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# SIU Dedicates New Headquarters

Story on Pages 4 and 5.

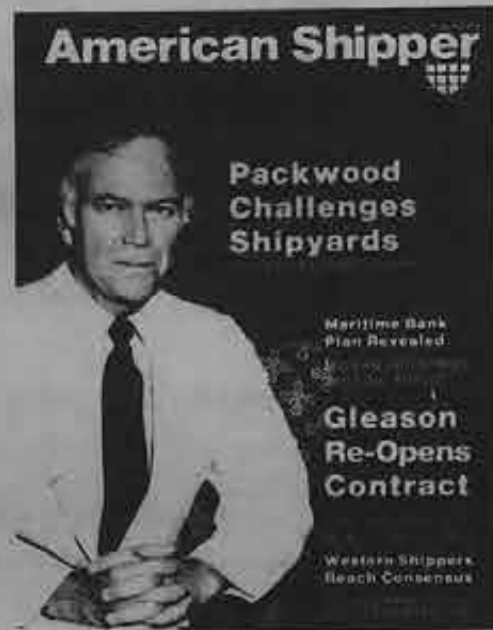
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Editorial Page 39  
DO THE SOVIETS  
HAVE A BETTER IDEA?



Drozak



Vol. 25 No. 8 August 1983

## Face Off between Philip Loree and Frank Drozak

Frank Drozak and Philip Loree go head to head over proper role of U.S. government in reviving U.S.-flag fleet; Drozak pushes cargo preference, tax breaks and protectionism; Loree says profit motive must prevail and ship-owners should seek new competitive niches; both acknowledge defense needs, but differ over best way to meet them.  
By Ralph King Jr.

Virtually everyone involved in the maritime industry (labor, management, shippers and government) supports the concept of free trade—until it hurts.

When pain begins, free trade is set aside and government is asked to apply the gentle salves of subsidy, tax relief and protectionism.

At a symposium entitled "The U.S. Maritime Industry: Commercial Enterprise or White Elephant?" sponsored by the California Maritime Academy in Vallejo, Calif., this fundamental controversy crystallized during an afternoon workshop.

Frank Drozak, president of the AFL-CIO Maritime Trades Department and of the Seafarers International Union of North America, and Philip J. Loree, president of the Federation of American Controlled Shipping, engaged in a free-wheeling dialogue that touched on what could be new directions in the age-old debate.

The lively exchange covered a range of topics including the need for cargo preference and subsidy, the future role of unions, manning levels, tax treatment, the relevance of free trade philosophies, the use of political clout, the allegiance of American-owned and foreign-crewed vessels, and military necessity. Throughout the hour-long session in a cramped and sun-baked classroom, Drozak smoked cigarettes while Loree puffed a cigar as 25 participants looked on.

**Cargo Preference/Subsidy.** Loree began by declaring that direct subsidy is the best way to assure a place for U.S.-flag operators because it spreads the cost to all taxpayers rather than penalizing individual shippers through cargo reservation schemes.

He said the Competitive Shipping and Shipbuilding Act of 1983 (S. 1000 and H.R. 1242, known as the Boggs bill) "takes us off the things we're looking for. It's not a panacea, and it's postponing the real issue."

Drozak said every other major American industry benefits from some form of protectionism including steel, textiles and farming. Yet the operating-differential-subsidy program has proven inadequate in securing bulk cargoes for U.S. bottoms, and he did not believe, even when the Merchant Marine Act of 1970 passed into law, "that the subsidy program would revive the U.S. merchant marine by itself. If any union says we'll sail your ships for nothing, an American owner still can't compete." The Boggs bill, Drozak noted, would ultimately cost shippers less than 2% of the freight for all U.S. imports and exports. "Is that too much of a price to pay to guarantee

### *Drozak then bet Loree a steak dinner that the legislation would pass.*

our lift when we need it? As trading partners, we can compete with the Chinese, but the trading system is stacked against us. Just give us the Boggs bill."

Drozak then bet Loree a steak dinner that the legislation would pass.

"And two martinis," Loree quipped.

**Manning Levels.** Unions have made strenuous efforts to cut operating costs for U.S.-flag shipowners and, as a result, deserve a vote of confidence from the government and American shippers, Drozak said.

He cited the new bulk contract proposal put forth by his union and the



Loree

Marine Engineers' Beneficial Association, District Two, to trim manning costs by 21.1% as an example of labor's goodwill.

"Manning isn't the answer, but we can get down to the stage, like Chrysler, where we say, 'Okay, we've tightened our belts, how about supporting us now?' There's no way we can compete without some guarantee or security."

Further, the Seamen's International Union (SIU) has improved productivity 400% and reduced manning levels 35% while supplying better qualified personnel over the past decade. Drozak added that a commensurate cutback in staff on the management level is only fair, given the latest concessions.

Loree allowed as how some steamship lines do have a top-heavy management force, "but they're experts and the market should decide." Seamen in Denmark, Sweden and Germany all face similar living standards as U.S. crews, but they have found ways to compete through innovations and economies.

"We should look more for where our comparative advantages are," he said.

Vessel registry under Liberian flag has offered the "only fresh thing in this industry in years" for American ship-owners, Loree said, and wondered aloud if American unions might ever try to man flag-of-convenience ships as one solution to the decline in jobs on U.S. flags. "Are the unions ever going to change?" he shrugged, "I don't know."

Some recent graduates of American maritime academies have chosen to work on Panamanian- and Liberian-flag vessels for salaries less than half of what they would have made on U.S. flags rather than face unemployment, Loree said.

**Military Use.** One issue that surfaced several times was whether American-controlled vessels under foreign flag

*"And two martinis," Loree quipped.*

could be counted on in the event of national emergency. "The last thing we would do is withhold ships from our own country," Loree said.

A common misconception is that such vessels could be used in direct support of military operations, he said. In fact, only 58 handy-sized tankers owned by FACS members have clear military usefulness. Most other ships could be relied on to haul strategic materials from foreign sources to this country. "We would want to keep them doing what they do today," he said. "Let's use direct military utility as the test."

The foreign nationals who typically crew these ships have no loyalty to any one nation and, on the average, stay with a particular company for 14 years. "It's not asking a lot of these crews to keep sailing their normal runs [in an emergency]. They'll hang tight."

This rationale was not convincing to Drozak, who replied, "What bothers me is, what if we don't have any ships to transport the 76 different raw materials we need?" He pointed to the experience of the British during the Falkland Islands conflict as evidence that additional American seamen would be needed to man a sufficient number of U.S.-controlled ships.

Loree went on to say that vessels flying flags of convenience comprise about 28% of the world's tonnage. "That's going to continue. We can't change things here." Still, the share of bulk cargoes carried in American bottoms has fallen a mere 0.6% to its present level from 2.6% in 1962, he said.

This came in response to a charge by another SIU official in attendance, Ed Turner, that there are 15,000 open-registry ships today compared to about 2,000 a decade ago. "Where does this stop? Norwegians and the British are not making a living going to sea on their ships either, and there are now 12 to 15 countries selling their flag."

**Free Trade.** While the notion of free trade is often invoked to justify U.S. government noninvolvement in industry, Drozak said, "Free trade is not working, and I wonder if fair trade will even work."

He indicated that oil companies and other large firms rush to the government for protection, but these same corporations have foreign-registered fleets and so are among those opposed to measures aimed at protecting the American merchant marine, he said.

"The giant corporations have seized control of this country. There's no such thing as free trade, only monopoly trade. It's leading to dictatorship and imperialism. That's what's coming. I'm not arguing there shouldn't be open flags of registry, but I'm tired of seeing these giants not letting people in," Drozak said.

Stated Loree, in remarks delivered earlier in the day, "When I hear it said that there is no such thing as free trade in international shipping, I think of the Norwegians, the Greeks and the Hong Kong Chinese and others from relatively small countries in terms of the bulk trades who have made their names in the bulk shipping business. How did they do it if the marketplace were not open to anyone who can compete on the basis of price plus dependable service?"

While such may be the case for the bulk trades, he added, "We are going to face some very tough issues as growing protectionism elsewhere in the liner trades encroaches on our own nationals."

(Continued on page 39.)

## Safety Hearings Center on Coast Guard's Role

As a result of the recent tragedies of the *Marine Electric*, *SS Poet*, and the drilling rig *Ocean Ranger*, Congress is now attempting to strengthen maritime safety laws.

The bill, H.R. 3486, introduced by Rep. Walter Jones (D-N.C.), would raise the daily fines for operating without proper inspection, require that each vessel report in every 48 hours, require that each ship owner notify the Coast Guard when a ship does make its report, improve and install satellite communications onboard ships and allow the Coast Guard to investigate incompetency and misconduct charges against licensed personnel.

While SIU President Frank Drozak endorsed the bill, he noted that there were several areas the legislation does not address, including reducing the waiting period before the Coast Guard begins a search and rescue period, better training for

Coast Guard personnel involved in ship inspection, overburdening and underfunding the Coast Guard, poorly devised manning standards and the possible switch to the private sector for certain Coast Guard functions.

"In recent years, with the widespread aging of the U.S.-flag fleet, it has become necessary to deal with health and safety problems on a broader scale. . . . Any and all efforts which ensure the American seaman an added measure of protection and an even chance for survival during a maritime disaster are welcomed," SIU Legislative Director Frank Pecquex said.

When the SIU-contracted *SS Poet* disappeared in 1980, not only did the owner fail to notify the Coast Guard for several days that the ship had vanished, but the Coast Guard waited five more days before beginning a search for the ship, Pecquex told the subcommittee.



Could proper inspection have saved the *Marine Electric*?

While the bill would make owners report any vessel they had not heard from in 48 hours, there is no requirement for the Coast Guard to begin a search.

"We recommended that . . . H.R. 3486 be amended to require the Coast Guard to re-evaluate and streamline its search and rescue procedures to ensure prompt action by that agency in cases where there is any doubt concerning the well-being of a vessel at sea," he said.

Much of Pecquex's testimony

centered around the training, expertise and funding of the Coast Guard.

"It is not our intention to discredit the important and traditional role played by the Coast Guard," Pecquex added.

However he noted that most Coast Guard inspectors simply do not have the training or expertise to thoroughly conduct a ship inspection.

"Anyone inspecting and passing on the seaworthiness of a vessel should be experienced and trained in the areas of naval architecture, shipfitting, machinery, welding, pipefitting construction and design, and most importantly, experience in sailing and operating a merchant vessel," he said.

Noting the lack of trained and experienced inspectors, staffing shortages, and the rotation policy of the Coast Guard, he said, "The effectiveness of the Coast Guard's inspection program is highly questionable."

During the past several years, the Coast Guard has had more responsibilities added to its list of duties, but not the funding for many of them, Pecquex explained.

"Nevertheless we believe that the agency must first and foremost direct its resources to its traditional and primary role of protecting life and property at sea. The health and safety of merchant seamen must not become the victim of unwise budget cutbacks, underfunding and understaffing," he said.

"We request that you [the subcommittee] provide the wherewithall in the form of adequate funding so that the Coast Guard may have the necessary resources to discharge its primary responsibility, to protect life and property at sea," Pecquex said.

## Survival Suits Considered by Senate

The SIU has taken its fight for mandatory survival suits to a second front, the U.S. Senate. Earlier this year the Union submitted detailed comments to the U.S. Coast Guard on proposed regulations which would require survival or exposure suits on many U.S. vessels.

Late last month, the SIU endorsed a measure by Sen. Paul Trible (R-Va.) which would also require the use of the safety devices. Union President Frank Drozak wrote Sen. Bob Packwood (R-Ore.), chairman of the Senate Committee on Science,

Commerce and Transportation, giving the SIU's endorsement of the bill, but also pointed out several areas which could be strengthened to provide better safety for merchant sailors.

The bill would require the carriage of the suits on all U.S.-flag commercial vessels and offshore drilling units, with the exception of certain smaller craft. Drozak said those small vessels should be included in the requirements.

The bill, S. 1441, does not cover ships which are owned and operated by government

agencies and departments or ships chartered by those agencies.

"They are no different from privately owned U.S.-flag commercial vessels; they are civilian manned and their crews should be equally protected from the dangers of hypothermia," he wrote.

The bill also does not require the suits to be carried on passenger ships. While noting that the carriage of so many of the suits would pose a problem, he suggested that they be provided for the crew.

"Crews assist passengers to depart the vessel safely first; the crew is traditionally the last to abandon ship. Depending on the rapidity of the capsizing, their lives may well depend upon the availability of exposure suits," Drozak said.

"The seamen, boatmen and other members of the Seafarers International Union believe that the benefits derived from enactment of S. 1441 will far outweigh any initial expenditures incurred by the owners and operators of U.S.-flag commercial vessels. It is an investment on which the lives of seafaring personnel may well depend if involved in any major maritime catastrophe," he said.



Survival suits such as this one could become mandatory on many American ships if a SIU-backed bill is passed by Congress.

# SIU's New Home in Washington Ready to Serve M

SIU's national headquarters, overlooking the nation's capital, was dedicated July 14 in Camp Springs, Md. The trustees of the Union's welfare, pension and vacation plans honored SIU President Frank Drozak by naming the headquarters the Frank Drozak Building.

Thanking SIU's trustees for this great honor and addressing hundreds of SIU's friends and colleagues, Drozak said, "This building represents and affirms our commitment to the future of our nation's maritime industry and America. SIU renews its pledge to our membership to promote and protect the jobs of the American seafarers. We renew our pledge to the American Labor Movement to fight for freedom and human rights, with dignity for all Americans and peace throughout the world."

