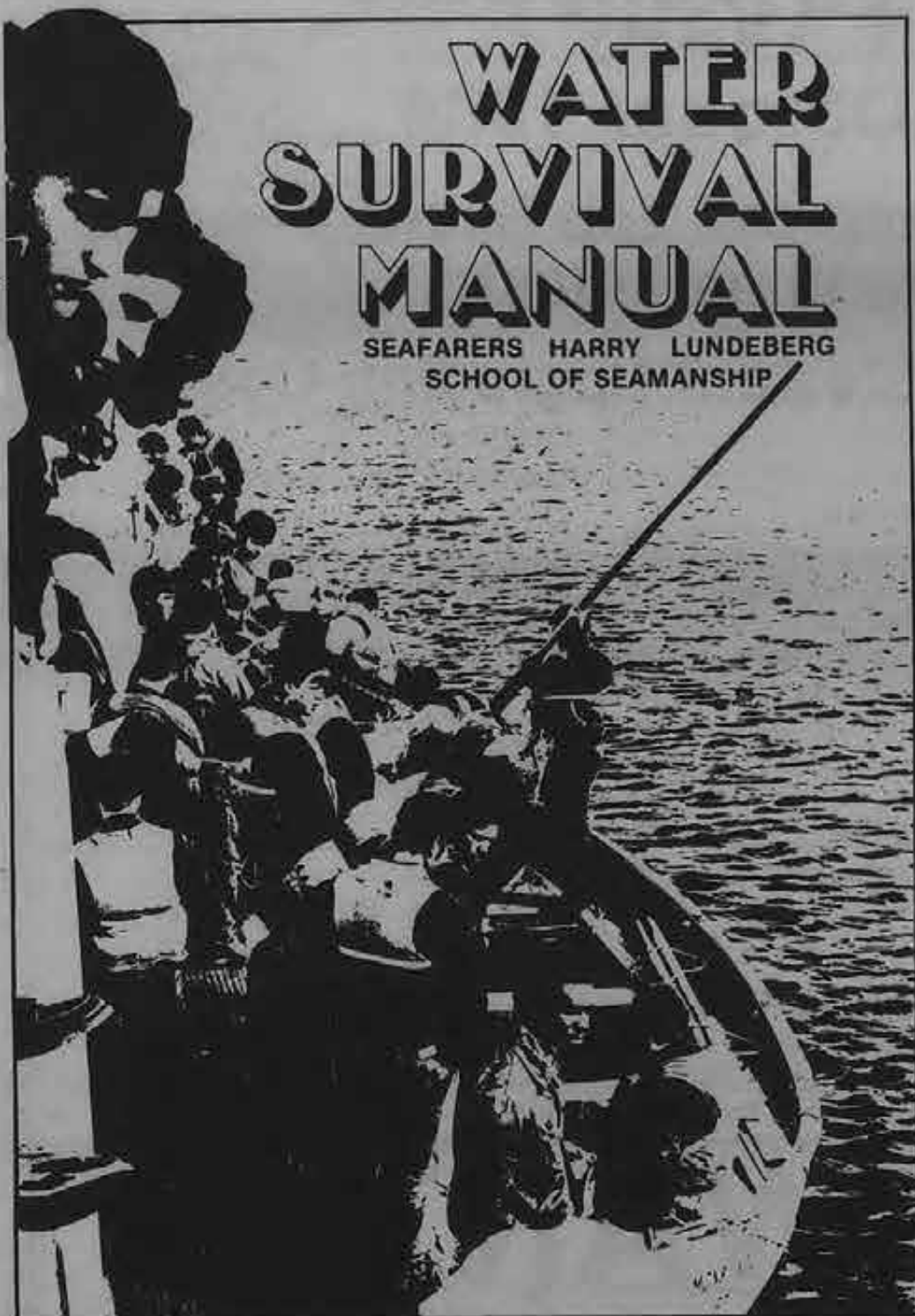
Trainees practice backing away from the dock.



Roger Mignone demonstrates how to stay warm and dry in 30 degree water.



Davit launching is practiced by the Hawaiian crew members.



The newly revised Water Survival Manual was written and prepared at the Seafarers Harry Lundeberg School of Seamanship.



Instruction is given at the embarkation deck.



Loading the lifeboat and preparing to get underway.

SHLSS COURSE GRADUATES



Master/Mate Freight & Towing

Instructor John Chanslor, Dan L. Parker and Danny (George) Taylor.



Quartermaster

Instructor Abe Easter, Ken Hagar, William John Mullins, James Darda, Thomas Commans, Mike Russo.



Nautical Science Certificate Program

Barry Kiger with wife Sandie and son Barry Kiger Jr. receiving Nautical Science certificate from SHLSS Vice-President Frank Mongelli.



Welding

Front row l. to r.: Robert Page, Ron Laver, Ray Ali. Second row l. to r.: Instructor Bill Foley, John Herrlein, Tony Adamitis, Michael Goins, Greg Hill.



Towboat Operator Scholarship Program

Front row l. to r.: Vitaliano Maldonado, Kenny Soulant Jr. Daniel A. Loupe, Bret S. Mattel. Second row l. to r.: Tom Dowdell, Kerry Gibson, Paul Cornwell, Bill Lewis. Not pictured: Tom Crockett.



QMED

Front row l. to r.: Robert Shaw, John Miller, David Picciolo, Frank Panetta, Les Lorber, Dave Millard. Back row l. to r.: David Timmons, Sverre Paulsen, David O. Johnson, Arthur Omdahl, Al Gimiel, Ed Smith, Steve Walter, Frank Karlsson, L.A. Dave Whittle.



Upgrading Course Schedule

August Through October 1984

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



Following are the updated course schedules for August through October 1984 at the Seafarers Harry Lundeberg School of Seamanship.

For convenience of the membership, the course schedule is separated into five categories: **engine department** courses; **deck department** courses; **steward department** courses; **recertification programs**; **adult education** 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 Representatives in all ports will assist members in preparing applications.

The following classes will be held through October 1984 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Refrigeration Systems, Maintenance & Operations	September 9	October 26
Pumproom Maintenance & Operations	September 2	October 19
Automation	October 21	November 23
Fireman/Watertender & Oiler	August 12	September 27
Diesel Scholarship	October 28	December 21
QMED	August 5	October 26
Welding	September 30	November 2
Diesel - Regular	August 5	September 7
Tankerman	October 7	October 18
Marine Electrical Maintenance	September 2	November 2

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Lifeboatman	September 23	October 19
Able Seaman	October 21	December 6
Quartermaster	August 26	October 12
Master/Mate Freight And Towing Vessels	October 7	December 14
Towboat Operator Scholarship Program	September 16	November 9
Third Mate	September 2	November 9
Celestial Navigation/ Master/Mate F.T.	September 2	October 5

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	August 26	October 8
Steward Recertification	October 21	December 3

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Assistant Cook	bi-weekly	varies
Cook and Baker	bi-weekly	varies
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	August 27 September 10 October 1 October 29	August 31 September 14 October 5 November 2
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

WANTED



Steward Department Upgraders

Upgrading means **JOB SECURITY.**

Assistant Cook

Cook and Baker

Chief Cook

Chief Steward

Fill out the application in this issue of the *Log*, or contact

Admissions Office

Seafarers Harry Lundeberg School of Seamanship

Piney Point, Maryland 20674

Apply Now for an SHLSS Upgrading Course



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

Social Security # _____ Book # _____ Seniority _____

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

Endorsement(s) or License(s) Now Held _____

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

Trainee 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

Date Available for Training _____

I am interested in the Following Course(s) Checked Below or Indicated Here if Not Listed _____

DECK

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

ENGINE

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

ALL DEPARTMENTS

- Welding
- Lifeboatman

ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies
- English as a Second Language (ESL)

STEWARD

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

COLLEGE PROGRAM

- Nautical Science Certificate Program
- Scholarship/Work Program

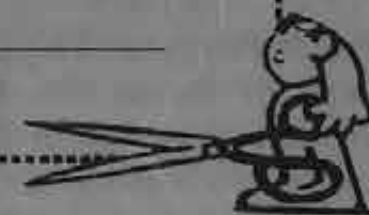
No transportation will be paid unless you present original receipts after course completion.

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

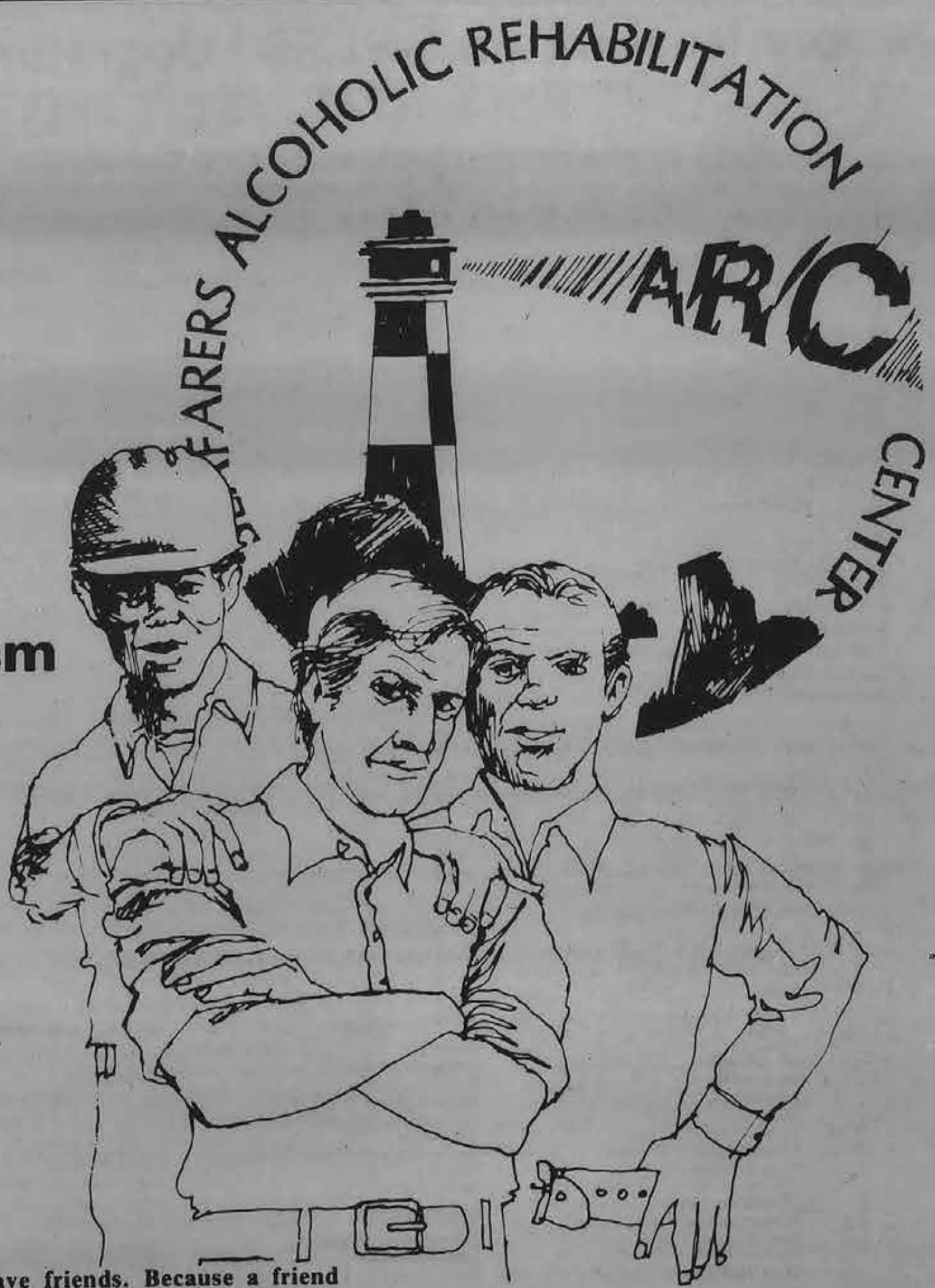
VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:
Seafarers Harry Lundeberg Upgrading Center, Piney Point, MD. 20674



**Help
A
Friend
Deal
With
Alcoholism**



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

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

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

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

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

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

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

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1984

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

It's all over but the shouting.

Walter Mondale has finally captured enough delegates to be nominated the candidate of the Democratic Party on the first ballot. This development ushers in a new stage of the election year. Mondale, who is trailing Reagan badly in the polls, now must concentrate his efforts on getting his message across: that the Reagan administration has been unfair. What's worse, it has been inept.

Over the past four years, the Reagan administration has allowed the industrial base of this country to shrink. The maritime industry has been one of the hardest hit. In some parts of the country, the unemployment level in our industry is approaching 50 percent.

Seamen have a vested interest in getting involved in this year's campaign. At the very least, they should register to vote. As SIU President Frank Drozak is fond of saying, "Had one more person in each district of this country voted for Hubert Humphrey in 1968, then he would have been elected president. Think of what that would have meant to this country!"

The SIU has not gone on record as supporting Mondale yet. Still, the former vice president recently issued a four-point program aimed at revitalizing the maritime industry. While he has not made any extravagant promises, he has gone on record as promising to carry out all existing maritime programs. That in itself is a big improvement over the present administration which has refused even to carry out its mandated duties.

When asked to comment on the Union's plans for the future, SIU National Political Director Marianne Rogers said, "No official announcement has been made yet. But one thing is certain. I can't see this Union backing the one president in modern times who has tried to dismantle the maritime industry."

PASSENGER VESSELS

The SIU was able to win another battle on the Passenger Vessel bill by attaching an amendment to the House version of the Department of Defense (DOD) bill which would allow the reflagging of two unspecified seagoing passenger vessels. This development is another example of this Union's perseverance in protecting the rights of its members. If passed, the bill would create more than 1,000 sea-going jobs.

The Senate version of the DOD bill makes no mention of the issue. The discrepancy must be resolved by a joint House-Senate conference.

ALASKAN OIL

Like a corpse that refuses to remain dead, certain members of the House are trying to bring up the issue of Alaskan oil again, even though it is clear at this point that the country does not wish it to be exported.

SIU lobbyists were able to defeat by a 54-29 margin in the Senate an attempt by Sen. Frank Murkowski (R-Alaska) to create a commission to study the merits of exporting Alaskan oil to those foreign countries where U.S. troops are stationed. The move was an ill-disguised attempt by Murkowski to persuade the Senate to adopt a policy that has consistently been rejected in the past.

Congress is in
recess until July 23

COMMISSION

One commission that is needed is the one that SIU President Drozak has proposed to study the problems of the maritime industry, an industry which has reached its lowest point in modern times. Last September, Drozak testified before a House Armed Services Subcommittee on the merits of such a commission. Since both the House and the Senate approved this amendment over the opposition of the administration, it has a very good chance to be passed into law.

GRASSROOTS

SIU President Frank Drozak is traveling across the country to drum up support for this nation's grassroots campaign. At the center of this campaign is Drozak's realization that this country is being badly hurt by the inability of the present administration to come up with a coherent policy on trade and economic development.

Seafarers are urged to get involved. Contact your nearest port to find out what you can do to protect your job security.

CARGO PREFERENCE

Another attack is being made on the cargo preference laws of this country.

Sen. Roger Jepsen (R-Iowa) has introduced a Concurrent Resolution in the Senate, whose number is 56, that explicitly opposes expansion of the cargo preference laws of this country. The Senate Merchant Marine Subcommittee is holding hearings on this resolution.

The SIU strongly opposes the concept behind this resolution. Cargo preference laws are essential to the rebuilding of the U.S. merchant marine, and we feel that any language limiting them would be highly counterproductive.

