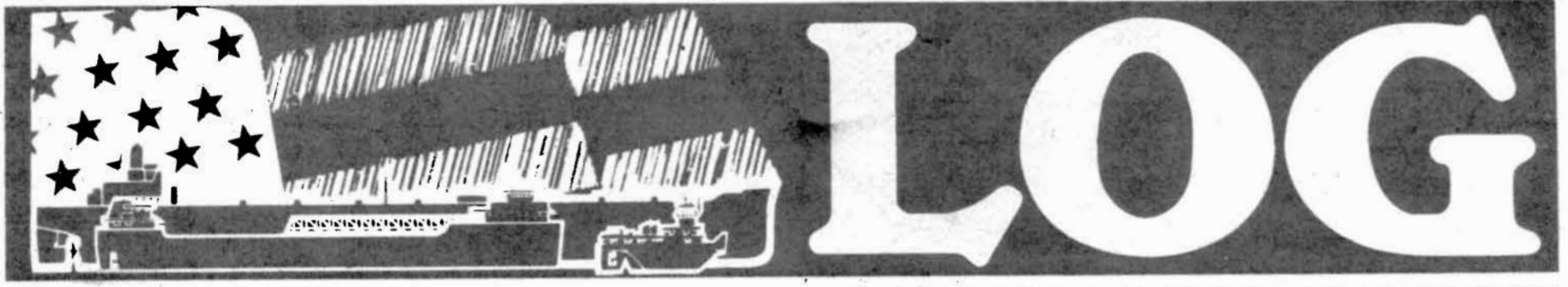


S.S. Constitution Arrives in San Francisco

See pages 13-15



Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 46 No. 1 January 1984

SIU-Contracted *A New Pushboat . . .*

Making a pretty sight painted in her various tones of brown, is the brand new SIU-contracted pushboat *Karl G. Andren*.

She's owned by Texas-based Higman Towing and measures 65 feet in length. Weighing 112.3 gross tons, she has a beam of 24 feet. She is powered by twin diesels of 800 hp.

The boat, which has quarters for six, replaces the company's pushboat *Carlton Tremble*.

Built at Crumpler's Shipyard in Orange, Texas, the *Karl G. Andren* will be working in the Gulf Intracoastal Canal. Most of the time she'll be pushing two barges filled with petroleum products.



. . . and a New Bulker



Pictured during sea trials is the rebuilt 136,000 deadweight-ton tanker *Ogden Columbia*. Recently two other Ogden Marine vessels, both brand-new bulkers, completed their maiden voy-

ages carrying grain to Israel. They are the *Ogden Missouri* and the *Ogden Sacramento*.

Said Richard T. du Moulin, executive vice president of Ogden Marine, "We appreciate the

efforts of the SIU and the Maritime Trades Department to preserve this [government contracted] business for us." Next month: Aboard the *Ogden Sacramento*.

Merchant Sealift Key to National Survival—Rowden

Adm. William H. Rowden, commander of the Military Sealift Command, made these remarks at the Propeller Club Jan. 10 in Washington, D.C.

It has been held that national power is dependent on sea power and that seapower consists of merchant ships, naval ships and the necessary supporting bases and industries. Therefore, in a discussion of the adequacy of naval and merchant marine sealift forces within the seapower equation, it is necessary to note how they are to be used in military operations that implement national strategy through a supporting naval strategy.

Our basic national strategy is in two parts. First, one of deterrence and, should that fail and conflict result, warfighting as far forward as possible.

Sealift is bedrock to the execution of our national strategy. Because sealift is required to transport over 90 percent of the equipment and supplies required to sustain our war fighting capability, only sealift can provide the necessary mobility for either forward deterrence, or offensive projection in warfighting.

Over the years, Navy general purpose force levels have been drawn down through ship retirements and a less than one for one replacement program. At the same time, our world commitments remained the same or increased. The result was a general purpose Navy drawn thin through commitment.

At the same time that the Navy's general purpose forces were drawn down and stretched thin, the merchant marine forces available to the Navy in time of emergency were also waning because of a worldwide slump



Adm. William H. Rowden in the maritime industry.

Two major DOD studies are under way to assess the ability of the U.S. maritime industry to respond to a Southwest Asia crisis, the Sealift Study and its companion, the Shipyard Mobilization Base Study.

The Navy cannot and should not do it alone. Additional sealift must come from the U.S.

"Sealift is the bedrock to the execution of our national strategy. Because sealift is required to transport over 90 percent of the equipment and supplies required to sustain our warfighting capability, only sealift can provide the necessary mobility for either forward deterrence or offensive projection in warfighting."

merchant marine. Put more bluntly, the full success of our national strategy rests squarely on a sealift capability supported satisfactorily by the U.S. merchant marine industry.

The decline will continue because little future merchant ship construction is anticipated at this time. Navy combatants and support ships being built for MSC are basically the only new ship construction in U.S. shipyards. This, of course, does not bode well for the shipyard and supporting industrial component of our Defense Mobilization Industrial Base.

Let's examine the situation more closely, and look at the

basics. The U.S. had an inventory of some 5,300 merchant ships immediately after WWII. That number has regressed to 545 today of which more than 100 are currently laid up. This entire fleet is aging with an average age of 17 years. The U.S. is now in eighth place in respect to deadweight tons in the world fleet and 11th place in the number of ships—both positions well behind the Soviet fleet.

This decline in our merchant marine is not only true for the United States, but it is for our allies as well.

The decline of the industry is manifested in many other ways. Some of the more important from a military aspect are:

- The U.S. need for an operating merchant fleet. In WWII the U.S. had the time to build a merchant marine capability, a

counting on allied ships for NATO contingencies. We cannot automatically count on ships and crews not directly under U.S. or allied control.

- The dependence of the United States and its allies on imported raw materials and thus on seaborne foreign trade. The effective denial of foreign trade would dramatically shake our economy and our defense industry.

- The enormous increase in individual ship carrying capacity. This condition works for us in peacetime, but against us in war. With a single ship loss, we could lose five to 20 times the assets of a single ship of WWII vintage.

Clearly we are faced with a serious military problem in our dwindling merchant marine and commercial shipyard capacity. The solution to the problem must be an integrated effort by both the government and the industry.

We have a healthy military sealift program and it is producing the military and defense results for which it was established.

However, the industry must establish a complimentary program with a clearly defined goal of expanding our merchant marine sealift capability. The key is that this must be an industry-wide program that serves the entire industry.

The military necessity for a healthy merchant marine is clear and unassailable. Measures taken by the military to meet their appropriate share of the responsibility for sealift are well known. The challenge to the maritime industry to revitalize is unmistakable. We owe it to our national survival.



LOG

January 1984

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Domestic Content Passes House-Senate Vote Next

Just days before the first session of the 98th Congress ended, the House of Representatives passed the Auto Domestic Content Bill by a vote of 219-199. H.R. 1234 will create about 1 million American jobs. Passage of this measure will ensure that cars and trucks sold in the United States contain substantial American-made components.

SIU President Frank Drozak joined the United Auto Workers and the AFL-CIO in garnering support for this content legislation. The bill's intent will maintain competition and quality in the marketplace while assuring that consumer dollars will be reinvested in U.S. production and jobs.

In his letter to every member of the House, Drozak wrote, "We in the maritime industry are well aware of the downturn in automobile production over the last five years. At the present time 40 percent of the Great Lakes fleet is in layup with much of the decline in shipping on the Lakes directly attributable to the decline of the automobile and steel industries. Many of the raw materials and finished products shipped on the Lakes are related to automobile production. With one U.S. job in five related to auto production, we believe the revitalization of the automobile industry would result in a significant improve-

ment in maritime employment on the Great Lakes.

"From a broader perspective, domestic content legislation is a first step toward a 'fair trade' policy that recognizes the global reality that other countries protect their domestic industries. For too many years our basic industries, including shipbuilding, have been the victims of restrictive trade policies and foreign government subsidies which have resulted in the outflow of U.S. jobs to low-wage countries," Drozak said.

This bill now faces strong opposition in the Republican-controlled Senate when Congress reconvenes in the new year. The coalition of supporters, counting SIU in its ranks, will continue its efforts in the next session of the 98th Congress.

Vacancies Exist At Snug Harbor

Former Seafarer Max Katzoff, a resident of Sailors' Snug Harbor in North Carolina, reports that as of late last year there were several vacancies at the Harbor.

Anyone wishing to inquire about vacancies at the Harbor should write to Director, Sailors' Snug Harbor, Sea Level, N.C. 28577.

Biaggi Urges Unity



During a December luncheon of the U.S. Propeller Club/Port of New York, the featured speaker, Rep. Mario Biaggi (D-N.Y.), center, poses for a photo with Jack Caffey (l.), assistant to the SIU president, and Ed Panarello, executive director of the Maritime Port Council of Greater New York and Vicinity. Biaggi, chairman of the House Merchant Marine Subcommittee, urged maritime interests to band together to save the U.S. merchant marine.

Old Checks Await Seafarers

The following members have received checks from the Bankruptcy Court Trustees for Seatrade Corp. (A.H. Bull Lines) from 1963:

Oliver Kendrick
Walter Taylor
Catarino Silva
Raymond Wagner
Glen Curl
Olave Rosenberg

If any members know of their whereabouts, or (if they are deceased) of their heirs or personal representatives or family, they should write to:

Newton B. Schwartz, P.C.
Houston Bar Center Building
723 Main, Suite 325
Houston, Texas 77002

Upon proper proof of identity or heirship, Mr. Schwartz will remit the checks to them for their net share.



Burial services were held for Sailor Hall on Oct. 25, 1983 aboard the Sea-Land Mariner.

Sailor Hall Is Dead at 75

San Francisco—Robert Henry Hall, an oldtimer who played a little known though instrumental role in the founding of the SIU, died last month of cancer at the age of 75.

Hall, who was called "Sailor" by everyone who knew him, had a lifetime love affair with the sea and could not be away from it too long. Even when he retired as bosun on the San Francisco shoregang, he lived near the waterfront section of his favorite port city.

Hall was born in Missouri, the oldest son of Robert and Minnie Bell Hall.

The Halls had four other children after Sailor: a daughter, Hilda, and then four boys—Donald, Bill, Paul and Peter. Paul Hall was one of the foun-

ders of the SIU.

Robert Henry Hall was the first member of the Hall family to ship out.

All of the Hall sons were to become active in either the maritime industry or the Labor Movement. Paul and Bill became officials in the SIU. Donald and Robert Henry became full-time seamen. Peter later was secretary-treasurer of the Retail Clerks Union.

Sailor Hall is survived by his wife, Mae; a brother, Pete; 14 nieces and nephews; and several thousand brothers and sisters of the sea. The family would like to give a special thanks to George McCartney, SIU official in San Francisco, for the care and devotion he showed Sailor throughout his retirement.

A Ship Within a Ship

Sam Houston Returns from Mideast

THE SIU-CONTRACTED *Sam Houston* (Waterman) made an impressive sight on a bright, cold fall day as she lay docked at Pier 7 in Brooklyn.

The ship is a hefty 893 feet long. She's a new and modern LASH carrier which means she transports fully-loaded barges. These barges are loaded and unloaded from the stern of the ship.

Just back from the Middle East, the *Sam Houston* was getting ready to head out there again. Considering the troubles that are plaguing that area of the world, the crewmembers were crossing their fingers for a safe voyage.



Aboard the *Sam Houston*, there is another ship being built. Of course this vessel is a good deal smaller and lighter than the *Sam Houston*. Called *La Sacco*, she's being built by Seafarer Rafael Ascione who sails in the steward department.

Named after SIU Vice President Mike Sacco, the 3-foot ship will have 30 pieces of colored glass, three masts, and will carry 240 guns. And when finished, the combination galley, freighter and passenger ship will have seven decks—all composed of between 12,000 and 13,000 match sticks.

Good sailing, *La Sacco*!



On the deck of the *Sam Houston* are, from the left: Robert Mahone, AB; George Burch, bosun, and Dewey Bell, AB.



Shown in the ship's galley are AB Bill Card (l.) and Wiper Steven McAvoy.



Taking a moment to look at the camera is Brother Dewey B. Jordan who hails from Mobile and sails as an AB.



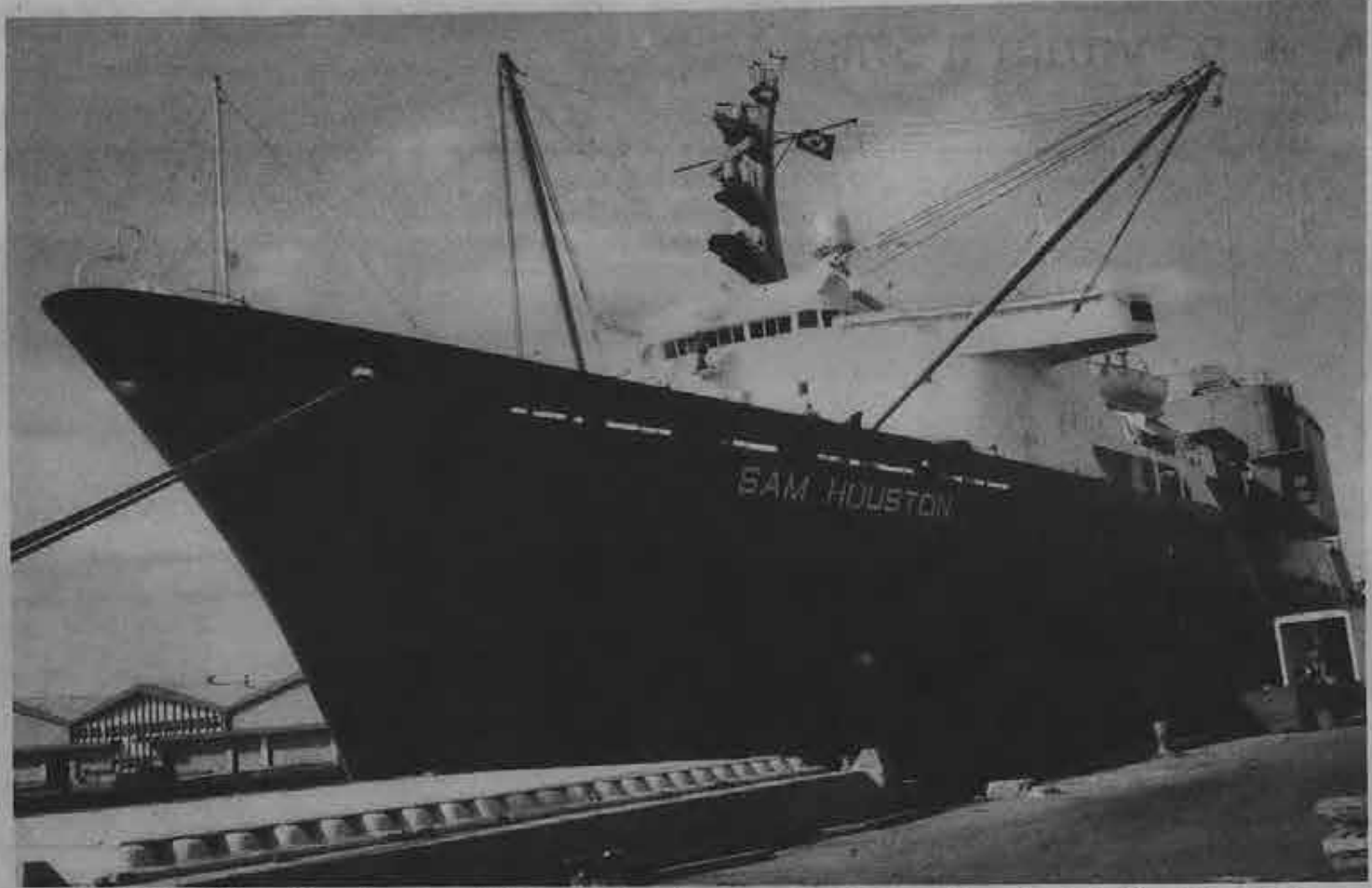
Looking over the LOG is Crew Messman James Dodd. Beside him is BR Cappy William Costa.



Brother Craig Burns sails as an ordinary seaman aboard the *Sam Houston*.



Just coming onboard the *Sam Houston* is Seafarer Harvey L. Barlow who ships as an AB.



The 893-foot long *Sam Houston* (Waterman) makes a pretty picture at her dock in Brooklyn, N.Y.



Smiling for the camera is Seafarer Michael Donlon who sails as chief electrician.



The Ship's Committee aboard the *Sam Houston* is made up of, from the left: Flattop Koflowitch, engine delegate; Rafael Ascione, steward delegate; G.T. Aquino, secretary-reporter, and George Burch, chairman.



Here's a side view of some of the lighters carried by the ship.



Working on his ship, the *La Sacco*, is Rafael Ascione of the steward department.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



AS we go into 1984 we have a long agenda of things to accomplish. At the top of that agenda is our fight against Dixie Carriers, the towboat company we have been striking since April of 1983.

We intend to continue and intensify our pressure against this union-busting company and the conglomerate that owns it, Kirby Exploration. We're issuing subpoenas to various captains and company officials for depositions on a \$21 million law suit in Texas

against Kirby.

The Union also has a trial pending in New Orleans before the National Labor Relations Board on unfair labor charges against the company. We will be filing additional charges.

Of course picketing and leafleting continues across the Gulf and the Rivers. We are even leafleting in New York in front of the American Stock Exchange where Kirby is listed. (See pages 8 and 9.)

In 1984 we will be fighting harder than ever to win the strike. With our strong commitment, I think we will succeed.

This year will also be a hot and heavy one on the legislative front. All 435 seats in the House will be up for election as will one-third of the Senate seats. Of course, the presidential election will also be held this year. Across the Gulf, the SIU will be very active in helping to elect our friends. In this effort we will be working closely with the AFL-CIO on the state and local levels.

In these elections there's a lot at stake and we need the continuing support of the members. That is why contributions to the Seafarers Political Activity Donation (SPAD) fund are of the utmost importance.

From our hall in Mobile I'm glad to report that SIU Port Agent Tom Glidewell has been appointed a deputy voter registrar by Alabama Governor George Wallace. Brother Glidewell can now register to vote any eligible person in his area.

East Coast, by V.P. Leon Hall



LAST month our port agent in Santurce, P.R., Juan Reinosa, was honored at a testimonial dinner given by the Central Labor Council of San Juan and Vicinity, AFL-CIO, and members of the Labor Movement from all over the island.

Among those present at the dinner were the Secretary of Labor of Puerto Rico, Hector Hernandez Soto; Ruben Calderon, president of the Central Labor Council; Paul Sanchez, field rep of the AFL-CIO, and Hipolito Marciano, president of the Labor Federation of Puerto Rico.

In other news from the East Coast, SIU Rep Mike Paladino in Norfolk reports that the Allied Ocean Towing contract has been ratified. The three-year agreement contains an equal time provision and pension increases. Also out of Norfolk, negotiations have been started on the following contracts: Marine Towing and Transportation; Allied Coastal and Inland Towing; American Towing and Transportation, and Sheridan.

From Baltimore, SIU Rep Al Raymond tells us that the Union won an arbitration award over a guaranteed work week at Curtis Bay. As part of the impartial arbitrator's decision, SIU members were also granted back pay.

Concerning our fishermen in Gloucester, Union Rep Leo Sabato reports that the shrimp season opened on Dec. 15 and will continue through the winter months. Prices were sky high on haddock but the fish are very scarce. Also, the Canadian government is spending millions of dollars to promote its fish products. The U.S. could learn a lesson from the example.