SIU long ago recognized the important role that Washington, D.C. plays in all our lives. The policies and laws made in Washington have national, as well as international ramifications. SIU's presence in the Washington area has slowly progressed through the years, until now where the Union is in full operation—the Seafarers Harry Lundeberg School of Seamanship, the Maritime Trades Department and the new headquarters.

This tangible presence in Washington, D.C. affirms the Union's commitment to continue to work with government,

industry and labor to ensure that the U.S. merchant marine will have a formidable standing on the world's oceans to help the nation's economic strength and its national security.

Noting that "this is the first real headquarters we have ever had," Drozak recalled some of SIU's historical milestones.

"First coming from Stone Street in 1938, we began our organizing struggles. We then moved to Beaver Street in lower Manhattan, and later settled in Brooklyn in 1955. We have come from store fronts to converted school buildings and now to a headquarters representing the future of our people. We have sailed through troubled seas many times in our long history for survival. We know what it is to struggle against an indifferent and sometimes hostile government. We know what it is to fight alone when our industry is divided and the narrow interests of some within our Labor Movement seek to divert us from our common goals.

"As we dedicate this building today, let us always remember—had it not been for the foresight of those who came before us and their struggles for freedom with dignity and respect for each other—our country would not today be the land of the free and the home of the brave with equal rights and justice for all men and women. By working together—labor, management and government—we



Rep. Marjorie Holt (D-Md.) addressing the crowd as SIU's Drozak and AFL-CIO's Lane Kirkland look on.

will have a maritime industry that will service our country in peace as well as war. With mutual respect and trust for each other, our nation and the well-being of the American maritime industry and the American workers will always be secure. Our headquarters here in Washington, D.C. is our commitment to our future and to furthering our job security for our members," Drozak told the hundreds of well-wishers.

At the dedication ceremonies, AFL-CIO President Lane Kirk-

land welcomed the SIU to the Washington area and wished the Seafarers "good luck and smooth sailing."

Kirkland noted that nearly half the unions affiliated with the federation now have their headquarters in or near the metropolitan area and he saw this as recognition that "to represent their members effectively, unions must nowadays negotiate at least as much with the various branches of government as with employers."

Commenting on SIU's move



SIU President Frank Drozak thanks AFL-CIO President Lane Kirkland following Kirkland's speech. Seated (l. to r.) are SIU Vice President Leon Hall; Frank Mongelli, vice president of SHLSS; SIU Vice President Ed Turner; Joe DiGiorgio, SIU secretary-treasurer; Maryland Gov. Harry Hughes, Raymond McKay, president MEBA-II; Parris Glendenning, Prince George's County executive and Ran Hettena, president of Maritime Overseas Corp.

# embers; Protect Jobs; Promote U.S.-Flag Industry

to Washington. Kirkland remarked that "SIU has made a productive investment for their future and their country. The neglect and decay by public officials of the U.S. maritime industry has placed our country in great danger. Two world wars have taught us that nothing is more essential and contingent upon our success than a strong, healthy U.S. merchant fleet."

Maryland's Governor Harry Hughes said, "I am proud to be at SIU's opening, a Union which has brought employment and prestige to the state of Maryland. We welcome you!"

Rep. Steny Hoyer (D-Md.) congratulated the SIU and said, "This facility is testimony to the hard work and dedication of SIU and President Drozak."

Rep. Marjorie Holt (R-Md.) pledged her efforts in establishing dialogues with "labor, government and management to restore America's industrial base and America's merchant marine."

Parris Glendenning, Prince George's county executive, expressed his best wishes to SIU and said he is looking forward to working with SIU and Frank Drozak. The headquarters building is situated in Prince George's county.

Ran Hettena, president of Maritime Overseas Corpora-

tion, one of the SIU-contracted companies, praised SIU for its hard work on the many issues confronting the American maritime industry, particularly SIU's fight against the CDS payback and the export of Alaska Oil. "We've been working together for over 30 years," Hettena explained and wished SIU "many years of success in its new headquarters."

Ray McKay, MEBA-District 2's president and a long-time colleague and friend to SIU, was on hand to welcome SIU to Washington and congratulate the Union and its president for keeping the declining American maritime industry afloat.

Reverend Father Philip O'Shea asked the Lord to "bless this building, its president and all its members" just before the ribbon cutting ceremony.

Drozak, assisted by the Executive Board of the SIUNA and AFL-CIO's Lane Kirkland, cut the royal blue ribbons leading the guests into SIU's new headquarters for a tour and a buffet.

Other guests included Rep. Lindy Boggs (D-La.), Rep. Roy Dyson (D-Md.), former Merchant Marine and Fisheries Committee Chairman Eddie Garmatz and Rep. Dan Akaka (D-Hawaii).



AFL-CIO's Secretary-Treasurer Tom Donohue discusses policies with another secretary-treasurer, MTD's Jean Ingrao.



Legislative Director for SIU, Frank Pecquex makes Rep. Dan Akaka (D-Hawaii) feel at home during the reception.



Rep. Marjorie Holt (D-Md.) and Rep. Lindy Boggs (D-La.).



MARAD Administrator Harold Shear and MIRAID's Julian Singman.



Former House Merchant Marine and Fisheries Chairman Ed Garmatz makes a point to Rep. Steny Hoyer (D-Md.) and Bob Shea, staff of the House of Representatives Administration Committee.



AFL-CIO President Lane Kirkland addresses the crowd as Maryland Gov. Harry Hughes listens.

## Without Boggs/Trible Bill U.S. Defense Suffers

[Congress has begun its annual summer recess and action of the Competitive Shipping and Shipbuilding Act of 1983 will resume in both houses when Congress returns in September.]

While much has been made of the commercial aspects of the legislation introduced in the House by Rep. Lindy Boggs (D-La.) and in the Senate by Sen. Paul Trible (R-Va.), the national security aspect is gaining more attention.

With the combination of the huge Soviet merchant fleet—predicted to grow even larger—and the shrinking of the U.S.-flag fleet, military planners, administration officials, industry and labor leaders and others are looking for ways to reverse the steady decline of America's fleet.

In addition, old trouble spots like the Middle East or new ones such as Central America, could flare into violence and stretch U.S. military sealift capacity, already very thin, to the breaking point.

"Our merchant fleet is fast fading as a military asset," said interim Military Sealift Com-

mand chief, Adm. Warren C. Hamm.

In a speech before a U.S. Marine Corps group, Hamm said shipping would be needed to bring 95 percent of the equipment and 99 percent of the fuel to any U.S. combat situation.

"With no business, ships of the U.S. merchant marine are disappearing off the high seas," he said.

While he pointed to several military programs which will increase the nation's sealift capacity, he made a major point, one which the Boggs/Trible bills address.

"Military spending alone cannot rescue the U.S. merchant fleet. It needs to be a major force in moving this country's commerce. It must be the Fourth Arm of Defense," he said.

A new study by the Transportation Institute addresses six national defense areas the Boggs/Trible bills would help. It also points out a rather frightening fact.

During Great Britain's Falkland Islands crisis, which involved only about 10,000 troops, that nation was barely able to



This is the U.S. "Ready Reserve Fleet" in the James River. Will this meet our defense needs in a national emergency?

meet its sealift needs despite the fact their merchant fleet is twice the size of the United States fleet.

### Shipyards Mobilization Base

Twenty-seven shipyards make up the Shipyards Mobilization base, an industrial base the government says is necessary to maintain and repair a viable merchant fleet and for military building too. But currently not very many of those yards have much work. Even with increased naval programs, just six yards are doing 80 percent of the work.

A Navy report acknowledges the sorry status of the nation's shipyards and the fact that if they are allowed to die, the nation's military readiness will suffer.

"Unless we are able to maintain an adequate, diversified and dispersed private base, we may fall short of [being] capable of supporting overhaul, repair and battle damage . . . [and] the capability to build combatants to wartime requirements and to support the goal of a merchant marine which is suitable in time of war or national emergency," the report said.

The Boggs/Trible bills would save the yards, at little cost to the government. Experts estimate that anywhere from 160 to 280 merchant ships, with military uses, could be built under the provisions of the legislation. That does two things. First it expands the merchant fleet so the military won't have to depend on the Ready Reserve fleet which consists mainly of aging World War II vintage ships. Second, it means that in times of emergency both the shipyards and a trained shipbuilding labor pool will be ready.

### Reliable Crews

The nation's emergency plans include the use of foreign-flag ships, with U.S. owners. While the owners have pledged their support if needed for emergencies, there are no guarantees the foreign crews would risk their lives for the United States. In addition, many of the crews cannot speak English, which would hinder any wartime operation.

"Enactment of H.R. 1242-S. 1000 would provide shipboard employment opportunities necessary to build an American maritime labor pool which is a safe security risk, loyal, and well-trained to support Naval activities and readily available on crisis," the TI report says.

### National Defense Features

One of the most valuable options available for new ships built under the proposed legislation is to include National Defense Features during construction; in other words certain equipment or convertability to rapidly switch from a commercial to a military role.

### Strategic and Critical Materials

Today foreign-flag, including communist, ships carry almost 40 percent of the nation's strategic commodities needed for the economic and national defense efforts.

The Federal Emergency Management Agency has determined that for American ships to meet the goals, 59 dry-bulk ships would be needed to displace the foreign ships. In a wartime situation, that number would increase to 84.

The Boggs/Trible bills would make sure those ships are built.

## Disley: Man of the Year



Whitey Disley, president of the Marine Firemen's Union, was named "Man of the Year" by the Southern California Ports Council. In addition to other accolades, Disley received a special award from Maritime Trades Department President Frank Drozak during a testimonial dinner honoring the Marine Firemen's Union leader.

# AFL-CIO Maritime Trades Department

## Working to Promote Job Security Of American Maritime Workers

**S**INCE THE 1981 AFL-CIO Convention, the primary concern of the AFL-CIO Maritime Trades Department—as with all of organized labor—has been jobs. The nation has been undergoing an unemployment crisis greater than any since the Great Depression. While there may be signs of economic recovery, up to now these signs are more visible on Wall Street than on Main Street.

The Bureau of Labor Statistics reported that national unemployment stood at 10.2 percent as of July 1983. While this is a clear drop from recent highs, it doesn't tell the whole story. Between the last convention and 1983, unemployment in the construction industry rose from 17.7 percent to 20.3 percent. In the manufacturing sector, the increase was from 9.4 to 12.4 percent.

In a single year period, between the last convention and November 1982, commercial shipyard employment dropped from 23,067 to 15,507, a 33 percent decline. Private sector deep sea seafaring jobs went from 17,992 to 16,254, a 10 percent drop. On the Great Lakes, employment nosedived from 2,848 to 1,632, a massive 43 percent decline.

All told, as of July 1983, 11,328,000 American workers were officially out of work. Millions more live in fear of losing the jobs they have. Even those who have relatively secure jobs are faced with

the fact that real family earnings have declined by 2.8 percent under the current administration.

Still worse, the Reagan administration has made major changes in economic programs that will affect American workers for decades to come.

Nowhere is this more dramatically demonstrated than in the maritime trades. The Construction Differential Subsidy has been virtually eliminated. No new operating subsidy contracts have been made, and an unnecessary cap has been placed on the Title XI ship finance loan guarantee program. The United States Public Health Service hospitals have been closed, ending centuries of medical care for merchant seamen.

As a result of these and other governmental actions, thousands of American maritime jobs are being exported. The Maritime Trades Department has been a leader in resisting these negative developments and in working to develop some positive alternatives.

In the past two years, the MTD has increased its legislative activities. Here are some of the most important problems the MTD has confronted:

**Alaska Oil Export Restrictions:** The MTD is working to continue the current prohibitions on the export of Alaska oil. The Export Administration Act, which contains the export restrictions, expires on Sept. 30, 1983. The admin-

istration has proposed removing the export restrictions from the Act, but there is strong opposition to their proposal in both the House and the Senate. The MTD opposes the administration's proposal, and supports strengthening our energy and defense security by retaining the Alaska oil export restrictions.

**Competitive Shipping and Shipbuilding Act of 1983:** H.R. 1242, introduced by Congresswoman Lindy Boggs (D-La.) on March 3, 1983, and S. 1000, introduced by Sen. Paul Trible (R-Va.) on April 7, 1983, are possibly the most important maritime initiatives in recent years. These bills would require that 5 percent of our nation's bulk cargoes be carried on U.S.-built, U.S.-flag vessels in 1984. That percentage would increase 1 percent each year until a minimum of 20 percent of all U.S. bulk cargo is carried on U.S.-flag ships.

Most important, this landmark legislation will revitalize the U.S. merchant marine, as well as our shipbuilding mobilization base. It would create thousands of jobs in maritime and other related industries. Our national defense, dependent on an adequate sealift capability, would be strengthened by this bill's passage.

The MTD will be working in the coming months to see that this vital legislation becomes law, and that our merchant fleet is once again as strong as our nation requires.

**Dredging:** In 1982, the MTD convinced Congress to enact a 20 percent preference for U.S. dredging contractors engaged in foreign dredging projects financed by the Defense Department. This legislation prevents U.S. companies from being undercut in bidding for projects by subsidized foreign competitors, and guarantees that a percentage of this important national defense work will be done by U.S. companies with American workers.