Luckily, the bill is being introduced in the form of a resolution, which does not have the force of law. Still, we are putting a lot of energy into defeating the resolution, especially since it is all too easy for such a resolution to be converted into an amendment for another piece of legislation.

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**

Chartered to Military Sealift Command SHLSS Trains Keystone Crane Operators

THERE'S a lot of shipping activity at the marine terminal in Newport News, Va., but probably no one is busier there than the crew of the *Keystone State* (Interocean Management). The ship is, at present, serving as a training vessel, and part of her crew are Seafarers who are upgrading by participating in the cargo handling and crane operating course designed and taught by the staff at the Seafarers Harry Lundeborg School of Seamanship (SHLSS).

Formerly the *SS President Harrison* (American President Lines), the 20-year-old ship was recently converted by the Navy as the first of 11 heavy-lift crane ships under charter to the Military Sealift Command (MSC). MSC explained that the crane ship will be able to unload containerships in primitive ports with no lifting facilities, in modern ports where the container cranes have been damaged by enemy action, or "in the stream" without any port facilities. It is, in effect, a portable port facility.

The *Keystone State* was converted earlier this year at the Bay Shipbuilding Corp. in Sturgeon Bay, Wis. It now has six rotating cranes on pedestals, arranged in three pairs, all on the starboard side, thereby making possible the loading and unloading of a containership alongside.

Each crane is capable of lifting 20 and 40 foot containers or 33 short tons at a reach of 108 feet from the side of the ship.



Louis F. Flade Jr., AB, uses hand signals and one of 18 hand-held radios to help the crane operator position his cargo.



The *Keystone State* serves as a training vessel for cargo handling and crane operation at the marine terminal in Newport News, Va.

Working as pairs, the cranes can lift an M-60 battle tank, and four cranes working together can lift a 90-ton causeway resting 25 feet from the ship.

The vessel is capable of speeds up to 20 knots, and the cranes can handle loads even in seas with waves of three to five feet. The cranes also can operate when the ship is listing up to five degrees.

These massive cranes, each 121 feet high and weighing 700,000 pounds, are computer-controlled and are the first of their kind. Designed and assembled by Lake Shore Inc., and with computer software programmed by General Electric, working these cranes requires a great deal of operating instruction.

SHLSS Instructor Bill Hellwege took on the challenge of teaching the cargo handling and crane operating course, and writing a course curriculum. A former Navy man himself, Hellwege said he had never seen anything like these cranes. And as with the initial operation of any prototype, he has refined and added to much of the text, with the help of his students, often finding different and better ways to make the cranes operate more efficiently.

The two-week course is basically a hands-on experience. The first day is spent learning how each crane operates individually. Students then learn the twin mode operation in which two cranes work as one to pick up heavier loads. Hooking up the 20-foot spreaders (which are attached to the containers to move them from place to place) is then tackled, after which the students try their hand at maneuvering the 40-foot spreaders. The final exercise is tandem operation in which four cranes are used as one, making it possible to load tanks, trucks, helicopters and parts of airplanes.

From then on, it's just a matter of practice, practice, practice. Although MSC estimates that 10 minutes is the average time for moving one container, SIU members have been able to perform this operation in well under six minutes. This training will prove itself under full-scale operation in which men will work 20 hours per day, performing up to 300 lifts.

Eighteen SHLSS upgraders formed the first group of students for this new course. They received certificates of achievement on May 25 and will become part of the *Keystone State's* permanent crew. Eleven more

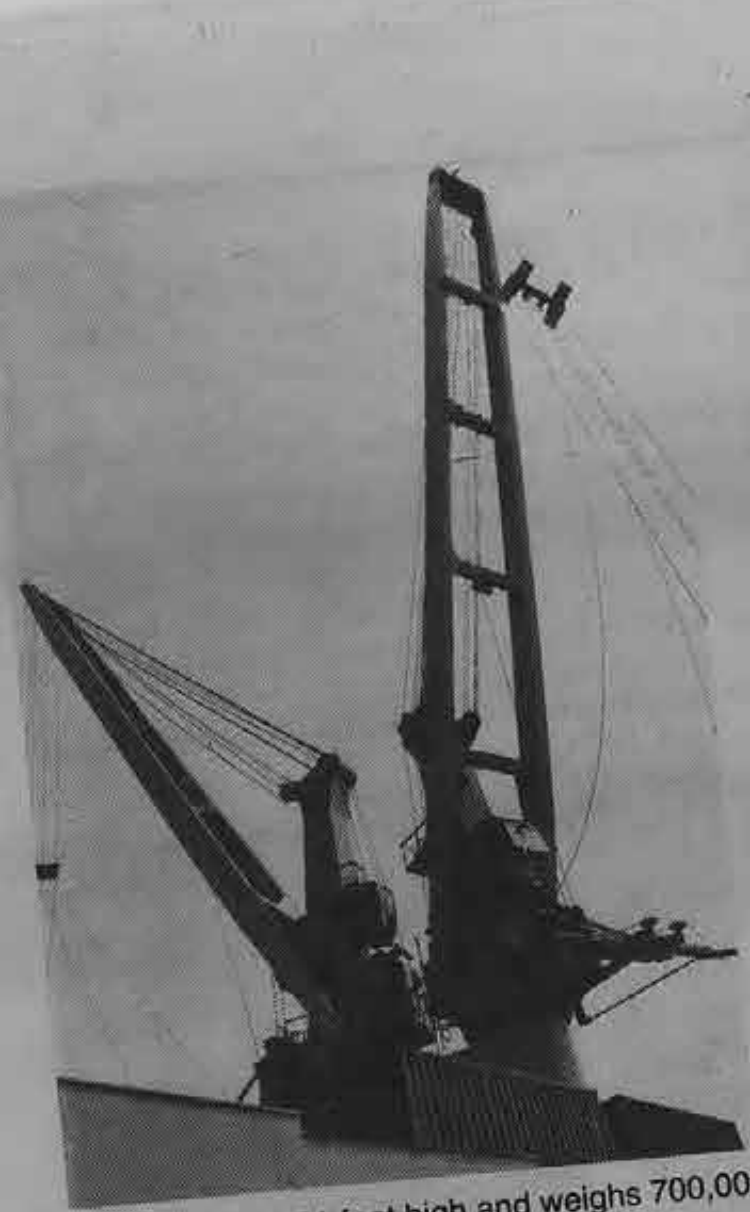
Seafarers took the course in June and received their certificates on June 29. The SIU is encouraging more groups from the Seafarers Harry Lundeborg School of Seamanship to take advantage of this course.

With the refitting of 10 additional similar crane ships, need for experienced crane handlers will be great. To assist in training for these ships, the SHLSS is acquiring its own crane. By the end of August, training with this crane should be fully operational at the school in Piney Point.

"The character of the world merchant fleet is changing largely to non-self-sustaining containerships, which are not as militarily useful as the traditional freighters," said Vice Admiral William H. Rowden, Commander of the U.S. Navy's Military Sealift Command.

He said, "These changes are based on the economic demands of today's highly competitive shipping market. Faced with this reality, we have been developing programs to adapt non-self-sustaining containerships to meet strategic sealift requirements."

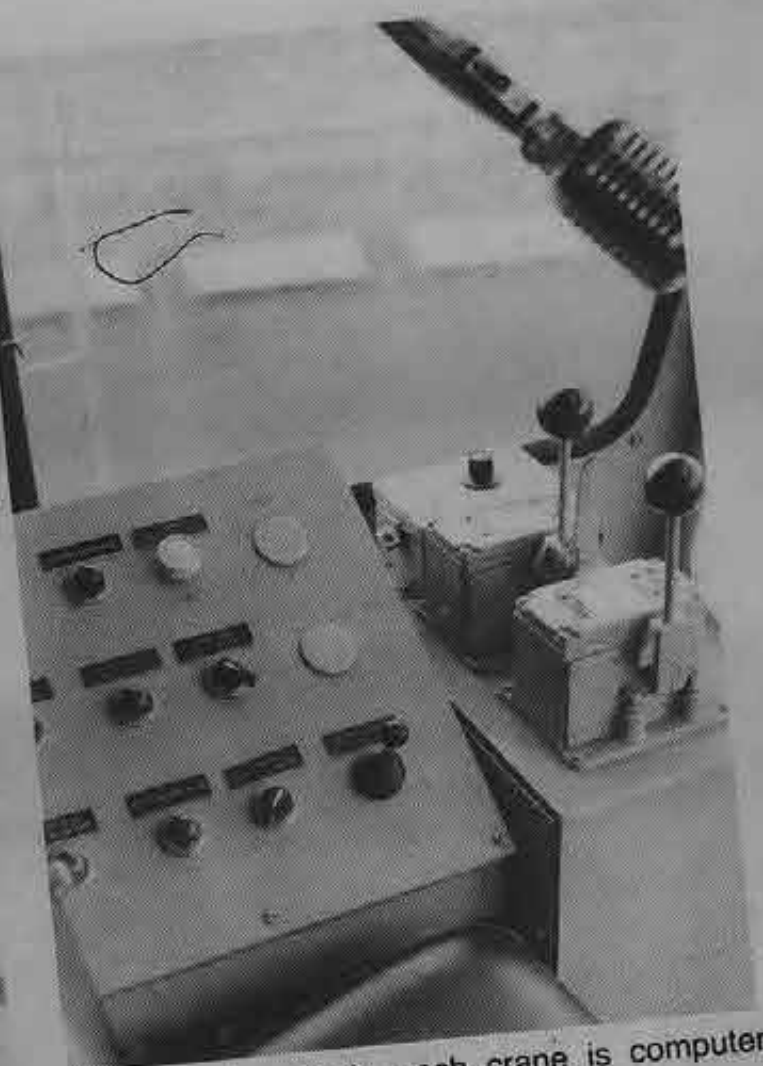
The *Keystone State* and her crew of specialized crane handlers are part of this effort.



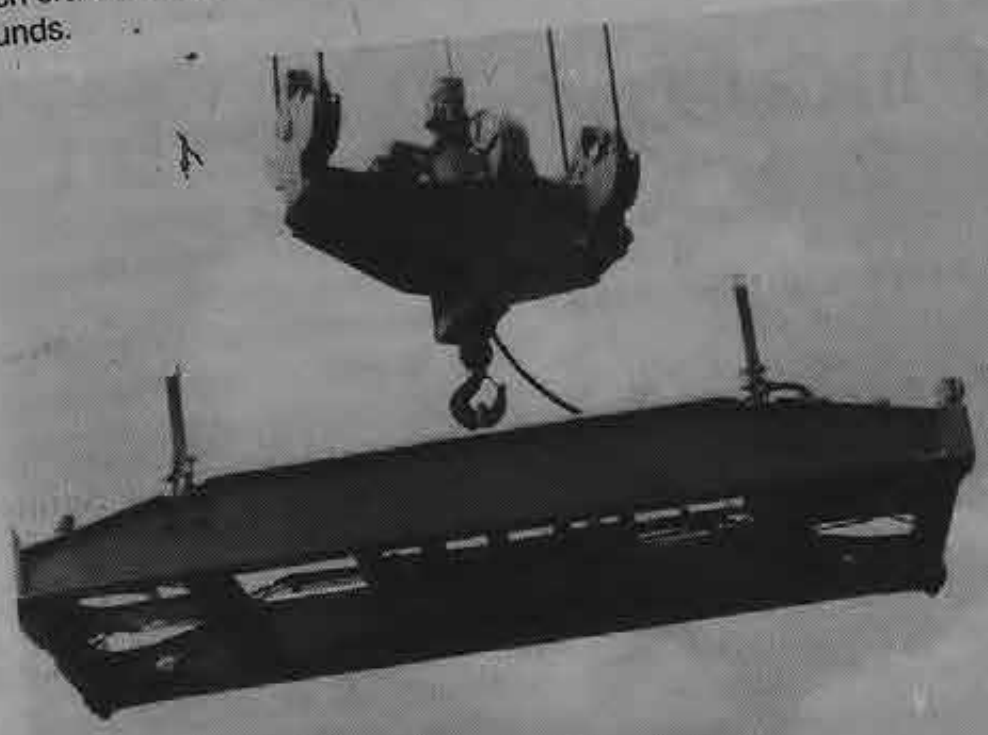
Each crane is 121 feet high and weighs 700,000 pounds.



William Mullins gives a hand signal to assist the crane operator in positioning a container on deck.



The control room in each crane is computer programmed.



This 20-foot spreader is about to hook up to a container to move it from one location to another.



The first class of crane operators aboard the *Keystone State* received their certificates of achievement on May 25. They are: Andrew N. Boney, Lindsay L. Rhodes, Andrew C. Mack, Paul C. Evans Jr., David R. Messick, Ramon Castro, Louis F. Flade Jr., David R. McCullough, David Novogratz, Gerald J. Craig, James P. McGuire, Robert W. Johnson, Tommie L. Vines, Philip L. Tambon, Macario I. Torre, William E. Ashman, Gary N. Shaneyfelt and Timothy G. Tierney.



SHLSS Instructor Bill Hellwege (l.) presents a certificate of achievement to William (Wild Bill) Ashman upon completion of the cargo handling and crane operating course.



The second class to graduate from the cargo handling and crane operating course received their certificates of achievement on June 29. They are: Charles Bramble, Edward Allen, Jack Cooper, Willoughby Byrd, Gerald Corelli, Philip Parisi, Harold Berggren, William Mullins, Michael Russo, Henry J. Peterson and David Palumbo.

Steve Leslie, Operating Engineers

'We'll Stay With You'

The First Vice President of the International Union of Operating Engineers, Steve Leslie, opened his speech with high praise for SIUNA President Drozak.

Leslie, who is also vice president of the AFL-CIO Maritime Trades Department, said that Drozak was a "forward looking leader."

The SIU's grassroots political program was singled out by Leslie who said that cargo preference legislation was essential for the survival of the U.S. merchant marine. It's "a matter of self preservation," he said.

Noting that this nation relies on foreign countries for the car-



Steve Leslie

riage of its goods, Leslie said that "other nationals control the flow of trade to and from the U.S."

He ended by saying, "We'll stay with you whether the seas be calm or the seas be rough."

Herb Brand, Transportation Institute

'Reagan Has Abandoned Our Industry'

Herbert Brand, chairman of the Board of Transportation Institute, told the delegates that "the Reagan administration has abandoned the U.S. merchant marine."

Brand reminded the audience that when Reagan was running for president in 1980 he outlined a merchant marine policy. However, "after the election that all changed."

Blaming much of Reagan's present disregard for the U.S. maritime fleet on his advisors, Brand asked, "Can this country afford the dissolution of the merchant marine?"



Herb Brand

He added that current maritime policy has included the decimation and emasculation of

James Hammer, Pacific Maritime Assn.

'Labor Relations Getting Better'

Giving an overview of the maritime situation on the West Coast was James Hammer, vice president of the Pacific Maritime Association with which the SIU has contracts.

Hammer told the delegates that he sees trade increasing on the Pacific by 5 percent over the

next five years. He added that "labor relations are the best they've been in years on the West Coast."

On the negative side, however, Hammer pointed out that the Pacific is going to be "overtonnaged" in the next five years resulting in some "very

brutal" competition. The outcome of the competition will probably be rate wars, Hammer stated.

In his closing comments, Hammer complimented the Lundeberg School calling it a "magnificent institution."



James Hammer

The delegates noted with sadness the passing of many good friends and colleagues in the SIUNA and in other areas of the trade union movement. Those mentioned were: Omer Becu, International Transport Workers' Federation; Thomas M. Bradley, president, Maryland State and D.C. AFL-CIO; Gene Dakin, former AGLIWD SIU Boston Port agent; John

Part II

The SIUNA Convention

The Triennial Convention of the Seafarers International Union of North America (SIUNA) was one of the busiest and most productive conventions in the Union's 46 year history. The mood was positive, and the speakers addressed the problems boldly. Because we were unable to fully cover the convention in the June issue of the LOG, we are devoting this section of the July LOG to a continuation of the highlights of the three-day meeting at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

David Tolan, Sea-Land

'We Must Work Together'

Speaking on an upbeat note about the future of the U.S. merchant fleet was David Tolan, executive vice president of America's Division of Sea-Land Service, an SIU-contracted company.