Finally, I want to wish SIU Rep Ted Babkowski the best of luck. He retired late last year after nearly 40 years of dedicated service to this Union. (A full story on Brother Babkowski will appear in an upcoming issue of the LOG.) May calm seas and a fair wind be always yours, Ted.

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



ALONG the Mississippi and on the Great Lakes the cold weather is affecting shipping. The upper Mississippi is practically closed.

The severe, below zero weather on the Lakes has created a lot of ice, and the last of our ships that were still out are heading back to port.

Our SIU inland representative on the Lakes, Byron Kelly, reports that SIU-contracted North American Trailing Co. (NATCO), a sub-

sidiary of Great Lakes Dredge and Dock, has been declared the low bidder on a channel and harbor-deepening project in Toledo, Ohio. Work will begin when the ice thaws in the spring. NATCO is SIU top to bottom.

Also, after the weather gets better in a few months, SIU-contracted Luedtke Engineering will be working on two dredging jobs on the Mississippi River. One is in Lake City, Minn. and the other is in Lansing, Iowa. The one in Lansing involves repair of the wing walls on the locks.

A very important item is that the contracts on all major dredging and marine construction companies on the Great Lakes will expire on March 31. This involves all of the SIU's contracted dredging companies. Also expiring on that date is the agreement with SIU-contracted Great Lakes Towing which does vessel docking work on the Lakes.

The Union has been preparing for these important negotiations which will begin soon. In future issues of the LOG I'll keep you informed on the outcome.

West Coast, by V. P. George McCartney



HERE in San Francisco, Seafarers and representatives from other unions formed an impressive picket line to help out the Mortuary Employees Union.

This long-time SIUNA affiliate had settled contracts with funeral homes in San Francisco. One home that had not settled, however, was Halsted. The picket line in front of the home included representatives from the Building Trades, the Transport Workers and the Teamsters.

Also in San Francisco, we recrewed the *Commanche* (American Bulk Carriers). Unfortunately, she's going on a one-way trip to Taiwan to be scrapped.

Last month from San Francisco a crew was flown to Japan to man the new SIU-contracted bulk carrier *Ogden Sacramento* (Ogden Marine). The sister ship of the *Ogden Missouri*, the *Ogden Sacramento* will go to Texas to load grain for Egypt.

When our full-service passenger ship *Constitution* (American Hawaii Cruises) was in here for a brief dry docking last month, a gala luncheon was held onboard. The captain of the *Constitution*, T.Y. Wu was given the key to the city by Deputy Mayor Frank Lazarus as well as a welcoming plaque from Fred Hasset, president of the Propeller Club in San Francisco. It's hoped that this visit by the *Constitution* will be the first of many to come.

Among the guests at the luncheon were Congresswoman Barbara Boxer (D-Calif.) and her husband. Rep. Boxer is a member of the House Merchant Marine and Fisheries Committee.

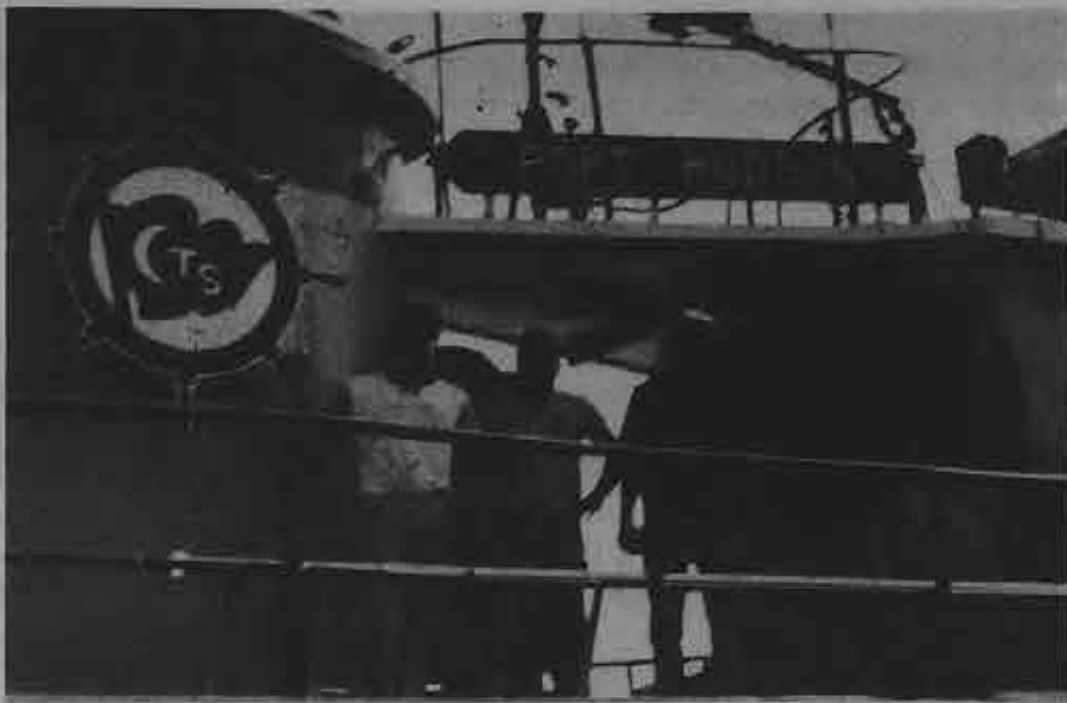
The *Constitution* sailed back to Hawaii on Dec. 19 with a full load of passengers. This beautiful vessel and her sister ship, *Independence*, make weekly cruises around the Hawaiian Islands.

From Seattle we have word that the Christmas party for the members of the Pensioners' Club was a big success. There was a lot of good food to be had including two turkeys and a ham. Most of all, there was a lot of warm companionship as the SIU pensioners got together before the holidays.



Inland News

**Our Members
At Work**



Recently in the port of New Orleans amidship the *Port Hudson* (Crescent Towing) are (l. to r.) Capt. A.J. Rowbatham, Deckhand R. Walters, Chief Engineer S. Macaluso and Deckhand M. Glover.



Aboard the *Louise* (Crescent Towing) in the port of New Orleans are (l. to r.) Capt. W.P. Rosser (in the deckhouse) Chief Engineer S. Vilborg and Deckhands T.F. Hingle and C. Ockmen.



Piney Point grads (l. to r.) Tankermen Rudy Salvaggio, Michael E. Apendt and Dave Strauss pose for a photo on the *National Goal* (National Marine).



Boatman W. Thomas (r.) gets service in the New Orleans Union hall from (l. to r.) SIU Reps J. Steve Ruiz and Jim McGee.

The Dixie Strike:

On the Line at Wall Street

(pages 8-9)

SIU Wins Arbitration for Curtis Bay Boatmen

The SIU won an arbitration case last month for Curtis Bay Towing Boatmen in the port of Baltimore on their contractual guaranteed 40-hour work week.

The *Sugar C* (Sonat Marine) returned to service here on Jan. 4.

Higman Towing to Give 4% Wage Hike in April

Higman Towing Boatmen in the port of Houston will get a 4 percent wage increase in April.

Ocean Towing Contract Ratified

A negotiated new three-year contract at Ocean Towing in the port of Norfolk was ratified last month by the rank-and-file membership.

New benefits in the contract include wage and pension increases and "equal working time"—three weeks on and three weeks off.

Boatmen at the Allied Towing Co. here okayed their new contract.

Meanwhile, contract negotiations are continuing at both Sheridan Transportation and Marine Towing here.

Great Lakes D&D Gets \$832G Contract

The Great Lakes Dredge & Dock Co. last month was awarded a \$832,000 contract to dredge a barge dock in the port of Baltimore at the Maryland Port Administration's \$53.7-million spoils disposal site on the Hart-Miller Is.

The dredging, started last month and set to be done in January, will entail the removal of more than 100,000 cubic yards of material in the 42-foot deep channel that will lower the water depth from 13 to 16 feet. The location will be used by barges to off-load eight to nine million cubic yards of dredge spoils.

The Hart-Miller Is. disposal site was built to hold 52 million cubic yards spoils generated by the 50-foot wide channel.

The first spoils to be deposited at the site will come from the U.S. Army Corps of Engineers which was due to start a maintenance project for the port of Baltimore's main shipping channel, the first such maintenance project in 15 years.

Up to the month of October 1983 on the Great Lakes, 22,947,458 net tons of grain were shipped that year with 21,846,169 net tons shipped in 1982 and 18,256,820 net tons shipped in 1981.

In 1983 iron ore shipped from Great Lakes ports totaled 45,708,090 net tons with 37,715,711 net tons shipped in 1982 and 74,258,785 net tons shipped in 1981.

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Dixie Strike Moves to Wall Street, Strong in Gulf



An SIU official from New Orleans, Pat Pillsworth, came up to New York to help hand out informational leaflets in December in front of the American Stock Exchange. The leaflets explain how Kirby, the conglomerate that owns Dixie Carriers, has had a sharp loss in its transportation segment profits since the strike began.

The fight against Dixie goes on throughout the Gulf area with picket lines, marches and other activities. And last month the strike moved north when dozens of Seafarers marched on Wall Street in New York City's financial district.

Dixie is the largest transportation subsidiary of the giant conglomerate Kirby Enterprises, and Kirby stock is traded at the American Stock Exchange on Wall Street.

It was time to let the business world know the truth about the Dixie beef. The strike is putting a major hurt on Kirby.

During the late morning and early afternoon informational picket, hundreds of flyers outlining Kirby's losses since the

strike were handed to the stock brokers.

"Kirby is not being honest with their shareholders," SIU President Frank Drozak said. "Since the strike, the earnings for Kirby's transportation subsidiaries have all but disappeared."

In the third quarter of 1982 when the so-called "New Dixie" (shortly after Kirby took over the company) was in operation, the transportation arm of Kirby earned some \$1.8 million. In the third quarter of 1983, after the "New Dixie" tried to bust the SIU, earnings dropped to only \$139,000.

Drozak noted the SIU is attacking Dixie in many ways, including a request to the Se-



Dixie Carriers beef volunteers and strikers hit the bricks in front of Dixie headquarters at St. James Place in the port of Houston on Dec. 9.



At the Crystal River Power Plant (l. to r.) Dave Stewart, Ray Culpepper and Ken Schoff show solidarity.



SIU Counsel Jim Altman (r.) helps hand out the leaflets. He came to the demonstration after some security people from the Exchange threatened—without cause—to call the police to have the Seafarers moved. It was an intimidation effort on the part of the security people and the SIU wasn't about to give in.



SIU Dixie Strike Committeeman Bob Small (l.) and Kenneth Johnson picket a Gulf Alliance Oil Co. gate near the port of New Orleans.



Tom Bluitt (l.) and Stanley Castanga show the strength of the SIU.

Old and New Tactics Make Dixie Feel the Pinch

curities and Exchange Commission to closely monitor Kirby's annual and quarterly reports to make sure the anti-union conglomerate does not try to hide the effect the strike is having.

In addition, because Dixie replaced the trained SIU professionals with inexperienced scabs on the boats which are still running, there have been safety problems, including spills and accidents. The Coast Guard has been alerted.

In two legal matters against Dixie, the National Labor Relations Board, which earlier this year handed down several indictments against Dixie for unfair labor practices, is considering adding other charges to the list before beginning the trial. Also a \$21 million suit against the company is still pending in the Texas court system.

A large percentage of Dixie's boats are laid up, thanks to the

strength and unity of SIU Boatmen throughout the Gulf area. The Dixie boats can't go anywhere without the SIU nearby to keep up the pressure.

"We've got a good strike and

a lot of real strong people down there who aren't going to give up because they know their Union won't give up. Dixie will come to their senses," Drozak said.



What's a scab? Bruce Smith (l.), Gilbert Bonitta (center) and David Palumbo make sure everybody knows.



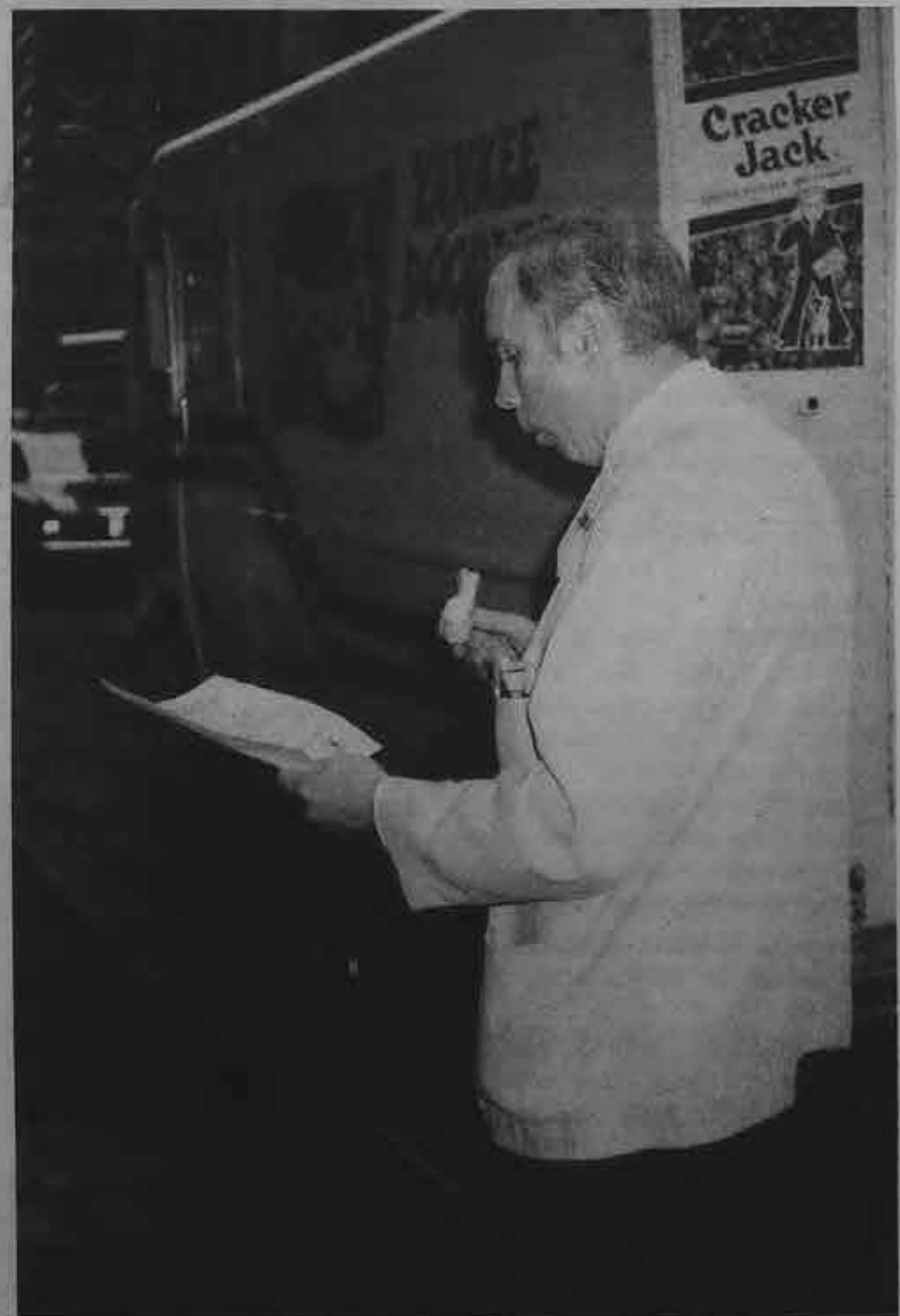
David Palumbo (l.) and Gilbert Bonitta make sure Dixie Carriers can hear that the SIU won't be busted.



Smack in front of the Dixie Carriers headquarters displaying their strike placards are striking Dixie Boatmen.



SIU pickets, like these, lawsuits, NLRB action, safety monitoring and other activities are being used to make Dixie know the SIU will not be driven from the rivers.



As he takes a break for a bite to eat, one of the men who works on the Exchange looks over the Union's informational leaflet on Kirby.

Cri\$ in Health Care—Who Pays the Medical Bill?

This is the first article in a series of articles exploring the health care crisis. Next month the LOG will take a look at the effects of Reaganomics on health care.

By LYNNETTE MARSHALL

FROM a cottage industry of charitable hospitals and family practice physicians, health care has emerged as a highly specialized and sophisticated profession, with medical care facilities proliferating and hospital complexes housing the most advanced technologies and intensive care units sprawling city blocks.

In the last few years, technological advances have prolonged life with coronary care units, radiology and CAT Scans, laser treatment, safer surgical procedures and miracle drugs.

Recent technological breakthroughs have extended life spans. Women today will live an average of 86 years and men an average of 74 years.

But just as technology is lighting a brave new world prolonging health and postponing death, the costs elude the financial reach of most of us.

For the last 10 years actual medical costs have out-paced inflation rates for most other goods and services. In 1983 prices for doctor and hospital care rose 11 percent. Medical costs consumed 10 percent of the federal budget which pays for the government-subsidized health care of Medicare and Medicaid.

The hidden costs of health care are tremendous. They are a price everyone pays in higher taxes, lost wage increases and costs passed on to the consumer in the form of higher prices for nonmedical products and services. When all the factors are added, the total cost of health care was 30 percent higher for the nation in 1983 than it was in 1982.

Government, industry and labor leaders agree. It is not expensive technology that is the cause of the runaway crisis in health care. Rather it is the system of payment which has allowed insurance companies and government reimbursements for Medicare and Medicaid to purchase a ticket to health at any price. That is what's

sending the nation on a spiral of deficit medical spending.

The Participants

Nearly 150 million American workers are covered by employer contributions to in-house welfare benefit plans or private insurance companies. Health care costs include pensioners who receive payments from past employers into insurance premiums. Health care is another 1 in 5 Americans who are protected under the umbrella of federally-subsidized programs for the needy. Health care is also the poor and the unemployed who cannot pay the medical bill.

On the supply side, health

will develop into a system where providers sell medical care as if they were in the business of selling shoes. But the medical profession is a service, and critics say it is this forgotten thought that is putting our health care system in jeopardy.

Baby Boom Crisis

The baby boom generation is another concern. This largest generation in history and the majority of today's population could burden the economy of health care even further as they enter their 60's around the year 2000.

That something drastic needs to be done; that the nation is experiencing a crisis in health

insurance premiums. Even the Hospital Corporation of America says its costs for insuring its own health care employees have increased 25 percent each year.

Medicare for years has helped the elderly and the disabled. Medicaid, another health program, was developed to take care of the health needs of the poor. Both programs are in deep trouble.

Dr. M. Harvey Brenner, sociologist at Johns Hopkins University, after long-term analysis of periods of high unemployment in the nation, found that in each period of economic uncertainty, for every 1 percent decline in employment there was a 1.9 percent increase in the nation's death rate.

Insurance Companies

One final participant in health care is the insurance company. Business is the number one buyer of health insurance and last year paid 133 percent more for employee health insurance than they paid just six years ago.

General Motors said it spent \$3,270 for each employee in 1981, two times the amount it paid in 1976 for insurance. The cost, said GM, was an additional \$370 dollars attached to the cost of producing a new car in 1981 and was passed on to the consumer.

The Service Employees International Union, the nation's largest union of health care workers, has drafted a bill now under consideration in 10 state legislatures, to restrict the amount of premium increases insurance companies may charge clients.