**Occupational Safety and Health Administration:** The MTD has been very active in joining with the rest of organized labor to resist the Reagan administration's lax enforcement of the Occupational Safety and Health Administration Act. The officers of MTD have served on the AFL-CIO standing committee that considers OSHA matters. Both through this committee and individually, MTD will continue to support the AFL-CIO's strong call for increased funding for OSHA programs and strong insistence that the Reagan administration reverse its "go easy on employers" policy.

**Passenger Vessels:** The MTD continues to support the restoration of the U.S.-flag passenger fleet. We worked for legislation that became law which redocumented the *S.S. Independence* and its sister ship the *S.S. Constitution*, and allowed them to operate in the do-

(Continued on Next Page.)



AFL-CIO President Lane Kirkland addressed the 1983 winter meeting of the Maritime Trades Department to pledge the labor federation's support for MTD's "Jobs for Americans" program. Listening are the MTD's top officials from left Vice President Stephen J. Leslie, President Frank Drozak and Executive Secretary-Treasurer Jean Ingrao.

# AFL-CIO Maritime Trades Department

(Continued from Page 7.)

domestic trades. MTD also worked for legislation, signed into law last January, that amends the Internal Revenue Code to allow the deduction for expenses for conventions held on U.S.-flag passenger ships. This legislation made possible the creation of several hundred new seafaring jobs, as well as providing work for U.S. shipyards.

**Port Development:** Numerous bills have been introduced in Congress over the last few years to revitalize our nation's ports and increase our coal exports. In the 97th Congress, the MTD strongly supported the enactment of port development legislation containing a provision to guarantee the U.S.-flag fleet a percentage of the international cargo moving through our nation's ports. To date, there is no such provision in current proposed legislation. Nevertheless, we continue to support attempts to rebuild American ports.

**Public Health Service Hospitals:** The MTD is very concerned about the health care provided for U.S. merchant seamen. The elimination of the Public Health Service system in 1981 resulted in a tremendous financial burden on the unions.

**Strategic Petroleum Reserve:** The MTD has been working to convince Congress to fill the Strategic Petroleum Reserve (SPR) at a faster rate than the administration has proposed. We have had some success, and will continue to fight for the fastest fill rate possible.

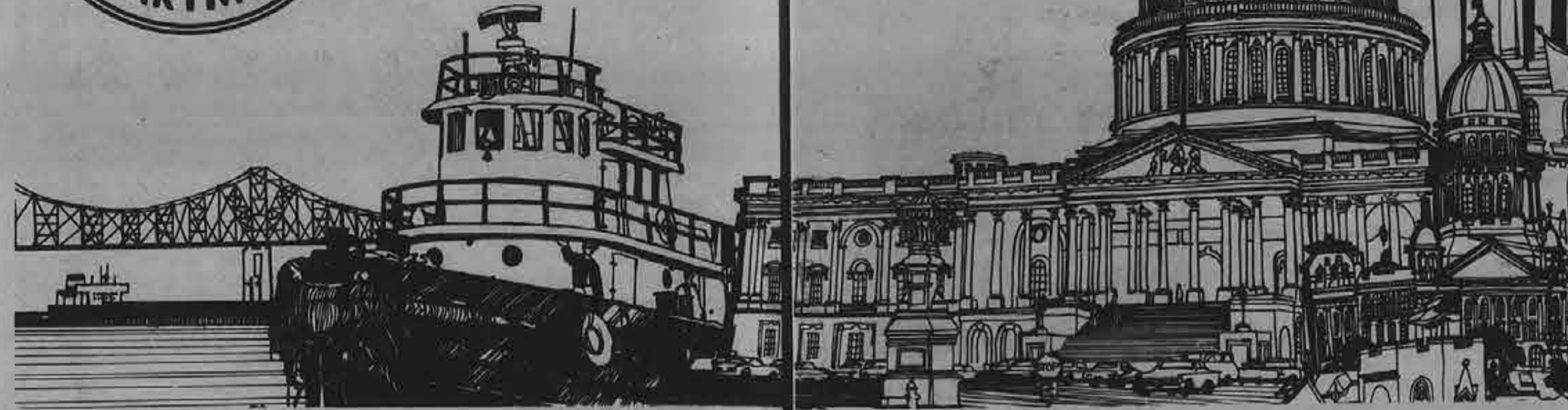
## International Activities

Maritime affairs involves international activities, whether it be directly, as in the case of hauling cargoes to and from overseas ports, or indirectly, as in the case of wholesale exporting of U.S. shipbuilding jobs.

Beyond this, the entire American Labor Movement plays a leading role in the world Labor Movement. Accordingly, the MTD has continued its vigorous involvement in international affairs by serving on advisory panels to formulate U.S. government policy, by making its views known in congressional committees, and by active participation in international forums. The highlights of the past two years include:

In September 1982, the MTD was host to a group of British trade union leaders. The group of eight officials had a day-long tour of the facilities of the Seafarers Harry Lundeberg School of Seamanship at Piney Point where they received a briefing on the various programs of the MTD and its affiliates. The visit was the first in a series by key Western European labor leaders.

Frank Drozak, president of the MTD, representing the AFL-CIO Executive Council, led a U.S. labor delegation to Australia and New Zealand in March 1983. The delegation met with important labor leaders in both nations, as well as the newly-elected prime minister of Australia, Robert Hawke. Proposals discussed during the trip



## Working to Promote Job Security Of American Maritime Workers

included an expansion of membership in the Labor Committee for Pacific Affairs to include labor leaders from both nations, and specific measures to promote a greater exchange of views on important trade union issues between American and Pacific region labor leaders.

In June, MTD President Drozak hosted a delegation of labor leaders from Australia and New Zealand. This group of 10 officials who represented workers in transportation, the textile industry, and health services, toured the Seafarers Harry Lundeberg School of Seamanship and received a briefing on the various programs of the Department and its affiliates.

(Continued on Next Page.)

We, the workers in the maritime trades and related industries, realizing the necessity of strong, united action in our endeavor to raise our social and economic standards and to coordinate our efforts in our struggle for our rights, in order to protect our Unions from antagonists and hostile organizations, and for the purpose of organizing all unorganized workers in the Maritime Industry and related industries into the structure of the American Federation of Labor and Congress of Industrial Organizations and to accomplish these objectives, we hereby dedicate ourselves to mutual aid, support and direct our action through the medium of the Maritime Trades Department of the American Federation of Labor and Congress of Industrial Organizations.

Simply put, the primary objective of the AFL-CIO Maritime Trades Department is to secure jobs and job security at decent wages for workers represented by MTD affiliates. This is in total harmony with the wishes and aspirations of the national AFL-CIO, its subordinate state and local central bodies and all of our counter-

parts in the other constitutionally chartered AFL-CIO trade and industrial departments.

It is therefore understood that while each separate entity pursues its goals within its own sphere of activity, the sum total of these efforts is the criteria upon which success or failure can be measured.

The MTD gets its strength and support from its direct affiliates. Yet, it is the additional support from the other unions, councils and national AFL-CIO staff departments that often results in solid legislative victories.

Working in harmony with our brothers and sisters in the AFL-CIO and the national, regional and local levels we can hopefully look toward a period of accomplishment in the coming years.

- Air Line Pilots Association
- Aluminum, Brick and Glass Workers International Union
- American Guild of Variety Artists
- Federation of Professional Athletes, AFL-CIO
- International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
- United Brotherhood of Carpenters and Joiners of America
- United Cement, Lime, Gypsum and Allied Workers International Union
- International Chemical Workers Union
- Communications Workers of America
- Distillery, Wine and Allied Workers International Union, AFL-CIO/CLC
- International Brotherhood of Electrical Workers
- International Union of Elevator Constructors
- International Union of Operating Engineers
- International Association of Fire Fighters
- International Brotherhood of Firemen and Oilers
- United Food and Commercial Workers International Union
- Glass, Pottery, Plastics and Allied Workers International Union, AFL-CIO/CLC
- American Federation of Grain Millers
- Graphic Communications International Union
- Hotel Employees and Restaurant Employees International Union
- International Association of Bridge, Structural and Ornamental Iron Workers
- Laborers' International Union of North America
- AFL-CIO Laundry and Dry Cleaning International Union
- International Leather Goods, Plastics and Novelty Workers Union
- International Longshoremen's Association, AFL-CIO
- International Association of Machinists and Aerospace Workers
- Industrial Union of Marine and Shipbuilding Workers of America
- National Marine Engineers' Beneficial Association
- International Union of Allied, Novelty and Production Workers, AFL-CIO
- Office and Professional Employees International Union
- Oil, Chemical and Atomic Workers International Union
- International Brotherhood of Painters and Allied Trades
- United Paperworkers International Union
- Operative Plasterers' and Cement Masons' International Association of the United States and Canada
- United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
- Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
- Retail, Wholesale and Department Store Union
- United Rubber, Cork, Linoleum and Plastic Workers of America
- Seafarers International Union of North America
- Sheet Metal Workers International Association
- American Federation of State, County and Municipal Employees
- United Telegraph Workers
- United Textile Workers of America

*Frank Drozak*  
Frank Drozak  
President

*Stephen J. Leslie*  
Stephen J. Leslie  
Vice President

*Jean Ingrao*  
Jean Ingrao  
Executive Secretary-Treasurer

"An Effective Organization  
for SIU and Seafarers . . ."

(Continued from Page 8.)

**ICFTU:** In preparation for the International Confederation of Free Trade Unions Executive Board meeting in Brussels in 1982, the MTD president headed an international labor delegation on a fact-finding mission to Central America. Its final report to the ICFTU urged strong support for the principles of free trade unionism in Costa Rica, Nicaragua and El Salvador and denounced the persistent violation of human and trade union rights in El Salvador and elsewhere in Central America.

**ILO:** As a reflection of its commitment to the international solidarity of free trade unionism, the MTD was represented on the workers delegation from the U.S. at meetings of the International Labor Organization held in Geneva, Switzerland in June 1982 and 1983. MTD Executive Secretary-Treasurer Jean Ingrao attended the meetings.

Success of the MTD's policies and programs, established by the executive board and at MTD conventions, depends heavily on the

actions of the MTD's network of 27 Port Maritime Councils. These councils, located in strategic port-cities throughout the U.S., in Canada and Puerto Rico, work politically on the local levels, and have been instrumental in enabling the MTD to achieve its national goals.

In addition to their work on the political front, the MTD's Port Maritime Councils have also been instrumental in increasing the awareness of citizens throughout the country to the importance of a strong U.S. merchant marine to the general welfare of the nation.

On the national level, MTD headquarters, which is located in the AFL-CIO building in Washington, D.C., works closely with the national AFL-CIO and its affiliates to gain further support for its programs. The national office and the MTD also work closely with representatives of AFL-CIO state federations and local central bodies of the AFL-CIO.

The AFL-CIO Maritime Trades Department has been and will continue to be an effective organization for SIU and Seafarers.

## MTD Affiliates

## MTD Port Maritime Councils

- The Greater Mobile Port Maritime Council
- Port Maritime Council of Alaska
- San Diego Port Maritime Council
- San Francisco Bay Area and Vicinity Port Maritime Council
- Port Maritime Council of Southern California
- Florida West Coast Maritime Trades Council
- Port Maritime Council of the South Atlantic Area
- Honolulu Port Maritime Council
- Greater Chicago and Vicinity Port Council
- Port Maritime Council of Greater New Orleans and Vicinity
- Baltimore Port Maritime Council
- Maritime Port Council of Greater Boston and New England Area
- Michigan Maritime Trades Port Council, AFL-CIO
- Port Maritime Council of Duluth, Minnesota, Superior, Wisconsin, Harbors and Vicinity
- Greater St. Louis Area and Vicinity Port Council
- Buffalo Port Maritime Council
- Port Maritime Council of Greater New York and Vicinity
- Cleveland Port Maritime Council
- Toledo Port Maritime Council
- Portland and Vicinity Port Maritime Council
- Delaware Valley and Vicinity Port Maritime Council
- West Gulf Ports Council
- The Hampton Roads Port Council, MTD
- Seattle-Puget Sound Port Maritime Council
- Puerto Rico Port Maritime Council
- Canadian Lakehead Port Council
- Hamilton Port Council
- St. Lawrence and Tributaries Port Council of the Province of Quebec
- Southern Ontario Port Council Toronto and District Branch



## Congressman Robert Young

**S**INCE HIS ELECTION to the House of Representatives, Congressman Bob Young (D-Mo.) has been and continues to be one of the maritime industry's ardent supporters.

In his tenure as the representative of Missouri's Second District from 1976 to the present 98th Congress, Young's maritime legislative record is an impressive one. He voted for the 1977 Oil Cargo Preference bill and voted for extending the restrictions on the export of Alaska oil in 1977. In this Congress, he is a cosponsor of the Boggs Bulk Bill, H.R. 1242, and has also signed as a cosponsor for extending the restrictions for banning the exportation of Alaska oil as specified in H.R. 1197.

Rep. Young's key committee assignment is the House Public Works and Transportation Committee where he is a member of its Aviation and Water Resources subcommittees. In addition, he serves as chairman of the subcommittee on Public Buildings and Grounds. He is also a member of the House Science and Technology Committee. In that capacity, he sits on the subcommittee on Energy Development and Applications, and the subcommittee on Energy Research and Production.