Referring to the fact that Sea-Land is now an independent



David Tolan

company after 15 years as a subsidiary of a large firm, Tolan said, "Sea-Land is just one of several U.S.-flag companies entering the mid-'80s in command of its own destiny."

Tolan was also encouraged by what he sees as "a greater commitment by labor and management to work for the greater good of our industry."

The Sea-Land executive, who was speaking on behalf of R. Kenneth Johns, president and chief operating officer of the company, told the delegates that "there is a renewed commitment to respond to the challenges of international trade."

He also noted, though, that "it almost goes without saying that political stability and peace among nations are necessary if the world is to have trade."

On one area of international trade, however, the SIU and Sea-Land do not agree. Tolan said his company was against the UNCTAD Code. The SIU strongly supports this United Nations Code which mandates that countries carry a certain percentage of their own international commerce.

In Memoriams

"Saki Jack" Vincent Dolan, Sea-Land shoregang; David Dubinsky, retired president, International Ladies' Garment Workers Union; Tim Gurley, tanker; "Sailor" Robert Henry Hall; Jack Hatton, Marine Firemen's Union; William

W. Jordan, past president of the Marine Firemen's Union and former SIUNA vice president; Bill Kaiser, SIU chief steward; Burt Lanpher, secretary-treasurer, Staff Officers' Association; Captain E.A. Macmichael; Raleigh G. Minix Jr., SIU QMED; Ray Murdock, SIUNA legal counsel; John O'Sullivan, chief engineer; Ernest "Red" (Continued on Page 23.)

Frank Lonardo, Longshoremen

'U.S. Ships Laying There'

"Things are being done today that would have been unthinkable at your last convention," said Frank Lonardo, president of ILA Local 1814, located in Brooklyn, N.Y.

He talked about the cutbacks in welfare programs and said



Frank Lonardo

that "more stringent requirements for Medicare and Medicaid mean that more and more people won't qualify."

Lonardo, who is also vice president of the International Longshoremen's Association, talked about the anti-labor forces in the country which are pitting union against union. Citing the terrible state of the U.S. merchant marine, he said that "the only American ships you see in Brooklyn today are not being used. They're just laying there."

Talking about the current fight for the Democratic nomination for president, Lonardo said there's "a danger in all campaigns. If we believe it's a dog-eat-dog world we might wind up eating some of our allies."

Richard Daschbach, SIUNA International Affairs

'The U.S. Needs the UNCTAD Code'

"I'm not disappointed. Reagan is as bad as I thought he'd be," Richard Daschbach, assistant to the SIUNA President for International Affairs, told the Convention delegates.

Though the U.S. historically has a great maritime policy in writing, Daschbach said that the present administration is doing all it can to avoid implementing that policy. He cited the many instances where the Reagan administration has severely harmed the U.S. merchant marine, such as its positions on Construction Differential Subsidies, the USPHS hospitals and government impelled cargoes.

Daschbach noted that the U.S. Department of Agriculture is "splitting hairs" to avoid sending certain products on U.S. vessels and added that "we don't



Richard Daschbach

George Aud, St. Mary's County, Md.

'St. Mary's County Loves You'



George Aud

Warmly welcoming all the delegates to St. Mary's County Md., was George R. Aud, president of the St. Mary's County Commissioners.

Aud then spoke about the 350th anniversary of the founding of Maryland, noting that the founders first settled in St. Mary's City in 1634.

He said that St. Mary's County still follows the ideals of those founding fathers and that the SHLSS reflects the best of those ideals.

Pointing out that residents in the county were a little wary when the school was first established at Piney Point in the 1960s, Aud said that today "St. Mary's County loves the Seafarers Harry Lundeberg School of Seaman-ship."

At the end of his speech, Aud presented SIUNA President Drozak with a framed emblem of St. Mary's County.



Sailors Union of the Pacific official Gunnar Lundeberg reads the report of the International Affairs Committee.

IN MEMORIAM

(Continued from Page 22.)

Gerald Ramsay, agent, Marine Firemen's Union; Lawrence M. Raftery, president emeritus, International Brotherhood of Painters and Allied Trades; Sose Sione, SIU waitress; Martin J. Ward, president, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry; Wilbur Frank Yarrington, Marine Firemen's Union; Charlie Zimmerman, retired vice president, International Ladies' Garment Workers Union; nine sailors aboard the *SS Golden Dolphin*; 31 sailors aboard the *Marine Electric*.

Continued on Page 24.



SIUNA Vice President Ed Turner seconded the nomination of Frank Drozak for SIUNA president. Brother Turner is also executive vice president of the SIU A&G District.



One of the featured speakers, Pamela Harriman, chairman of the board of directors for "Democrats for the '80s" has lunch with Ken Conklin, commandant of the base at the Lundeberg School.

A Picture Survey SIUNA Convention



Henry "Whitey" Disley, SIUNA vice president and president of the Marine Firemen's Union, reads the report of the Legislative and Government Agencies Committee.



Teresa Hoinsky of the Fishermen's Union of America, Pacific and Caribbean reads the joint report of the Fishermen's and Fish Cannery Workers' Organization and Grievance Committee and Fishermen and Cannery Workers Conference.



Reading the report of the Credentials Committee is its chairman Brandon Tynan who is secretary-treasurer of the SIUNA-affiliated Marine Staff Officers, Pacific District.



Reading the lengthy report of the SIUNA Executive Board which met prior to the Convention is Bob Vahey, assistant to the SIU president. At right, SIUNA Secretary-Treasurer Joseph DiGiorgio.



One of the big hits of the Convention were the lovely young ladies who served as escorts for the speakers, bringing them from the back of the auditorium to the stage. At right is Trainee Lori Jackson, and at left are retraining waitresses from the S.S. Constitution, Jan Clarke, Nita Shepherd and Laura Morgan.



SIUNA Vice President Roy "Buck" Mercer (l.) chaired the Civil Rights Committee which met on the afternoon of the first day of the Convention.



Going over some notes at the SIUNA Executive Board meeting are, from the left: Secretary-Treasurer Joseph DiGiorgio; SIUNA General Counsel Howard Schulman; President Frank Drozak; Carolyn Gentile, special counsel to the Seafarers Plans, and Leo Bonser, administrator of the Seafarers Plans.



Maritime Trades Department Executive Secretary-Treasurer Jean Ingrao (third from left) headed the behind-the-scenes crew that helped make the SIUNA Convention such a success. Here some of them gather for a photo in the dining room of the SHLSS. From the left are: Frances Brown of the SIU; Mike Rosanio with the MTD; Ingrao; Joanne Herrlein with the SIU; Einar Petursson with the SIU; Bonnie Riley with the MTD, and Edwin Schmidt who works with the AFL-CIO.

Charles Bortz (B-996), who makes his home in Hellertown, Pa., writes to the LOG from aboard the M/V Ranger.

The Ship's Cat

By Charles A. Bortz

In these days of computerized engine rooms and shipboard automation, a ship's cat is as rare a find on an SIU vessel as a belaying pin or a real southwester. However, the M/V Ranger (O.C.I.) was blessed, until recently, with not one, but two.

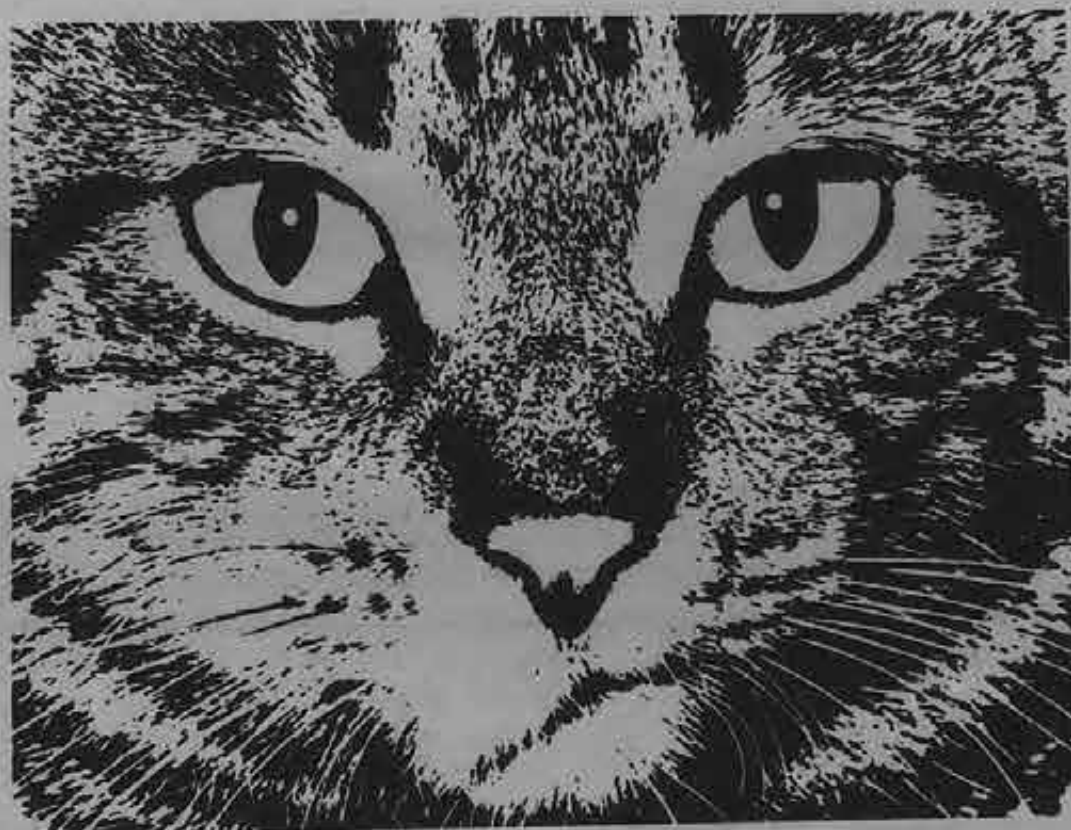
Leaving Diego Garcia after a year's stint off that scenic isle, the Ranger was as pet-and-germ-free as any other tanker in those distant waters until her first port of call. The moment she had slid out her gangway in St. Theodora, Greece, a scrawny, lean-flanked black and white tabby came scrambling up, meowing all the way.

Ignoring the clutching hands of assorted deckhands, she streaked right for the after house—and the galley. Here was a cat who obviously knew ships. Not only did she know ships generally, but she seemed to have an uncanny knowledge of the exact structural details of the M/V Ranger. Having successfully negotiated her business with the galley, she began crying to get topside to the crew's quarters.

Just as the crew was about to write it off as another of the sea's unexplained mysteries, along came Skip, the 12-to-4 AB and identified her as the late mascot of the M/V Courier. The Courier at that moment was just disappearing over the western horizon. Cat apparently knew all about shore leave, but was weak on sailing boards (a failing which, later, was to cost her dearly).

On the trip to Rota, Spain, Cat settled comfortably in Skip's foc'sle, sallying out whenever the fancy took her to enliven the ship's affairs. She would appear on the bridge at midnight, rubbing against the legs of a startled look-out or follow the butterworth gang along the well deck, attacking a dangling tag line, and being drenched occasionally by a sudden spurt from a butterworth hole.

At Rota she was the first one down the gangway and had to inspect every suspicious cranny



on the dock, including the interior of the cargo hoses. A couple of days out of Spain, it became apparent that Cat had done more in Greece than visit the Acropolis. She began to swell visibly in the mid-section and as time passed, her distended paunch swung ever closer to the deck plates.

Weeks passed as the ship began shuttling between Venezuela and various U.S. ports and still no cuddly balls of fur made their appearance. This was a time of anxiety for her numerous adopted family. Cat grew fatter and thinner at the same time and splotches of blood appeared on her after section. It was a toss-up whether the Ranger was going to host a blessed event or a sea burial.

Finally one hot, muggy morning in the Gulf, Bos'n Victor undogged the midship locker and Cat staggered out, bawling, bedraggled and pounds thinner. It took a detailed search to locate the nest. Cat had scorned the elaborate laying-in facilities prepared by the crew in the after house to deposit her litter in a steaming corner of the butterworth locker shielded by two huge spare valves.

By standing on one of the valves, you could peer down and make out four pink and hairless shapes, feebly wriggling on a pile of rags. Three were wriggling anyway. One had been born dead.

This touched off one of the few disputes to disturb the harmony of what was otherwise a most placid voyage. The midship house was an oven. Both Cat and kittens were obviously panting for breath. Moreover, it had to be dogged down against the weather from 5 at night until 8 in the morning. This was a long stretch during which the feline family would be cut off from the ship's facilities and left to swelter in its own juices. In the after house were all the comforts a nursing mother could ask for—all, that is, except privacy.

The dispute looked as if it might have to be settled by mortal combat. Finally, the Scientific Husbandry advocates won out over the "Let Nature Have Its Way" party. The litter was moved to the DEU's room.

At first light, Cat appeared in the passageway with a protesting kitten dangling from its jaws and proceeded purposely on its way to the now open midship lockers. She accomplished the journey two more times until the family was once again installed in a dusky corner of the bench under the carpenter's work table.

This was the first of her many odysseys. Every evening, Charlie, the DEU, would cart the litter back to his room. Every morning, Cat would haul them back to the midship locker, each

time searching out a better hiding place.

Feeble to begin with, this constant dragging about finally did two of the kittens in. Cat was scrawny when she came aboard in Greece, and when the litter was born it appeared that only one milk outlet was truly flowing. This was always appropriated by one burly black ball of fur who seemed to have absorbed all the vigor missing from its nest mates.

Down to one kitten, Cat resigned herself to rearing it in Charlie's room. Besides, she was getting bored with motherhood, spending more and more time on deck and less and less on kitten-tending.

Still, the morning we docked in Carteret, N.J., she was out in the passageway again, struggling to hoist a now highly resistant kitten in the direction of the midship lockers. Kitten wanted no part of it and would scramble away at every chance.

The struggle was still going on when the call came for "all hands." What with tying up, taking on the hoses, hustling stores, there was no time to think about domestic problems. Indeed, no one thought about the cats at all until we had passed outbound under the Verazzano and were once again at sea. With the ship settled down, the quiet in the passageways made itself felt. No squalling kitten, no meowing mother cat.

It wasn't until the next morning when Bos'n Vinny entered the butterworth locker and heard a plaintive crying overhead that the mystery was solved. There was Kitten, fighting to get out of a cardboard box on one of the top shelves.

From the state of its neck, bloody and deeply bitten, it had put up a fierce fight on the way to its original birthplace.

No doubt but that this battered kitten was a survivor—a true descendent of that tough and fabled breed—the ship's cat.

As for its mother . . . well, if a scrawny black and white tabby runs up your gangway while your ship is in Carteret, take her in if you have a mind. But don't grow attached to her. She's one of the roving kind.

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



Wilmington Port Agent Mike Worley and the Algor's crew get together for the shipboard meeting.