The move has the support of the 11 million member AFL-CIO, the 750,000 United Steelworkers of America and 450,000 Communication Workers of America members.



Rapidly advancing medical technology helps make surgery a less risky proposition but it is also one of many reasons medical costs are soaring. (Photo courtesy of George Washington University Hospital)

care is a multi-billion dollar corporate industry. A glut of doctors has sent competition reeling as doctor is pitted against doctor and hospital against hospital for the \$1 billion Americans spend on health care each day.

In an effort to ease the crisis, labor, industry and government have adopted stringent cost containment policies. Several states have mandated the rates that doctors and hospitals may charge, unions have instituted an auditing of medical charges and offered incentives to their memberships to hold down unnecessary, exorbitant and duplicate charges.

Inside and outside the nation's capital, medical authorities are recommending the government step in and impose regulations. Left unfettered by effective government constraints, critics say health care

care is clear. Many uninsured Americans live on fixed incomes or slip through the safety net of social welfare programs. Labor is seeing a greater and greater share of negotiated salary and benefit gains disappearing from union contracts to pay for the increases in medical benefit in-

1982 Health Care Costs

	In Billions	Percentage
Hospitals	\$135.5	42.0
Nursing Homes	\$ 27.3	8.5
Doctors	\$ 62.0	19.2
Drugs	\$ 22.4	7.0
Dental	\$ 19.5	6.0
Research & Construction	\$ 14.0	4.3
Public Health	\$ 8.6	2.7
Other	\$ 33.1	10.3

* Reprinted from *Forbes* magazine, Nov. 7, 1983.

New Medicine Means Longer Life, But Price is High

If enacted, this proposal would mean insurance companies in the affected states could not raise their rates unless they first implement cost containment measures and show "cost saving results."

... In 2000 B.C. when the patient showed no sign of recovery, the doctor was killed ...

Insurance companies thus far have demonstrated little interest in trying to stop payment of unreasonable charges because they have so far been able to profit by the ensuing crisis in health care. Insurance rates increased 15.9 percent last year alone.

But more and more, companies and unions are establishing their own in-house insurance programs and achieving better results. Self-insurance allows them to monitor costs through the medical auditing of health bills and to implement cost containment policies such as "coordination of benefits."

Ten years ago, according to a Lloyd's of London associate agency report, only 5 percent of all corporations carried in-house insurance plans. Today, nearly 50 percent are self-insured. Health care payments into in-house plans are usually invested in high interest yielding stocks and bonds as a way to offset rising costs.

The Costs

Far and away the fastest growing expense has been the price of hospital rooms. In 1975 the average cost for a room for one day was \$133. In 1982, the same room cost \$250.

But two-thirds of the hospital bill on top of the room are the fees charged for doctor-ordered tests. "More than 60 percent of the cost of admission to a hospital is eaten up by ancillary services, not room and board, but lab tests and X-rays and equipment and capital expenditures," said Michael Bromberg, executive director of the Federation of American Hospitals.

And, according to Robert J. Blendon of the Robert Wood Foundation, the "number of laboratory and X-ray tests has

been increasing 10 to 15 percent a year for the last decade."

It is not the patient who makes the decision regarding health care. Doctors make 90 percent of the decisions concerning patient care, determining medical tests, length of stay in a hospital and whether the patient is admitted to a profit or non-profit hospital.

Physicians earn an average \$99,000 each year. A recent article from a Department of Health and Human Services publication entitled "Health Care Financing Review," concludes doctors are bringing better health care and are trying to do the very best they can for patients. But often decisions are made



While doctors play some role in the skyrocketing cost of medical care, there are many other larger reasons for the dramatic increase in the cost of health care. (Photo courtesy of George Washington University Hospital)

solely in the interest of profit.

One study in the report showed that "a general internist in practice can triple his net income if his office practice patterns show a heavy but justifiable use of such routine procedures as EKGs, chest X-rays, laboratory tests and sigmoidoscopies, compared with colleagues who did no office procedures but saw 15 percent more patients."

Another study showed that gynecologists, urologists and gastroenterologists can earn eight to 12 times as much per hour when they use their specific technology—hysterectomy, transurethra prostatectomy, and upper gastrointestinal endoscopy, respectively, than they can when performing simple office visits.

Given these incentives, it is no wonder that we have a medical care system that performs more surgery and diagnostic

procedures than any other country in the world.

The other side of this argument is that doctors in this nation are also paying for steadily higher insurance to protect the assets and reputations of doctors in the event they are sued by a patient for malpractice.

The Ancient Approach

In 2000 B.C. the wealthy Chinese paid a doctor as long as their health was good. When they did become ill, payment stopped. And when they became extremely ill, if the doctor could find no cure and the patient showed no sign of medical recovery, the doctor was killed.

Our own expectations, because of the rigorous training of doctors and the advances in medicine the nation has pioneered and perfected, are that doctors can find the cure. We expect no mysteries from medicine.

Balancing Act

In 1980 Deere & Co. began a medical audit of charges from hospitals in Iowa and Illinois for treating Deere employees who had undergone inpatient acute care hospitalization. This was one of the earliest medical audits that is becoming common practice today.

Though time consuming, that research uncovered that hospitals had discriminatingly selected to charge Deere employees unfair prices. "We found that the rate of hospitalization for our Illinois and Iowa em-

ployees was higher than for the community as a whole," said company health care manager Richard Van Bell. Hospital admissions averaged 1,400 days per 1,000 Deere employees, 27 percent higher than for patients who attended the same hospitals but were not employed by Deere & Co. Admissions for this group averaged 1,100 days per 1,000 admissions.

... the cost of health care was 30 percent higher in 1983 than 1982 ...

When Deere executives went to hospital administrators and pointed out the discrepancy, the admission days declined 27 percent in Western Illinois and 21 percent in Iowa. Implementation of a permanent medical auditing board and a variety of other cost-saving measures cut employee health costs 20 percent in one year.

In general, hospitals have balanced the loss in profit from patients unable to pay by simply overcharging other patients.

Overcharging has been easy for hospitals to do. The ever-growing bureaucracy and paper-chasing of hospital care has seen the surgeon's gown traded for the three-piece suit. In the computer data network of billing and payment, analyzing hospital bills at a glance is more difficult because charges are coded.

A Chilling Discovery

In 1983, *Fact* magazine published a survey by Equifax Services analyzing 300 hospital bills originating from 40 states in 1982. Errors in charges showed up in 92 percent of the bills. Only 15 percent of the mistakes benefited the consumer, in services that were performed but not billed. The remainder of the errors were instances of double billing, charging twice for the same service, or charging for services that were never rendered.

A survey conducted by the same company in the previous year revealed 90 percent of the '81 surveyed bills had mistakes.

Senator Don Riegle

SENATOR Don Riegle (D-Mich.) has served in the United States Congress for 17 years, having completed five terms in the House of Representatives before entering the U.S. Senate in 1976.

The senator's maritime record is exemplary. Not only has he endorsed every key maritime measure during Senate floor action, in addition he has authored motions to secure the American maritime industry.

In 1979 the senator voted for the Maritime Authorization bill (S. 640) which authorized \$435 million in 1980 for maritime programs including ship construction and operating subsidies. Also in 1979 Sen. Riegle offered the motion to kill an amendment to relax restrictions on the president's authority to export Alaskan oil. During the 97th Congress, Riegle cosponsored amendments and voted to retain the cargo preference requirements in the Food for Peace Programs under P.L. 480. And, in 1981, the senator personally wrote to the president opposing any export of Alaskan North Slope Oil.

Recently, in the 98th Congress, Sen. Riegle sent a letter to SIU President Frank Drozak outlining the reasons for his support of S. 1197, legislation to re-flag the *Cunard Princess* and the *Cunard Countess*.

In his correspondence of Dec. 28, 1983, Sen. Riegle explained: "... The potential for a rebirth of Great Lakes cruise shipping is exciting and is a key factor in my support of S. 1197. Because of world economic conditions, recent U.S. production of passenger ships has been stagnant, despite increasing potential demand for domestic U.S. passenger cruises. It is because of this demand that Cruise America Lines has requested the re-flagging in order to operate the ships in the U.S. trade. To date, I have obtained assurance that Cruise America Lines fully intends to operate Great Lakes cruises in summer months with one of the Cunard vessels. My continued support of S. 1197 is dependent upon the line's commitment to follow through with its intentions.

Sen. Riegle's Senate committee assignments include: the Budget Committee; Banking, Housing and Urban Affairs Committee; Commerce, Science and Transportation Committee; and Labor and Human Resources Committee.



Sen. Don Riegle

A native of Michigan, Sen. Riegle has seen first-hand the yearly decline of America's auto and steel industries. He feels that one answer to stem this decline is "getting tough with the Japanese on trade."

The senator has authored legislation that would limit Japanese auto imports for three years to no more than the 14 percent share that they held prior to 1980. He has repeatedly urged "our U.S. trade officials to take strong action against unfair trade practices. This temporary quota, which is higher than most other countries allow, would give our U.S. manufacturers the necessary breathing space to invest in new model tooling and plant modernization while putting many laid-off American workers back on the job."

He also cosponsored Domestic Content Legislation. "Japan now spends only one-tenth what we spend per person on defense of the free world. This 'free ride' enables them to invest money in building their industries. By demanding that the Japanese stop their unfair trade practices and insisting they carry their fair share on defense, we can make needed investments in rebuilding our industrial base and put our unemployed workers back on the job."

Sen. Riegle strongly advocates greater teamwork and cooperation among business, government and labor as essential to improving productivity and restoring economic growth in America. SIU is one labor organization that not only wholeheartedly agrees with Sen. Riegle's philosophy, but has been a leader in cooperating with government and business to put America's merchant marine and economy back on their feet.

SIU will continue to work hand-in-hand with Sen. Riegle to develop a strong international "fair" trade policy where U.S. commerce is carried on American-built flag ships and crewed by American Seafarers.

Senator Larry Pressler

SENATOR Larry Pressler (R-S.D.) maintains an impressive American maritime record. His legislative career spans the U.S. House of Representatives and the U.S. Senate. Pressler served in the House from 1974 to 1978. On Nov. 7, 1978, he was elected to his first term in the U.S. Senate.

Sen. Pressler serves on several powerful Senate committees whose jurisdictions have far-reaching effects in our maritime industry. The senator is a member of the Aging Committee. On the Foreign Affairs Committee, Pressler is chairman of its Arms Control, Oceans, International Operations and Environment Subcommittee, and is a member of its Near Eastern and South Asian Affairs Subcommittee, as well as the Western Hemisphere Affairs Subcommittee.

On the Commerce, Science and Transportation Committee, Sen. Pressler is chairman of the Business, Trade and Tourism Subcommittee and sits on its Surface Transportation Subcommittee.

And on the Small Business Committee, he chairs its Small Business: Family Farm Subcommittee and sits on its Government Regulation and Paperwork Subcommittee. Sen. Pressler is also a member of several special Senate committees including the Senate Republican Committee on Committees, Senate Export Caucus, Vietnam Veterans in Congress, and Concerned Senators for the Arts.

The senator recognizes the need for a vital American merchant marine. In 1979 he voted for continuing ODS and CDS in the Maritime Authorization bill, S. 640. Pressler supports the current ban on the export of Alaskan oil and voted against relaxing these restrictions on the president's authority to export Alaskan North Slope Oil (S.737) on July 21, 1979. And on Oct. 20, 1981, he voted against an amendment in the Foreign Aid Authorization Bill, S. 1196, to repeal the requirement that 50 percent of all shipments of U.S. food aid under the P.L. 480 Food For Peace Program be carried on U.S.-flag ships.

Sen. Pressler works for the "underdog." Last Congress he introduced legislation that became Public Law 97-272 making government sales easier for small businesses. "Although small businesses represent 80 percent of all our nation's enterprises, they receive less than a quarter of all government con-



Sen. Larry Pressler

tracts. This should concern not only the owners of small business, but everyone who believes that free competition can reduce prices and improve efficiency. The American taxpayer deserves to have his or her taxes treated with care. Small businesses are our best hope for new jobs and economic expansion. Making it easier to sell to the enormous federal market will give the economy a boost. At the same time, we'll be cutting back on the abuses and waste that sometimes results from a closed, ingrown procurement system."

Sen. Pressler is against Japanese restrictions on imports of U.S. beef and other American agricultural products through import quotas, surcharges and strict inspection requirements. "When a pound of U.S. beef, priced at 54¢ per pound on the farm, is sold for \$13.07 per pound in a Japanese restaurant or food store, this is bound to have a dire effect on U.S. beef exports. Meanwhile, we allow Japan's products to flow virtually unrestricted into the U.S."

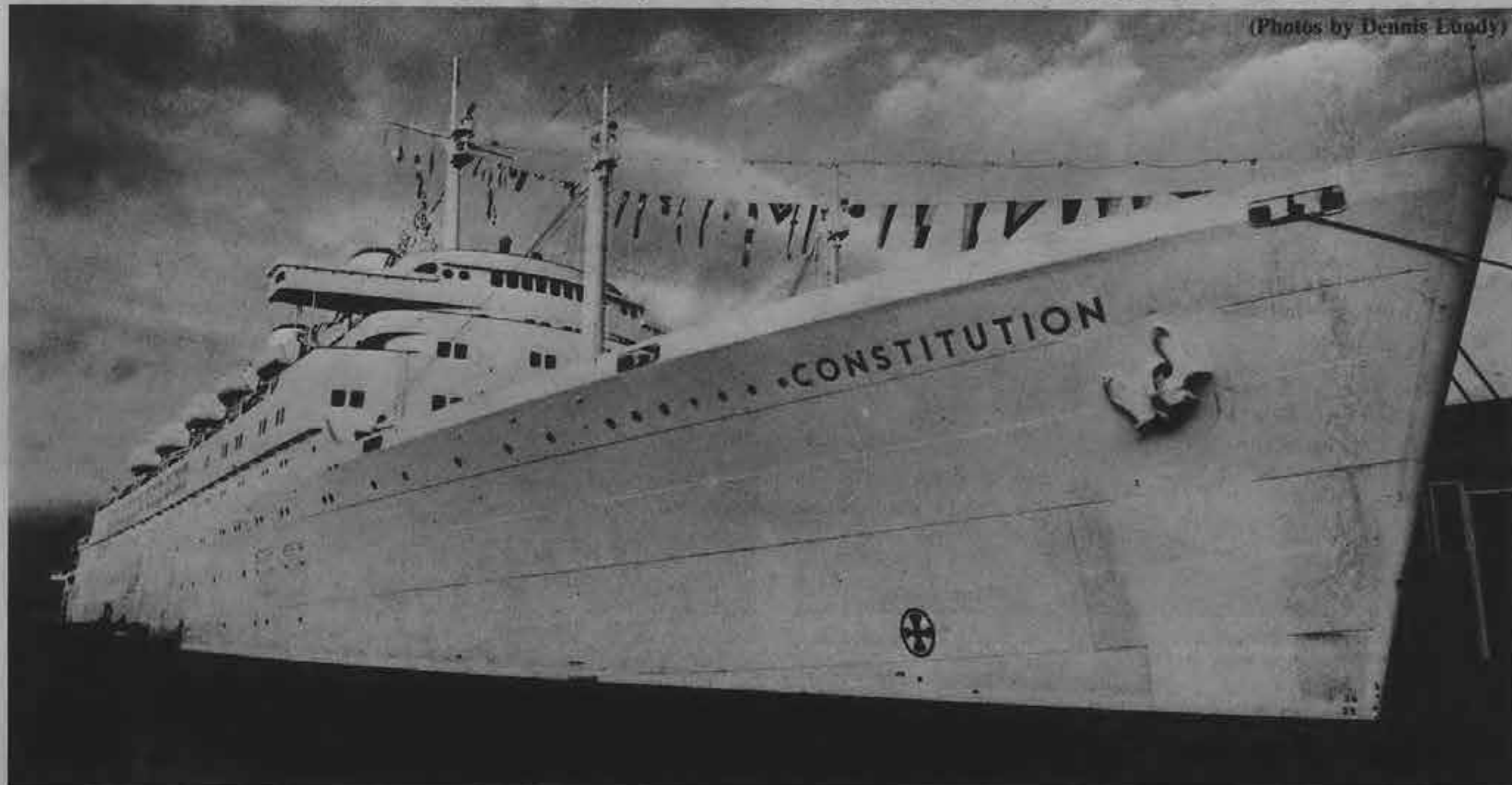
Unless Japanese trade restrictions on U.S. farm products are eased soon, retaliatory actions might be needed. We will no doubt be accused of starting a trade war, but we already seem to be on the receiving end of a trade war. Americans, particularly the American farmer, can compete with anyone, if they are given an even chance," Pressler said.

SIU looks forward to continuing its working relationship with Sen. Larry Pressler in finding solutions to all American industries in order to restore a healthy American national economy.

**Support
SPAD**

The S.S. Constitution

(Photos by Dennis Ebody)



Aloha! Welcome Aboard!

... the cruise ship that legends are made of ...

DEC. 3, 1983 marked the start of the first trans-Pacific cruise for the *S.S. Constitution* since her return to the U.S.-flag passenger service in 1982.

It was a festive holiday cruise across the Pacific from Honolulu to Los Angeles and San Francisco, where the 800-passenger vessel was drydocked for her annual inspection before making the return trip (voyage 81) to Honolulu.

The SIU-contracted luxury liner and her sister ship, the *S.S. Independence*, are the only American-flag passenger vessels in operation today.

Built at the Bethlehem Steel Shipyard in Quincy, Mass. as identical twin ships, they were launched in 1951 to begin service for the American Export Line of New York.

The 30,000-ton ships are each 682 feet long, 89 feet wide and cruise at 17 knots. And because America's twin sister flagships were originally designed for trans-Atlantic travel, public rooms are large and elegant, and

staterooms are roomy and comfortable.

Known in the 1950s as the newest, safest, fastest, smartest and most comfortable U.S.-flag passenger liners (they were the world's first passenger liners to be fully air-conditioned), the sister ships were popular in both diplomatic and celebrity circles.

Grace Kelly sailed with her wedding party aboard the *Constitution* in 1956 to begin her new life as Her Serene Highness Princess Grace of Monaco, and

the film "An Affair to Remember" with Cary Grant and Deborah Kerr was also filmed aboard that ship. Segments of the "I Love Lucy" show were filmed on the *Independence*.

These two vessels were the pride of the U.S.-flag passenger fleet after World War II, making trans-Atlantic crossings until 1967 when the cost of an ocean voyage—in both time and money—became prohibitive compared to the fares and speeds of the newer transoceanic pas-

senger airlines.

The two ships were then "mothballed"—the *Independence* near Baltimore, and the *Constitution* in Jacksonville.

They were purchased for a short time in 1974 by the Hong Kong-based Orient Overseas Lines, and finally were acquired by American Global Lines.

The *Independence* was reintroduced to passenger cruising under the U.S. flag in 1979 and began operating weekly seven-day cruises by American Hawaii Cruises around the Hawaiian Islands. The *Constitution* joined her in the new Hawaiian service on June 6, 1982, after having been completely redecorated and outfitted, and re-christened by Princess Grace.

But there's something extra special about these ships—more than their luxury accommodations, fabulous food, live entertainment and special activities. It's the warm and friendly spirit of the all-American staff and crew, their gift for making you feel at home—the "Aloha Spirit."

... back to the days when half the fun of travel was simply getting there ...