No stranger to the Labor Movement, Young began his career as a member of the Pipefitters Union Local 562 in St. Louis. He has described himself as a "bricks and mortar congressman" because of his support for construction and building projects in his home state.

Strategically placed along the Mississippi River and the Missouri River Basin, the state of Missouri flourishes because of its access to the nation's inland waterways system. Effective management of these waters is essential for the fair and equitable allocation of water of the Missouri and its tributaries. Recognizing these concerns, Rep. Young recently introduced legislation creating an interstate compact among the 10 Missouri River basin states to govern the use of the river's water.

In his remarks at the introduction of the bill, Young said, "There is absolutely no question that future proposals for the diversion of Missouri River water will continue to plague the states in the basin. . . . The basic point is that any major diversion would seriously



Rep. Bob Young

affect navigation, drinking water supply, industrial use and commercial fishing activities. The Missouri River is an interstate stream and the rights and interest of all basin states to their equitable share of those waters must be respected. My legislation would promote and foster coordinated planning and decision-making while resolving interstate water conflicts."

Of major concern to Mr. Young is the free flow of commerce by the U.S. tug and barge industry along this nation's inland waterways. In May he authored two measures seeking congressional authorization for the navigation and flood control improvements needed to complete two St. Louis area water projects.

"The St. Louis harbor project is vital to the economic well-being of the entire metropolitan region. Likewise, the flood control measures along Maline Creek in North St. Louis County are vitally important to the residents of that watershed who have been economically injured time after time by severe flooding throughout the Maline Watershed," he said.

"The need to improve the capacity of the St. Louis harbor is critical to the continued growth of the region and the nation as a whole. It will mean increased employment opportunities in a number of industries and services, decreased costs of transportation for a variety of goods and increased efficiencies in transportation in terms of time and energy."

Congressman Robert Young can count on the SIU to continue to work with him to correct problems and create solutions for smooth sailings along our inland waterways system!

## Senator Alfonse D'Amato

**N**EW YORK'S JUNIOR SENATOR, Alfonse D'Amato (R-N.Y.), recognizes the critical importance a strong maritime/shipyard mobilization base plays for U.S. defense independence. Through the hard work and lobbying efforts of Sen. D'Amato and the New York state congressional delegation, New York will be the home port for the battleship *Iowa* and her six support ships. Basing this fleet in the port of New York will create thousands of shipyard and construction jobs.

It is the senator's recognition that the U.S. must have a viable shipbuilding mobility base that prompted his cosponsorship of the Competitive Shipping and Shipbuilding Act of 1983, S. 1000. The 600 ship navy will not keep our shipbuilding base at full complement; enactment of S.1000 and H.R. 1242 will preserve the shipyard force and support industries necessary for U.S. economic and national security survival.

In addition to his support on the bulk bill, the senator is an original cosponsor of S. 1159, extending the current provisions of the Export Administration Act governing the conditions under which Alaskan oil can be exported.

Sen. D'Amato, the first American of Italian descent to become a United States senator from New York, was elected to the Senate in 1980. He serves as a member of four influential committees: Appropriations; Banking, Housing and Urban Affairs; the Select Committee on Small Business; and the House-Senate Joint Economic Committee. He is chairman of the Banking subcommittee on Securities.

In addition, D'Amato chairs Small Businesses' Urban and Rural Economic Development subcommittee and the Legislative Branch subcommittee of the Appropriations Committee. He sits on the following subcommittees: Defense, Foreign Operations, HUD-Independent Agencies and Transportation of Appropriations; Housing and Urban Affairs, Financial Institutions and Consumer Affairs of Banking; Government Regula-



Sen. Alfonse D'Amato

tions and the Family Farm of Small Business; and Economic Goals and Intergovernmental Policy and the Investment, Jobs and Prices Subcommittee, both of the Joint Economic Committee.

During the month of July 1983, Sen. D'Amato chaired hearings in New York examining New York's network of ports, bridges, tunnels and waterways. The Joint Economic Committee is presently conducting a state-by-state study of national transportation needs.

"America has finally realized that our roads, bridges, wastewater treatment plants and water systems have been neglected over the years and now are in need of serious repair or replacement," he said.

Proposing a novel approach to encourage savings and aid the depressed housing industry, D'Amato recently introduced S. 1051 calling for the creation of MRA's—Mortgage Retirement Accounts.

"Like an IRA, my legislation creates a similar account to help people save for the downpayment on a home or to reduce the amount of interest paid during the term of their mortgage by adding to the equity invested in that home," he said.

SIU welcomes Senator Alfonse D'Amato aboard and welcomes the opportunity to work with him in developing a program to tackle America's serious problems of unemployment, poverty and the senseless export of America's resources and jobs.

"Whatever is worth doing at all, is worth doing well."

Philip Dormer Stanhope, Earl of Chesterfield Letters  
March 10, 1746

## Sonat Marine Boatmen Meet on New Union Contract



Talking about the upcoming contract on the tug *Freedom* (Sonat Marine) were (l. to r.) Engineer J. Nickois, Cook Elvester Sanders, AB F. Gary, Mate John P. Harris and Capt. Raymond Shaffer.



On the deck of the barge *Ocean States* (Sonat Marine) are (l. to r.) Capt. Paul Jeff Brown, Tankerman Robert Hopkins and Utility Tankerman Tim Boyd.



# Inland News

## Our Members At Work

### On the Radcliff Boats



Chowtime on the *Pelican* (Radcliff Materials) has Capt. Albert Veillon with his crew.



SIU Patrolman Dave Heindel (l.) is on the dredge *Mallard* (Radcliff Materials) with (l. to r.) Leverman Hybart Dees, Oiler Horace Buzbee and Cook Joseph Smith.

## New Crowley Pact Approved

By an overwhelming margin, SIU Boatmen for Crowley Marine Inc. approved a new three-year contract on Aug. 10. The pact includes improvements in benefits, wages and job security for the Crowley boatmen.

The final tally was 336 yes votes to 66 no votes. The vote was held at sites along East,

West and Gulf coasts plus in Puerto Rico.

The previous contract expired on June 30. SIU reps and a rank and file committee hammered out the agreement during long sessions with company representatives.

For more detailed coverage of the new Crowley pact, see the September LOG.



The Crowley Tallying Committee counted the ballots at SIU headquarters. They are (l. to r.) Ladd Rakyta, West Coast; Louis Rivera, Puerto Rico; and Steve Palmer from Jacksonville.

## SIU WINS BACK PAY FROM ACBL

A decision by an arbitrator has awarded 59 SIU members back pay for the period Oct. 20-Dec. 31, 1979 when ACBL failed to use the hiring hall.

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

by ACBL.

This latest decision is another in a string of legal victories by the SIU over ACBL for its union-busting activity against SIU members.

The SIU will contact all members who are due wages and will help them collect their checks from ACBL.

# On The Rivers and In the Gulf with SIU

## New Contract at Red Circle



After voting favorably on the new Red Circle Line contract, the crew of the towboat *Theresa F.* posed for this group shot. They are (seated l. to r.) Mate G. W. Houts; OS Julian Pichou; AB Tom Buccieri; AB Ernest L. Phelps, contract delegate; Howard Levine and Cook Lee Scopolites. In the back row are (l. to r.) SIU port of New Orleans Patrolman Jim McGee and Capt. J. M. Curci, contract delegate.

## The Dixie Beef Goes On



Picketing at the Avondale Shipyard in the port of New Orleans are (l. to r.) Dixie Boatmen Ed Davis, Robert McBride, George Bonitto and Mike Haney.

## On the Allison



Some of the *Allison C.* crew at lunch. They are (l. to r.) OS Julian Pichou, Mate Joseph Birne and Cook Lee Scopolites.

## Sonat Marine



On the barge *No. 250* (Sonat Marine) are ABs Sidney Warmack and Frank Robinson, Cook Joseph Muscato, Mater Venon Vansant, Capt. Robert S. Giles, Utilityman Chris Wyatt, Capt. Joel Kriley and SIU Rep J. Steve Ruiz.

## Sheridan Marine



With the crewmembers of the *T.J. Sheridan* (Sheridan Marine) as the cook serves pizza last month in the port of New Orleans is SIU Rep Jim McGee (standing right).

## National Marine



In the messroom of the *M/V National Eagle* (National Marine) discussing the NLRB ruling on ACBL are (l. to r.) Tankerman Roger Wilson, Pilot Ed Wilson, Union Rep Dave Heindel and Capt. James "Red" Benoit.

## Support For Export Ban Grows

# Alaskan Oil Vote Nears; SIU Jobs On The Line

(Both the Senate and the House are considering separate versions of the Export Administration Act which bans the export of Alaskan oil. The House version of the bill extends the ban for six years and the Senate bill for four years. The current act expires Sept. 27 and both houses are expected to pass a new act following their summer recess.)

The Japanese are still continuing to push the Reagan administration to allow the export of Alaskan oil, which the SIU and the maritime industry oppose. But oddly enough, the proposal is not getting any major support from the oil companies.

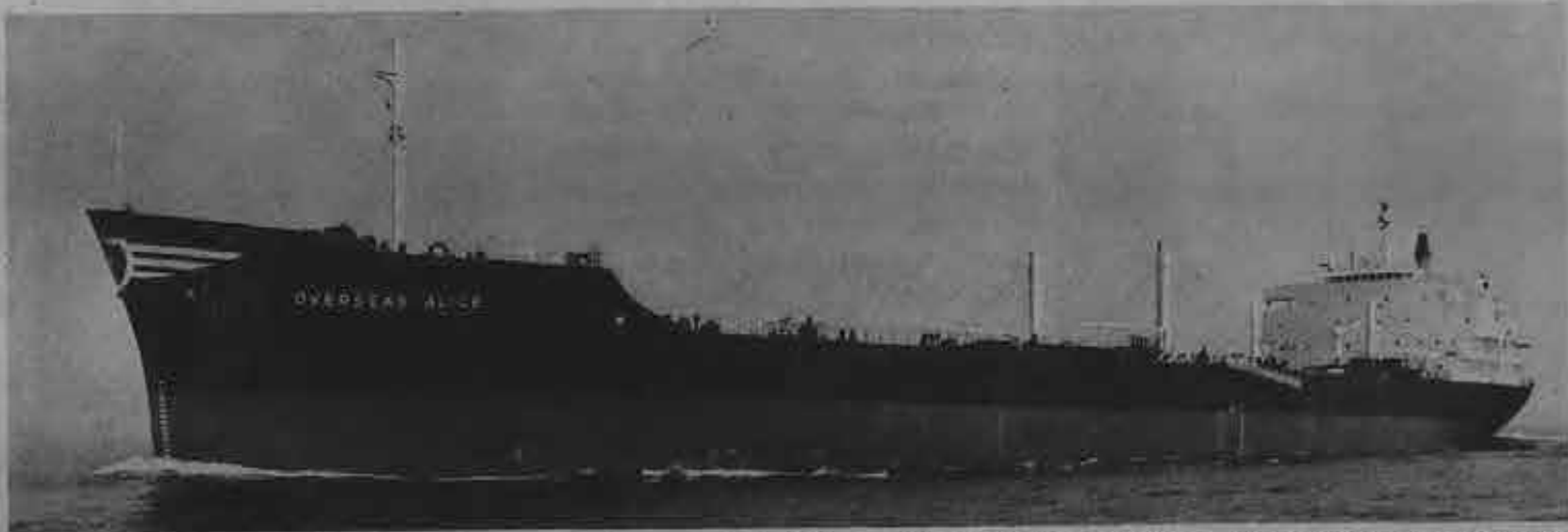
The main reason for the oil companies' reluctance to lift the ban is the hundreds of millions of dollars the firms invested in the infrastructure of the Alaskan oil industry, ranging from pipelines and wells to the refineries designed especially for the North Slope oil to large tanker fleets the companies have purchased.

Currently about 50 SIU-contracted tankers ply the routes between Alaska and the West and Gulf coasts. If the ban were lifted, foreign ships would be allowed to transport the petroleum to Japan.

Some export supporters have offered to set up a form of cargo preference to a possible Japanese trade. That sort of trade-off would not solve the problems of loss of jobs, tanker layoffs and damage to the nation's energy and national security.

The SIU, through testimony before both houses as well as reports and letters, has drummed up 232 co-signers in the House for a bill which would ban the export and 42 in the Senate. Among the reasons the Union has listed for continuation of the ban include:

- ✓ The U.S. will become more dependent on foreign oil, because the Alaskan oil would have to be replaced with imports.
- ✓ The U.S. would become more vulnerable to cutoffs of supplies like the 1973 embargo and the fall of Iran.
- ✓ National security would be hurt because the military would be cut off from a stable domestic oil supply and be dependent on foreign supplies.
- ✓ The defense preparedness of the U.S. would be damaged by



The *Overseas Alice* (Maritime Overseas) is one of the SIU-contracted ships bringing Alaskan crude oil to the U.S. mainland.

the loss of trained seamen who would lose their jobs. Already the number of skilled crew manpower is declining and would be difficult to replace in an emergency.

- ✓ As many as 20,000 maritime related jobs would be lost.
- ✓ More than \$400 million in outstanding loan guarantees, that the government has backed, could default.

✓ The government would be forced to spend millions on unemployment, welfare and other help to the people who lose their jobs.

✓ The trade relationship between Japan and the U.S. would not benefit because the U.S. would be exporting a non-renewable natural resource for products that are already made in the U.S.