Directory of Ports

- Frank Drozak, President
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(201) 435-9424
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- NEW YORK, N.Y.**
675 4 Ave., Brooklyn 11232
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- NORFOLK, Va.**
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(215) 336-3818
- PINEY POINT, Md.**
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(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 Gravois Ave. 63116
(314) 752-6500
- WILMINGTON, Calif.**
408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

June 1-30, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	8	5	0	1	3	0	0	10	8	0
New York	66	20	0	62	31	0	0	151	42	0
Philadelphia	12	11	0	9	4	0	1	12	16	0
Baltimore	22	4	0	8	4	0	0	28	6	1
Norfolk	13	8	0	12	4	0	0	26	18	0
Mobile	26	3	0	13	4	0	0	35	3	0
New Orleans	56	11	0	58	18	0	1	106	18	1
Jacksonville	53	19	2	41	15	0	0	81	35	8
San Francisco	36	13	0	21	7	0	2	63	31	3
Wilmington	22	7	0	24	17	0	0	49	25	1
Seattle	43	17	1	36	28	0	3	63	17	2
Puerto Rico	14	5	0	18	8	0	0	15	7	0
Honolulu	5	12	0	3	13	4	0	9	32	2
Houston	27	11	0	28	5	0	0	102	35	0
Piney Point	0	0	0	0	8	0	0	0	0	0
Totals	403	146	3	334	169	4	7	760	293	18
ENGINE DEPARTMENT										
Gloucester	2	2	0	0	5	0	0	3	2	0
New York	71	16	0	47	10	0	0	136	32	0
Philadelphia	8	7	0	6	0	0	0	9	10	0
Baltimore	15	0	1	7	1	0	0	21	1	2
Norfolk	9	6	0	4	2	0	1	17	12	0
Mobile	20	3	0	6	1	0	0	30	9	0
New Orleans	42	10	0	35	5	0	1	81	20	0
Jacksonville	36	8	0	27	8	0	0	55	24	3
San Francisco	40	12	0	27	8	0	4	52	22	2
Wilmington	18	5	1	11	10	0	0	39	13	1
Seattle	38	13	2	27	21	0	0	49	20	3
Puerto Rico	18	1	0	14	6	0	4	14	2	0
Honolulu	0	8	3	2	15	10	0	7	13	6
Houston	25	7	0	17	13	0	1	62	13	0
Piney Point	0	2	0	0	5	0	0	0	1	0
Totals	342	100	7	230	110	10	11	595	194	17
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	4	0	0	1	3	0
New York	40	15	1	34	14	0	0	68	37	1
Philadelphia	2	2	0	2	1	0	0	5	2	0
Baltimore	5	3	0	8	4	0	0	8	3	0
Norfolk	6	0	0	1	3	0	0	15	3	0
Mobile	18	1	0	16	5	0	1	18	2	0
New Orleans	29	3	0	20	9	0	0	52	10	0
Jacksonville	15	6	0	15	15	0	1	23	11	0
San Francisco	24	31	1	17	38	0	4	41	60	3
Wilmington	7	2	0	10	8	0	2	15	10	0
Seattle	24	9	1	23	24	1	2	26	12	4
Puerto Rico	5	1	0	11	7	0	0	10	2	0
Honolulu	1	36	42	0	116	145	0	5	50	50
Houston	11	1	0	13	2	0	0	37	6	0
Piney Point	0	0	0	0	7	0	0	0	0	0
Totals	187	113	45	170	257	146	8	324	211	58
ENTRY DEPARTMENT										
Gloucester	0	2	0	0	0	0	0	1	1	0
New York	33	58	2	0	0	0	0	45	196	10
Philadelphia	3	20	0	0	0	0	0	5	24	0
Baltimore	5	16	0	0	0	0	0	8	25	0
Norfolk	6	21	0	0	0	0	0	8	60	0
Mobile	9	12	0	0	0	0	0	10	23	0
New Orleans	27	26	0	0	0	0	0	48	61	2
Jacksonville	11	19	3	0	0	0	0	23	43	6
San Francisco	16	61	4	0	0	0	0	32	172	19
Wilmington	7	38	1	0	0	0	0	6	89	1
Seattle	10	40	2	0	0	0	0	16	59	7
Puerto Rico	14	8	0	0	0	0	0	10	15	3
Honolulu	4	87	122	0	0	0	0	10	150	175
Houston	15	13	1	0	0	0	0	32	45	1
Piney Point	0	18	0	0	0	0	0	0	0	0
Totals	160	439	135	0	0	0	0	254	963	224
Totals All Departments	1,092	798	190	734	536	180	26	1,923	1,661	317

***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 from the month of May. A total of 1,456 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,456 jobs shipped, 734 jobs or about 50 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 26 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 627 relief jobs have been shipped.

**Support
SPAD**

ODS Buy-Out Scheme Slammed

(Continued from Page 3.)

Garret E. Brown, chief counsel for Marad, had little he could tell the senators. Because Marad is considering two ODS buy-out proposals from operators, he declined to answer specific questions about the plans. At one point, however, he did admit that he didn't know if an economic impact study of the issue had been made by Marad on the ODS issue.

While the government did little to bolster its case for the buy-out scheme, witnesses for the major maritime unions and several operators tore apart the government position.

The main reasons cited by all the witnesses included:

- Marad does not have the legal authority to take such action;
- It would give the subsidized operators who are allowed to accept buy-out money an unfair advantage over unsubsidized operators;
- The scheme does not address the major problems facing the U.S.-flag fleet and it offers nothing to replace a successful government program.

"The U.S.-flag fleet competes in an international maritime environment in which "free trade" exists only in the minds of speech writers and those who wish to avoid the sometimes difficult efforts necessary to support a healthy U.S.-flag fleet. The elimination of ODS would not be objectionable if the American maritime industry could fall back on a well-crafted substitute program which deals effectively with the competitive advantages provided by foreign governments to their own fleets. Unfortunately we have seen nothing of this kind," Drozak said.

In addition to attacking the buy-out plans, witnesses had several suggestions for what could be a large surplus of ODS at the end of this fiscal year. The surplus has been built up because of the decline in U.S. shipping activity. All the witnesses agreed the funds should not be used to buy out any ODS contracts, but used in ways to help the merchant marine.

Drozak suggested that Congress would have to agree to any new use for the ODS funds, that the surplus could be used to help finance seamen's health care, pension funds or to create new maritime jobs.

Drozak pointed out that since the government closed the U.S. Public Health Service hospitals in 1981, after they provided health care to merchant seamen and their families for 200 years, "the financial burden of this unexpected responsibility has

been very high and it has seriously strained the limited resources of the entire industry."

He also noted that throughout the entire industry unfunded pension obligations are about \$500 million. The Seafarers Plans are financially sound, but many other unions and companies face serious problems. If surplus ODS funds would help relieve some of the burden, Drozak said that could benefit the industry as a whole.

U.S.-U.S.S.R. grain trade has been renewed, and Drozak suggested that surplus ODS funds could be used if a bilateral maritime agreement was renewed too. In the 1970s ODS money was used for the carriage of grain on U.S. vessels to the Soviet Union.

"This would provide work for laid up U.S. ships and jobs for beached seamen," he said.

PMA Shipping Scene June 1984

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A".....	67	29
Class "B".....	4	2
Class "C".....	0	0
Relief.....	0	8
Grand Total (All Groups).....	71	39
WILMINGTON		
Class "A".....	10	3
Class "B".....	2	1
Class "C".....	0	0
Grand Total (All Groups).....	12	4
SEATTLE		
Class "A".....	19	12
Class "B".....	2	0
Class "C".....	0	5
Relief.....	0	1
Grand Total (All Groups).....	21	18
HONOLULU		
Class "A".....	1	4
Class "B".....	0	0
Class "C".....	0	8
Grand Total (All Groups).....	1	6

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) 263-8100

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

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Gardner, Robelin & Healy
2540 Severn Avenue, Suite 400
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Peter K. Babalas & Associates, P.C.
Suite 700 Atlantic National Bank Bldg.
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Tele. # (804) 622-3100

PHILADELPHIA, PA.
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Weinberg & Dempsey Suits 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
201 Elliott Avenue West, Suite 500
Seattle, Wash. 98119
Tele. # (206) 285-3610

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

CL —Company/Lakes
L —Lakes
NP —Non Priority

JUNE 1-30, 1984

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH / All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac.....	19	3	1	41	23	0	42	7	4
ENGINE DEPARTMENT									
Algonac.....	7	6	0	21	5	0	19	8	0
STEWARD DEPARTMENT									
Algonac.....	2	1	0	11	2	0	5	1	0
ENTRY DEPARTMENT									
Algonac.....	16	10	2	0	0	0	28	20	5
Totals All Departments.....	44	20	3	73	30	0	94	36	9

***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.

Looks Forward to Next Voyage

Inger Crew Makes the Most of N.Y.



SIU Rep Kermett Mangram listens to one of the members make a point about the upcoming contract talks.

SIU Rep Kermett Mangram paid off the *Inger* (Reynolds Metal) when it docked in New Jersey last month. The members were glad to see him, especially since they had a number of questions concerning the upcoming contract talks, the recent Crews Conference at Piney Point, Md. and certain provisions in the Union's Constitution.

It was a highly productive meeting. And after it was over, the members ran to get their pay so as to make the most of their time in port.

By all accounts, it was a tightly knit ship. Buffalo Orloff, one of the crewmembers who got off the trip before, stopped by to say hello to some of his friends. He's a resident of Brooklyn, and was willing to show his former shipmates New York's hot spots: Xenon and Studio 54.

Everyone complimented the steward department for a job well done and said they look forward to the next voyage, which promises to take them to Hawaii, Seattle and New Orleans.



The SS Inger



Louis Diesso, OMU, is a Seattle Seahawks fan.



SIU Rep Kermett Mangram and Wiper Jimmy Nicholson are old friends who went to Piney Point together.



AB Bill Eastwood is real proud of his M*A*S*H t-shirt.



Hussain sails as an OS.



Stan Dore and his wife are happily reunited.



Stan Dore, bosun, listens to SIU Rep Kermet Mangram talk about the Crews Conference.



The crewmembers of the SS Inger listen to SIU Rep Kermet Mangram discuss the state of the American-flag merchant marine.



Crew Mess Yvonne Williams takes Louis Desso's order.



Robert Gilbo sails as Engine Utility.



Kent Scratt sails as an AB.



OS Mark Field and Chief Steward Winston Battles have a question about the Crews Conference.

Checks Await Seafarers

The following SIU members have wages and overtime due to them from Maritime Overseas Corp. If your name is on the list, contact Maritime Overseas Corp. directly at 43 West 42nd St., New York, N.Y. 10036, telephone (212) 536-3678.

NAME	S.S. #	VESSEL
Raymundo Gomez	463-40-4647	Alaska
Lawrence Mays	420-12-3044	Alaska
Robert Delmont	360-18-0647	Alaska
John Clarke	173-26-9856	Alaska
Clifford Bellamy	525-34-7257	Alaska
Benjamin Balerio	460-50-8008	Alaska
Norman Tolbert	599-48-8733	Alaska
Harry Granger	437-12-8513	Alaska
Jacob Groby	252-38-7658	Alaska
Claude Dick	460-16-0193	Alaska
Howard Cole	458-16-2977	Alaska
Paul Parsons	245-30-9495	Alaska
Joseph Zeldy	417-28-1573	Alaska
Norwood Y. Bryant	240-48-7471	Alice
David R. McCullough	242-94-6818	Alice
Donald M. Hood	230-68-5168	Alice
James L. Camp	243-66-7561	Alice
Abdula A. Mohsin	376-58-6889	Alice
Clarence M. Houchins	245-30-4767	Alice
Theodore Weems	419-20-8139	Alice
Chas. M. C. Segrest	462-15-0845	Alice
Mousid S. Omar	377-68-9715	Alice
Pantelis Koutsouradis	105-42-2285	Alice
Andrew D. Pandolfo	100-46-7009	Alice
Rodney D. Borlase	130-07-3453	Alice
Linton L. Reynolds Jr.	479-46-9829	Alice
Anthony M. Alleyne	106-50-2492	Alice
Collie Loper Jr	416-30-2845	Alice
Wm. J. Grant	264-58-1024	Alice
Robt. L. Rieger	508-76-4901	Alice
Larry Bradley	225-84-6274	Alice
Jack A. Morgan	548-42-3948	Alice
James C. Dies	458-26-8106	Arctic
Ray C. Miller	217-16-2821	Arctic
Tom M. Arriola II	453-08-0216	Arctic
Wm. A. Daly	534-44-1201	Boston
Joseph Dallas	109-56-4941	Boston
Enos A. Allen	070-24-5827	Boston
Nicholas A. Nagy	379-38-5616	Boston
Herschel L. Myers	310-18-5325	Boston

NAME	S.S. #	VESSEL
Don D. Spencer	466-82-5953	Boston
Shawn T. Evaris	565-86-8748	Boston
Robt. K. Cunningham	513-58-2839	Boston
Richmond C. Collins	422-46-1495	Boston
Luis Perez	106-26-4155	Boston
Mark Stevens	565-41-0586	Boston
Frank Kraemer	439-60-4633	Boston
Jose G. Bagat	459-98-8267	Boston
Robt. L. Gilbo	538-72-6337	Boston
Donald J. Gilbo	374-20-9873	Boston
Vance Sanderson	262-47-6159	Boston
Mushin A. Ali	545-94-2941	Boston
Leonard P. Bonnot	543-88-2070	Boston
Scott Surprenaut	045-50-5325	Boston
Ronald J. Fluker	436-78-8088	Boston
Reynaldo C. Hernandez	458-27-3501	Boston
All A. Hassan	385-54-7016	Boston
Daniel Blackmore	532-72-1481	Boston
Saleh Ali Yatai	128-48-6275	Boston
Antonio Hernandez	096-24-4812	Chicago
Fernando Maldonado	096-24-9432	Chicago
William Matsoukas	089-14-6077	Chicago
Elias Ruiz	092-52-3542	Chicago
Marc S. Oswald	148-56-7227	Chicago
Clyde A. Kreiss	096-20-8233	Chicago
Ernest A. Watson	464-30-3447	Chicago
Raymond J. McPhillips	037-12-8802	Chicago
Luis Moreno	434-62-4358	Chicago
Wm. F. Connolly	208-16-3243	Chicago
Rodolfo Rodriguez	230-46-3690	Chicago
Ernest A. Watson	464-30-3447	Chicago
Robt. H. Bell Sr	423-30-5002	Chicago
James R. Thompson	424-22-0450	Chicago
Robert H. Bell Jr.	262-94-6925	Chicago
Nathan Adams	452-62-5254	Chicago
P. Wright	228-74-2708	Harriette
J. Roundtree	224-80-8315	Harriette
M. Lipitz	179-34-5551	Harriette
Raymond J. Moore	203-26-6455	Harriette
R. Barrack	231-86-2075	Harriette
W. Shanks	230-74-4662	Harriette
Pierce Phillips	191-34-3227	Harriette
Patrick Lyons	032-05-1408	Harriette
Michael Marth	184-48-7271	Harriette
David Goosby	265-80-7586	Harriette
E. Liwang	224-52-1212	Harriette
Michael Marth	184-48-7271	Harriette
C. Edwards	134-44-3822	Harriette
Michael Foley	170-22-9770	Harriette
L. Lovick	228-86-6745	Harriette
A. Linnette	227-98-7558	Harriette
K. Eckel	147-54-3572	Harriette
George Wilson	082-46-0510	Harriette
Aubrey Davis	228-86-3336	Harriette
Curtis Spencer	228-92-1845	Harriette
William Geary	117-52-4955	Harriette
Gerald Hyman	227-08-5198	Harriette
Jose A. Santiago	580-22-9343	Harriette
B. Loane	219-62-1982	Harriette
B. Ricks	224-86-9969	Harriette
J. Rodriguez	106-36-0815	Juneau
T. Chlinski	058-18-4305	Juneau
J. Baker	544-58-1882	Juneau