Waiters, chefs, stewardesses and SIU officials alike all joined in on the festivities aboard the *S.S. Constitution*. At bottom left is Harry T.Y. Wu, master, and to his right is Dennis Lundy who snapped the photos that appear on this and the following two pages.

Constitution Sails in Style



Happy holidays from deck/lounge stewardesses (l. to r.) Taina Laurila, Lori Jackson, Peg Montgomery and Marles Behan.



Members of the crew get a chance to rest up a bit and pose for the photographer.



Room Steward Bob Kawabe gives a last-minute dusting to one of the *Constitution's* staterooms.



Ready to serve are (l. to r.) Junior Assistant Purser Merlene Pablo and Renee South; Chief Purser Greg Abbott; and Junior Assistant Purser Kalena Enos.



Catherine Kohls, cabin steward, shares a smile with Master Harry T.Y. Wu.



Dorene Molise, deck/lounge stewardess, and Dan Box, bartender, team up to keep the guests happy.



Members of the Ship's Committee are, from the left: Mike Worley, Wilmington port agent; Oiler Keith Amos, engine delegate; Tom Doran, chief electrician; Les Schrager, joiner; Joe DiGiorgio, SIU secretary-treasurer; George Khan, storekeeper; Bill Tillman, bosun; and Laura Dean, gift shop sales.

on First Trans-Pacific Cruise



Many politicians and SIU officials were on hand to help celebrate the *Constitution's* first trans-Pacific voyage. At left are Scott Hanlon, SIU Los Angeles field rep; Ed Turner, SIU executive vice president; George McCartney, SIU West Coast vice president; Assemblywoman Joan Flores from Los Angeles; Joe DiGiorgio, SIU secretary-treasurer; and Mike Worley, SIU Wilmington port agent. In the center photo are Sam Nazario, hotel manager; George McCartney, SIU West Coast vice president; and Harry T.Y. Wu, master of the *Constitution*. At right is California Congresswoman Barbara Boxer (D-Calif.) and her husband, Stewart.



The lovely deck/lounge stewardesses include (l. to r.) Lori Jackson, Kelley O'Nan, Kanoe Clark, Taina Laurila, Peg Montgomery, Lisa Soinz, Marles Behan and Tina Larson.



Executive Chef Otto Gill stands in the buffet line next to one of his magnificent ice sculptures.



The S.S. *Constitution* celebrates the start of her 81st voyage.



Part of the entertainment on this cruise included (l. to r.) musicians Asa Young, Emily Kaul and David Trask.

On the S.S. Manukai



Here's the SIU steward department on the S.S. Manukai (Matson Lines); sitting (l.) Yvonne Darley, assistant cook; Don Agular, saloon mess, standing (l.) John Hanrahan, 2nd cook, and Del Chica, chief cook.

It's A Good Idea!



It's a good idea to specialize in skills that are needed today — and that will guarantee Job Security. It's a good idea to learn marine electronics.

Enroll now in the SHLSS Marine Electronics Course on March 5, 1984.

For more information contact the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674 or fill out the application in this issue of the Log.

Notice to Welfare Plan Participants Employed by Sonat Marine, Inc.

Sonat Marine, Inc. has advised the SIU Welfare Plan office that due to computer problems, they will not be able to furnish to the Plan employment dates from June 1, 1983 until Spring 1984.

Therefore, to process your claim(s), it is suggested that you include with your benefit application, *discharges* or *pay vouchers* to prove eligibility of 125 days employment in the year 1983, and one day in the last six months.

If you present claims personally at the Union hall in your area, a photostat will be taken of these documents for submission to the Plan.

SIU Plan Participation Eligibility

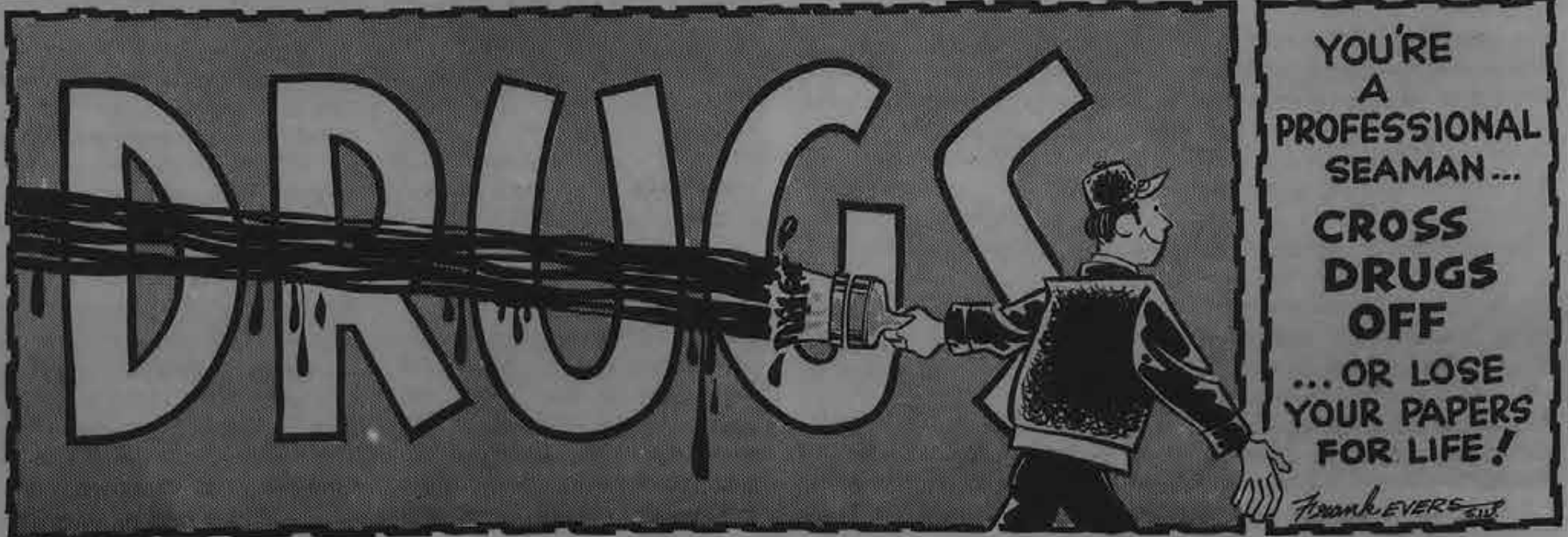
With the ringing in of the New Year 1984, be sure to check out your eligibility. Requirements for Plan participation for applications received in 1984:

You must have 125 days of employment in the year 1983.
You must have 1 day of employment in the last 6 months.

PMA Shipping Scene

December 1983 REGISTERED SHIPPED

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	79	14
Class "B"	6	2
Class "C"	3	0
Relief	0	11
Reshipped	0	2
Grand Total (All Groups)	88	29
WILMINGTON		
Class "A"	19	5
Class "B"	0	3
Class "C"	0	0
Grand Total (All Groups)	19	8
SEATTLE		
Class "A"	24	5
Class "B"	2	0
Class "C"	0	0
Grand Total (All Groups)	26	5
HONOLULU		
Class "A"	4	4
Class "B"	0	3
Class "C"	0	0
Relief	0	4
Grand Total (All Groups)	4	11



SIU in 1983: From the Hill, to the Courts, to the White House

IT WOULD be real easy to look back at all the legislation, lawsuits, programs and policies the SIU backed or fought against last year, pick one out of the hopper and say, "That was the most important issue of 1983."

About a half-dozen very important pieces of legislation were introduced last year. In addition, the administration moved on several fronts to weaken the already shrinking American-flag fleet.

But "The Issue" of 1983 was survival—long-term survival. At stake: the jobs and job security of our membership.

That will be the issue this year and the year after until the administration, Congress and every segment of the maritime industry comes together to establish a long-term, comprehensive, workable and complete national maritime policy. Until that happens, maritime policy will remain a patchwork of agency rules, stopgap legislation and emergency lawsuits.

It is next to impossible to find anyone connected with the maritime industry who does not believe that this nation desperately needs a strong merchant fleet, commercially and militarily. It is also next to impossible to find anyone who agrees how to establish such a fleet.

• • •

BEFORE the Reagan administration took office there was a broad outline of maritime policy, an outline that proved workable for decades. But by the 1980s it needed some reworking to face the new realities in international shipping. There was government support for shipbuilding and operating, there was a pool of some guaranteed cargo and there was legal protection for the domestic fleet. It was a good starting point for growth.

As a candidate, Ronald Reagan said he recognized the need for an "effective maritime industry." He even outlined a program that would "re-establish the U.S.-flag commercial fleet as an effective economic instrument for U.S. interests abroad."

Among his promises were a

combined private enterprise-Navy merchant shipbuilding program, a strong shipbuilding mobilization base, an "equitable portion" of foreign commerce for U.S. ships and continued subsidies for U.S.-flag operators.

The administration has yet to deliver on these promises. There are even some who say this administration is trying to foreclose on the fleet. But Reagan's dance card isn't full yet, there is still at least one more year, and perhaps in this election year we will see some action on those promises.

At the same time, the administration does not bear the entire blame for the lack of progress on saving the merchant fleet. Massive agricultural conglomerates opened their coffers and sent their lobbyists to Washing-



ton to undercut established programs and prevent any new and needed maritime legislation. And, sadly, at times, segments of our own industry bickered and battled because of selfish interest and lack of foresight.

• • •

THAT was a shame, because in 1983 there were several chances to improve the lot of the merchant marine. At times

it seemed the SIU was the only responsible labor group in hearing rooms, courtrooms and cloakrooms. SIU President Frank Drozak made dozens of appearances at congressional hearings, met with senators and congressional representatives privately, traveled the country from one end to the other addressing interest groups, trying to drum up support for a comprehensive maritime policy.

In a word that policy must center around "cargo." There were several items in 1983 that would make sure there is cargo for American ships and several issues on the other side which were designed to deny cargo.

Rep. Lindy Boggs (D-La.) and Sen. Paul Trible (R-Va.) introduced the most comprehensive and controversial bills, the



SIU President Frank Drozak urges Congress to pass Boggs bill.

houses with most of the maritime industry united in favor of the legislation—and the administration, agricultural interests, coal and petroleum exporters in opposition. Both bills are still alive this year.

• • •

CARGO was also the centerpiece of legislation introduced by Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee. Government cargo has been under fire for years by maritime opponents. Jones' bill would streamline and revise cargo preference requirements now contained under several laws and regulations. Basically it simplifies existing rules by requiring that all cargo the government is directly or indirectly involved with is carried 50 percent on U.S.-flag ships. It continues the 100 percent requirement for all American military cargo. That bill is still alive and it is opposed by the same forces which oppose the Boggs/Trible bills.

While 1983 saw some efforts to increase the share of cargo for U.S.-flag ships, there were several attempts to undermine existing requirements. Those efforts centered around Alaskan oil, PL-480 cargo and new foreign aid programs.

Because all the oil produced in Alaska is earmarked for domestic use, it is shipped on Jones Act tankers, 100 percent of it. The oil is not only a boon for the maritime industry, some 50 SIU-contracted ships included, it is important for American consumers and keeps militarily useful ships in operation.

(Continued on Page 24.)

New Problems and New Solutions

A year in the life of a union can be pretty routine, not that much different from the one before or the one after. You win a few jobs and lose others. Contracts are signed and picket lines are walked. Union presidents go to meetings and union members go to meetings.

But the SIU broke that routine in several areas during 1983. The action that happened within the Union can be traced to the fact that the time of simply supplying Seafarers for ships and services for those Seafarers is over. We're fighting for our lives.

Most of that fight today centers in Washington, D.C.

"To represent their members effectively, today's unions must negotiate as much with the various branches of government as with employers," AFL-CIO President Lane Kirkland said last July when the SIU's new headquarters building was formally dedicated.

• • •

The first officers and staffers moved into the six-story building, located just minutes from Capitol Hill, in late 1982. But it took several more months before the finishing touches were put on. On that July afternoon it was officially named the Frank Drozak Building.

"This building represents and affirms our commitment to the future of our nation's maritime industry and America. The SIU renews its pledge to our membership to promote and protect the jobs of American Seafarers," Drozak said.

Even before the building was officially dedicated, the SIU was able to use its new location, so near the heart of government and industry, to play host to some 300 labor leaders, ship owners, shipbuilders, manufacturers, consultants, politicians and professors. The reason for the gathering was a kickoff of the industry-wide effort to pass the Competitive Shipping and Shipbuilding Act of 1983, the Boggs bill (see story page 17).

It was an unusual meeting of people not always on the same

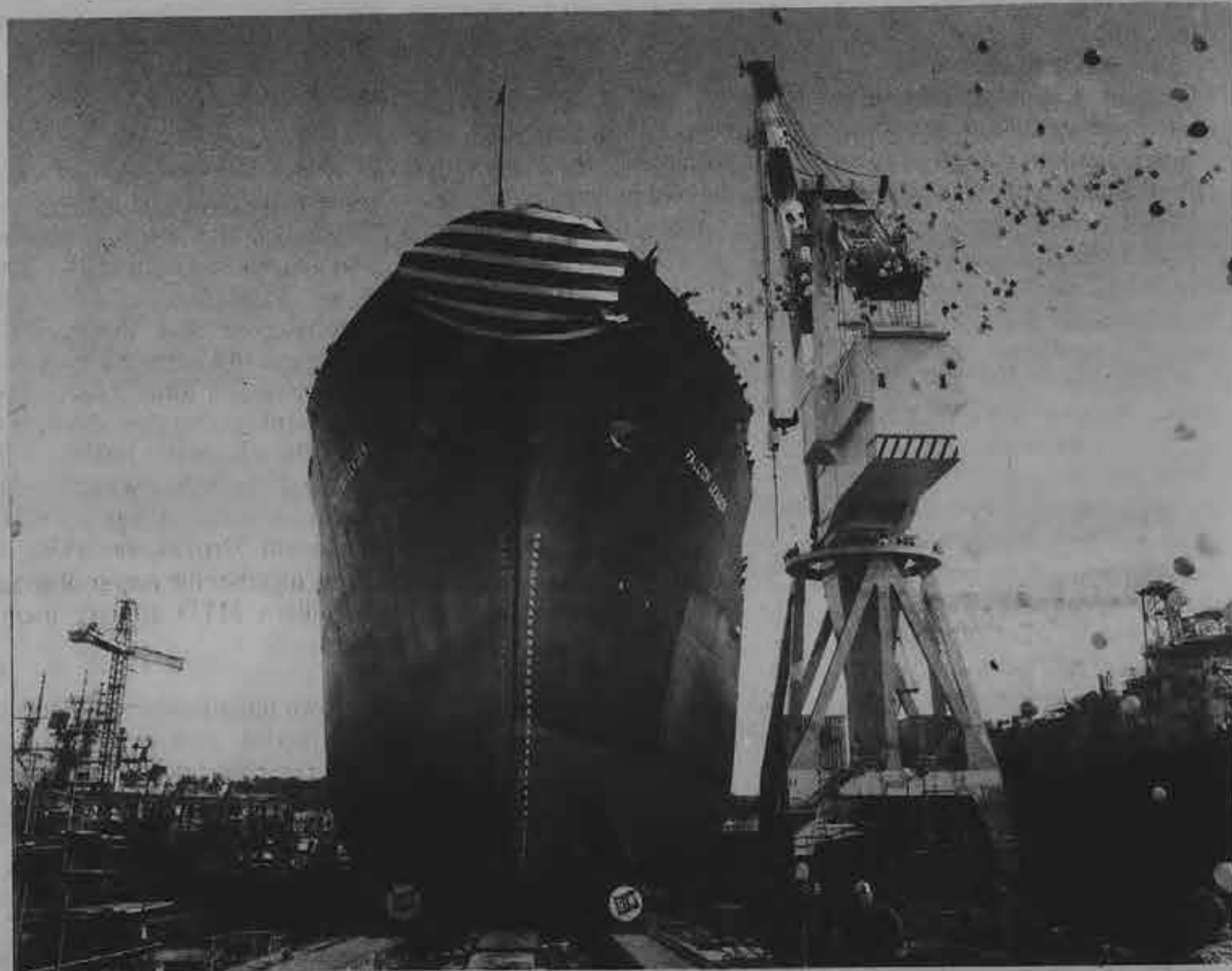
side of the issue. "Whatever differences of opinion we may have, and we have a lot, we've got to get together and pass this bill," Drozak said.

During the morning sessions the participants learned about the specifics of the bill, the jobs it would create, the ships it would build, the strength it would give the U.S. military and the financial benefits to the nation. That afternoon, SIU legislative experts mapped out a lobbying strategy from coast to coast, from Seafarer to shipbuilder.

ing the year, the NLRB handed down several decisions against ACBL for its activities. In the Dixie case, the NLRB charged the conglomerate with several unfair labor practices, including harassing and intimidating workers, threatening strikers, failure to bargain in good faith and several others. Those charges have yet to go to trial.

The SIU also filed a \$21 million suit against Dixie in the Texas courts.

The NLRB made several rulings against ACBL during the



Falcon Leader

• • •

While the SIU was helping shape the industry-wide battle plan for the Boggs bill, it was also fighting a more traditional battle on the nation's inland waterways—union busting.

Two massive profit-grubbing conglomerates, ACBL and Dixie Carriers (subsidiaries of Texas Gas Corp. and Kirby Enterprises) decided to rid the rivers of the SIU. It didn't work.

By the end of 1983 the strike against Dixie was still under way, but had moved through the National Labor Relations Board and the courts. Also dur-

year. In one case the board found ACBL guilty of failure to bargain in good faith, refusing to contribute to the Union's plans, firing SIU members for Union activity and several other charges. The SIU also won back pay for more than 50 members. The fight continues this year.

• • •

While the SIU was battling on the rivers, the Union also won new jobs on several deepsea ships during the year. Some of the new additions included the *Spirit of Texas* and the *Jade Phoenix* (Titan), two



Crew of the new ITB Baltimore

The SIU in 1983

integrated tug-barges, the *New York* and *Baltimore* plus the *Adonis* (Apex Marine), the *Falcon Leader* and *Falcon Champion* (Falcon Shipping Group), the *American Eagle* (Pacific Gulf Marine) and the *Santa Rosa* and *Santa Paula* (Delta).

ing improper charges was instituted by the SIU Plans.

• • •

Another issue inside the Union last year was the permanent job question. Discussed at almost every shipboard and port meeting, the question generated a lot of interest. In response to the varying opinions, the SIU asked the membership to establish a rank and file committee to study the question.

The committee communicated with dozens of groups and hundreds of individuals in an effort to gain a consensus. Because the situation is serious and complex, the committee recommended that a larger body

The health of the maritime industry was in question last year, but the SIU wanted to ensure that the health of the membership wasn't allowed to deteriorate. Because of skyrocketing health care costs, the SIU moved in three directions to help the membership.

First, the Union continued to put pressure on the government



SIU President Frank Drozak chaired the MTD's effort to promote a comprehensive national maritime policy. He took the Union's message around the country and the world.

attempts to save the nation's maritime industry, he presided over two Maritime Trades Department gatherings. The first was the executive board meeting and the other was the Department's convention. As MTD president, Drozak was trying to bring together the power of some 8 million MTD affiliate members.

Both meetings recommended a cohesive and complete national maritime policy that would include cargo policies, cargo preference laws, protection and expansion of the Jones Act, renewal of subsidies, acceptance

of the UNCTAD Code of Conduct, help for shipbuilding and fishing industries, expansion of inland waterways and several other key points.