✓ Oil consumers would be forced to pay higher prices because of the cost of imported petroleum.

✓ The smaller tankers vital to national defense needs would end up in the scrap yards.

Exporting Alaskan oil does not make sense. Write or call your congressional representatives now and urge them to keep Alaskan oil in the United States.

## Alaskan Tankers Threatened

# SIU Fights CDS Payback Scheme

Even if the Department of Transportation (DOT) would rule that Construction Differential Subsidy paybacks be allowed on a massive basis, the SIU has attempted to backstop itself and the rest of the maritime industry.

The SIU opposes the payback scheme because it could force dozens of non-subsidized ships into layup, throwing thousands of people out of work. Also those ships have some \$850 million in Title IX loans still outstanding and it could cause the scrapping of tankers useful to the military, among other reasons.

In a letter to senators and congressional representatives on the various committees, SIU President Frank Drozak outlined the several reasons why the Union is opposed to the payback scheme.

• Such a proposal would have devastating consequences for the unsubsidized Jones Act tanker fleet. If CDS-built vessels are permitted entry into the domestic trade, many unsubsidized vessels, regardless of size and age, would be forced into layup with little prospect of finding alternate employment, increasing the already extensive lay-up

of American ships and throwing thousands of American seamen out of work.

• The owners of the idled tankers which are financed under the Title XI Ship Financing Guarantee Program would be unable to repay their Title XI loans. Therefore, the Title XI defaults and loss of federal income tax revenues from idled crewmen could far exceed the \$200 million in CDS repayments that DOT hopes to receive. Currently there is approximately \$850 million in Title XI loan guarantees outstanding on vessels engaged in the Alaska trade. In addition, there is \$1.14 billion outstanding on tankers engaged in other domestic trades that could be affected by the DOT proposal.

• The entry of subsidy-built tankers into the domestic trade would also mean an end to the construction of tankers for the domestic fleet, and would jeopardize \$867 million in tanker construction currently scheduled for completion in U.S. shipyards. No orders were placed for tankers in 1982 and none have been placed with U.S. shipyards yet this year.

• This proposal would effectively eliminate U.S.-flag tanker

participation in the foreign trade, thereby defeating the entire purpose of the subsidy program, which is to promote the use of U.S.-flag vessels in America's commercial foreign trade. The United States is a large oil importing country and U.S.-flag participation in the carriage of oil imports is of vital strategic importance.

• The proposal to pay back only the unauthorized portion of the subsidy, with interest, is highly inequitable. The subsidy payback for an older subsidy-built vessel is considerably less than full subsidy repayment and would provide to the subsidy-built vessel owner yet another subsidy which is unavailable to the coastwise operators. Such a proposal would bestow upon the subsidy-built tanker owners a substantial windfall at the expense of the unsubsidized tanker owners.

• If the large subsidy-built tankers are permitted to enter the domestic trade, the small tanker fleet will probably be eliminated. This would be detrimental to our national defense because the smaller, militarily useful, clean product ships would be displaced by less useful large crude carriers.

# Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



**O**UR FIGHT against union-busting Dixie Carriers continues with strong support from the members.

All over the Gulf and Rivers we're manning the picket lines, letting Dixie and her conglomerate owner Kirby know that they can't get away with their attempts to undermine and destroy the Union.

Though the Dixie strike is a major concern here, we are continuing to handle other Union business without interruption.

In the port of New Orleans, deep sea shipping picked up a lot and we have gotten quite a few 'B' members out on vessels.

In that port we recrewed two of SIU-contracted Delta's ships. They are the *Delta Norte* and *Del Viento*. We also recrewed a number of Ogden Marine ships. They were the *Ogden Wabash*, *Ogden Dynachem* and *Ogden Connecticut*. We're tentatively scheduled to recrew the *Ogden Willamette* this month.

The SIU is gearing up for the race for governor in Louisiana that will take place in November. We're supporting a Democrat, Edwin Edwards. His chances look very good. The SIU is working for his election along with the AFL-CIO Maritime Port Council and the Federation's Central Labor body.

In the port of Mobile the crewing of the next Apex integrated tug barge, the *Philadelphia*, has been put on the back burner. That vessel and her sister ship, the *Mobile*, are being held up pending the outcome of litigation between Apex and the shipyard where the vessels were built—Halter Marine Shipyard in Mobile. A multi-million dollar lawsuit is in the courts.

Also, as I reported to you last month, dredging of the Rabby Creek where the Mobile hall is located is coming along very well.

In the port of Houston shipping has been good. We crewed a newly acquired ship, the *Puma* (Lion Steamship), on July 14. This oil tanker, which was built in 1958, carries an SIU crew of 16.

We also recrewed the *Overseas Natalie* (Maritime Overseas) which will be working in the Alaskan oil trade.

East Coast, by V.P. Leon Hall



**O**UR BIG NEWS on the East Coast was the dedication on July 14 of the beautiful new SIU headquarters building in Camp Springs, Md.

Located near the nation's capital, the building, which is named after Seafarers President Frank Drozak, will allow SIU officials and staff easier access to the government and legislative representatives who make such a big difference to the livelihood of our members.

I attended the dedication ceremonies along with many other SIU officials and hundreds of guests. Among the speakers at the ceremony were AFL-CIO President Lane Kirkland and Maryland Governor Harry Hughes.

Items from some of our East Coast ports include word from Norfolk that the *Overseas Arctic* (Maritime Overseas) and the *Transcolumbia* (Hudson Waterways) were both recrewed last month. The *Overseas Arctic* was in layup since June 10. The *Transcolumbia*, which was in layup several weeks, headed for Egypt with ammunition.

Also in that port, the SIU is getting ready for negotiations with two inland companies—Northeast Towing and Lynnhaven Services. Northeast has two towboats and Lynnhaven runs four pieces of equipment.

In the port of Baltimore we recrewed the RO/RO *Caguas* (Puerto Rico Marine.)

Up in Gloucester, our fishing representatives tell me that ground fish are scarce and the prices low because of the fresh imported fish coming from Canada. Ground fish include such species as haddock, cod and flounder.

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



**O**N THE RIVERS, work has picked up considerably recently. Part of the increase is due to the U.S.-Soviet Union grain deal that was just concluded.

SIU-contracted Heartland Towing is working all its boats after a year of operating at one-third capacity.

The company has 11 towboats that work up and down the River.

Another inland company that is beefing up its activities is National Marine which is bringing some of

its big towboats to St. Louis for crewing after a long layup. The boats are the *National Energy*, *National Gateway* and *National Glory*. All of them will then work on the upper Mississippi carrying grain.

Also, later this month in St. Louis we're expecting both the *Delta Queen* and the *Mississippi Queen*.

Up on the Great Lakes, District 2 of the Marine Engineers Beneficial Association struck the Kinsman ships, an SIU-contracted company, at the end of July. As of press time, however, it looked like the strike would soon be settled.

Shipping has picked up on the Lakes and it's a little better than it was this time last year. We're holding together pretty well up there.

Also, for our inland members on the Lakes, there's been a good deal of activity. SIU-contracted Dunbar and Sullivan has been awarded another dredging contract in Conneaut, Ohio.

As of early August, five more government dredging jobs were to come up for bids. The jobs will be in Saginaw, Mich., Muskegon, Mich., Manitowok, Wis., Cheboygan, Mich. and Point Mouillee, Mich. I'll have more on the results of this bidding in the next issues of the LOG.

Finally, SIU-contracted Luedtke Engineering was awarded a contract from a private marina corporation for a project in Sandusky, Ohio—a \$3 million hydraulic dredging project.

West Coast, by V.P. George McCartney



**L**AST MONTH I went up to Seattle to attend the SIU membership meeting and the luncheon of the Puget Sound Maritime Port Council.

The guest speaker at the luncheon was President Reagan's new labor liaison, Doug Riggs. He told the many union representatives present that he would have an open door policy toward labor. Riggs wanted to know what was on our minds—and we told him.

For instance, we explained our opposition to the export of Alaskan oil and our support of the closing of the Third Provisio loophole. Riggs, who himself is from Alaska, said he would relay our feelings to the president.

Other news from the West Coast is that SIU-contracted Delta Lines will purchase three American President Line (APL) ships that will be crewed out of San Francisco. They will then run from the East Coast to South America. The three ships are *President Truman*, *President Eisenhower*, and *President Roosevelt*.

We already represent the steward department aboard APL ships. I am sorry to report that James McKinley, West Coast regional representative of the National Maritime Union, passed away on June 29, only three weeks after he retired at the age of 55. He was a good friend who was well liked and well respected.

Up in Seattle we recrewed the *Ultramar* (Apex) which had been laid up in Portland, Ore. since Feb. 28. She's on her way to Bangladesh with grain.

Also in Seattle, the AFL-CIO has asked the SIU to act as security for the Solidarity III-Labor Day rally at Woodland Park.

Finally, I want to wish Don Rotan—our San Francisco port agent and LOG reporter who recently retired after a 41-year maritime career—fair winds, following seas and smooth sailing.

# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1983

Legislative, Administrative and Regulatory Happenings

## Washington Report

The SIU recently had a dedication ceremony for its new national headquarters building in Camp Springs, Md., which is located just a few miles outside of Washington, D.C. The move underscores an important trend: nearly half of the unions affiliated with the AFL-CIO have moved their headquarters to the nation's capital or to areas nearby.

Lane Kirkland, president of the AFL-CIO, spoke at the dedication ceremony. Kirkland helped put the move in perspective: "To represent their members effectively," he said, "unions today must negotiate at least as much with the various branches of government as with the employers."

## The Cunard Vessels

By a margin of 14-12, the House Merchant Marine Subcommittee voted to postpone a vote on the redocumentation of two British-flag vessels until after the August recess. The move came in response to questions raised by Rep. Gene Snyder (R-Ky.) concerning several aspects of the bill.

The SIU and numerous representatives from the maritime industry have lobbied hard in favor of H.R. 2883, the bill to redocument the *Cunard Princess* and the *Cunard Countess*. SIU President Frank Drozak told committee members last month that redocumentation of the two vessels would allow American businesses to cash in on the \$4.9 billion foreign cruise industry.

Redocumentation of the two vessels would create nearly 1,000 licensed and unlicensed jobs for American seamen at a time when the maritime industry is in a near depression. It would also enhance the national security of the United States by doubling the size of the present U.S. oceangoing passenger fleet.

At present, there are only two vessels in the U.S. oceangoing passenger fleet, even though passenger vessels provide an important military back-up. The British were able to do as well as they did against the Argentines in last year's Falkland Islands dispute because they had at their disposal an adequate number of passenger vessels that could be converted into troop carriers and hospital ships.

Rep. Snyder stressed that he was not trying "to kill the bill," only to clarify certain points. The bill has the full support of Rep. Mario Biaggi (D-N.Y.), chairman of the subcommittee, and Walter B. Jones, chairman of the full Merchant Marine Committee.

## House Panel Grills Marad Chief

Marad Administrator Harold E. Shear received a cold reception from the House Merchant Marine subcommittee when he testified on behalf of H.R. 3156, a Reagan administration backed bill that would re-

vive the discredited build-foreign program on a permanent basis.

Chairman Mario Biaggi (D-N.Y.) called H.R. 3156 "half a policy." According to Biaggi, "We are still waiting for the other half, a policy that will ensure the maintenance of our shipbuilding capability."

In addition to allowing subsidized American operators to build foreign, the bill would ease foreign ownership requirements for U.S. corporations operating U.S.-flag vessels in the U.S. foreign trade. At present, no more than 49 percent of such companies may be under foreign ownership. If the administration has its way, that figure would be raised to 75 percent.

## Marine Revitalization Act of 1983

In response to the continuing deterioration of the American-flag merchant marine, Sen. Paul Trible (R-Va.) has introduced S. 1624, the Marine Revitalization Act of 1983. The bill would combine Trible's bulk preference bill, S. 1000, with changes in the tax code aimed at providing incentives for shippers using American-flag vessels.

Upon introducing the legislation, Trible made a statement outlining the danger that the deterioration of the American-flag merchant marine poses to the ability of the United States government to protect its national security interests.

"The ability of the United States," Trible said, "to meet surge and sustaining requirements in the event of the outbreak of hostilities is marginally inadequate. . . . The current decline of the American-flag merchant marine will lead to a further deterioration in our ability to transport men and material."

"Along with the decline of the U.S. merchant fleet, we have witnessed a decline of the industrial base for the con-

struction and repair of naval and merchant vessels. Unless we act now, the world's largest trader in oceanborne commerce will face the prospect of relying entirely on foreign vessels for its carriage, with minimal capability for ship construction and repair."

Both S. 1624 and S. 1000 are companion bills to the Competitive Shipping and Shipbuilding Act of 1983, better known as the Boggs Bulk Bill, after its sponsor, Rep. Lindy Boggs (D-La.). This bill now has well over 100 cosponsors.

## Cargo Preference

Sen. Ted Stevens (R-Alaska) recently introduced two bills, S. 1616 and S. 1617, which are designed to revise the preference laws for the transportation of government cargoes on U.S.-flag vessels in order "to promote the development and maintenance of an efficient ocean transportation system." Both bills were cosponsored by Sen. Daniel Inouye (D-Hawaii) and were referred to the Senate Committee on Commerce, Science and Transportation.

## Lane Kirkland

AFL-CIO President Lane Kirkland is one of 12 people who have been asked to serve on a presidential commission on Central America. The committee, which will be headed by Henry Kissinger, is expected to make recommendations concerning the situation in Central America.