NAME	S.S. #	VESSEL
M. Grill	570-66-7972	Juneau
Michael P. Homan	543-33-7719	Juneau
P. Fanle	273-37-1908	Juneau
Kenneth U. Bradley	236-92-8960	Juneau
Melvin E. Morgan	264-68-0452	Juneau
John O. Frazier	428-36-5287	Juneau
Morris J. Danzey Jr.	423-14-4021	Juneau
Wayne C. Driggers	266-78-5300	Juneau
Richard F. Decker	265-35-4200	Juneau
Michael Manion	198-44-4044	Juneau
Randy S. Cook	461-23-1230	Juneau
Wm. F. Sharp Jr.	236-88-4859	Juneau
Wayne K. Johnson	217-60-6095	Juneau
Steve L. Cody	022-58-0015	Juneau
Cecil H. Mills	317-20-3957	Juneau
Harry J. Kinsman Jr.	261-31-1321	Juneau
Thomas R. Wright Jr.	258-32-6300	Juneau
Patrick J. Dorrian	205-22-5031	Juneau
John Smith	202-22-9128	Juneau
James W. Barnett	421-16-9771	Juneau
Emanuel M. Douroudus	081-42-8014	Juneau
Kenneth W. Sullivan	400-06-6889	Juneau
Charles A. Mullen	227-78-4473	Juneau
Robt. D. Bridges	411-32-0820	Juneau
Stanley A. Stigen	387-16-3049	Juneau
Thomas Kubek	497-68-1102	Juneau
Jim Elbe	294-30-6043	Juneau
Barrett R. Denson	104-54-0310	Juneau
Timothy Olvany	181-38-9357	Juneau
Bennie J. Anding	437-34-3241	Juneau
Eugene Kyzar	587-48-4316	Juneau
Robert L. Cooper	466-36-6712	Juneau
Jerry P. James	267-49-1049	Juneau
Joseph Bidizola	173-22-2573	Juneau
Horace C. Hunt	227-26-1836	Juneau
Harrin Macip	435-60-7975	Juneau
Julio C. Arzu	094-44-2819	Juneau
Michael J. Barnett	461-19-4450	Juneau
Eddie L. Jackson	416-38-2416	Juneau
Royce Bozeman	423-42-0909	Juneau
Revels R. Poovey	240-30-2985	Juneau
Frederick Washington	433-64-3801	Juneau
Tom Saenz	455-54-2618	Juneau
Vincent Limon	454-52-9356	Juneau
George Mike	012-18-8405	Juneau
Leonard Nixon	456-30-7614	Juneau
Thomas Boland	484-20-2442	Juneau
Samuel Pappas	319-22-0452	Juneau
John R. McIntyre	424-22-8573	Juneau
Ronald Charles	438-98-2160	Juneau
Wm. Christopher	417-56-8672	Juneau
Diogenes Santos	433-66-3653	Juneau
Billy Jarvis	422-34-2166	Juneau
John Lee	461-38-8446	Juneau
Carlos Merida	435-04-3306	Juneau
Louis Hachey	377-42-8399	Juneau
Edward J. Rokicki	146-42-5136	Juneau
Scott J. Galbraith	458-11-5507	Juneau
Aubrey V. Spruill	227-78-6713	Juneau
James J. Gorman	099-20-2928	Juneau
Marisa L. Stevens	220-62-6702	Juneau
Pamela C. Monaco	569-33-6030	Juneau
Billy J. Lockhart	429-72-6048	Juneau

NAME	S.S. #	VESSEL
Joseph Daquino	098-38-0062	Valdez
Melvin J. Skipper	217-16-8956	Valdez
Arthur J. Lennon	129-22-5825	Valdez
James K. Armstrong	257-02-9656	Valdez
Henry L. Wyatt	460-70-7221	Valdez
Stanley T. Grooms	267-42-3990	Valdez
Robert W. Layko	531-82-2736	Valdez
Bill E. Ware	421-70-3718	Valdez
Pierre A. Bailey	565-50-9088	Valdez
Saleh Hasson	271-48-6256	Valdez
Javier Gonzalez	114-50-1069	Valdez
Ballard Browning	307-20-6218	Washington
Nick Grigoratos	389-56-1751	Washington
Ollie Purdy	225-14-0129	Washington
Gilberto Rodriguez	466-88-3336	Washington
Marcus S. Johnson	421-20-7616	Washington
John L. Ballentine	220-66-0969	Washington
John H. Shepherd	430-21-2759	Washington
Howard R. Harvey	410-30-4003	Washington

Personals

Charles D. Howell

Anyone knowing the whereabouts of Charles D. Howell is requested to contact his family. Write to Frank R. Howell, 5315 Hilton Head Dr., Dallas, Texas 75252, or call (214) 248-4338.

Generoso C. Crispala

Please contact your wife as soon as possible.

Andrew Thomas McDonald

Please contact your nephew, Cornelius G. Farley, 8 Sienna Way, San Rafael, Calif. 94901.

Matthew M. (Buddy) Brown

Please call your mother. Phone number is listed in Mobile directory.

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
5281 Auth Way and Britannia Way
Prince Georges County
Camp Springs, Md. 20746

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 5281 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

In and Around the Port of Mobile



Engineer Jim Moody, left, and Deckhand Tom Hilburn pause for a quick refreshment aboard the *Carolyn M.* (Ideal Cement).



Aboard the tug *Mobile Bay* (Crescent Towing of Mobile) are (l. to r.) SIU Patrolman Ray Singletary, Deckhand O.D. Dowd, Deckhand Esau Wright, Eng. William Broadus, and Capt. Ronnie Williams.



SIU Port Agent Tom Glidewell (l.) poses aboard the *ITB Philadelphia* with Bosun Hubert Cain and AB Sam Soloman.



Ray Singletary, SIU patrolman, poses with some of the crewmembers aboard *King Fisher* (Ideal Cement). They are, from the left: Engineer Bruce Jackson, Cook Kenneth Pickens, Deckhand Samuel Brown and Deckhand Frank Allen Jr.



Payoff aboard the *Pride of Texas* brought smiles from (l. to r.) Antulio Garcia, DEU; J.W. Mullis, AB; and D.R. Laughlin, QMED.



SIU Patrolman Jimmy Battle (l.) gives Sonny Rankin his pension check at the Mobile hall. Sonny started his seagoing career back in 1938 in Mobile.



The *Cove Sailor* had a payoff in Mobile recently. Pictured here with Jimmy Battle (seated) are, from the left: Vagn Nielsen, chairman; Herbert Hollins, steward department delegate; Dave Horton, engine department delegate, and Claude Johnson, Secretary.



The tug *Fort Conde* (Crescent Towing of Mobile) waits to give assistance to the *ITB Philadelphia*.

Pensioner's Corner

Deep Sea



Leo Martin Brown, 58, joined the SIU in 1946 in the port of Seattle sailing in the steward department. Brother Brown is a veteran of the U.S. Navy in World War II. He was born in Baltimore and is a resident there.



Herbert Calvin Chattom, 57, joined the SIU in the port of Mobile in 1953 sailing as a wiper. Brother Chattom is a veteran of the U.S. Army in World War II. He was born in Whistler, Ala. and is a resident of Mobile.



Charles "Chuck" Everett Demers, 62, joined the SIU in 1943 in the port of Boston sailing as a bosun and ship's delegate. Brother Demers hit the bricks in the Bull Line beef. He is a veteran of the U.S. Army before World War II. Seafarer Demers was born in Boston and is a resident of Houston.



Edward Kelly Sr., 64, joined the SIU in 1949 in the port of Mobile sailing as a recertified chief steward. Brother Kelly was graduated from the Union's Recertified Stewards Program in 1981. He worked on the Mobile Alcoa Shore-gang and was on the SIU Contract Negotiating Committee in 1965. Seafarer Kelly is a veteran of the U.S. Army during World War II. Born in Flomaton, Ala., he is a resident of Theodore, Ala.



Hans Sverra Lee, 65, joined the SIU in the port of Seattle in 1960 sailing as a recertified bosun. Brother Lee was graduated from the Union's Recertified Bosuns Program in January 1974. He also sailed during the Vietnam War. Seafarer Lee was a former members of the SUP from 1943 to 1945, the Alaskan Fishermen's Union in 1955 and the IBU in 1960. His "... sea-going career spanned an era from steam schooners to LNGs, LASHs and OBOs. ..." Lee is a veteran of the U.S. Army's 14th Coast Artillery Bn. in World War II. A native of Aalusund, Norway, he is a resident of Seattle.



Cooper Harris McMillin, 71, joined the SIU in the port of San Francisco in 1968 sailing as a chief cook. Brother McMillin was born in Missouri and is a resident of Boise, Idaho.



Edward Arne Miller, 62, joined the SIU in the port of Baltimore in 1952 sailing as a chief steward. Brother Miller sailed in World War II on MC&S and NMU ships and during the Vietnam War. He was born in Tacoma, Wash. and is a resident of Savona, British Columbia, Canada.



Aubrey Anthony Rankin, 62, joined the SIU in 1942 in the port of Mobile sailing in the steward department. Brother Rankin was born in Mobile and is a resident there.



Howard Grant Schneider, 66, joined the SIU in the port of San Francisco in 1968 sailing as a chief steward. Brother Schneider is a veteran of the U.S. Army in World War II. He was born in Chicago, Ill. and is a resident of Seattle.



Julius Paul Thrasher, 62, joined the SIU in 1944 in the port of New York sailing as a recertified bosun. Brother Thrasher was graduated from the Union's Recertified Bosuns Program in December 1975. He sailed as an LNG bosun. Seafarer Thrasher was born in Westminster, S.C. and is a resident of Alexandria, La.

Great Lakes

Leo Paul Drouin, 65, joined the Union in the port of Detroit in 1960 sailing as a conveyorman. Brother Drouin was born in Canada and is a naturalized U.S. citizen. He is a resident of Toledo, Ohio.

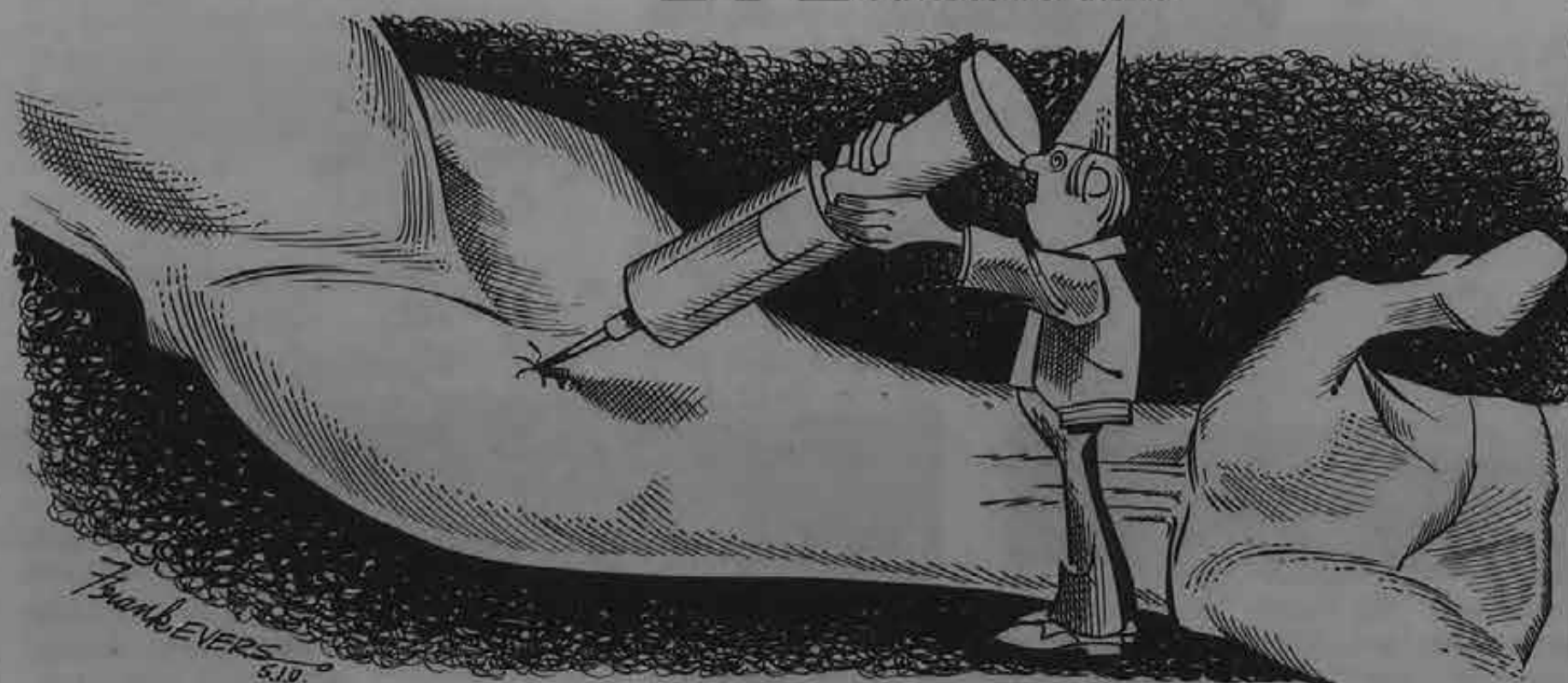


Troy T. Massey, 62, joined the Union in the port of Cleveland in 1961. Brother Massey was born in Tennessee and is a resident of Cleveland.

Wilbert Lawrence Pinney, 63, joined the Union in the port of Duluth, Minn. in 1961 sailing as a FOWT and AB for the Interlake Steamship Co. from 1940 to 1942 and for Great Lakes Towing in 1946. Brother Pinney is a former member of the Tug Firemen, Linesmen, Oilers and Wipers Union, the ILA and the IBL. He is a veteran of the U.S. Army in World War II. Laker Dredgeman Pinney was born in Duluth and is a resident of Two Harbors, Minn.

Atlantic Fishermen

Anthony S. Gallo, 64, joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1980 sailing in the engine room. Brother Gallo was born in Massachusetts and is a resident of Gloucester.



**ONLY
A
DUNCE
USES
NARCOTICS**

**IF CAUGHT
YOU LOSE
YOUR PAPERS
FOR LIFE!**

Heart Disease: America's Number One Killer

DISEASES of the heart (heart attack, stroke and related disorders) kill more Americans than all other causes of death combined, according to the American Heart Association. In this country, 1.5 million people suffer heart attacks each year. That's more deaths than were caused by cancer, accidents pneumonia and influenza combined.

Seafarers are no exception to these high death statistics. In fact, SIU clinics report that heart disease is the leading health problem detected in Seafarers coming in for routine physical examinations.

The Heart

The human heart is a muscular organ that pumps a continuous and incredible quantity of blood throughout the body. Every day, the heart beats 100,000 times and pumps 4,300 gallons of blood. Blood circulates from the heart and lungs, carrying oxygen and other nutrients to all organs and tissues of the body. It also picks up waste products from the cells of the body which are filtered and eliminated through the kidneys and the liver.

The pumping action of the heart is controlled by a natural pacemaker, a small bundle of highly specialized cells that generate electrical impulses necessary for coordinated contractions of the heart.

When the heart relaxes, blood flows in; when the heart contracts, blood is forced out of the heart to the lungs and the rest of the body.

What is a Heart Attack?

Blood flows through the heart and lungs to the body through arteries and veins. When these conduits are impeded, or when something goes wrong with the heart's natural pacemaker, or when the blood that supplies nutrients to the heart itself is blocked, a heart attack occurs.

In most cases, a heart attack is caused by arteriosclerosis, the gradual buildup of fatty deposits (composed mainly of cholesterol) in the inner walls of the arteries. As these deposits narrow the artery, the flow of blood

through them is eventually decreased or blocked entirely. Decreased blood flow may damage the heart muscle. Complete blockage of blood flow deprives an area of the heart of its needed oxygen and nutrients, causing death of that area of heart muscle. When that happens, a heart attack results.