Along with the MTD meetings, SIU officials and members participated in nationwide ceremonies for Maritime Day and Solidarity Day this year.

Three Seafarers and four dependents were awarded some \$65,000 in college scholarships.

In Gloucester, Mass., several hundred SIU fishermen and their families took part in the St. Peter's Fiesta.

For the SIU and its members, 1983 was anything but routine.



Dedication of new headquarters

to revive or find some kind of substitute for the U.S. Public Health Service hospitals which provided medical care for merchant seamen for more than 200 years, but which were closed down by the Reagan administration.

Second, the SIU took the problem to the membership. The Union's Executive Board asked the membership to forego the scheduled 7.5 percent pay raise and roll it over into the Union's plans to cover the increased costs. The membership overwhelmingly agreed. Finally a new and streamlined system for processing claims and eliminat-

of Seafarers help determine the SIU's position.

That question, along with dozens of others will be hammered out at the Union's Crew Conference in Piney Point this spring. The conference was called to get membership's ideas and goals for the upcoming A&G District deepseas contract. Along with the elected delegates, each A&G member will get a chance to have their ideas heard because the Union sent a contract questionnaire to all members.

• • •

SIU President Frank Drozak was a busy man in 1983. In



Dixie strike

1983—SIU People and Faces



Egil Sorenson

was gone. But the two, Mike Proveaux and Claude Dick, alerted the ship's officers and the *Ogden Yukon* changed course. The light was from a small raft carrying nine Spanish fishermen whose boat had been demolished in a storm. After drifting some 200 miles, they were rescued.

All hands hit the deck with cargo nets, life rings and blankets and pulled the nine aboard.

contracted ITB *Moku Pahu* steaming their way.

While the heavy seas and weather prevented bringing the three aboard, the sugar-carrying *Moku Pahu* spent some 14 hours acting as a sighting buoy and communications relay for the three. When things calmed a bit, SIU members launched a lifeboat, took provisions to the fishermen, and then watched over them until the Coast Guard arrived.



SEAFARERS came to the rescue on land in August when Hurricane Alicia slammed into the Texas coast. Emergency radio calls drew dozens of Seafarers to the port areas where they crewed boats and vessels and secured others in the face of monster winds and high seas. In the Houston hall, Seafarers took care of each other with food and shelter for members whose homes had been damaged. And others volun-

teered to help clean up and distribute food after the storm had passed.

IN May, *Santa Clara* Chief Steward Clarence White saved a life. There were no stormy seas or stranded fishermen, but a choking officer. White remembered his SIU training from Piney Point, and after several others failed to dislodge the food by the Heimlich maneuver, White went to work with his CPR training and saved the man.



Giuseppe Boccanfuso

In San Francisco, former MFOW President William H. Jordan died in February. He had spent 31 years working to improve the lives of seafaring men and women, nine of those years as president of the MFOW. He was also a former vice president of the SIUNA.

Robert Henry "Sailor" Hall died in November. The retired bosun and brother of SIU founder Paul Hall was 75. He shipped out first with the U.S. Navy in 1922.

PEOPLE—That's what a union is. The men and women who do their work—when they can find it. Of course the SIU is a reflection of the men and women who hold union books.

In 1983 a lot of SIU people made the news. Hundreds retired after years of service to the sea. Others risked their lives; still others lost their's. Some were reunited with friends or loved ones, and some won awards.



Dick Lovaas

MONTHS earlier and thousands of miles away on the Illinois River in the middle of winter, SIU members on the *Dixie Valour* lived up to the boat's name. They spotted an injured man trapped on ice floe in the middle of the river. Capt. Bobby Monson, Relief Capt. Max Merriet and Tankermen Douglas Roberts and William T. Cain later were honored by the American Institute for Merchant Shipping and the National Safety Council for their superior seamanship and courage in rescuing the man.



Bertrand Wright and Jeff Hawkingberry

In October, some 265 miles northeast of Hilo, Hawaii, the three fishermen who had been adrift for two weeks aboard their 48-foot fishing smack *Wings* were greeted by the sight of the SIU-

Four members of a Coast Guard helicopter crew owe their lives to fast action from the crew of the *National Eagle* in a Galveston Bay rescue. They saw the crash, manned a skiff and rescued the four before Coast Guard cutters could have arrived.

In one case, fast action by an SIU crew saved their own lives. In February, while most of the *Cove Ranger's* crew was asleep, a massive explosion rocked the ship. Three fires broke out and the crew quickly broke into fire teams and readied lifeboats. Their fast action prevented what could have been a tragedy.

THERE was one tragedy that day in February. It wasn't an SIU ship, but 31 sailors lost their lives when the NMU-manned *Marine Electric* sank off the coast of Virginia.



William McDonough

JOHNS "Saki Jack" Dolan, a retired Seafarer and author of several colorful stories for the LOG, passed away in May. Saki Jack was a story teller who joined the SIU in 1947. His characterizations of crewmates, officers and Union officials will always be part of the SIU legend.

THE SIU helped two brothers get together who had been separated since birth. When Eugene Capraro discovered his brother was alive and well in Reno, Nev., he was overjoyed. But he had a problem; he hadn't sailed in four months. Martin Vittardi, Cleveland field rep, solved that problem and helped arrange the trip and pay for the expenses, and the two were finally able to meet.

There were dozens of other stories about SIU people and probably hundreds the LOG never heard about. But they were all stories about good union men and women.



Mark Trepp, Eddie Bethel, Harry Chromiak Jr. and Emie Trotter.



From SIU Fishermen like William Parisi (l.) and Jimmy Pizzimenti, to Inland and Harbor Boatmen, to Lakers and Deepsea members, the SIU is spread around the nation and world. But all are united by the common goals of the SIU.



Education, Training and Service



Trainees at Fire Fighting School.

PINEY POINT—The School—SHLSS—whatever you call it, the Seafarers Harry Lundberg School of Seamanship plays a pivotal role in the day-to-day life of the Union and in the future of the SIU.

Some people earn their college degrees there and others learn to read and write. Teenagers get their first taste of a seafaring career and old timers come back to refine a lifetime's skills. Some people learn how to use computers, some how to live without drinking. Fighting fires, baking cakes, fixing generators, steering ships, name a skill that goes with life on the sea, lakes or rivers and the odds are you'll find somebody who can teach it at Piney Point.

In 1983 the SHLSS continued its growth and service.

• • •

PERHAPS the biggest story of 1983 was the completion of the six-story, 300-room Seafarers Training and Recreation Center. It took 16 years of planning but the modern center will

serve the membership for far longer.

"It's a visible expression of our belief in the future of the industry," said SIU President Frank Drozak.

While in size, the new center was certainly the biggest story of the year, there might be a few dozen people who believe the biggest story was their successful fight against alcoholism. The Seafarers Alcohol Rehabilitation Center entered its eighth year of service in 1983.

The program has helped hundreds of Seafarers.

"They don't give you a magic wand . . . it's a tough battle, but I don't want to die because of alcohol. These people can turn your life around and give you one worth living," one Seafarer said after completing the course.

In addition to the established ARC program, the SIU took another progressive step last year when a new Drug Abuse Education and Prevention program was established at SHLSS. All trainees must go through the 20-

hour course which examines the effects of drugs, symptoms and phases of drug use and dependence, how to find help and many other areas.

Prevention of drug abuse is the key and the educational program will help new Seafarers know about the dangers of drug use.

• • •

When the SHLSS was established, one of the cornerstones of thought was to educate the whole person—you can teach somebody to tie the proper knots but there is more to your life than just job skills and there are several programs which do just that.

IN 1983, 27 students earned their high school diplomas through the General Equivalency Degree program. Some were recent high school dropouts, others hadn't been back to school in decades.

Several students completed studies for a college degree. The SHLSS along with Charles County Community College offers an Associate of Arts degree. One student parlayed his SHLSS training and upgrading, along with a Charlie Logan Scholarship, to receive an Ivy League degree last month. Jimmy Mann who got his start at Piney Point in 1973 and has upgraded through the years to chief steward earned a Hotel Management Degree from Cornell University.

Hundreds of young men and women completed the 12-week training course at Piney Point and shipped out on their first jobs on American-flag merchant ships.



Checking on college courses.

NEW languages were offered at SHLSS last year. Many trainees and upgraders learned English as a second language, while others learned computerese as a second language.

The English program is designed to help to those Seafarers get along in both day-to-day and shipboard life by polishing their English, from helping translate lifeboat manuals to conversational exercises.

SHLSS has always tried to keep up with new technology and innovations in the shipping industry. That's why this year's introduction of the new computer classes is so timely. Computers will become a way of life. The two computer courses are a basic introduction course and a programming course.

Meanwhile, SIU's upgrading school revised courses and added new programs to keep pace with rapidly expanding technology in the maritime industry. And hundreds of Seafarers, young and old, came to Piney Point to take courses ranging from Able



SHLSS Vice President Frank Mongelli with ITF visitors.

SHLSS 1983



Jackie Knoetgen presents David Englehart his Associate of Arts degree.

Seaman to Chief Cook, from Celestial Navigation to Pump-room Maintenance, from Towboat Pilot to Electrician. Through these many upgrading programs, SIU members maintained a strong hold on their jobs and job security.

Two other new academic programs got under way in 1983. A new one-year Nautical Science Certificate program combines the various vocational courses at SHLSS with 12 general education credits from Charles County Community College. The other was a developmental studies program which helps students identify and then overcome learning problems and develop better study habits.

• • •

WHEN the SIU's new headquarters building opened only some 45 miles from the school, it created a new opportunity for upgraders to see how their Union worked. Last January a new program for upgraders included a one-week tour of the headquarters and meetings with staff and officers of all departments in an attempt to show Seafarers how the Union operates.

Also when the headquarters cafeteria opened in May, it provided upgraders and trainees a space to put their classroom learning into action. Now trainees spend four weeks commuting from SHLSS to prepare breakfast and lunch and to learn.

Steward department upgraders spend two weeks of their six-week course working the headquarters galley.

Several students got a chance to take to the seas when the school's training ship the *Earl "Bull" Shepard* was sailed to Norfolk for its annual drydock with a crew of trainees and upgraders.

A bit of shipboard training on land took its first step when SHLSS officials signed a contract for a new ship simulator which will be housed at the school.



Instructor Eric Malzkuhn.



John Mason (2nd r.) SHLSS director of Vocational Education and Navy visitors.

Piney Point is not only home to SIU members but it housed several visitors last year including delegations from the Military Sealift Command, the International Transport Workers Federation and Crowley Maritime officials.

1983 saw this unique labor-union school grow and expand its services to thousands. The coming years will see more growth.



Trainees ready for lifeboat race.

SIU in 1983: From the Hill, to the Courts, to the White House

(Continued From Page 17.)

But the administration and oil interests want to export the oil to Japan. That would mean most of the petroleum would sail on giant foreign-flag tankers and the Alaska ships would be laid up, resulting in the loss of thousands of jobs, a reliable source of petroleum for the nation and tankers for the military.

The SIU, along with a broad coalition, has been able to stop that action, but the possibility is still alive and both houses of Congress must give final approval to the Export Administration Act which bans the sale of the oil. That could happen within the next month perhaps. It appears that the export ban will be continued, but indications are export supporters will mount one more massive drive to lift the ban.

• • •

SEVERAL times last year the SIU and the rest of the maritime community was forced to scramble to guarantee cargo the law says must be shipped on American-flag vessels. The Department of Agriculture continued its long-time subversion of PL-480. Union pressure led to the USDA backing down of some attempts to ship foreign. But new aid programs were designed to eliminate U.S. preference.

Currently the Union is in court over the government's new blended credit program which the administration claims does not fall under cargo preference laws, even though various forms

of government financing are involved in the grain shipments. SIU pressure also helped save some \$1.5 billion in preference cargo to Israel under the cash-transfer program, which the administration also claims is not regulated by cargo preference.

The SIU was successful in fights to make sure the cargo preference laws were obeyed in 1983. The only problem with that is—it is not the Union's job. But until the government lives up to the law, it will be.

• • •

LAST YEAR there were several attempts to subvert the



During the year, SIU President Frank Drozak continued to warn about the decline in the U.S. merchant fleet.

Jones Act, which is the backbone of the domestic industry, calling for 100 percent U.S.-flag carriage of domestic cargo. With SIU backing, the House voted to close the Third Proviso which allowed some foreign-flag carriage under special circumstances. Also Union opposition to an attempt by a Canadian

company to use its vessels to top off large colliers in Delaware Bay was beaten. A House bill to eliminate the Jones Act was buried.

A new maritime safety bill which calls for the carrying of survival suits and strengthens other related shipboard and reporting matters passed both houses.

The TAKX-T-5 program moved along, and some 23 civilian ships may begin operating with the Navy if final approval is received. In addition, the administration's 5-point build-foreign maritime program was stalled after the SIU and others testified strongly against it.

THE SUBSIDY situation grew bleaker last year. The administration was successful in eliminating Construction Differential Subsidy payments and any new Operating Differential Subsidy payments.

There is also an attempt, which the SIU strongly opposes, to end the subsidies altogether

through paybacks and buyouts. In one case the government would allow subsidized operators into the Jones Act Alaskan oil trade if the shippers paid back the money owed under CDS. That would put the unsubsidized domestic operators at an extreme disadvantage and would probably result in the layup of most of that fleet.

The government wants to buy back ODS from operators which would then relieve the ODS operators from requirements of replacing their ships with American-built vessels and also give them an unfair cash windfall.

ONE OF THE MOST controversial and most publicized battles of the year was the fight to allow two Cunard ships into the domestic passenger trade. An American company was willing to purchase the ships and prove that American-owned ships with American crews could make a profit in the multi-million dollar cruise industry dominated by foreign-flag ships.

But selfish interests in the maritime community, coupled with fantasy plans to build up to six new passenger ships, won out over a sound and practical way to create more than 1,000 shipboard jobs and pave the way for an American comeback in the cruise market.



THIS YEAR the SIU will continue to lead the fight for a sane maritime policy. The Union will also pick and choose its fights, the bills to support, the policies to oppose.

"The SIU's immediate goal is to protect our members and create jobs for Seafarers. But our long-range goal is to ensure the future of the American merchant fleet, to make sure that this nation will have a long-range policy so that we won't have to continue to act like firefighters, running from emergency to emergency. Once we have a rational policy, our jobs, our future and our nation will be secure," Drozak said.



Rep. Lindy Boggs (D-La.) is questioned during hearings on her Competitive Shipping and Shipbuilding Act. SIU President Frank Drozak listens.

Union Meeting on the American Eagle



When the *American Eagle* docked at Bayonne, N.J. recently, the first thing New York Port Agent Augie Tellez did was meet with representatives from the engine, deck and steward departments to see if there were any beefs. There were a few minor misunderstandings. Tellez immediately paid a visit to the captain and chief mate to work things out. At a Union meeting in the crew's mess, the members had a number of questions about shipping procedures and overtime rates.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
 (218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
 (617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
 (808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
 (713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
 (904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
 (201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
 (504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
 (804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
 (206) 623-4334

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
 (314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
 (213) 549-4000

Dispatchers Report for Deep Sea

DEC. 1-31, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	2	8	0	2	1	0	0	5	14	1
New York	59	20	0	55	19	0	0	156	62	0
Philadelphia	1	2	0	2	0	0	0	3	7	0
Baltimore	10	1	0	5	3	0	0	29	10	0
Norfolk	11	7	0	11	22	0	0	24	18	0
Mobile	19	9	0	13	0	0	0	30	12	1
New Orleans	35	12	2	67	10	0	15	118	34	3
Jacksonville	43	13	1	30	20	0	0	73	41	1
San Francisco	0	0	0	0	0	0	0	52	20	3
Wilmington	20	8	0	18	8	0	1	45	26	0
Seattle	36	18	2	15	11	0	0	81	35	2
Puerto Rico	10	5	0	13	4	0	1	15	10	0
Houston	41	17	1	40	6	0	0	106	55	1
Piney Point	0	0	0	0	7	0	0	0	0	0
Totals	267	120	6	271	111	0	17	737	344	12
ENGINE DEPARTMENT										
Gloucester	1	3	0	0	1	0	0	2	7	1
New York	58	15	0	44	2	0	0	167	37	0
Philadelphia	2	1	0	2	0	0	0	5	1	0
Baltimore	7	6	0	3	1	0	0	17	9	0
Norfolk	11	9	0	7	5	0	0	25	11	0
Mobile	12	2	0	8	4	0	0	24	6	0
New Orleans	32	13	1	34	4	0	8	97	29	1
Jacksonville	38	7	0	29	2	0	0	50	26	0
San Francisco	0	0	0	0	0	0	0	35	13	2
Wilmington	14	3	0	6	1	0	0	34	16	1
Seattle	21	12	3	17	10	0	1	35	31	3
Puerto Rico	11	4	0	19	5	0	11	9	6	0
Houston	32	8	0	32	3	0	0	92	34	0
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	239	83	4	201	42	0	20	592	226	8
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	0	2	0
New York	37	10	0	36	20	0	0	74	44	1
Philadelphia	0	0	0	1	0	0	0	1	0	0
Baltimore	4	1	0	1	2	0	0	10	3	0
Norfolk	14	1	0	6	7	0	0	21	3	0
Mobile	10	0	0	9	1	0	0	18	0	0
New Orleans	29	6	0	16	16	0	5	63	9	0
Jacksonville	13	3	1	13	4	0	0	28	11	3
San Francisco	0	0	0	0	0	0	0	31	30	2
Wilmington	5	0	0	4	1	0	0	11	6	0
Seattle	16	20	0	12	27	0	2	28	21	2
Puerto Rico	7	0	0	2	6	0	0	10	2	0
Houston	18	1	0	19	6	0	0	49	7	0
Piney Point	0	0	0	0	6	0	0	0	0	0
Totals	153	43	1	119	96	0	7	344	138	8
ENTRY DEPARTMENT										
Gloucester	1	7	0	0	0	0	0	3	14	0
New York	28	67	6	36	20	0	0	49	233	13
Philadelphia	1	2	1	1	0	0	0	3	9	1
Baltimore	5	5	0	1	0	0	0	9	37	1
Norfolk	3	17	0	3	7	0	0	7	54	0
Mobile	6	15	1	6	1	0	0	8	31	3
New Orleans	24	43	3	16	16	0	5	48	105	6
Jacksonville	16	23	1	13	4	0	0	23	60	1
San Francisco	0	0	0	0	0	0	0	28	106	26
Wilmington	4	20	0	4	1	0	0	11	67	2
Seattle	8	33	5	12	27	0	2	16	50	9
Puerto Rico	9	17	1	2	6	0	0	13	35	3
Houston	28	30	2	19	6	0	0	41	108	3
Piney Point	0	18	0	0	6	0	0	0	1	0
Totals	133	297	20	0	0	0	0	259	910	68
Totals All Departments	812	543	31	591	249	0	44	1,932	1,618	96

**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 December was up considerably from the month of November. A total of 884 jobs were shipped in December on SIU-contracted deep sea vessels. Of the 884 jobs shipped, 591 jobs or about 66 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 44 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 488 relief jobs have been shipped.

Support SPAD

Pensioner's Corner

Deep Sea



Lonnie Buford, 65, joined the SIU in the port of Baltimore in 1952. He sailed as a chief cook aboard the *SS Charleston* (Westchester Marine) in January 1983. Brother Buford is a corporal veteran of the U.S. Army Infantry in World War II at Fort McClellan, Ala., earning his Marksman Badge with the M1 rifle there. He was awarded the Victory Medal and the American Theater Ribbon. Seafarer Buford was born in Honey Hill, S.C. and is a resident of Baltimore.