Whatever happens in Central America will have important consequences for the working men and women of this country. SIU President Frank Drozak went to this troubled area earlier this year at the request of the AFL-CIO to meet with labor leaders.

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

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

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

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



**SUPPORT  
SPAD**

## On Station at Diego Garcia

# The Patriot Comes Home After Long Military Charter

**B**RONX, NEW YORK... The *Patriot* (Ocean Carriers) made a pretty picture tied up at her dock here last month. The 35,000 dwt tanker, built in 1976, is 711 feet long and has a beam of 84 feet.

As her SIU crew awaited the payoff, the ship's cargo was discharged onto a barge tied up alongside.

The *Patriot* had not seen an American shore for several years. On charter to the Military Sealift Command, she had been stationed in the Indian Ocean on Diego Garcia where she was carrying potable water for the Near Term Pre-Position Force that works from the British-held island.

According to Bosun Howard Knox, chlorine was put into the tanks each week and the water recirculated. Samples of the water, which is good for up to two years, are regularly sent to the Philippines for testing.

During her time on Diego Garcia, the ship also took part in U.S. Task Force maneuvers.

When Ocean Carriers lost her Diego Garcia contract, the ship went to Greece, then Algeria and was headed for England when she got orders to go to Newfoundland. Those orders were changed before she got there, however, and the ship wound up in the South Bronx.

After discharging her cargo, the *Patriot* headed for Florida where she is presently anchored awaiting orders.

Built in 1976 in Todd Shipyards in San Pedro, Calif., the *Patriot* is a sister ship of the SIU-contracted *Ranger*, *Rover* and *Courier*.

At the Union meeting held aboard the ship before the payoff, New York Port Agent Augie Tellez gave a thorough rundown of legislative and Union activities that affect Seafarers.



One of the ABs aboard the ship is Lawrence Ledwon.



At dock in the Bronx, N.Y. is the SIU-contracted 35,000 dwt tanker *Patriot* (Ocean Carriers).

He explained how important it is for Seafarers to inform their congressional representatives about their feelings on the Competitive Shipping and Shipbuilding Act of 1983, also known as the Boggs bill.

Since the Reagan administration has come out in opposition to this bill, it is particularly vital that there be large congressional support so that a clearcut message can be sent to the president.

When one of the Seafarers asked how he could help pass the Boggs bill, Tellez pointed to the June LOG where a four-page pullout gave a detailed explanation of how to write to your representatives and senators.

A regulatory reform bill, the Alaskan third proviso and the CDS buyout were among other legislative topics discussed by the port agent. He also talked about the Navy's plan to charter cargo ships for its pre-positioning fleet. He pointed out that Ocean Carriers has put in a bid for five of the ships.

Talking about Union matters, Tellez and SIU Patrolman Bob Selzer discussed the huge increases in health care costs and the closing of the Public Health Service hospitals. Both events have put a large burden on the Seafarers Welfare Plan. They introduced a resolution to put the 7½ percent contractual June pay increase into the Welfare Plan. The Seafarers at the meeting voted unanimously in favor of the resolution.

The Seafarers were happy to hear about the ruling by the National Labor Relations Board in favor of the SIU over American Commercial Barge Line in a beef that goes back to 1980. But Tellez pointed out that the fight isn't over yet. ACBL is appealing. He also

talked about the Dixie strike and the fact that Union dues cannot be used to help jailed members. He therefore urged the Seafarers to contribute to the Maritime Defense League Fund.

Most of the crew onboard the *Patriot* were signing up for the next voyage. Among those getting off though was one man who had just made his last trip. Chief Steward David Eby, at 71 years of age, was ending a sailing career of 51 years. He first went to sea in 1932.

Eby, who joined the Union at its inception in 1938, will be retiring on a SIU pension. He and his wife, Lillie, live in Baltimore and have two children, five grandchildren, and two great grandchildren, with a third due soon.

Though Eby won't be sailing anymore, he doesn't plan to give up the roaming life. He and his wife will be touring the country in their new Winnebago. Good traveling, Brother Eby!



A current SIU member and a former one get together for this shot on deck. At left is AB Kevin White and at right is Chief Mate Burckhard Schultz who was a member of the SIU for 11 years. He is now in District 2 of the Marine Engineers Beneficial Association-Associated Maritime Officers.



In the galley of the ship are Chief Cook Eugene Saberon (l.) and Third Cook Brian McElaney.



The *Patriot's* bosun, Howard Knox, had a welcome visit from his son, Howard Jr. while the ship was docked in the Bronx, N.Y.



Shown here are some of the crewmembers of the *Patriot* as they get together in the crew's mess for the shipboard meeting.



New York Port Agent Augie Tellez (standing center) talks about legislative and Union activities at the shipboard meeting held prior to the payoff on the *Patriot*. Seated left at the table is SIU Patrolman Bob Selzer.



Standing together on the deck of the *Patriot* is John "the Limey" Dentun, AB (l.) and Howard Knox, bosun.



Taking over as chief cook for the next voyage of the *Patriot* is Diane "Dandy" Michener.



The Ship's Committee aboard the *Patriot* are, from the left: Allen Batchelor, pumpman and educational director; Howard Knox, bosun and chairman; Eugene Seberon, chief cook and steward delegate; David Eby, chief steward and secretary-reporter; Joe Caruso, AB and deck delegate, and Joseph Michael, QMED and engine delegate. It was Brother Eby's last voyage. At the age of 71 he is retiring on a SIU pension.



## Legal Aid

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

### NEW YORK, NEW YORK

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

### BALTIMORE, MD.

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

### CHICAGO, ILL.

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

### DETROIT, MICH.

Victor G. Hanson  
19268 Grand River Avenue  
Detroit, Mich. 48222  
Tele. # (313) 532-1220

### GLOUCESTER, MASS.

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

### HOUSTON, TEXAS

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

### LOS ANGELES, CALIF.

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

### WILMINGTON, CALIF.

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

### MOBILE, ALA.

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

### NEW ORLEANS, LA.

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

### PHILADELPHIA, PA.

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

### ST. LOUIS, MO.

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

### SAN FRANCISCO, CALIF.

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

### SEATTLE, WASH.

Davies, Roberts, Reid,  
Anderson & Wacker  
100 West Harrison Plaza  
Seattle, Wash. 98119  
Tele. # (206) 265-3610

### TAMPA, FLA.

Hamilton & Douglas, P. A.  
2620 West Kennedy Boulevard  
Tampa, Florida 33609  
Tele. # (813) 879-9942

# On the Great Lakes

## More Jobs, More Opportunity

## Lakes Will Boom if Boggs Bill Passes

The Great Lakes could boom again with ship construction, repairs, jobs and cargo, if Congress passes the Competitive Shipping and Shipbuilding Act of 1983, SIU President Frank Drozak told the Great Lakes Conference on Exports last month.

In addition to calling for the passage of the bill, Drozak said the federal government must continue to support port operations, development and maintenance.

"A strong federal role in port development, together with a

strong commitment to preservation and growth of the U.S.-flag fleet . . . will be good for the entire American economy—and the economy of the Great Lakes Region—and will mean more jobs in our ports and maritime communities," he said.

Even during these troubled economic times and the maritime industry's depression, the American ports and waterways system supplied more than 1 million jobs, some \$35 billion to the economy and \$23 billion in personal income, Drozak told the group.

There has been some concern on the Lakes that the Shipping Act could create cargo diversion to coastal ports where there is more American-flag overseas service. However Drozak noted that the writers of the legislation have provided a waiver for Lakes ports if they cannot find American ships to use.

"This will guarantee the orderly phasing in of the U.S.-flag requirement," he said.

The Great Lakes Task Force, a coalition of labor, industry and government has endorsed the bill.



## Diesel Engines

Course Starts  
September 12

**Sign Up Now!**

Fill out the application in this issue of the Log, or contact the Admissions Office, at SHLSS, Piney Point, Maryland 20674.

## Marad Moves Lakes Office

The Maritime Administration plans to move its Great Lakes regional headquarters from Cleveland to Chicago in October following a shift in shipping and shipbuilding activities to the west.

In 1975, a resurgence in shipyard construction along Cleveland's banks brought the administration's midwest staff to the city to aid operators in procuring Marad financial aid revenues. With construction at a standstill, U.S. ship operators are now attempting to enliven the industry through regional marketing programs centered in the Windy City.

The move, according to Marad Director Adm. Harold E. Shear, will allow the administration to join in market development projects and concentrate on promoting port and inland activities.

### Lakes Luedtke Engineering May Get \$3.5M Dredge Job

The Luedtke Engineering Co. is the apparent low bidder on a \$3.5 million dredging job at the Sandusky, Ohio Harbor on Lake Erie.

The starting date was near the end of last month with two hydraulic dredges being used to complete the job in approximately seven months.

## Dispatchers Report for Great Lakes

JULY 1-29, 1983

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	17	2	1	47	18	0	24	0	6
ENGINE DEPARTMENT									
Algonac	8	0	2	16	5	0	15	1	8
STEWARD DEPARTMENT									
Algonac	3	4	0	9	8	0	1	2	1
ENTRY DEPARTMENT									
Algonac	16	7	2	0	0	0	31	12	17
Totals All Departments	44	13	5	72	31	0	71	15	30

\*"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.

# The SIU Fishermen of Gloucester

## *Buona Fiesta*



**G**LOUCESTER, MASS. . . "Buona Fiesta e Buona Fortuna!" Good feast and good luck. That sentiment was heard frequently during the three-day St. Peter's Fiesta held here in late June.

Taking an active part in the annual feast were many SIU members who are fishermen in this Cape Ann port of 28,000 people.

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

In 1980 the Atlantic Fishermen's Union, a long-time affiliate of the Seafarers International Union of North America, merged into the Atlantic and Gulf District of the SIU.

Representing the fishermen in Gloucester are SIU officials Mike Orlando and Leo Sabato. They made sure there was plenty of coffee and cookies available at the Union hall during the festivities on Sunday. The Gloucester Union hall is right on St. Peter's Square where the feast is held.

For 30 years Brother Sabato has helped carry the venerable

St. Peter's statue. (At various times during the feast the statue is carried on the shoulders of eight Gloucester fishermen.) Sabato's son, Larry, has been pitching in and will probably take over his dad's place below the statue in the next few years.

Passing the job from father to son is a tradition. That's if there's a son to shoulder the statue and if that son is husky and six feet tall.

The nearly 700 pound statue of St. Peter is the focal point of the Fiesta. Because of the loving care lavished on the statue, it

looks brand new. One would never think that the statue is 50 years old.

Except for the three days of the festival, the statue rests in the window of the St. Peter Club on Main St. But on the weekend in June nearest to the 29th, the feast day of St. Peter, all that changes.

The Fiesta opens on Friday night with the fishermen carrying the statue from the club to a bandstand in St. Peter's Square.

During the day on Sunday, the statue is carried in a proces-

**The Fiesta opens on a Friday night with the fishermen carrying the statue from the club to a bandstand in St. Peter's Square.**



Among those fishermen carrying the statue of St. Peter in the procession on Sunday is SIU fishing representative Leo Sabato (second from right). Another SIU fisherman who is helping to escort the statue is Jimmy Pizzimenti (r.).



The joyous team "Desire" is given the American flag as a sign of their victory on the *Nina* in the seine boat race on Sunday.



Holding the red flag he grabbed from the end of the greasy pole is the winner of the Saturday competition, Phil Verga Jr., son of a SIU fisherman.



Standing in front of the newly laid stone in dedication to the St. Peter's Fiesta are SIU Gloucester fishing representatives Mike Oriando (second from right) and Leo Sabato (r.). With them at the stone, which is located in St. Peter's Park where much of the Fiesta activity takes place is Gus Foote, who is on the Gloucester City Council and is a former fisherman and member of the SIU.



Wishing everyone a Happy Fiesta is the governor of Massachusetts, Michael Dukakis.



Bishop John Mulcahy reads a prayer as part of the traditional Blessing of the Fleet ceremony held during the Fiesta.

sion through the streets of Gloucester and goes past many sights, including Our Lady of Good Voyage Church, before being brought back to the bandstand.

Late on Sunday night the statue is carried back to the St. Peter Club and the Fiesta is over for another year.

The Fiesta is a tradition in the Italian community of Gloucester and the atmosphere is certainly an Italian one during the festivities. Singers belted out songs in Italian. Buttons read "Kiss Me, I'm Italian." The Italian flag was almost as prevalent as the American; a solemn

concelebrated Pontifical Mass was conducted mainly in Italian.

Most obvious though was the chant that ran through the crowd whenever the statue of St. Peter was carried. Someone would shout, "Qui semmo tutti mute?" And the crowd would answer, "Viva San Pedro!" Translated—Why are we all mute? Long live St. Peter!

A traditional part of the festivities and something that's eagerly greeted by the crowd are the competitive events. For many years now the greasy pole contest and seine boat races have drawn the crowds onto Pavillion Beach, not far from

St. Peter's Square. (For the first time this year, a five-mile road race and a soccer game were also held.)

From a platform in the water, a 50-foot long spar with a red flag at the end extends out horizontally. It's 25 feet above the water and it's covered with grease. The trick is to get to the end and grab that flag. The trek can't be made gingerly. One has to go quickly.