In addition to a heart attack, another result of narrowed arteries is the chest pain called *angina*. In this case, the arteries are open but are much narrower than normal. This means that while the heart may appear to be normal most of the time, the arteries may not always be able to deliver additional oxygen needed by the heart in times of emotional excitement or unusual physical exertion. Chest pains and other suffocating symptoms result.

Recognition

During your routine physical examination at the SIU Clinic or by your personal physician, you will be tested to determine the possibility of your getting a heart attack.

Heart attacks can strike anyone. When it occurs, there is no time for delay. Advance warning signals are not always given by the body in a person about to have a heart attack—nor are symptoms the same with each individual. But certain symp-

toms should alert you that help—immediate help—is needed.

An uncomfortable pressure, fullness, squeezing or pain in the center of the chest (that may spread to the shoulders, neck or arms) lasting for two minutes or more is one of the more common symptoms of a heart attack. (Sharp, stabbing twinges of pain are usually *not* signals of a heart attack.)

Sweating, dizziness, fainting, nausea or shortness of breath may also occur as a result of a heart attack. These signals are not always present. Sometimes they subside, only to later return.

The natural reaction of many people is to refuse to understand what's happening, attributing the pain to heartburn or indigestion that will go away on its own. But the American Heart Association estimates that 350,000 heart attack victims died last year in the U.S. before reaching a hospital because they refused to believe they were having a heart attack.

In many cases, if trained medical personnel are immediately available, they can get a stopped heart beating again through the use of electrical shock, heart massage, drugs—or a combination of all of these techniques.

Cardiopulmonary resuscitation (CPR) has also been proven to be a lifesaver. The general public, as well as police, firemen

and paramedics, have been trained to use this emergency lifesaving technique. It is also one of the courses taught at the Seafarers Harry Lundeberg School of Seamanship. CPR combines mouth-to-mouth breathing with closed chest cardiac compression to maintain the flow of oxygen-rich blood to the brain when the heart stops beating.

The American Heart Association estimates that as many as 200,000 heart attack victims in the U.S. alone can be saved annually if CPR is available and used in time.

Chances of recovery from a non-fatal heart attack are better than ever before. The key to survival lies in being able to recognize the warning signals of a heart attack and to get immediate medical attention.

Treatment

Heart disease, whether it results in a heart attack or angina, can also be treated with drugs.

Some of the drugs improve the blood flow by supplying more oxygen to the heart. Other drugs reduce blood pressure, thereby reducing the heart's workload. Still other drugs may also be used which increase the pumping ability of the heart to ensure a regular heartbeat or to prevent blood clots from forming or enlarging in the veins and arteries.

But the best treatment of all is to recognize the warning signals and respond quickly. Most heart attack victims die within the first two hours after the signals begin.

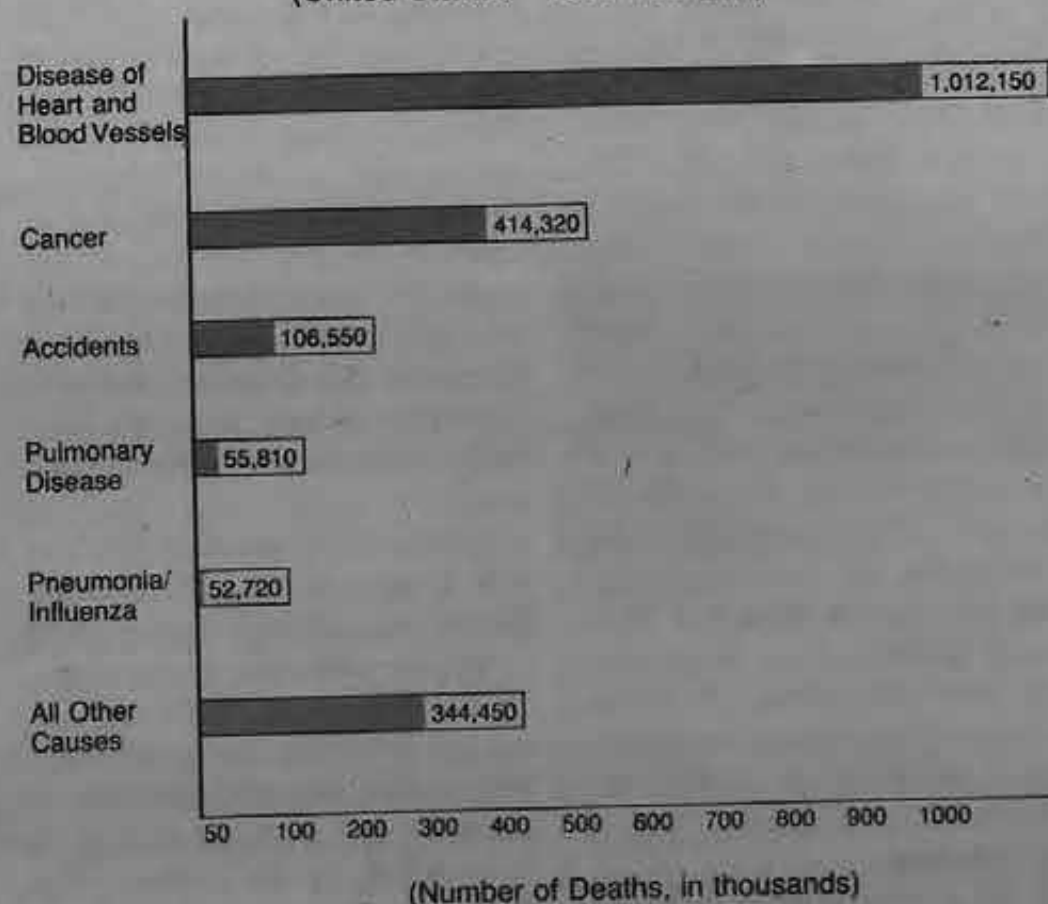
Surgery is often used for improving the blood supply to the heart muscle. This type of surgery, known as coronary artery bypass surgery, is becoming almost routine today. Surgeons use a vein, usually from the patient's leg, to construct a detour around the blocked artery, bypassing the clogged blood vessel.

Prevention

Scientists have identified several factors that contribute to the risk of a person having a heart attack. Some factors cannot be changed, such as heredity, sex, race and age. It appears that a tendency toward heart

(Continued on Page 34.)

Leading Causes of Death
(United States: 1980 Estimate)



Source: National Center for Health Statistics, U.S. Public Health Service, DHHS.

Seafarer Turns Immigrant's Dream Into American Success Story

So often they are the national figures in politics and people in prominent positions who get all the attention. Rarely do we take note of the men and women in the working classes, the hard-working people of this nation . . . the ones who give our profession a good name.

Seafarer Klaus Teschke is one such man, and his success story is one in which we can all be proud.

In 1958, at the age of 17, Klaus Teschke immigrated to Ormond Beach, Fla. with his parents, fleeing from the Communist regime in East Berlin which had forced his parents' business to close. The decision to leave their native land was not an easy one, but for young Klaus, at least, it was a new beginning.

In 1960 he went to sea, working as a merchant seaman until he was drafted into the Army late in 1964. (In 1963 he became an American citizen.) He was stationed with the Army in West Germany as a mechanic. Following his discharge in 1967, Klaus returned to the sea, sailing as Able Seaman and working for his future security as a member of the Seafarers International Union.

On one of his voyages to West Germany, Klaus married Bri-



Klaus Teschke and his wife Brigitta oversee the renovation and enlargement of their business, the Blue Boy Sandwich Shop. (Photo courtesy of the Florida Times-Union.)

gitta, and they settled in Florida. Together, and with lots of hard work, they bought a small sandwich shop on the north side of Jacksonville on Jan. 1, 1973.

Formally a bungalow, the Blue Boy Sandwich Shop had just nine counter stools. Klaus would wake up at 2:30 a.m. to be at the shop by 3 to begin making bread and rolls—the selling point of the small establishment. The Blue Boy became somewhat of an institution to the working people on the north side of Jacksonville, and was a pleasant alternative to the fast food chains in that area.

During their first decade in business, the Teschkes were able

to enlarge the shop into a dining room with seats for 28 people. Sixty percent of the business was take-out orders.

But the Blue Boy did not have efficient air conditioning, so the Teschkes had to close the shop every year from May to October, the hottest months.

They had wanted to expand and renovate for some time. In fact, in 1979 they purchased the lot next door. But obtaining bank financing and backing was difficult. "I really wanted to expand the shop and put in good air conditioning," Teschke said, "so I went to the SBA [Small Business Administration]. They sent me a lot of papers to fill

out and suggested I call the city."

And with that start, Klaus met the director and finance specialist of the Neighborhood Business Revitalization program of the Mayor's Economic Development Council, and the Blue Boy Sandwich Shop is now undergoing a \$150,000 expansion as a result of that government program.

There will be a 1,152-sq. ft. addition which will house the new kitchen, restrooms, entrance, displays and order counter. The existing structure will be renovated into a dining room seating 40 people, and it will be air conditioned. There will be a paved parking area outside the shop for 16 cars.

Klaus plans to expand his hours, too, not just catering to the luncheon crowd. "I will open at 6 a.m. for the breakfast trade to serve the biggest, freshest and best doughnuts in Jacksonville," he proudly announced.

For a 17-year-old immigrant with ambitions, goals and plain hard work, Teschke, now 42, is seeing his dream of running a successful business finally come true.

Klaus Teschke is one of America's success stories—somewhat of a local hero, you might say. And Klaus Teschke is an active member of the SIU.

(Continued from Page 33.)

Heart Disease: America's #1 Killer

disease is hereditary, that men have a greater risk of heart attack than women, that black Americans have almost a 45 percent greater chance of having high blood pressure (a contributor to heart attack and stroke) than whites, and that nearly three in four of all heart attack deaths occur after age 65.

But other risk factors can be changed or controlled by each individual, often under the direction of a doctor.

The first is cigarette smoking. Persons who smoke a pack of cigarettes a day have more than twice the risk of heart attack than a person who has never

smoked. And the risk for a smoker of more than a pack a day is three times greater.

For those of you who have given up the cigarette habit, the death rate eventually declines almost to that of people who have never smoked. By continuing to smoke after one heart attack, however, the chances of a second attack increase greatly.

The second major risk factor that can be changed is high blood pressure. High blood pressure usually has no specific symptoms but can be detected by a simple, painless test. A person with mild elevations of blood pressure often begins treatment with a program of weight reduction, if overweight, and a low-salt diet.

A third controllable factor is blood cholesterol level. Too much cholesterol can cause

buildups on the walls of arteries which narrow the passageway through which blood normally flows, leading to heart attack and stroke. A doctor is able to measure the amount of cholesterol in the blood. If it is too high, diets low in saturated fat and cholesterol will help lower the level. Medications are also available to help maintain cholesterol levels within the normal range.

Diabetes is another disease which appears most frequently during middle age, more often in people who are overweight. In its mild form, diabetes can escape detection for many years, but it can sharply increase a person's risk of heart attack. A doctor can detect diabetes and prescribe changes in eating habits, weight control and exercise programs and medication to keep


it in check and help prevent heart disease.

Other related contributing factors to heart attacks are obesity, lack of exercise and stress. In most cases, eating too much and exercising too little places a heavy burden on the heart. To reduce weight, doctors usually recommend a program that combines exercise with a low-calorie diet.


There is no guarantee that a heart attack can be prevented, but medical scientists say that reducing your risks will give you a better chance. Take a long look at the way you live, and be sure to see a physician for thorough periodic check-ups. Your life may depend on it.

* * *
Next month this column will report on the problems associated with being overweight.


Deep Sea




Pensioner **Claudio Rivera Ortiz Anavitate Sr.**, 78, passed away on April 27. Brother Anavitate joined the SIU in 1942 in the port of New York sailing as a FOWT. He sailed 42 years. Seafarer Anavitate hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Born in Guayanilla, P.R., he was a resident there. Surviving are his widow, Ana and a son, Claudio Jr. of Guayanilla.



Pensioner **Carl Brunson Andrews**, 79, succumbed to heart failure in the Thomas Hospital, Fairhope, Ala. on April 3. Brother Andrews joined the SIU in the port of Mobile in 1956 sailing as a deck engineer. He was born in Cuba, Ala. and was a resident of Daphne, Ala. Burial was in the Daphne Baptist Cemetery. Surviving is his widow, Sarah.



Pensioner **Felix Benitez Cardona**, 70, passed away from kidney failure on June 10. Brother Cardona joined the SIU in the port of New York in 1960 sailing as a FOWT. He was born in Luquillo, P.R. and was a resident of San Juan, P.R. Interment was in the Puerto Rico Memorial Cemetery, Santurce, P.R. Surviving are his sister, Frances of New Orleans and a cousin, Esther Santos-Benitez.



Pensioner **Harvis Clifford Dyas**, 68, died on April 18. Brother Dyas joined the SIU in the port of Mobile in 1957 sailing as an AB for the Mobile Towing Co. He also sailed during the Vietnam War. Seafarer Dyas walked the picket line in

the 1965 Chicago (Ill.) taxi beef. He also worked as a building trades iron erector worker and was a former member of the Piledrivers Union, Local 438, AFL, from 1952 to 1957. Dyas was a wounded veteran hit by shrapnel in the U.S. Army's invasion of Sicily (Italy) in World War II. Born in Bay Minette, Ala., he was a resident of Mobile. Surviving are three daughters, Alicia, Sandra and Deborah and two sisters, Alice and Fannie Mae, both of Mobile.




Pensioner **William Thomas Gardner**, 78, passed away from heart failure in the Singing River Hospital, Pascagoula, Miss. on May 10. Brother Gardner joined the SIU in 1939 in the port of Mobile sailing as a bosun. He was a veteran of both the U.S. Navy from 1924 to 1928 and the U.S. Coast Guard from 1928 to 1934. Seafarer Gardner was born in Albany, Ga., and was a resident of Pascagoula. Interment was in the Greenwood (MacPelah) Cemetery, Pascagoula. Surviving is his widow, Mary.


Peter Goodzuk, 63, died of arteriosclerosis in Seattle, Wash. on Jan. 7. Brother Goodzuk joined the SIU in the port of New York in 1961 sailing as a bosun. He began sailing in 1951. Seafarer Goodzuk walked the picket line in the 1961 Greater N.Y. Harbor beef. Born in Camden, N.J., he was a resident of Bethel Park, Pa. Interment was in Glenn Haven Cemetery, Glen Burnie, Md. Surviving are three daughters, Lorraine Farley of Baltimore, Yasmin and Michelle of Seattle, and three sisters, Helen Luparelli and Lillian Decker of Glen Burnie, Md. and Ann Fredericks of Bethel Park, Pa.

Roland Gifford Grigg Jr., 62 died of heart failure in the Jidda, Saudi Arabia Medical Center on March 29. Brother Grigg joined the SIU in 1943 in the port of Boston sailing as an AB. He rode the *SS Antinous* when she was involved in a collision on the Mississippi River in 1952 and received a Union Personal


Safety Award in 1960 for riding aboard an accident-free ship, the *SS Elizabeth*. Seafarer Grigg was also an auto mechanic. Born in Gloucester, Mass., he was a resident there. Burial was in the Seaside Cemetery, Gloucester. Surviving is his widow, Martha.



Pensioner **Miguel Calvo Llovet**, 79, succumbed to heart-lung failure on May 26. Brother Llovet joined the SIU in 1945 in the port of New York sailing as a cook. He was born in Salinas, P.R., and was a resident of Ponce, P.R. Burial was in the La Piedad Cemetery, Ponce. Surviving are his widow, Petrin; a daughter, Maria of Ponce; a brother, Rafael of Cent Aquirre, P.R. and a sister, Maria, also of Ponce.