William Cleo Daniels, 57, joined the SIU in the port of New York in 1955 sailing as a cook. Brother Daniels began sailing in 1947. He is a veteran of the U.S. Army in World War II. Born in Mobile County, Ala., Daniels is now a resident of Mobile.



William "Bill" John Doak Jr., 63, joined the SIU in 1945 in the port of New York sailing as a bosun on the *San Juan* (P.R.) Shoregang from 1968 to 1983. Brother Doak also sailed as a 3rd mate during World War II. He took part in organizing drives and beefs and was one of the first life-boat instructors at Piney Point as well as a Union patrolman. Born in Amsterdam, N.Y., he is a resident of Santurce, P.R.



James "Jimmy" Clifford Heyliger, 69, joined the SIU in the port of New York in 1955 sailing as a steward utility. Brother Heyliger began sailing in 1947. He is a veteran of the U.S. Army in World War II serving as an auto mechanic. Seafarer Heyliger was born in St. Croix, V.I. and is a resident of New York City.



Adolphe Lequester Lamonthé Jr., 63, joined the SIU in the port of New Orleans in 1953 sailing as a cook. Brother Lamonthé began sailing in 1942. He sailed for the Delta Line. Seafarer Lamonthé was born in New Orleans and is a resident of San Francisco.



Antonio R. Melendez, 62, joined the SIU in 1944 in the port of New York sailing as a FOWT for Puerto Rico Marine. Brother Melendez was born in Santurce, P.R. and is a resident there.

George Edward Miller, 68, joined the SIU in the port of Wilmington, Calif. in 1969 sailing as a QMED. Brother Miller was born in Bethany, Mo. and is a resident of Ukiah, Calif.

William Neal, 67, joined the SIU in the port of Norfolk in 1961 sailing as a cook and baker. Brother Neal is a veteran of the U.S. Navy during World War II. He was born in Georgetown, N.Y. and is a resident of Chesapeake, Va.

Louis Othmer Pickhart, 59, joined the SIU in the port of Houston in 1959 sailing as a QMED. Brother Pickhart upgraded at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He is a veteran of the U.S. Navy serving as a coxswain during World War II. Born in Jasper, Ind., he is a resident of New Albany, Ind.



Jose Dolores Reyes, 66, joined the SIU in the port of Wilmington, Calif. in 1979 sailing as an officers messman. Brother Reyes began sailing in 1945. He was born in Puerto Rico and is a resident of Bayamon, P.R.

Joseph "Joe" Lawrence Somyak, 67, joined the SIU in 1948 in the port of Norfolk sailing as a cook and AB for Sea-Land. Brother Somyak is a wounded veteran of the U.S. Army Infantry during World War II. He was born in Munhall, Pa. and is a resident of Monroeville, Pa.



Hans Spiegel, 67, joined the SIU in 1947 in the port of New York. He sailed as a recertified chief steward for the Delta Line from 1957 to 1958 and aboard the *ST Montpelier* (Victory Carriers) in 1977 and 1983. Brother Spiegel was chief steward, baker and butcher at Piney Point from 1971 to 1977. He is a veteran of the U.S. Army in World War II. Seafarer Spiegel was born in Versmold, Germany. A naturalized U.S. citizen, Spiegel is a resident of Metairie, La.



Carmine Joseph Tufaro, 74, joined the SIU in 1946 in the port of New York. He sailed as a bosun aboard the *C.S. Long Lines* (AT&T) in 1966. Brother Tufaro hit the bricks in the 1963 A & G maritime beef. He is also a sign painter

and carpenter. Seafarer Tufaro was born in New York and is a resident of Tampa.



Jonathan Nicholas Young Sr., 65, joined the SIU in 1943 in the port of Norfolk sailing as a FOWT on the *TT Manhattan* (Manhattan Tankers) in 1965 and 1983. Brother Young was born in Mullon, Neb. and is a resident of Long Beach, Calif.

Walter Paul Zimek, 65, joined the SIU in the port of Baltimore in 1961 sailing as a FOWT. Brother Zimek was born in Baltimore and is a resident there.

Great Lakes



Fridtjof "Fritzel" Martinussen, 67, joined the Union in 1946 in the port of Chicago, Ill. He sailed as an AB for the Ste. Claire Bob-Lo Co. in 1982 and for the American Steamship Co. in 1979. Brother Martinussen also sailed on the *M/V Clark-Milwaukee* from 1961 to 1962. He was born in Frovaag, Norway, is a naturalized U.S. citizen, and is a resident of Miami, Fla.

Atlantic Fishermen

Harry P. Bammarito, 62, joined the SIU-merged Atlantic Fishermens Union in the port of Gloucester, Mass. in 1966 sailing as a fisherman. Brother Bammarito is a Veteran of the U.S. Navy in World War II. He was born in Gloucester and is a resident there.

Pensioner Gets First Check



Pensioner Alton Clement (right) accepts his first pension check from Patrolman Jim McGee in the port of New Orleans.

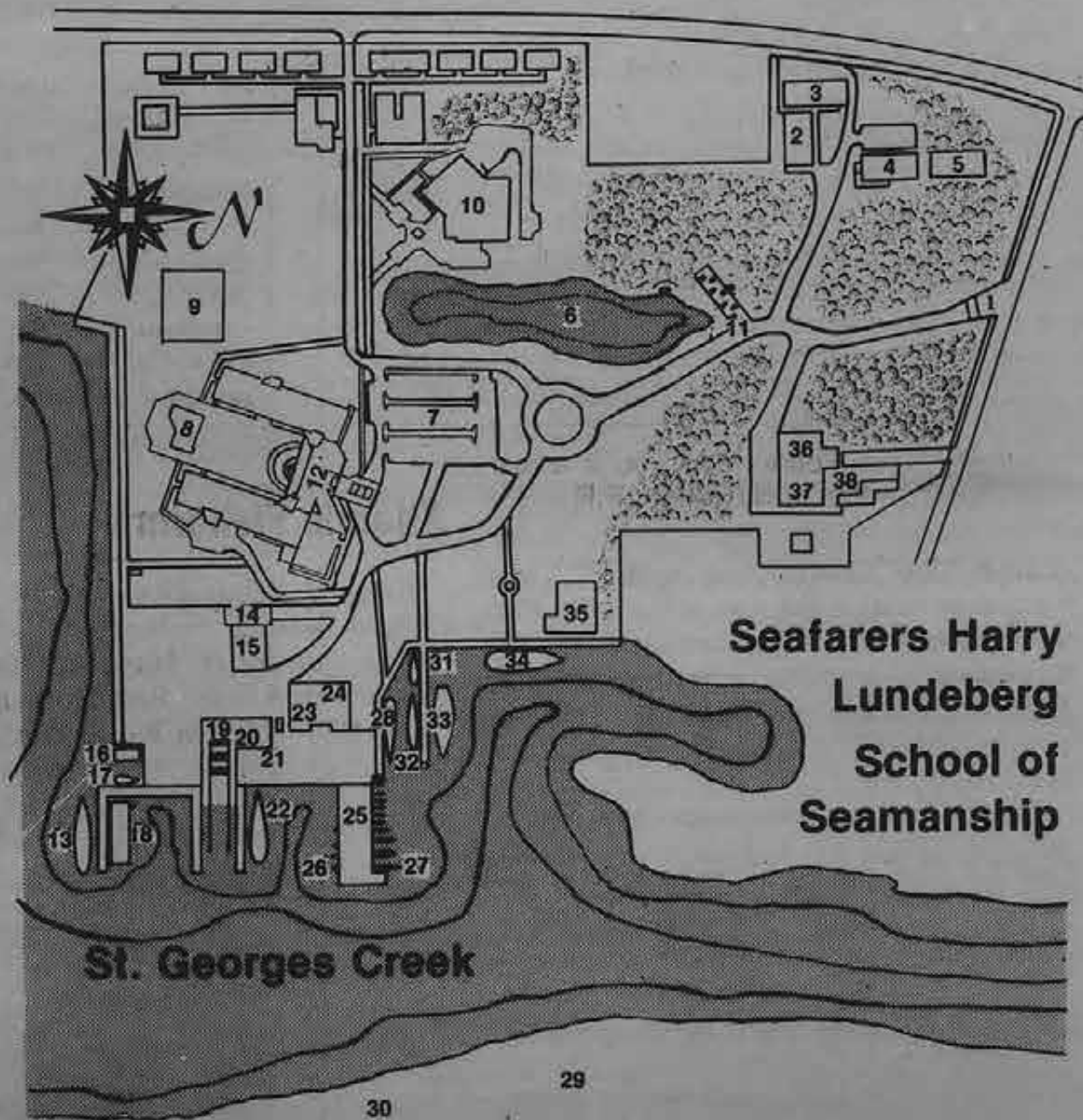
Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

We've accomplished a lot in '83 and expect even more in '84



Seafarers Harry Lundeberg School of Seamanship

1. Main Gate
2. Charles Logan Building
3. Vocational Machine Shop
4. Paul Drozak Building
5. Shiphandling Training Simulator
6. Pond
7. Hotel Parking Lot
8. Hotel Pool
9. Tennis Court
10. Paul Hall Library & Maritime Museum
11. Picnic Area
12. SHLSS Training and Recreation Center
13. Lilac
14. Fire House
15. Motor Pool
16. Susan Collins Towboat
17. CL-2 Tugboat
18. Tank Barge
19. Marine Railway

20. Laundry
21. Butcher Shop
22. Captain James Cook-Schooner
23. Machine Shop
24. Arts & Crafts Center
25. Fiddlers' Green
26. Sea Duchess
27. Manitou
28. Earl "Bull" Shepard
29. Alcohol Rehabilitation Center
30. SHLSS Valley Lee Farm
31. Big Red
32. Claude "Sonny" Simmons
33. S. Y. Dauntless
34. Charles S. Zimmerman
35. Boat Museum
36. Al Kerr Building
37. Supply Department
38. Grounds Department

We've made improvements in all areas of our school, from completing new buildings to offering new courses in both the vocational and academic areas. Our crowning achievement has been the completion and opening of the new Training and Recreation Center.

This Center opened on January 4, 1984 and houses our entry level trainees and our SIU Upgrading members. It is designed as well to accommodate the needs for union related conventions and meetings. Along with standard hotel accommodations we have a fully equipped health spa, game rooms, olympic size swimming pool, a large auditorium and various meeting areas.

In 1983 the Vocational Department offered two new courses in Computer Programming to SIU Upgrading members. This year the courses have been expanded to include the entry level trainees. The current courses are constantly being refined and updated with new equipment and new material.

Plans for the building of a shiphandling training simulator were approved in 1983 and the construction will begin in 1984. This simulator will enhance the training of Pilots, Towboat Operators, Third Mates and Quarter Masters.

SHLSS students now have the opportunity to earn a certificate in Nautical Science and/or an Associate in Arts degree through a contract between Charles County Community College and the Seafarers Harry Lundeberg School of Seamanship.

The Academic Department has made a lot of progress in the programs it offers. A new Drug Abuse Program was added to the curriculum and is required for all entry level trainees. A Developmental Studies course began in January of 1984 and the course English as a Second Language is currently being refined and will be offered later this year.

Improvements have been made all over the base with the desire to enhance the learning experiences of our membership. Yes, we've done a lot in '83, but we expect even more in '84.

SIU Members Tour the New SHLSS Training & Recreation Center



Revised Rules & Regulations

Rules and Regulations for the SHLSS Training and Recreation Center

WELCOME ABOARD

We hope you enjoy your stay at the Seafarers Harry Lundberg School of Seamanship and to help eliminate any misunderstandings, we are providing you with a copy of the Rules and Regulations for the SHLSS Training and Recreation Center. This is your "Home Away From Home" and we expect you to treat it that way.

- A. When you check in at the Lobby Registration Desk, you will be assigned to a room and required to deposit \$3.00 for your room key. Keep your receipt and the \$3.00 will be returned to you when you check out.
- B. Upgraders will be assigned (2) to a room at all times.
- C. Male Upgraders are **not** permitted to have female visitors in their rooms at any time, nor will female Upgraders be allowed to have male visitors in their rooms. Wives or Husbands will be permitted to stay with an Upgrader in the Hotel during the time they are completing an upgrading program. Proof of marriage is required and the upgrader is responsible for the conduct of his or her dependent(s).
- D. Our telephone switchboard is in service 24 hours a day. You may make collect or credit card calls from your room by dialing the operator at the Hotel switchboard. Local and 3rd party calls are to be made from the phones in the Hotel Lobby. In the Lobby there are also credit card phones for your long distance calls.
- E. The switchboard starts wake-up calls at 0630 hours Monday through Friday. To use this service please notify the operator and give her your name, room number and the time you wish to be called.
- F. Name tags must be worn at all times.
- G. The serving hours for the Upgraders Dining Room is as follows:

Monday through Friday		Saturday	Sundays and Holidays
Breakfast:	0630 - 0730	Breakfast: 0630 - 0800	Brunch: 0700 - 1330
Lunch:	1130 - 1300	Lunch: 1130 - 1300	Dinner: 1700 - 1900
Dinner:	1730 - 1900	Dinner: 1730 - 1900	
*Early Dinner	1700		
- H. The only authorized area for the consumption of any alcoholic beverages is in the Anchor Bar. This rule will be strictly enforced by the management.
The Anchor Bar is open from 1700 — 2300 hours Sunday through Thursday and from 1700 — 2400 hours on Friday and Saturday. Neither food nor drinks are permitted in the Upgraders rooms at anytime. No alcoholic beverages will be brought on base for your personal use at anytime while you are Upgrading.
- I. For your enjoyment in your free time we have a card table game area, a game room, and a health spa with ping pong and pool tables. The hours of operation in these areas will be posted for your convenience at the Health Spa Registration Desk.
- J. If for any reason you require another key from the Front Desk you will have to sign for it. This second key must be returned immediately. If it is not then you will be charged \$3.00 for the loss of that key.
- K. As soon as your course is completed you must report to the Hotel Front Desk for check out. You are held responsible for any damages or loss of items caused by you or your guests during your stay here at the school.
- L. Keep all TV, Radios and Stereo equipment at a normal volume level until 2300 hours. After 2300 hours you are required to turn the sound down on this equipment so that others may be allowed to sleep.
- M. The hours of the Laundry are:
Monday thru Friday 0800 - 1800 hours
Closed Saturday, Sunday, and Holidays
- N. All other school facility hours can be found on the back of the SHLSS weekly log.
- O. The proper dress code has been posted in the Dining Room, Night Lunch and Bar areas. This dress code will be strictly enforced. The following is a list of items that will **not** be accepted as proper for the above areas:
No hats, caps, or bandannas
No shower shoes, sandals, or clogs
No sleeveless shirts, or shorts
- P. The SHLSS accepts no responsibility or liability for any vehicles parked on the grounds.
- Q. The SHLSS accepts no responsibility or liability for any personal injury to you or your dependents.
- R. The SHLSS accepts no responsibility or liability for any valuables unless they are checked into our safe deposit box at the Registration Desk when you arrive at this Facility.
- S. All members and dependents are responsible for any damages to the rooms or furnishings in the specific rooms they are assigned or damage they may cause in any public areas.

Wives Join SIU Upgraders At SHLSS



Mr. & Mrs. Charles Smith enter the new SHLSS Training & Recreation Center.



Mr. & Mrs. Robert Kiefer enjoy the new facilities at SHLSS.

Santa Visits SHLSS



On December 23rd Santa Claus visited the SHLSS Trainee Galley. His two elves, Gina Lightfoot (l.) and Susan Mormando, assisted him in distributing gifts. Seated on Santa's knee is Mike Tennyson telling Santa his wishes.

Welding Bonds the Future



Dasril Panko brazes on a mild steel plate in the flat position.

This SHLSS four-week course is designed to teach you all you need to know about basic welding and cutting aboard ship. Classroom time covers safety, welding techniques, rod selection, amp setting and polarities.

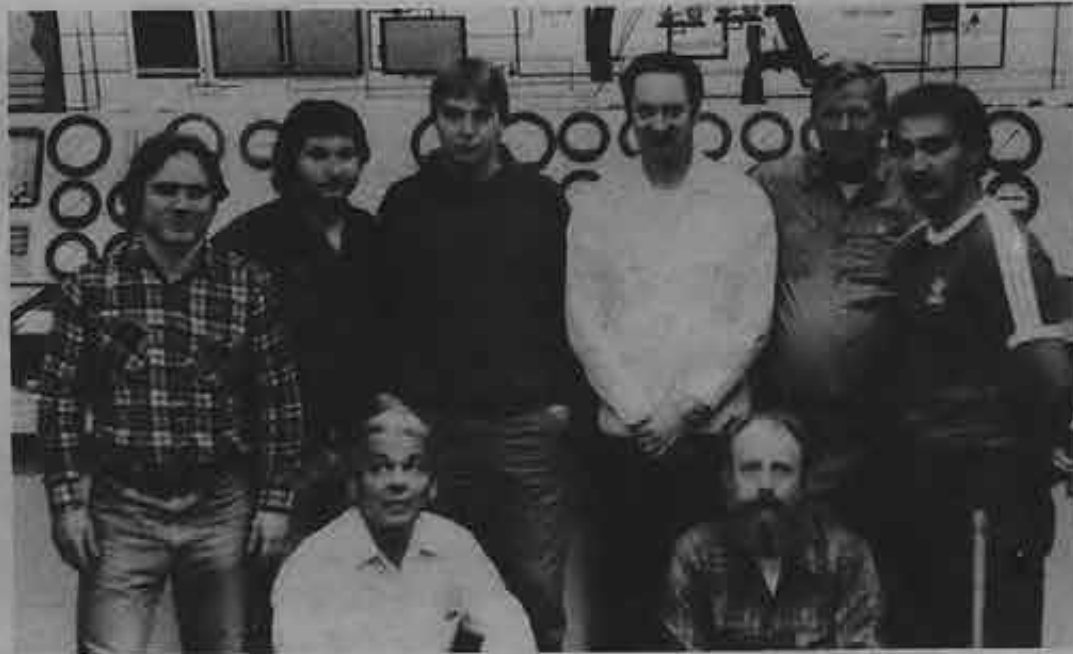
Shoptime concentrates on oxyacetylene brazing, welding and cutting, and electric arc welding and cutting in all positions on plates and pipes.

The Welding course is available to any engine or deck-rated seafarer working Deep Sea, Great Lakes, or Inland.



Jimmy Skubna's electric arc welds a four inch pipe.

SHLSS Automation Graduates



From (l.) to (r.) are: Steven Byerley from New York, Robert Scrivens from New Orleans, Rueben Grendahl from Seattle, SHLSS Instructor Calvin Williams, Terrill Clark from New Orleans, John Raba from Philadelphia. Kneeling are Alberto Garcia (l.) from San Juan and Donald Phillips (r.) from Norfolk.

ATTENTION SEAFARERS!

NAUTICAL SCIENCE CERTIFICATE PROGRAM—A KEY TO YOUR FUTURE

The Nautical Science Certificate Program is an example of the S.I.U.'s belief that education is the key to growth and strength as individuals and as a union.