Part of the fun of the contest are the costumes the competitors wear. One fellow wore a full tuxedo, another sported a ballet tutu.

There's a junior greasy pole

contest on Saturday and one for the more experienced competitors on Sunday. Phil Verga Jr., son of an SIU fisherman, won the competition on Saturday and Jerry Santuccio won on Sunday.

The three well-maintained red and white seine boats, each of which carry a crew of 10, are named the *Nina*, the *Pinta* and the *Santa Maria*. The teams that man them have names like *Desire*, *Mean Machine*, *The Kids*. They wear T-shirts with their team name, and each team has its enthusiastic supporters who stand on the beach and shout encouragement and an occasional instruction.

In a very close mile-long race, the reigning champs, *The Kids*, lost to the team *Desire* whose members jumped into the water in sheer joy over their victory.

Among the many other activities during the feast was the blessing of the fleet in front of the famous Fishermen's Memorial Statue. After the blessing the boats sounded their fog horns and scores of large purple balloons were let loose into the bright afternoon sky.

On Saturday night there was a fireworks display and on Sunday morning a solemn concelebrated Pontifical Mass in honor of St. Peter was held outdoors.

For the past 20 years Bishop Charles Greco of Alexandria, La. has been coming to the feast to help celebrate mass. He is 90 years old and because of illness there was a question as to whether he would make it up this year. But the determined Bishop did make it to Gloucester. On the day he arrived, however, he had to be hospitalized. That didn't stop him from coming to the mass. He sat through it with tubes on his face for oxygen and had to be carried to and from the car. But he was determined to be present and the crowd appreciated his dedication to their Fiesta.

**Among the many other activities during the feast was the blessing of the fleet in front of the famous Fisherman's Memorial Statue.**

During the feast the food was plentiful—fried dough, sausage and peppers, cotton candy. There were plenty of games to play and rides for the children.

By 11 p.m. on Sunday the crowds had dwindled. People were wending their way home or were headed for parties. But there were still a lot of enthusiastic people who followed the statue of St. Peter back to its

home in the St. Peter Club.

The crowd was getting hoarse shouting "Viva San Pedro!" The band played the "Star Spangled Banner." Little babies slept or ate, oblivious to what was happening.

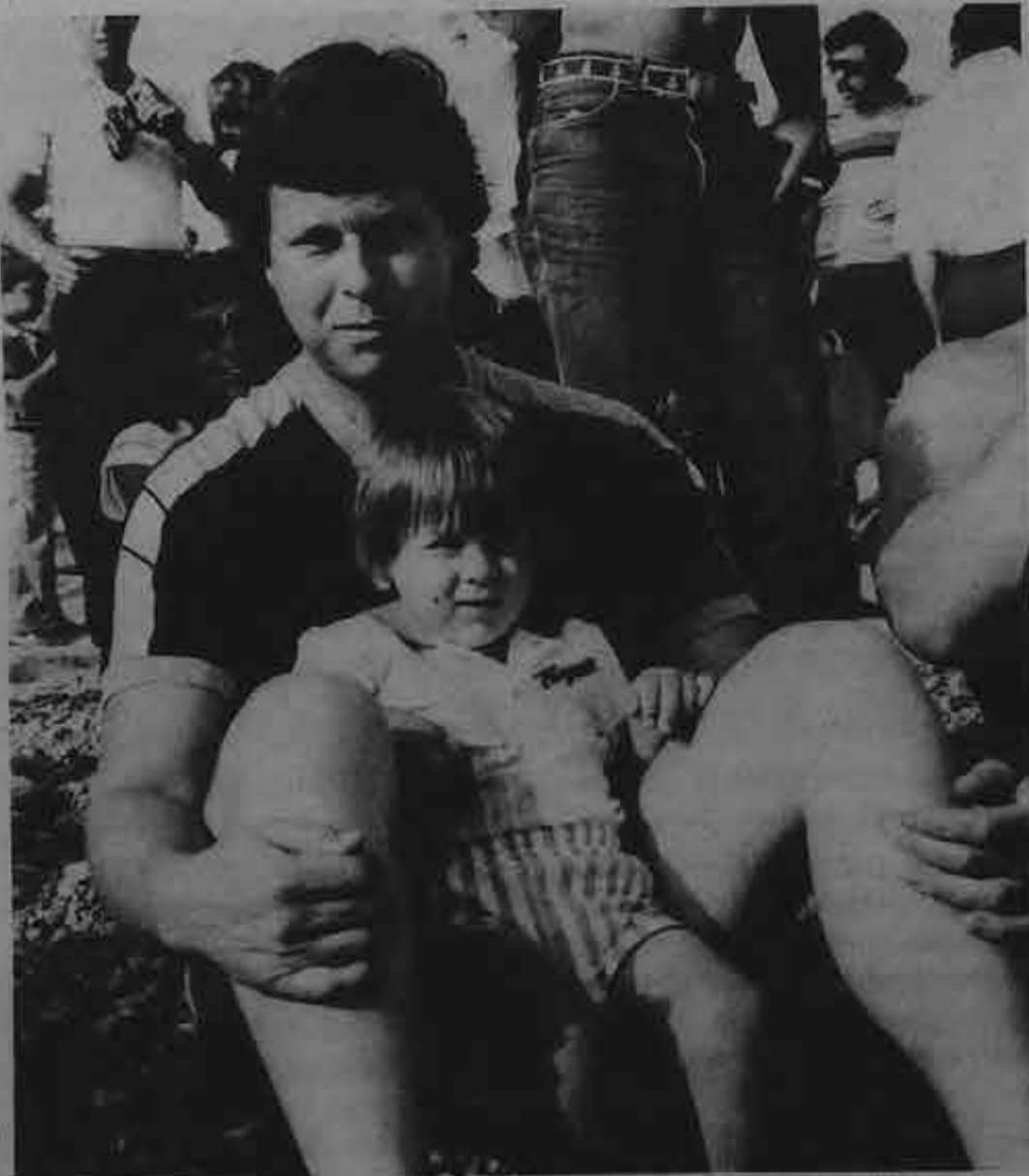
As St. Peter was placed in the window of the club, one girl passed by with tears in her eyes. "I always cry when they put him back," she said.



Among the floats at the Sunday procession was one with a Gloucester man representing St. Peter. In back of him are the words from the New Testament, "Follow Me and I will make you fishers of men."



There was barely a chair empty at the solemn Concelebrated Pontifical Mass held in St. Peter's Park on Sunday morning.



This cute little fellow and his dad were among the many spectators on Pavillion Beach from where the greasy pole contest and the seine boat races could be watched.



THEY THAT GO  
DOWN TO THE SEA  
IN SHIPS

The famous Gloucester Fisherman's Memorial statute stands on a base that reads, "They That Go Down to the Sea In Ships." Following are the dates 1623, when Gloucester was founded, and 1923, when the memorial was established.



Some strong men carry the nearly 700 pound statue of St. Peter out of the St. Peter Club on Main Street on Friday night in preparation for the opening of the festival.

# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



### Another 'First' for SHLSS

## Seafarers Earn College Degrees in Unique Study Program

John Pennick joined the SIU in 1975 as a trainee at SHLSS. He shipped out as a deep sea member and later returned to the school to earn his QMED endorsements.

This summer, John came back to SHLSS for a different type of upgrading. He came to get his associate in arts degree. John had already earned college credits at two community colleges in Arizona and through his courses at SHLSS. With this combination of credits, he found that he was only 12 credits short of earning his associate in arts degree.

When John contacted SHLSS to find out which courses he needed to complete his degree, he learned that he was eligible for the college scholarship-work program at SHLSS. The scholarship-work

program is available to full book members of SIU who are within 12 credit hours of earning their degree. Members who are eligible can come to SHLSS to take college courses and complete their degree.

John was happy to hear of the scholarship program and arrived in the early summer months to take the courses he needed. He signed up for two English courses and a science, sociology and math course.

It takes discipline to make yourself sit and study, write papers and prepare for exams, but the end result is well worth the time and effort. John said, "Education is important and everyone should pursue it, especially since it's free at the school. I'll encourage other SIU members to go back to SHLSS to upgrade and take some college



John Pennick is congratulated by SHLSS Director of Curriculum, Faculty/Student Services Tracy Aumann for achieving his associate in arts degree.

courses while they're there."

John is pleased to have his associate in arts degree, but his educational plans don't stop there.

In the future, John would like to earn his bachelor's degree in liberal arts. He also plans to be back at SHLSS for the Third Assistant Engineers course as soon as he gets five more months sea time.

John Pennick is another example of Seafarers who are working to improve themselves through the many opportunities that SHLSS has to offer. If you are interested in any of the educational opportunities available at the school, write to the Admissions Office, SHLSS, Piney Point, MD 20674.

## Seafarers Can Get Help to Upgrade Skills

SHLSS is giving members another opportunity to improve their skills. Beginning this fall, the Adult Education Department is offering a Developmental Studies program. The course is open to all members

who are going to upgrade in the deck, engine or steward departments.

The purpose of the course is to teach students to locate information in technical manuals, to use

study time to the best advantage, and to find answers that are not in the manual.

The Developmental Studies class will be one week long and must be taken prior to starting an upgrading course. Students will spend 37 class hours improving their reading and study skills. They will use actual upgrading texts to locate definitions, and they will learn how to take study notes from lectures and textbooks, and to develop memory, vocabulary and test-taking skills.

Many community colleges offer Developmental Studies programs. However, the SHLSS course is tailored to meet the special reading, study, and time needs of our membership.

To register for this course, fill out the coupon on this page. Before entering the class, members will need to take a reading test which will be given in their home port. For those members who attended SHLSS as a trainee or an upgrader, the reading test may be waived.

If you have been out of school for more than a year, have had difficulty passing tests, or need help in learning to make better use of your study time, apply now for Developmental Studies.

Name \_\_\_\_\_ (first) \_\_\_\_\_ (middle) \_\_\_\_\_ (last)

Address \_\_\_\_\_ (street)  
 \_\_\_\_\_ (city) \_\_\_\_\_ (state) \_\_\_\_\_ (zip code)

SIU Book Number \_\_\_\_\_

I would like to take the Developmental Studies Class.

Please send more information about the Developmental Studies Class.

Are you a graduate of SHLSS Entry Program?

yes  no (if yes, fill in below)

Entry Program From \_\_\_\_\_ To \_\_\_\_\_ (dates attended)

Class Number \_\_\_\_\_

Have you been accepted for an upgrading course?

yes  no

Name of course \_\_\_\_\_

Date of course \_\_\_\_\_

Please return to:

Adult Ed. Dept.  
 SHLSS  
 Piney Point, Md. 20674



**For  
 Job Security  
 Upgrade  
 Your Skills  
 At  
 SHLSS**





# Upgrading Course Schedule July Through December 1983

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



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

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

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

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

Class schedules may be changed to reflect membership demands.

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

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

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
Automation	October 24 November 21	November 17 December 16
Marine Electrical Maintenance	August 29	October 21
Refrigeration Systems, Maintenance & Operations	October 10	November 18
Welding	November 21	December 16
Diesel—Regular	September 12	October 7
Third Assistant Engineer	September 5	November 11
Tankerman	October 10	October 20

## Deck Upgrading Courses

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

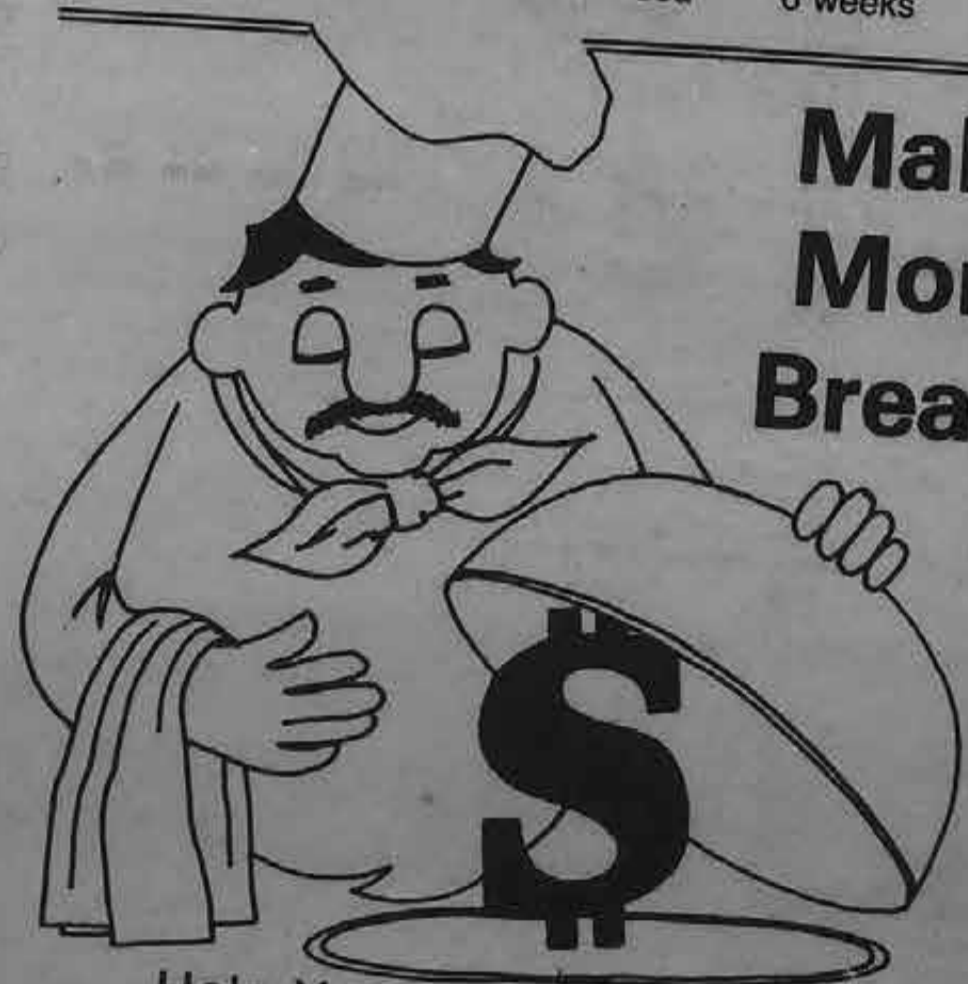
## Special Notice

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

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

## Steward Upgrading Courses

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



# Make More Bread!

Help Your Dough To Raise!  
**Upgrade in the SHLSS  
Steward Department.**

Chief Steward  
Chief Cook  
Cook and Baker  
Assistant Cook

To enroll, fill out the application in this issue of the Log or contact your SIU Field Representative, for more details.