Pensioner **Jose Aviles Maldonado**, 68, succumbed to heart failure in Fajardo, P.R. on May 19. Brother Maldonado joined the SIU in 1939 in the port of San Juan sailing as an oiler. He was born in Fajardo and was a resident of Puerto Real, P.R. Surviving are a brother, Jose of Ceiba, P.R., and two sisters, Lydia Gomez and Jenny.



Szczepan "Steve" Kazimierz Murawski, 65, died of heart failure in the Mt. Carmel Hospital, Columbus, Ohio on Sept. 11, 1983. Brother Murawski joined the SIU in the port of New York in 1970 sailing as a chief cook. He was a graduate of the Andrew Furuseth Training School in Brooklyn, N.Y. Seafarer Murawski was born in Culmensis, Poland and was a resident of Yukon, Pa. Burial was in Mt. Calvary Cemetery, Wheeling, W.Va. Surviving is his widow, Josephine.



Pensioner **Nick Mutin**, 69, passed away on May 17. Brother Mutin joined the SIU in 1944 in the port of Boston sailing as a chief steward. He was born in Ohio and was a resident of Hampton, Va. Surviving is his widow, Mary.



Pensioner **Julio Garcia Rivera**, 65, died of a heart attack in San Juan on May 13. Brother Rivera joined the SIU in 1943 in the port of New York sailing as an AB. He was on the picket line in the 1961 N.Y. Harbor beef. Seafarer Rivera was born in Anasco, P.R. and was a resident of San Juan. Surviving is his widow, Margarita.



Pensioner **John Saiad**, 90, passed away on Oct. 30, 1983. Brother Saiad joined the SIU in 1941 in the port of New York sailing as a bosun. He began sailing in 1914! And he hit the bricks in the 1961 N.Y. Harbor strike. Seafarer Saiad was born in the Philippine Islands and was a resident of New York City. Surviving are his widow, Consuelo and a daughter, Ramona.

Great Lakes



Pensioner **John Francis Dunlap**, 70, passed away in the Ashland (Wis.) Medical Center on May 30. Brother Dunlap joined the Union in the port of Detroit in 1960 sailing as an AB for the Reiss Steamship Co. He was born in Ashland and was a resident there. Cremation took place in the Park Hill Cemetery Crematory, Duluth, Minn. Surviving are his widow, Jean and a son, Dobris.

Digest of Ships Meetings

AMERICAN HERITAGE (Apex Marine), June 1—Chairman Ferdinand Gorgora; Secretary W. Walker; Educational Director Richard Wilson; Steward Delegate Juan Gonzalez. A few hours of disputed OT were reported in the deck department. On May 16, Bosun Leo Paradise lost part of a finger while working on deck. He was taken off ship in Benin, West Africa, and Ferdinand Gorgora took over as acting bosun. Gorgora reported that the ship will go into the shipyard in Jacksonville, Fla. on June 7. The educational director talked about the SIU contract and stated that anyone who does not read or understand the contract should attend the Harry Lundberg School of Seamanship in Piney Point, Md. A vote of thanks was given to the steward department which "is still doing a wonderful job in feeding and keeping the ship clean." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Jacksonville, Fla.

BORINQUEN (Puerto Rico Marine), June 10—Chairman L.B. Rodriguez; Secretary H. Galicki; Educational Director P.J. Colonna; Deck Delegate H. Yaekel; Engine Delegate J. Guaris; Steward Delegate A. Rubinstein. No disputed OT. There is \$100 in the movie fund and \$70 in the ship's fund. The bosun announced that the ship would be paying off this trip in San Juan, P.R. All members getting off were reminded to clean up their rooms and get a fresh set of linen from the steward for the new occupant. He also suggested to members getting off the ship after six months that they consider upgrading their skills at Piney Point. The educational director said that new movies will be coming aboard in San Juan. He will get a movie list out to the members of the available films from which to choose. Everything is running smoothly aboard the *Borinquen*. Next port and port of payoff is San Juan, P.R.; then back to Elizabeth, N.J.

LNG CAPRICORN (Energy Transportation Corp.), May 13—Chairman Sam T. Brooks; Secretary Robert H. Forshee; Deck Delegate Robert C. Munroe; Engine Delegate Don L. Busby; Steward Delegate Richard M. Wobey. No disputed OT. There is \$425 in the ship's fund. This was the last load before layup. The chairman commented on the performance of the crew in regard to their duties and to safety actions aboard ship. He also emphasized the importance of voting on the proposed new contract. The secretary expressed his appreciation to the crew in helping keep the ship clean. The crew is looking forward to voting on the proposals put forth at the Crews Conference in Piney Point. On April 8, the *LNG Capricorn* picked up a boatload of 63 Vietnamese refugees outside of Singapore. A baby girl was born two days later and was named after the ship—*Capricorn Nguyen Doan*. Two motions were made and seconded. The first was that all members having permanent jobs be issued reg-

istration cards that are conspicuous to insure that these members do not throw in on a job that is not permanent status. The second was that as long as any member of the Union, regardless of group or job status, abides by the shipping rules and obtains a job, he or she should have the same opportunities to fulfill that job. This includes transportation or any other assistance negotiated in the contract. A sincere vote of thanks was given to the steward department for a job well done.



It's all smiles for these Vietnamese refugees, about to be rescued by the crew of the *LNG Capricorn*.

COMANCHE (American Bulk Carriers), May 13—Chairman Josef Gavin; Secretary John A. Darrow; Educational Director D. Swanner; Steward Delegate Donald C. Spangler. No disputed OT reported. The chairman reported that the *Comanche* is still undermanned. They did get one more pumpman and one more deck engine utility, but still need one additional member for the deck department. The secretary stressed the importance of cooperation—of all hands working together. Crewmembers were reminded that no food is to be eaten in the recreation room. A discussion was held about health care for members and their families in their home ports. Crewmembers wanted to know what the Union is planning to do in the future with regard to dental care and hospitalization. The steward department was given many thanks for a job well done. Heading out to Iceland.

COVE LEADER (Cove Shipping), May 20—Chairman F.H. Johnson; Secretary H.W. Roberts; Educational Director A. Hickman; Deck Delegate Henry Scott; Engine Delegate Alfred Day; Steward Delegate Toby Dansley. There were no beefs or disputed OT reported. There is \$17 in the ship's fund in cash, stamps and envelopes. Union Rep Steve Troy came aboard the *Cove Leader* on May 10 in Benicia, Calif. He left instructions with the steward regarding the new rules to be presented at the crew's meeting. Those instructions were read, and Troy will meet the ship in San Francisco to answer any questions members might have. A suggestion was made and

seconded that "B" men be paid transportation for 125 days, the same as they were when working 180 days, irregardless of what run they're on. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Valdez, Alaska.

DEL ORO (Delta Steamship Line), May 13—Chairman William Kratsas; Secretary H. Donnelly; Educational Director S. Sokolic; Deck Delegate John McNellage; Engine Delegate Charles Perdue; Steward Delegate Jerry Tucker. Some disputed OT was reported in the steward department. The bosun announced that the ship is scheduled to make another voyage. The cargo, however, will not be ready until after June 1, so this may mean a temporary

asked to remember to rewind the video tapes when they are through with them and to help keep the laundry room clean. A vote of thanks was given to the steward department for the continuing good food and service. One minute of silence was observed in memory of our departed brothers and sisters. Heading back to Stapleton, N.Y., then to St. Croix, with payoff expected in Norfolk, Va. on June 26.

JADE PHOENIX (Titan Navigation), May 20—Chairman A.R. McCree; Secretary W. Wroten; Educational Director Trauth; Engine Delegate M. Phillips; Steward Delegate H. Lewis. No disputed OT. The ship is scheduled to arrive in Sulfiga, Egypt on the 23rd and will remain in port for 15 or 20 days. First, however, it must discharge into two ships alongside until it is light enough to dock. No schedule has yet been given as to the homebound voyage, but mail is on the way. A vote of thanks was given to the steward department for a fine job. Next port: Sulfiga, Egypt.

LNG LEO (Energy Transportation Corp.), May 13—Chairman R.J. Callahan; Secretary H. Jones Jr.; Educational Director Endang Abidin; Deck Delegate John P. Davis; Engine Delegate Roy C. McCauley; Steward Delegate Alberta Fretta. No beefs or disputed OT reported. There is \$840 in the ship's fund. From that fund, money was taken to renew two magazine subscriptions. The chairman reports all departments running smoothly. He said that all crewmembers are working well together and are respecting each other's privacy by not playing tapes and radios loudly and not slamming doors. Communications from headquarters were received pertaining to the list of the 69 rank-and-file delegates from the various ports who would be attending the Crews Conference in Piney Point. A meeting was also held with the officers' delegate with regard to writing a letter to the company requesting certain items that the company usually gives to its vessels—punching bag, checkers and chess sets, etc. The letter will be mailed in the next port. The educational director said that arrival pools are being formed—"buy now, win later," and he thanked those members who changed the film selection. The old movies were onboard for more than two months. Final reminder: be very careful when going ashore. "Don't let them set you up with drugs." Next port: Tobato, Japan.

GROTON (Apex Marine), May 27—Chairman E.J. Rokicki; Secretary Lee de Parlier; Educational Director Alan R. Gardner; Steward Delegate Ronald E. Dawsey. No disputed OT. The ship is going into the shipyard in Norfolk, Va. on June 26. All hands will be laid off for the yard period. Grassroots information sheets were posted for all members to read. The grassroots program was discussed, and the secretary observed that SIU President Frank Drozak indicated that none of the presidential candidates had ever mentioned a maritime program in their platforms. It is imperative for SIU members to support those members of Congress who can deliver a comprehensive program to bring about cargo preference laws, ship construction subsidies and other programs that will not only benefit our industry, but will assist in its continued survival. The dryer has been fixed. Members were

OGDEN LEADER (Ogden Marine), May 5—Chairman Gerald Correll; Secretary Floyd Mitchell Jr.; Educational Director Robert T. Rentz; Deck Delegate Jorge Osorio; Engine Delegate Edward Ezra; Steward Delegate George Quinn. No beefs or disputed OT reported. There is \$68 in the ship's fund and \$150 in the crew movie fund. The movie fund will be turned over to OMU Lagenbach to purchase movies, equipment or tapes—whatever he feels will improve the crew movie library. The chairman reported that the ship will pay off in Baytown, Texas, at which time the patrolman can resolve the problem about transportation for a member who had to leave ship in

Digest of Ships Meetings

was also suggested that when a member's six month contract is up, that person should be able to get off at the next port instead of having to wait until the company decides to let him off. Next port: Chiba, Japan.

SEA-LAND ECONOMY (Sea-Land Service), Chairman J. Higgins; Secretary D. Sacher; Educational Director W. Lindsey; Deck Delegate B. Jarratt; Engine Delegate N. Aguilera; Steward Delegate W. Pratts. No beefs or disputed OT. There was \$218 in the movie fund until 10 movies were purchased last trip. Now there is \$50, but by the time the ship arrives in Port Everglades, there should be \$100. The bosun has been in touch with Red Campbell regarding shipping rules. He also urged all hands to participate in the Union's grassroots campaign to inform the public about the plight of the maritime industry and elect people who will help rebuild it. The educational director asked that all members watch the safety films aboard ship and take particular note of the CPR film. Heading out to Port Everglades, Fla., Houston, Texas and New Orleans, La.

SEA-LAND EXPRESS (Sea-Land Service), June 3—Chairman Andrew Lesnansky; Secretary O. Paschal; Educational Director V. Catranos; Steward Delegate Osborne R. Williams; Engine Delegate D. DeMarco; Deck Delegate R. Hunt. No beefs or disputed OT reported. There is \$25 in the ship's fund. The chairman advised members to take advantage of the many upgrading courses offered at Piney Point. He noted that special skills are becoming more essential as ships' crews become smaller due to automation. The secretary said that anxiety and apprehension appear to be the order of the day. Everyone is concerned about a strike or the recommendations that will be adopted from the Crews Conference. He asked that all members just relax and await official word from SIU headquarters. Mail and copies of the LOG are being received fairly regularly, according to the educational director. He recommended that members read the LOG thoroughly since it is a ready source of information and education. A vote of thanks was extended to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

SEA-LAND PIONEER (Sea-Land Service), June 3—Chairman Ronald W. Jones; Secretary Robert Chiarrario; Educational Director Jack Chiarrario; Deck Delegate Patrick J. Laim; Engine Delegate Carroll P. Dwyer. No beefs or disputed OT reported. The bosun talked about the new contract. He also explained the pension plan and passed around literature that he brought from Piney Point. The secretary, Robert Outlaw, was a delegate at the conference. Most of what went on, he said, can be found in the LOG. If there is anything members don't understand, he said that he would be glad to help. "It was a good conference, and I think most of you will approve of what went on." Members were advised to take advantage of the upgrading courses at Piney Point and were reminded of the importance of contributing to SPAD.

Several complaints were registered at the meeting. One was that the chief mate did not dispense medical treatment when asked; another was that the quality of the food is pretty poor. Other than that, everything seems to be running smoothly.

SEA-LAND VOYAGER (Sea-Land Service), May 6—Chairman R. Murry; Secretary S. Platak; Educational Director D.I. Johnson. Some disputed OT was reported in the steward department. The chairman reported on the latest news from the Crews Conference at Piney Point, and a discussion was held on the various aspects which were of the greatest concern to members—welfare, vacation and pension benefits. The educational director reported that progress is being made at the conferences to better the welfare of Seafarers. More clarification was requested by members, however, on the unemployment status for "A" seniority men who are relieved from ship after six months. Safety procedures were stressed, particularly when working on the reefer cables on deck, and educational tapes are onboard ship for members to watch at sea. Next port and port of payoff: Elizabethport, N.J.

LNG TAURUS (Energy Transportation Corp.), May 7—Chairman David C. LaFrance; Secretary R. Campbell; Educational Director Smith. No disputed OT. There is \$815 in the ship's fund. Minutes from the last meeting were read and accepted. The bosun read recommendations from the Crews Conference and discussed them with the crew. "We all fully support the recommendations coming from the Crews Conference," he said. "We know it was not easy. We would like to give the Crews Conference a vote of thanks for a job well done." Brother Campbell then explained the difference between SPAD and the Maritime Defense Fund.

The former is a donation to politicians to help them fight for a strong maritime industry. The latter is to help our brothers and sisters if they get into trouble during union activities. A vote of thanks was given to the steward department for the fine work this past voyage. Next port: Nagoya, Japan.

WORTH (Apex Marine), May 20—Chairman T. Gailas; Secretary Sam Davis; Engine Delegate J. McGee. Some disputed OT was reported in the deck department. Other than that, everything is running smoothly. The chairman was pleased to say that he has a good crew, and with only one exception, everyone is getting along just fine. The chairman also discussed the shipping situation, noting that times are tough. Everyone, he stressed, had better stand up for his own job and help protect maritime interests. Contributing to SPAD is one way to help the Union in its fight for survival. The ship is now enroute to Rastanura, Saudi Arabia. Oil is leaking from the ship, and no chances are being taken. A special vote of thanks was given to the steward and his two-man department. Next port: Rastanura, Saudi Arabia.

Official ships minutes were also received from the following vessels.