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

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

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

NAUTICAL SCIENCE CERTIFICATE PROGRAM

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

ADDRESS _____
(STREET)

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

DEEP SEA MEMBER INLAND WATERS MEMBER LAKES MEMBER PACIFIC MEMBER

BOOK NUMBER _____ SENIORITY _____ SOCIAL SECURITY # _____

DATES AVAILABLE FOR COURSES _____

HOW LONG COULD YOU ATTEND COURSES _____

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

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

COURSE(S) TAKEN _____

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

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

SIGNATURE _____

DATE _____



Upgrading Course Schedule

February Through March 1984

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



Following are the updated course schedules for February through March 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 Field Representatives in all ports will assist members in preparing applications.

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED	March 12	May 31
Marine Electronics	March 5	April 13
Refrigeration Systems, Maintenance & Operations	February 27	April 13
Fireman/Watertender & Oiler	February 13	March 29

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	March 12	April 26
Celestial Navigation/Third Mate	March 19	April 20
Celestial Navigation/Master/Mate Freight & Towing	March 5	April 6
Celestial Navigation/Towboat Operator	March 19	April 20
Lifeboatman	February 27	March 9

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

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	February 20 August 27	April 2 October 8

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	February 6 March 5 April 23	February 10 March 9 April 27
(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





Deep Sea

Mohammed H. Aljamal, 49, died Dec. 30, 1983. Brother Aljamal joined the SIU in the port of New York in 1977 sailing as an officers steward and waiter aboard the *SS Tamara Guilden* (Transport Commercial). He was born in Yemen, Saudi Arabia and was a resident of Brooklyn, N.Y. Surviving are a son, Abdul of Brooklyn and two brothers, Vebdoo of Brooklyn and Ahmed of Fresno, Calif.

Pensioner Ioannis "John" Apostolidis, 66, died recently in Euboea, Greece. Brother Apostolidis joined the SIU in the port of Baltimore in 1956 sailing as an AB. He hit the bricks in the 1961 Greater N.Y. Harbor beef. A naturalized U.S. citizen, Seafarer Apostolidis was born in Greece and was a resident of Euboea. Surviving are his widow, Nina and a cousin, George Dimitrakis of Brooklyn, N.Y.

Eladio Arocha Jr., 56, died on March 23, 1983. Brother Arocha joined the SIU in the port of Wilmington, Calif. in 1972 sailing as a cook. He was a former member of the Independent Union of Marine and Shipbuilding Workers of America, Local 9 of Wilmington. Seafarer Arocha was born in Galveston, Texas and was a resident of San Pedro, Calif. Surviving is his mother, Mercedes of Galveston.

Herbert "Herbie" Gustave Benzenberg Jr., 27, died in Rotterdam, the Netherlands off the *SS Sea-Land Producer* on Oct. 10, 1983. Brother Benzenberg joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1976. He sailed as an LNG FOWT. Seafarer Benzenberg was a Marist College freshman in Poughkeepsie, N.Y. in 1974. A native of New York, he was a resident of Houston. Surviving are his mother, Alice of Staten Is., N.Y.; a brother, Seafarer Christian Benzenberg and an uncle, SIU QMED John Ashley of Houston.

Theodore Edwin Burchell, 54, succumbed to cancer in the U.S. Naval Regional Medical Center, Yokosuka, Japan on Jan. 8. Brother Burchell joined the SIU in the port of Yokohama, Japan in 1981. He sailed as a chief cook for Sea-Land and was a former member of the NMU. Seafarer Burchell was a veteran of the U.S. Navy during the Korean War. Born in New Egypt, N.J., he was a resident of Yokosuka. Cremation took place in Japan. Surviving are his widow, Masae Yasuda and a brother, Clarence of Browns Mills, N.J.



Pensioner Frank Benjamin Cake, 72, passed away on Dec. 11, 1983. Brother Cake joined the SIU in the port of Philadelphia in 1959 sailing as a FOWT. He was born in Merchantville, N.J. and was a resident of Haddonfield, N.J. Surviving is his widow, Muriel.

Dwayne "Whitey" "Cookie" William Cook Jr., 43, died on Sept. 12, 1983. Brother Cook joined the SIU in the port of San Francisco in 1968 sailing as an AB. He was a former member of the Carpenters Union, Local 848 and was a veteran of the U.S. Navy serving on the *USS Mitchiti*. Seafarer Cook was born in San Francisco and was a resident there. Surviving are his mother, Opel of Galt City, Calif. and his father, Clarence Sr. of Reno, Nev.

Clayton Lyle Engelund, 58, died on Aug. 31, 1983. Brother Engelund joined the SIU in 1947 in the port of Wilmington, Calif. sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in September 1975. Seafarer Engelund sailed during both the Korean and Vietnam Wars. Engelund hit the bricks in the 1965 District Council 37 beef. He was a former member of the IBU of the Pacific Union and was a veteran of the U.S. Navy in World War II. Bosun Engelund was also a lumberjack. Born in Phelps, Wis., he was a resident of Everett, Wash. Surviving is his mother, Ione of Milwaukee, Wis.



Pensioner Arthur Louis Fricks, 80, died on Dec. 6, 1983. Brother Fricks joined the SIU in 1983 in the port of Savannah, Ga. sailing as a bosun. He was a veteran of both the U.S. Army and U.S. Coast Guard before World War II. Seafarer Fricks was born in Carnesville, Ga. and was a resident of Atlanta, Ga. Surviving is his widow, Helen.



Pensioner Joseph Richard Gallant, 64, died on Dec. 10, 1983. Brother Gallant joined the SIU in 1942 in the port of Mobile sailing as a FOWT. He was born in New Bedford, Mass. and was a resident of Houston. Surviving is his widow, Mary.



James Irwin Gouldman, 57, died on July 24, 1983. Brother Gouldman joined the SIU in the port of New York in 1966 sailing as a chief electrician. He also sailed during the Vietnam War. Seafarer Gouldman was a veteran of the U.S. Marine Corps. in World War II. Born in New Orleans, he was a resident of Metairie, La. Surviving is his widow, Beverly.

Eric Lowell Hoffman Jr., 60, succumbed to cancer in the Blessing Hospital, Quincy, Ill. on Oct. 19, 1983. He joined the SIU in the port of Houston in 1957 sailing as a cook. Seafarer Hoffman began sailing in 1947 as a former member of the NMU and was a volunteer veteran of the U.S. Air Force in World War II. Hoffman worked as a cook for the U.S. Veterans Administration Hospital in Quincy in 1956. A native of Rockford, Ill., and a resident of Quincy, burial took place in Quincy. Surviving are four daughters, Teresa, Phyllis, Katherine and Sandra and his mother, Blanche Raymond, also of Quincy.

Shaikh Abdulla Mansoor, 42, died of a heart attack aboard the *Sea-Land Adventurer* in the Atlantic Ocean on March 13, 1983. Brother Mansoor joined the SIU in the port of San Francisco in 1970 sailing as an oiler. He was born in Aden, Yemen and was a resident of Brooklyn, N.Y. Interment was in Cypress Hill Cemetery, Brooklyn. Surviving are his widow, Cadegh and his father, Abdulla of Brooklyn.

Marc Mohammed Mazouz, 53, died on March 30, 1983. Brother Mazouz joined the SIU in the port of New York in 1975 sailing in the steward department. He was born in Algeria, North Africa and was a naturalized U.S. citizen. Seafarer Mazouz was a resident of Brooklyn, N.Y. Surviving are two aunts, Sara Mazouz of Brooklyn and Keird Heany of Quebec, Canada.

Clifford Holmer Mokulehua, 53, died on Sept. 8, 1983. Brother Mokulehua joined the SIU in the port of Houston in 1965 sailing as an AB during the Vietnam War. He was a veteran of the U.S. Army after the Korean War. Seafarer Mokulehua was born in Honolulu, Hawaii and was a resident of Reno, Nev. Surviving are his mother, Laura Knox of Norfolk and a sister Clara Silva of Alameda, Calif.



Pensioner Vincent Garcia Orencio, 82, passed away on Nov. 28, 1983. Brother Orencio joined the SIU in the port of New York in 1955 sailing as a chief steward. He began sailing in 1948 and hit the bricks in the 1962 Robin Line beef. Seafarer Orencio was born in the Philippine Is. and was a resident of Brooklyn, N.Y. Surviving are a brother, Pedro of Brooklyn; a sister, Castora O. Enerio of Bacolod City, P.I., and a godson, Gabriel V. Trance of Brooklyn.



Frank J. Peskuric, 63, died on Sept. 6, 1983. Brother Peskuric joined the SIU in 1947 sailing as a bosun. He was born in Johnstown, Pa. and



was a resident there. Surviving are two sisters, Alice and Mary.

Larry Clarence Peterson Sr., 68, died of kidney failure in the U.S. Veterans Administration Hospital in San Francisco on July 9, 1983. Brother Peterson joined the SIU in the port of San Francisco in 1957 sailing as a 3rd steward for the Delta Line and the Matson Line. He also was a member of the merged Marine Cooks and Stewards Union in 1978. Seafarer Peterson was a former member of the Teamsters Union and was a veteran of the U.S. Air Force in World War II. Born in San Francisco, he was a resident there. Burial was in Woodland Park Cemetery, Colma, Calif. Surviving are a son, Larry Jr. of Lafayette, Calif. and a brother, Walter of San Carlos, Calif.

Sheldon Hyman Sax, 27, died at home in Savannah, Ga. on July 28, 1983. Brother Sax joined the SIU after his graduation from the SHLSS Entry Trainee Program in 1980 sailing as a GSU. He was born in Savannah. Seafarer Sax last sailed aboard the *SS Constitution* (American Hawaii Cruises) on July 1, 1983. Interment was in the Bonaventure Cemetery, Savannah. Surviving are his parents, Dr. and Mrs. Charles E. Sax and a brother, Harvey, all of Savannah.

Pensioner **Charles Thomas Scott**, 61, died on Dec. 16, 1983. Brother Scott joined the SIU in the port of Baltimore in 1954 sailing as an AB. He was born in Baltimore and was a resident of Reno, Nev. Surviving are his mother, Ann of Baltimore and a sister, Catherine Cornell of Dundalk, Md.

William Lee Thomas Jr., 41, died in the Duke Hospital, Durham, N.C. of injuries sustained in an auto accident in Vance, N.C. on Feb. 17, 1983. Brother Thomas joined the SIU in the port of New York in 1972 sailing as an oiler. He was born in Vance County, N.C. and was a resident of Goodrich, Texas. Cremation took place in the Duke Hospital Crematory. Surviving are his widow, Pamela; a son, Jason; a daughter, Ursina of Baltimore; his mother, Nancy of Baltimore, and his father, William Sr. of Kitrell, N.C.



Pensioner **Ernest Edgar Waters**, 65, died on Sept. 26, 1983. Brother Waters joined the SIU in the port of Tampa in 1966 sailing as a chief electrician. He was born in London, England and was a resident of Kingston, Jamaica. Surviving are his widow, Myrtle and a sister, Mrs. Skilton of London.

Douglas Talbott Wolcott, 28, died of heart failure in the Malaysia Hotel in Bangkok, Thailand on May 13, 1983. Brother Wolcott joined the SIU after his graduation from the SHLSS Entry Trainee Program in 1974 sailing as an AB and wiper. He was born in San Francisco and was a resident there. Cremation took place in the Wat Keay Jeam Fah Crematory, Bangkok. Surviving are his parents, Carl and Mildred Wolcott and his brother, Robert, all of San Francisco.



Correction

Thomas Lee Gary, 27, was reported missing off the *ST Overseas New York* (Maritime Overseas) on Oct. 1 in Nederland, Texas. Brother Gary joined the SIU after his graduation from the SHLSS Trainee Program, Piney Point, Md. in 1973. He previously sailed as a QMED on the *SS Walter Rice* (Reynolds Metals). Seafarer Gary was born in Charlotte, N.C. and was a resident there. Surviving are his parents, Hubert L. and Mary Gary of Charlotte.



Great Lakes

Pensioner **John Joseph Beaton**, 68, died at home in Detroit of heart disease on Oct. 10. Brother Beaton joined the Union in the port of Detroit in 1962 sailing as a dredgeman and FOWT for the Great Lakes Dredge & Dock Co. and for Dunbar & Sullivan from 1947 to 1975. He was born in Mabou, Nova Scotia, Canada. Burial was in St. Mary's Cemetery, Mabou. Surviving is a sister, Mrs. Daniel (Agnes) W. Gillies of Pt. Hood, Nova Scotia, Canada.

William F. Katt, Jr., 55, succumbed to heart disease at home in the Porpoise Pt. Trailer Park, Matlacha, Fla. on Sept. 22. Brother Katt joined the Union in the port of Duluth, Minn. in 1973 sailing as a QMED for Kinsman Marine, the Reiss Steamship Co., inland for Crowley Marine and as a plumber on the *SS Constitution* (Hawaiian-American Cruises). He was a former member of Local 5000. Laker Katt was a veteran of the U.S. Army during the Korean War. A native of Chicago, Ill., he was a resident there. Burial was in St. Joseph's Cemetery, River Grove, Ill. Surviving are three sons, Martin, Randall and Michael, a daughter, Jeri, and his mother, Myrtle A. Etchingham of Chicago.

Stanley Gregory Malinowski Sr., 61, drowned in Lake Ontario before being taken to the Lee Hospital, Fulton, N.Y. on June 11, 1983. Brother Malinowski joined the Union in 1947 in the port of Buffalo, N.Y. sailing last as an AB and wheelsman aboard the *Day Peckinpough* (Erie Navigation and Sand Co.) and the *M/V Joseph S.*

Scobell (Erie Sand) in 1963. He was born in Wilkes-Barre, Pa. and was a resident there. Burial was in St. Mary's Cemetery, West Wyoming, Pa. Surviving are his widow, Margaret and a son, Stanley Gregory Jr.



Pensioner and former Frankfort, Mich. port agent **Harold Zeitz Rathbun**, 73, passed away from heart disease in the Paul Oliver Hospital, Frankfort on Aug. 5. Brother Rathbun joined the Union in the port of Alberta, Mich. in 1954 sailing as a wheelsman for the Ann Arbor (Mich.) Railroad Car Ferries for 15 years. He sailed for 40 years in all. Laker Rathbun was born in Lona, Mich. and was a resident of Frankfort. Cremation took place in the Graceland Park Crematory, Grand Rapids, Mich. Surviving is his widow, Sylvia.

Pensioner **Andrew Anthony Treschak Jr.**, 77, passed away from heart-lung failure at home in Parma, Ohio on Aug. 10. Brother Treschak joined the Union in the port of Cleveland in 1960 sailing as a coal passer and in the steward department for Kinsman Lines. He began sailing in 1940. Laker Treschak was born in Pennsylvania. Burial was in Holy Cross Cemetery, Cleveland. Surviving is his sister, Mary of Parma.

Atlantic Fishermen

Pensioner **Sebastian Scola**, died on Dec. 22, 1983. Brother Scola joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. He was a resident of Gloucester.

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

Dispatchers Report for Great Lakes

DECEMBER 1-31, 1983

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	16	1	0	35	9	0	20	1	0
ENGINE DEPARTMENT									
Algonac	11	0	0	18	2	0	17	0	0
STEWARD DEPARTMENT									
Algonac	2	2	0	13	6	0	2	0	0
ENTRY DEPARTMENT									
Algonac	9	7	0	0	0	0	18	9	2
Totals All Departments	38	10	0	66	17	0	57	10	2

*"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.

Final N.Y. Payoff for Santa Elena

Delta Discontinues N.Y. Operations

New York's Loss Is Philly's Gain

THE SANTA ELENA, the last Delta ship ever to dock and unload in the New York area, was serviced by Port Agent Auggie Tellez last month on a misty gray morning.

Delta has decided to discontinue its New York operations. The decision was based on cold, hard economic realities: For Delta, at least, the port of Philadelphia is less expensive.

Tellez drove from the Brooklyn hall over the Verrazano Bridge, through Staten Island and finally to New Jersey, where he then passed through an industrial area to get to the port.

The *Santa Elena* was tied up. Tellez walked up the gangway to represent SIU members at the payoff of the ship, answer the members' many questions, and settle any beefs that might have occurred during the past voyage.

As it turned out, there were several beefs that had to be handled such as the misunderstanding between the crew and the licensed officers about eligibility for overtime and work procedures in port.

The ship had just returned from Chile, which most of the



The *Santa Elena* is the last Delta ship to dock and unload in the New York area.

SIU members onboard seemed to appreciate. One or two commented on the political tensions there, but as AB Mark LaMarr said, "Things haven't gotten to the point where you really notice things. But then again, I

haven't been in a Chilean jail."

Each department held separate meetings to pool their information on the question of disputed overtime so that they could give their SIU representative a better picture of what

had occurred.

The meetings broke for lunch. Conversations centered around the usual things: how to get to the city from the port facilities; where to have the best time, and hasn't the steward department done a great job.

"You have to watch out for cab drivers trying to rip you off. Some will, you know, if you aren't careful."

"I've always lived by one philosophy. Whatever actions or attitudes you give off come back to you. It doesn't pay to screw other people. You wind up screwing yourself."

Shortly after lunch, Tellez returned from his meeting with the captain. Everything was settled. From now on, anyone shipping on the *Santa Elena* would be serviced by representatives from the Philadelphia region.

Tellez walked down the gangway, and being the good seaman that he is, didn't look back. Every sailor knows that the maritime industry has its ups and downs, that it oscillates between periods of boom and bust. If shipping isn't good in New York, you go to Philadelphia, Tampa or Houston. And vice versa.

It's just that this time, New York's loss is Philadelphia's gain.



Chief Electrician Mark Serlis (l.) and his second in command, Mike Murphy, keep things humming in the engine room.



Port Agent Auggie Tellez (r.) listens to a member's beef.



A good stretch is what's needed by OS Ray Lopez Jr. after a hard day's work.



Port Agent Auggie Tellez (l.) talks with Second Engineer Michael Murphy (center). Oiler Mark Lawrence listens to what they have to say.



AB Jerry Gadbois (l.) and Mark LaMarr, deck delegate, are good friends, and both are strong supporters of the SIU.



Raphael Vargas, OS, scoops out some ice.



Melvin James



Waverly Overton, third cook, takes time to go over some material.

Digest of Ships Meetings

AMERICAN HERITAGE (Apex Marine), November 13—Chairman John Bertolino; Secretary W. H. Dirkin; Steward Delegate Jose Carano. No disputed OT was reported. The ship will probably be returning to Africa, the bosun announced at the recent meeting. He also complimented the crew for the hard work they put in during the Coast Guard inspection. In fact, the LOG received a letter from the captain, W. R. Daniels, to the crew. It stated: "I would like to thank all of you for the hard work and long hours you put into the preparation for and conduct of the various inspections we underwent in St. Croix. Thanks to your efforts, we succeeded in completing all the requirements over which we had any control, and we did so in a dockside time shorter than either of our two previous stays in St. Croix. It could not have been done without everyone's efforts. Once again, thanks for the hard work." A vote of thanks also went to the steward department for a job well done.



LNG ARIES (Energy Transportation Corp.), November 27—Chairman Robert D. Schwarz; Secretary Felzardo Motus; Educational Director J. Fedesovich; Deck Delegate Michael Kadderly; Engine Delegate Walter Kimbrough; Steward Delegate William Christmas, Treasurer Ed Brennan. No disputed OT. There is about \$176 in the ship's fund. The bosun reminded crewmembers that contracts will open soon. If anyone has any ideas they would like to add, they should write to the Negotiating Committee and state their views. But everyone should keep in mind that shipping is slow—so don't ask for too much! A suggestion was made that the SIU ask the company to send papers and magazines especially for the crew, much as they do for the ship's officers. A vote of thanks was given to the steward department.

BENJAMIN HARRISON (Waterman Steamship Co.), November 20—Secretary C. Rooks. Some disputed OT was reported in the deck department, but this will be straightened out at payoff. The bosun said that he was unclear as to whether the vessel would be paid off in New York. The captain had no information, but if anything comes up, it will be posted on the board. Several items were expressed which will have to be brought to the attention of the boarding patrolman.

One was that the crew would like to have launch service for the ship while in foreign ports. The way it stands now, some people get to go ashore and some don't. Also, it would help if the last launch were not set up so as to return to the ship three hours before sailing. There was an added problem in some foreign ports with the stores not being brought directly to the bosun. One minute of silence was observed in memory of our departed brothers and sisters. Next port will be New York; then heading down to Norfolk for payoff.

COVE LIBERTY (Cove Shipping), November 16—Chairman James Rogers; Secretary C. N. Johnson; Educational Director A. Stankiewicz; Deck Delegate Willie Chestnut; Engine Delegate Federico Rodriguez. No disputed OT or beefs were reported. The bosun spoke to the membership about the permanent jobs issue for all hands. He explained the different alternatives, using the LOG as a guide. He also noted that most of the repairs aboard ship have been completed, except one washing machine is now out of order. A discussion was held about the 125 days vacation as well as reliefs, and a suggestion was made to change maintenance from \$8 per day to \$25 per day. Another suggestion was made to change the movies every three months as opposed to the present every six months. A vote of thanks was given to the congenial crew and to the steward department for a job well done.

OVERSEAS VALDEZ (Maritime Overseas Corp.), November 27—Chairman James J. Gorman; Secretary Ray H. Mann; Educational Director H. L. Wyatt; Deck Delegate Joseph D'Aquino; Engine Delegate Stanley T. Grooms. No disputed OT was reported in any of the three departments. There is \$50 in the ship's fund. The ship was running short one AB from Nov. 17 to Nov. 25, but all is functioning fairly smoothly. The chairman was pleased to say that he has a good crew, and with only one exception, everyone is getting along just fine. A vote of thanks was given to the steward department

for keeping the place clean and for the fine Thanksgiving dinner. The *Overseas Valdez* is now in Diego Garcia, and payoff is expected there on Dec. 31.

OVERSEAS WASHINGTON (Maritime Overseas Corp.), November 14—Chairman Ballard Browning; Secretary Cesar A. Guerra; Educational Director Nick Grigaratos; Deck Delegate Charles Gaaney; Engine Delegate Chuck Edwards; Steward Delegate John Arvanites. Some disputed OT was reported in the steward department which will be taken up with the patrolman. There is \$77.20 in the ship's fund. It is in the steward's safe, and all additional donations are welcome. The October LOGs were received. Members were urged to read the LOG and to write to their congressional representatives to help support any bills which would help the maritime industry. The repair list has been turned over to the captain, and certain other suggestions were brought forth. One was that crewmembers clean the washing machine after washing greasy clothes. Another was to try and keep all rooms nice and clean. And a third was to return all ship's video tapes before taking another. The bosun thanked all department delegates for helping make everything run smoothly, and he also stressed that safety is of the utmost importance. A trip without an accident makes for a good trip. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Corpus Christi, Texas.

PHILADELPHIA (Sea-Land Service), November 13—Chairman John O. Glenn; Secretary Clifford A. Melrose; Educational Director Sam Hacker; Deck Delegate Eugene A. Spaulding; Engine Delegate Richard Schwender. No beefs or disputed OT reported. The bosun reminded all members that if they want their past medical records, they should not try to pick them up at the Public Health Service hospital, since it has been closed. He posted the correct address to write to in order to obtain all medical records. The educational director asked those crewmembers who watch the movies to help by donating to the movie fund (presently containing \$277), which is now in safekeeping with the captain. All hands were asked to check their life jackets for possible defects. In stressing the need for safety, the bo-

sun also asked the crew to make sure proper clothing is worn during all drills. He added that appropriate clothing should also be worn to the mess hall while meals are being served. A vote of thanks was given to the steward department for their great cooperation this voyage. Next port: Seattle, Wash.

PIONEER (Sea-Land Service), November 19—Chairman Joseph L. Bourgeois; Secretary Theodore R. Goodman; Educational Director Jerry W. Dellinger; Deck Delegate William Miller; Engine Delegate James W. Fonville; Steward Delegate Leopold Faulkner. The delegates reported no beefs or disputed OT in their departments. The bosun had a meeting with members the previous week concerning the knocking off on watches. The matter was resolved and the beef settled. The chief steward is going on vacation and thanked the crewmembers and the steward department for their good relationship. The educational director reminded everyone of the importance of contributing to SPAD. A brief discussion was held about how SPAD donations help the Union and also about the permanent jobs issue. Members were advised to read the LOG for background information on the many issues that affect their lives as Seafarers. The chief engineer is to get the movie projector fixed—and with that, the *Pioneer* sails on to Wilmington and then to Elizabeth, N.J. for payoff.

ROVER (Ocean Carriers, Inc.), December 4—Chairman Sven E. Jansson; Secretary Ernest E. Harris; Educational Director D. Sanders; Deck Delegate S. Wallace; Engine Delegate G. Esposito; Steward Delegate F. Biegel. No beefs were reported, although there was some disputed OT in the steward department. There is \$21 in the ship's fund. The bosun reported that the *Rover* is going to load in Rijeka, Yugoslavia, and will then head out to Hamburg and Rotterdam to discharge their load. The ship will end the payroll on Dec. 31, 1983, but the articles continue until Jan. 20, 1984. A short discussion was held about the new contract coming up in June, and several other suggestions were made about how to improve shipboard life. One suggestion was to get some new movies. All the present ones are either broken or incomplete. Also, the video machine is an obsolete model. Crewmembers were asked to help keep the pantry clean at night. A vote of thanks was given to the steward department. Next port is Rijeka, Yugoslavia; then on to Hamburg and Rotterdam.

SANTA ELENA (Delta Lines), November 12—Chairman Ronald W. Jones; Secretary William Lovett; Educational Director Mark Serlis; Deck Delegate Mark L. Lamar; Engine Delegate Michael D. Murphy. No disputed OT was reported. The vessel is running one man short in the deck department, but a replacement will be picked up in Panama. The bosun commented that he didn't have much to say at this meeting since he just joined the ship, but he did mention that this voyage would last for six months. He hoped it would be a pleasant voyage for everyone and that all departments should try to work as a team. Repair lists will



be put out in the crew rec room. If anyone has noted any repairs that need to be made, they should fill out the list and give it to their delegate. Also, anyone having any problems should see their delegate. Crewmembers observed one minute of silence in memory of our departed brothers and sisters. Next port: Guayaquil, Ecuador.

SANTA ROSA (Delta Lines), December 2—Chairman Nick G. Kratsas; Secretary James Bergstrom; Educational Director E. Armstrong; Deck Delegate M. Arnold; Engine Delegate N. Tagliamburis; Steward Delegate E. Hernandez. No beefs or disputed OT reported. The bosun stated that the crew has been great this trip, and a lot of work has been done. The ship really is starting to look shipshape. After a discussion of the SIU welfare system, the crew still wants to know why they gave up this year's wage increase. They claim that since doing so, they cannot get a doctor or hospital bill paid. If this keeps up, they feel hospitals will refuse to accept seamen and their dependents because they cannot be reimbursed from the Union. The crewmembers also expressed the opinion that since moving the SIU headquarters to Camp Springs, it is they who are getting the short end of the stick. A vote of thanks was given to the steward department.

SEA-LAND EXPRESS (Sea-Land Service), November 27—Chairman Dolph E. Holm; Secretary Otis Paschal; Educational Director Donald Bush. The vessel sailed short one AB, but

there were no beefs or disputed OT reported. There is \$25 in the ship's fund. The bosun reminded all members that the responsibility of safety aboard ship belongs to everyone, and that all unsafe conditions should be reported to him or the mate. The secretary discussed the never-ending fight in Washington for policies that will revitalize the maritime industry and insure job security. The political donations that we make through SPAD help to accomplish that goal. From the educational director came the request for all members to return literature to the library when they are through—and also to operate the video equipment with care. Special thanks was given to the steward department for a good job and a delightful Thanksgiving dinner. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

SEA-LAND INDEPENDENCE (Sea-Land Service), December 4—Chairman William Mortier; Secretary and Deck Delegate Lee de Parlier; Educational Director Mark Humphries; Engine Delegate Ron Laner. Everything is running smoothly, with no beefs or disputed OT reported. The arrival pools are going well, and there is now \$65 in the ship's treasury. The bosun urged the members to carefully read the communications received from headquarters pertaining to the pending negotiations for a new agreement. He said that if anyone has suggestions to be considered by the Negotiating Committee, they should mail them in. The mate has a film on "Cuts and Abra-

Digest of Ships Meetings

sions" which is available for all crewmembers. If a crewmember intends to leave the ship, they should notify their department head so a replacement can be obtained. The halls are crowded with members seeking jobs, and it is only fair to get those people onboard ships who want the jobs. Thanks were given to the electrician for fixing the washing machine. And a vote of thanks was also given to the chief cook and the steward department for the many good meals, especially Thanksgiving dinner. The ship is returning to Elizabeth, N.J. from Bremerhaven and will then head out to Norfolk, Halifax and Rotterdam.

SEA-LAND PACER (Sea-Land Service), November 27—Chairman James H. Corder; Secretary Darrell G. Chafin; Educational Director Richard Robertson; Deck Delegate Howard Yaluel; Engine Delegate Leon Lockny; Steward Delegate B. Sierra. No disputed OT. There was \$10 in the ship's fund which was used to buy some popcorn. The bosun stressed the importance of donating to SPAD, and the educational director reminded members to enroll in upgrading courses at Piney Point. Those are two ways of helping to insure job security. One man missed the ship in Jacksonville, Fla. The patrolman will be asked about the division of overtime hours needed to fill in for the missing crewmember. A vote of thanks was given to the steward

department for an excellent Thanksgiving dinner and for the very good food served every day. A going away party will be held in honor of Harold Markowitz, chief cook. The crewmembers say he is a "top notch cook and a nice guy to boot!" One minute of silence was stood in memory of our departed brothers and sisters.

TRANSCOLUMBIA (Hudson Waterways), November 6—Chairman W. E. Babbit; Secretary Paul J. Franco; Educational Director S. Wala; Deck Delegate Kent Dominguez; Engine Delegate Harold J. Latham. No disputed OT. One crewmember was hurt aboard ship and was taken off in Bremerhaven, and a number of men had reached their 125 days aboard ship. The secretary will prepare a list of all the B class men who have their 125 days and turn it over to the boarding patrolman. It is of the opinion of one brother aboard the *Transcolumbia* that Piney Point be closed, especially during these hard economic times for the shipping industry. Burial services were held at sea on Oct. 13 for Brother Wilhelm Woeras. Brother Woeras was on pension at the time of his death. All hands were present. Next port: Bayonne, N.J.

Official ships minutes were also received from the following vessels

AMERICAN HERITAGE	SAN PEDRO
NEW YORK	SANTA ISABEL
OVERSEAS HARRIETTE	SEA-LAND ADVENTURER
SAINT LOUIS	SEA-LAND VOYAGER

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Letters To The Editor

'A Sad State of Affairs . . .'

I was interested in page 40 of the November LOG about the *SS Poet* on which I served as the radio officer just three months prior to its sinking.

I retired and several months later had to go to the USPHS hospital in New Orleans for an operation for cancer. I was an in-patient there for four months and later an out-patient until September 1981 when it was closed for good. As I was 66 years of age and did not have any health insurance, I was out in the cold on my own to pay for medical and hospital costs the best way I could.

I see where "Cowboy Ron" just gave Israel \$6 billion U.S. tax dollars—but no money for the USPHS hospital system.

I sailed before and all during World War II and am now 70 years old, but I do indeed feel sorry for the loved ones left behind from the ill-fated crew of the *SS Poet*. Yes, indeed sad. . . .

Alan Kenneth Green
Brookhaven, Miss.

'Thanks from a Grateful Crew . . .'

The crew of the ITB *MV New York* (Apex Marine), would like to express their appreciation to Chief Officer Michael J. Aiello.

While discharging a cargo of gasoline in the early morning hours of Nov. 22, 1983, Mr. Aiello showed great courage and presence of mind in containing and extinguishing a pumproom fire.

By doing all the right things at the right time, Mr. Aiello literally "saved our bacon" and averted what could have been a major disaster.

Donald D. Fleming
Ship's Chairman
MV New York

'Strong Belief in Unionism . . .'

It has been about 30 years since I last sailed as AB on SIU and SUP ships.

I am very grateful to both unions and their members for teaching me and making me a strong believer in unionism. I enjoy receiving the LOG.

Harold Pugh
Little Canada, Minn.

Monthly Membership Meetings

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

'Don't Feel Like an Outsider . . .'

I would like to let our seamen's wives know the courtesy that was extended to me recently when I went to the Jacksonville, Fla. [SIU] Union hall.

In 37 years of marriage, I had never gone to the Union hall, but thanks to George Ripoll, I felt completely at ease.

I want all the readers to know that I now don't feel like an outsider. If you ladies can, you should visit your husband's Union hall. And I hope you are made to feel as welcome as I was in Jacksonville.

Thanks, George.

Mrs. Robert Dillon
St. Petersburg, Fla.

Crew Eats Well



The *Ogden Charger* was in Panama recently, and two of her crewmembers took to a little underwater activity. Showing the live lobsters before preparing them for dinner are Crew Messman Timothy Methvin (l.) and Chief Steward Simon Gutierrez.

'What Not to Name Your Dog'

Everybody who has a dog calls him "Rover" or "Boy."
I call mine "Sex."

Now, Sex has been very embarrassing to me.
When I went to City Hall to renew his dog license, I told the clerk that I would like to have a license for Sex.

He said, "I'd like to have one, too."
Then I said, "You don't understand. I've had Sex since I was nine years old."
He said, "You must have been quite a kid!"

When I got married and went on my honeymoon, I took the dog with me.

I told the hotel clerk that I wanted a room for my wife and me, and a special room for Sex. He said, "Every room in the place is for sex."
I said, "You don't understand. Sex keeps me awake at night. The clerk said, "Me, too."

One day I entered Sex in a contest, but before the competition began, the dog ran away. Another contestant asked me why I was just standing there looking around. I told him I had planned to have Sex in the contest. He told me that I should have sold tickets. "But you don't understand," I said. "I had hoped to have Sex on T.V."
He called me a show-off.

When my wife and I separated, we went to court to fight for custody of the dog. I said, "Your Honor, I had Sex before I was married. The judge said, "Me, too." Then I told him that after I was married, Sex left me. He said, "Me, too."

Last night Sex ran off again. I spent hours looking around town for him. A cop came over to me and asked, "What are you doing in the alley at 4 o'clock in the morning?" I said, "I'm looking for Sex."

My case comes up Friday.

Submitted by: Julius P. Thrasher, bosun
SS William Hooper

SIU Supports Greyhound Workers



SIU New York Port Agent Augie Tellez was among those who lent their support during the Greyhound demonstration.



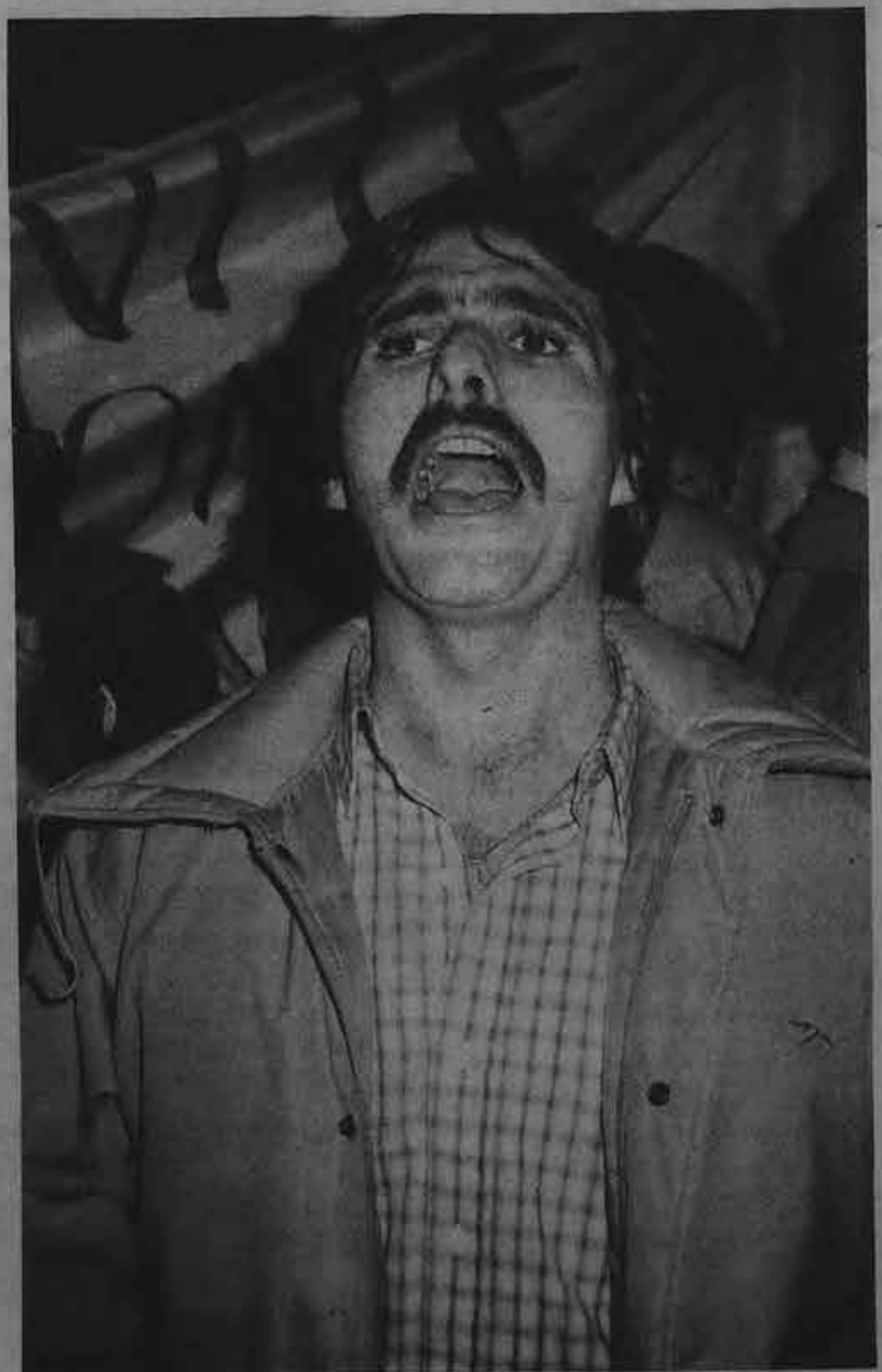
In early December while the strike against Greyhound was still on, members of the SIU showed their solidarity with Greyhound workers in a large demonstration at the Port Authority bus terminal in New York City.



This member of Local 817 of the International Brotherhood of Electrical Workers shows where he stands with the Greyhound workers.



Greyhound may have been "rolling" but there were no passengers to "roll" with.



Shouting "Stop the buses! Shut 'em down!" is the SIU's New York Field Representative Jim Ward.