- | | |
|------------------|-----------------------|
| AMCO TRADER | OVERSEAS VALDEZ |
| LNG ARIES | PITTSBURGH |
| AURORA | PRIDE OF TEXAS |
| BAYAMON | ROBERT E. LEE |
| CAGUAS | ST. LOUIS |
| COVE LIBERTY | SANTA MARIA |
| COVE NAVIGATOR | SEA-LAND ADVENTURER |
| COVE SAILOR | SEA-LAND DEFENDER |
| DELTA SUD | SEA-LAND DEVELOPER |
| FALCON PRINCESS | SEA-LAND EXPLORER |
| INGER | SEA-LAND INDEPENDENCE |
| NEW YORK | SEA-LAND LEADER |
| OAKLAND | SEA-LAND MARINER |
| OGDEN COLUMBIA | SEA-LAND PATRIOT |
| OGDEN MISSOURI | SEA-LAND PRODUCER |
| OVERSEAS ALASKA | SEA-LAND VENTURE |
| OVERSEAS ALICE | STONEWALL JACKSON |
| OVERSEAS CHICAGO | TRANSCOLUMBIA |
| OVERSEAS MARILYN | WALTER RICE |

Monthly Membership Meetings

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



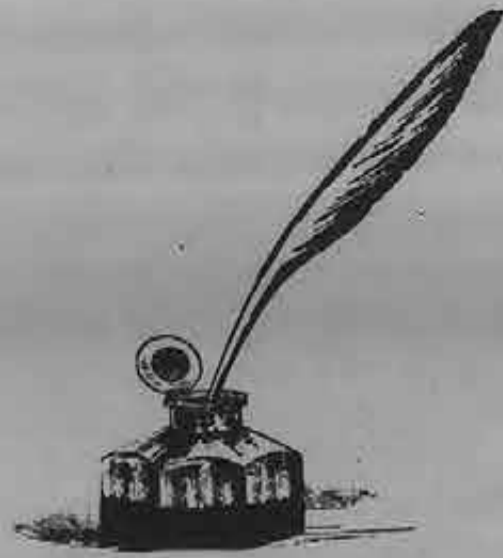
Some of the LNG Capricorn's crew prepare a boat for the rescue operation of 63 Vietnamese refugees.

aryville last trip. He also announced that communications from headquarters had been received pertaining to the proposed change in the shipping rules and the results of the committee from the Crews Conference at Piney Point. A discussion was held on these items. Delegates were given a repair list and were asked to check their areas for needed repairs. There was some problem about sanitation in the wheelhouse and that water is too hot in the showers. All hands were urged to be sure and vote in the November election. Next port: Baytown, Texas.

OVERSEAS OHIO (Maritime Overseas), May 20—Chairman P. Garza; Secretary C. Scott; Educational Director E. Figueroa. No disputed OT. The bosun talked about the last meeting and the motions that were made by crewmembers and sent to headquarters. Communications from Red Campbell were received and posted. These primarily concerned new shipping rules. The educational director suggested to members that they be more active in Union business and also stressed the importance of donating to SPAD. The video machine has now been fixed and new medical supplies have been received onboard the Overseas Ohio. What members would like is more information on the new rules and how they are to be enforced. Next port: St. James, La.

ROVER (Ocean Carriers), May 16—Chairman Sven Jansson; Secretary Ernest Harris; Educational Director G. Meaden; Deck Delegate Tom Bluiitt; Engine Delegate Torry Kidd Jr.; Steward Delegate Jose Cubana. No disputed OT. There is \$21 in the ship's fund. The ship is going to discharge in Tokyo Bay, reported the chairman, and then go out to sea to clean the tanks. It will then return to Tokyo Bay and go into the shipyard. No word has yet been received as to when payoff will occur. The secretary reminded crewmembers going ashore to use the combination gangway at anchorage and at the dock. Using the pilot ladder is dangerous. A discussion was held about the Crews Conference recommendations. A suggestion was made to have steward department working rules made for each type of ship, i.e., for a four-person department, for a three-person department, for a two-person department. Crewmembers were also advised that when getting medicine at the Union clinic, they should have the labels typewritten. This is important, for if they need a refill while on ship, the labels will be legible and the right medicine can be obtained. It

Letters To The Editor



'Wives Included in Sonat Conference . . .'

I would like to thank everyone involved in the Sonat conference of June 24 for making my stay at the Harry Lundeberg School a most pleasant and informative one.

When I joined my husband, I came a wife who knew nothing about my husband's job. When I left one week later, I had learned what his work was about and what the SIU has given us and what it has to offer its membership, if they would just use it.

I have spoken to some of my friends about their health plans from their employers, and not one of them had the coverage or benefits that SIU has to offer us.

I thank you once again for letting me come to the conference and letting us, the wives, share a small part of what the SIU is all about.

Sincerely,

Mrs. Thomas (Helen) Farrell
Philadelphia, Pa.

'Confidence in Mondale . . .'

This letter is to thank you for the June 1984 LOG pages on Walter F. Mondale, presidential aspirant.

Until I had read your article (well covered) on Mondale, I had not made up my mind who I was for. Now I feel better; I have.

We—my wife and I—had made up our minds on Smiling Irishman President Ron Reagan. . . . What my wife and I fear is the stupidity of people, meaning people who say, "I'm going to vote for a winner!" It's strange to me the majority of people are not fed up with this smiling actor, one who believes with confidence he is able to put over anything on the *dumb public!*

Just when will the people wake up to this smiling actor who does not represent the people? His main concern is promoting Big Business.

If Reagan gets in again for another four years, my fears are what a trampling he is going to give to the U.S. people!

Mondale . . . you believe him when he calls for a "new partnership between the government and the maritime industry" and that "all channels of communication between maritime labor and industry must be open and active."

Mondale is saying something here. He expects and wants to work with you.

I, myself, believe he will do exactly that. As I have confidence in Mondale now, I expect the American people will also grow to this. . . .

Proud to be one of your
brothers,
Paul Tribble
Miller Place, N.Y.

'Let's Take a Bow . . .'

I see in *The Wall Street Journal* issues of April 19 and 24 that both Sea-Land and American President have posted strong profit increases for the first quarter/1984.

Let's all of us with the SIU stand and take a bow!

Yours truly,
Leonard Earl Johnson J-882
New Orleans, La.

Financial Committee at Work



This was the scene as the SIU Quarterly Financial Committee went to work last month at the Union's headquarters in Camp Springs, Md. Clockwise from left are Ken Bowman, John Simonelli, Committee Chairman Calvin James, SIU Secretary-Treasurer Joe DiGiorgio, Scott Getman, William Lovett and Luther Pate.

At Sea / Ashore

Cove Navigator Sailin' from Houston

On July 15 or later, the *ST Cove Navigator* (Cove Shipping) will sail from the port of Houston hauling 26,600 long tons of clean crude oil for the U.S. Military Sealift Command. She will sail into the port of Jacksonville, Fla. or into Charleston or Beaufort, S.C.

U.S. Winter Wheat Sold to Soviets

The U.S. Department of Agriculture sold 500,000 metric tons of U.S. hard red winter wheat last month to the Soviet Union for delivery during 1984-1985 under the first year of the long-term U.S./U.S.S.R. grain agreement which started Oct. 1. The delivery year began on June 1.

So far in the first year, American grain sales to the Soviets totaled 12,158,700 metric tons consisting of 6,110,700 metric tons of wheat and 6,048,000 metric tons of corn.

Also, U.S. sales of soybeans to the Russians totaled 416,200 metric tons in the first year of their grain pact.

Pride of Texas, Ogden Sacramento Off to Egypt

On July 18, the *ST Pride of Texas* (Titan Navigation) and the *ST Ogden Sacramento* (Ogden Marine) will steam from a Gulf port to either Alexandria or Port Said, Egypt, each with cargoes of 33,500 metric tons of bulk corn.

Rep. Jones Asks Veteran Status for WW II Mariners

Rep. Walter B. Jones (D-N.C.), chairman of the U.S. House of Representatives Merchant Marine and Fisheries Committee, with 28 other congressmen and congresswomen last month asked the Reagan administration to confer veteran status on those U.S. merchant mariners who participated in Allied invasion efforts during World War II.

Jones, using the occasion of the 40th anniversary of the U.S. invasion of the Omaha and Utah beachheads in northern France on June 6, 1944, wrote to Air Force Secretary Verne Orr requesting this action.

By earlier legislation, such determinations of conferring veteran status on seafarers for wartime service were left to the Air Force secretary.

On Feb. 7, Orr determined and directed that the World War II service of merchant crewmen on the *SS Keswick* at the Battle of Corregidor in the Philippine Islands against the Japanese Empire should be considered military and thus entitle them to a number of benefits open to such veterans.

Jones pointed out that merchant mariners in such circumstances were "under essential military control, performed wartime responsibilities in combat areas, were very often the target of enemy attack . . . were subject to being taken prisoner by the enemy . . . and were generally encouraged to believe they were functioning as a part of the U.S. Armed Forces."

Delta Norte or Delta Sud to Jamaica

On July 28, from either the port of Houston, Texas or Lake Charles, La., the *SS Delta Norte* or the *SS Delta Sud* (both Delta Line) will carry a cargo of 5,277 metric tons of bagged rice to Kingston, Jamaica.

Bum Boat

More Election Year Promises?

Editorials

They're called bum boats. They used to come out to meet the ships and try to make a quick buck selling shoddy doodads to the crew. Piloted by a local merchant, with a sales pitch that would do Amway proud, they would conduct a floating "Lets Make A Deal." There was never anything behind Door Number 3.

You don't see too many of them anymore, mainly because sailors are a pretty bright lot and after being burned by glass trinket gems and fancy but fake Swiss watches, they learned to be a bit skeptical.

The maritime community had better remember the bum boats because there is one paddling around right now. It's the same one we saw in 1980 and it has the same salesman, Ronald Reagan. The folks who were shopping that bum boat at a recent Republican National Committee Platform meeting should remember what they bought there the last time. The batteries were not included and it fell apart as soon as they took it home.

Four years ago that package looked all shiny and new. Reagan was full of promises about rebuilding the merchant marine.

That package was going to start a unified merchant marine/ Navy shipbuilding program. It was going to maintain a strong shipbuilding base. It was going to continue subsidies. It was going to ensure that U.S. ships carry an "equitable portion" of the nation's foreign trade.

It has done none of that. Instead this is what we have received:

Elimination of construction



- subsidies;
- ✓ No new operating subsidies;
- ✓ Attempts to "buy out" ODS contracts;
- ✓ Efforts to allow "pay-backs" of CDS which would allow subsidized ships into the domestic trades and

- throw Jones Act tankers out work;
- ✓ Encourage building American ships in foreign ship yards;
- ✓ Lack of enforcement of cargo preference laws;
- ✓ Hardline "free trade" policies.

Just because this year's package may be wrapped up in new paper with different ribbons doesn't mean what's inside is any different. If the maritime community makes another buy from Reagan's bum boat, they've got nobody to blame but themselves. They ought to remember one of the cornerstones of "free trade"—*Let the buyer beware.*

Cargo Government Dollars Help Farms, Too

This month farm state senators and agricultural lobbyists tried to push through a resolution attacking government cargo preference programs. They said the programs were inefficient, too costly and government handouts to an industry that should compete in the "free market."

What would the farm lobby do if they were faced with a Senate resolution that called for no expansion of farm subsidies?

What would the farm lobby do if it were pointed out that

hundreds of millions of government dollars were given to farmers not to grow food?

What would the farm lobby do if it were pointed out that the government has paid billions of dollars over the years to buy their crops to distribute around the world instead of forcing agribusiness to compete in the open and "free market"?

The farm lobby would raise the barn roof.

They would say that America's agricultural industry is vital to the nation. It could not sur-

vive without government help in some form. They would say that governments around the world heavily subsidize their agricultural industries and agricultural exports. They would say it is just impossible to compete in such an unfair market place.

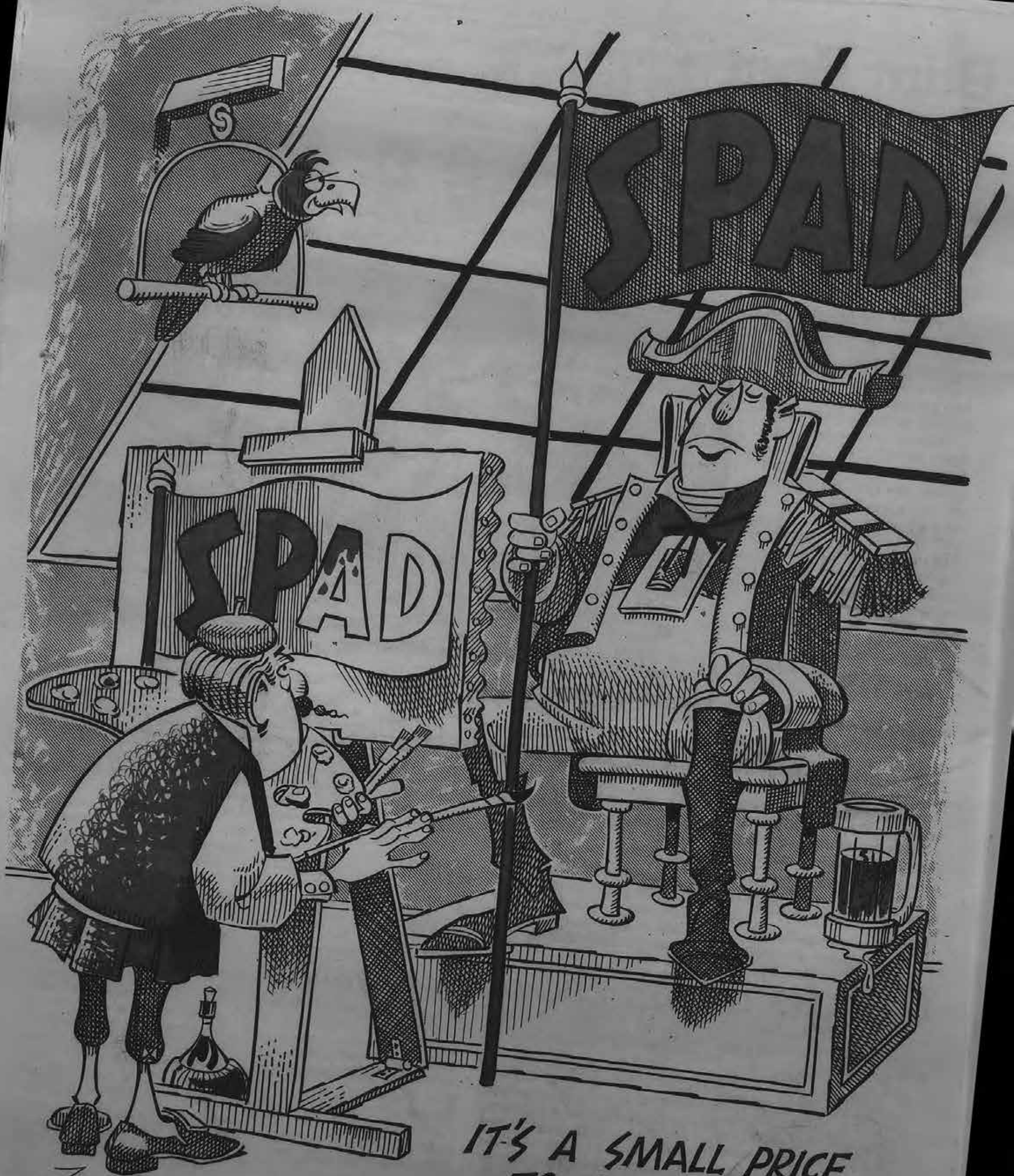
They would be right.

The merchant marine faces similar problems. On balance, these programs work for our maritime industry, the agricultural industry, and our nation. The programs are necessary and beneficial to the U.S. They sta-

bilize both the maritime industry and agri-business, they put our nation's economy on a firmer footing, and they promote jobs for American workers.

Let's not pit two vital and important American industries against each other for silly, shallow and short-sighted political reasons. There is room for improvement and new ideas in both industries.

The next time the farm lobby attacks the merchant marine, they should step back for a minute and look at their own industry.



IT'S A SMALL PRICE
TO PAY FOR
JOB SECURITY

Frank EVERS
S.I.U.