# QMED Reclassification: Where You Stand

After meetings with members of the Management Negotiating Committee representing the various SIU-contracted employers, it was decided to extend the period for obtaining the various QMED specialty courses at the SHLSS until Dec. 31, 1984 for those QMEDs who obtained such endorsement from the U.S. Coast Guard prior to June 16, 1981.

This extension in effect provides these QMEDs with a 3½-year period in which to complete at least six of the specialty courses in order to maintain Class 1 status as specified in the Collective Bargaining Agreement.

Effective Jan. 1, 1985, all QMEDs shall be reclassified subject to verification of having satisfactorily completed the designated specialty courses.

QMEDs who obtained such endorsement from the U.S. Coast Guard on or after June 16, 1981 are classified according to the provisions of the Agreements in effect.

The following is an updated list of QMEDs with the completion dates of various required specialty courses.

Please check this list carefully. If there is any discrepancy in any information regarding your endorsements, fill out the coupon on p. 29 of this issue of the LOG and mail it to the Seafarers Harry Lundeberg School of Seamanship as soon as possible.

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMPMAN	REFRIG.	DIESEL	AUTO-MATION
Abas, Ibrahim	04/79							11/80	
Abidin, Endang	03/80								
Able, David	03/76								
Ackley, George	02/82			05/83	06/83			04/82	
Adamaitis, Anthony	12/80			08/81		01/81			
Adams, Kenneth	10/73								
Adams, Nathan	07/74								
Adkins, Ronnie	03/78								
Aguiar, Alberto	08/82					09/80	11/80		04/83
Akers, Clifton	11/73								
Alexandrian, Haik	02/81								
Alfaro, Abraham	12/81								
Alfeo, Luciano	04/73		02/75				12/82	10/82	
Algina, John	03/76								
Ali, Ramon	11/74						07/82		09/82
Allen, James	04/81								
Allen, Lawrence	04/74		05/75	10/78					
Allison, Murphy	05/74								
Alvarado, Santiago	05/73						07/76		
Amos, Kelth	12/82								
Anderson, Clinton	08/82			09/82	10/82				
Anderson, Gerald	07/81								
Anderson, James	12/82		12/82			09/81	04/81	08/81	
Anderson, Jon	08/81		07/81	12/82		11/82	07/81	08/80	08/81
Anderson, Raymond	08/75			06/82				03/82	
Andrepoint, Pertwee	04/76								
Andrews, Jack	04/81		10/82	12/82			11/81		10/81
Armitstead, Daniel	02/75								
Armstrong, Edgar	12/79								
Arpino, Joseph	12/73								
Ash, Donald	10/76		11/73						
Ashcom, Charles	02/74								
Ashley, John	04/73			05/75	07/81	11/81	06/78	08/74	12/81
Atehortua, Rafael	12/78								
Atwell, William	12/78								
Ayers, Cecil	09/73								
Bacha, Michael	05/75								
Badgett, James	09/77						12/79		
Bagely, Michael	08/80						08/80		
Bailey, Joseph	10/75								
Bain, Eric	12/80			12/82					
Baker, Dennis	07/81								
Balog, Robert	09/73		10/73						
Bang, Hans	12/76								
Barealino, Carl	04/75								
Baredian, Arthur	08/75						11/80		
Barker, Larry	02/83	02/83							
Barnett, Jay	03/77								
Barrineau, William	11/78		04/81	10/78					
Barry, Joseph	03/80								
Bathia, Nicola	03/76								
Baughan, Lonie	06/76								
Baxter, Alan	10/75								
Beasley, Milton	09/76	08/76							
Beata, Manuel	05/74		05/74				11/81	10/81	
Beattie, Samuel	07/79								
Beck, Monte	01/83			11/82					
Beeler, Douglas	12/82	12/82							
Behneman, Paul	08/82								
Bell, Leslie	07/82								
Bell, Robert	09/77								
Bennett, Herbert	12/78			03/78					
Benson, Robert	01/76		02/76					02/76	
Bent, Eugene	04/76								
Bernao, Jorge	03/76						08/74	01/82	
Bernous, Gerald	04/74	04/83	05/74				07/81		
Berry, George	08/78								
Berwald, Erwin	09/74								
Bigelow, Steve	12/79			02/83			02/80		
Bigley, Michael	09/73								
Biletz, John	09/74								
Biletz, Paul	08/79								

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMPMAN	REFRIG.	DIESEL	AUTO-MATION
Bird, Oscar	01/76								
Bishop, John	12/75								
Bishop, Patrick	12/80								04/82
Black, Alan	04/83					04/83			
Blakes, Willie	04/81		12/79					07/81	08/81
Blanco, Gregorio	06/80		05/80	02/80	02/80	05/79	09/80	06/80	
Bland, Paul	04/76								
Blasquez, Gregory	02/79								
Blatchford, John	02/74			05/83	06/83				
Blethen, Raymond	08/79			02/82		03/83		03/82	04/83
Bligen, Archie	11/75		12/81			11/81			
Bloomfield, Edward	04/83								
Bolton, Frank	06/76					06/83			06/83
Bonafont, Carmelo	03/80	03/80							
Bonifas, John	07/73								
Boone, James	12/73		01/74						
Borealino, Carl	04/75								
Boudreaux, Carroll	03/83						04/79		04/83
Bougham, John	08/79								
Bower, Steven	04/81		09/77						
Boyd, Richard	10/81	10/81							
Bozec, Gervais	11/73								
Brack, William	07/73								
Brandt, Herbert	04/83								
Brannan, George	08/78								
Brass, Daniel	04/76								
Brennan, Michael	04/75								
Brewer, James	08/82								
Brewster, Arthur	11/74								
Briard, Geremiah	05/74								
Brien, Denis	12/79								
Bright, Richard	12/82								
Brock, James	07/73					05/82		10/82	09/82
Brown, Thomas	09/76								
Browning, Kenneth	12/81					09/82	10/82		
Browning, Steven	02/73								
Bryant, Allen	12/79		07/81						
Bryant, Bobby	11/74								
Bryant, Leslie	12/81							02/76	
Bumpas, Glenn	03/78	08/80						08/80	
Bumpers, Nelson	04/82							08/80	
Bunch, Robert	09/77					09/82	10/82		
Burkhard, Paul	05/74		05/74						
Burge, Bernard	06/74								11/81
Burgess, William	06/80	06/80				08/81			
Burns, Charles	07/81								
Burroughs, Alvin	08/78								
Busby, Don	01/75					02/82	12/82	03/82	03/78
Busby, Richard	11/73								
Butch, Richard	04/75								
Butts, Willie Bee	06/81		12/81			11/70		01/82	12/81
Byerley, Steven	04/82								
Byers, Frank	12/82								
Cachola, William	12/75								
Cade, John	08/73	12/81							
Caldwell, Robert	12/73					09/79			
Callahan, Charles	08/74							08/74	03/78
Callahan, William	08/74								
Calo, Jose	06/75								
Camacho, Dean	04/82								
Camelo, Jose	12/78								
Cameron, Charles	06/74								
Cameron, David	04/81		02/82					01/82	
Campbell, Jennings	02/75		03/75	05/75					
Cannon, Robert	03/78								
Carr, John	04/79					02/80			
Carrao, Vincent	03/80		09/79					01/81	10/81
Carruthers, Francis	10/74		10/74						
Carter, Fred	09/74	10/81							
Cassidy, John	04/82								
Castagna, Carl	03/80		02/82				04/83	03/82	04/81
Castelo, Agustin	08/74		11/81				11/82	10/81	09/82
Castle, Vernon	12/79								
Cate, Thomas	04/82								
Cefaratti, Rudolph	08/74								
Celona, Nicholas	03/80								
Chamberlin, Richard	10/73								
Chancey, Walter	01/73							06/79	
Chappel, Earl	09/74		08/74	05/78					
Chesley, John	05/75								
Cherry, Dan	03/77	03/77							
Chianese, James	04/75								
Christanson, Chester	08/82								
Christian, Donald	04/81		03/82	02/82					
Christmas, Jr. Lorie	04/82								
Cicconardi, Jean	09/74								
Clark, Terrell	04/76								
Clarke, Florian	06/74							10/81	
Clausen, Charles	05/76		07/81	06/79					
Clayton, Edmond	11/78			12/76			02/77		
Clayton, George	09/74								
Cline, Larry	12/79								
Clock, Raymond	04/82								
Cody, Calvin	04/83								
Colby, Ernest	07/76								
Cole, Wayne	05/74	09/82						10/80	
Collison, Audie	11/82	11/82						09/79	
Combs, James	02/73								
Compeau, Daniel	05/83	05/83							
Conde, Victor	07/74								
Conklin, Kevin	02/73		01/74					07/81	08/81
Convey, Dennis	03/78		10/82	12/82			11/81	06/80	10/81
Conway, Frank	07/76								
Conway, Thomas	09/77								
Cook, Harry	10/82	10/82							
Cook, Lee	08/79								
Cookman, Richard	11/73								

(Continued on next page.)

# QMED Reclassification: Where You Stand

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMPMAN	REFRIG.	DIESEL	AUTO. MATION	NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMPMAN	REFRIG.	DIESEL	AUTO. MATION
Coombs, Jimmie	11/76									Fischer, Erik	03/75								
Cooper, Gerald	03/80									Fisher, James	04/79			05/83					
Cordova, Wilfredo	07/74		06/74							Fitzgerald, Lynwood	05/76			12/82	02/83			07/81	08/81
Corley, Charles	07/73									Flores, Jorge	12/82								
Corr, Joseph	12/82									Flynn, James	12/80								
Cotton, Robin	04/83		05/83					04/83		Foley, William	12/78		03/79			04/77			
Courtney, John	10/75	12/80	06/81							Fonville, James	06/75								
Cousins, Lloyd	03/74									Ford, John	01/75		02/75						
Couture, Kenneth	12/80									Forslund, Robert	03/74			10/81	10/81				
Cox, Donald	03/75		03/75							Foster, Albert	05/78								
Cox, Ernest	08/75									Fountain, Leon	08/79								
Coyie, Michael	05/75									Fowler, Brantley	04/79			10/81		11/81			
Crader, Steven	12/82					08/82		10/82	09/82	Fraisse, Owen	09/74		09/74						
Craig, Edward	08/76					08/82		11/82		Frazier, Earl	11/73								
Craigg, Keith	04/79	03/83	12/78							Frazier, Homer	10/73								
Crane, Raymond	05/76									Frederickson, Eric	05/74								
Crawford, Steve	06/73									Freeman, Benjamin	07/75								
Croes, Larry	03/74		12/81			11/82			12/82	Freeman, Mark	04/79		12/77					11/81	10/81
Crow, Paul	04/80		10/82			08/79				French, Donald	11/73								
Cruz, Juan	10/74									Fried, Peter	01/76		01/76						
Cueva, Nestor	04/75							06/75		Friedler, Ray	02/74								
Cuevas, Carmelo	06/74									Fritz, Charles	08/75								
Culp, Thomas	04/73									Fuentes, Erdwin	12/81								
Cunningham, Chris	12/78		03/79				04/79		04/83	Gaines, James	04/83								
Curtis, Thomas	02/75		03/75				12/75			Galeas, Isidro	04/79								
Czeslowski, Simon	03/80		12/81					01/81	01/82	Galka, Thomas	08/79								
Dahlhaus, C.W.	05/73									Gallagher, Charles	04/81			09/79					
Daisley, Richard	12/73		12/73	03/83		11/81	04/83	02/83	12/81	Galliano, Giuseppe	05/74								
Daley, David	10/74	12/81	11/74	10/81		10/81				Gammon, John	01/76		12/75	11/75					
Dalman, Gordon	08/74								06/83	Gannon, Kevin	03/78								
Dandy, Edward	12/81			12/82		03/83				Garcia, Louis	10/73		07/79						
Daniel, Wadsworth	09/73									Gardner, Dyke	12/82								
Daniels, Ray	04/83									Gary Thomas	04/79								
Darney, George	12/81		12/82			11/82		11/82		Garza, Antonio	06/74								
Davidson, Walter	04/79				08/80					Gaskins, Jon	06/74		06/74						
Davis, Benjamin	01/74		01/74							Gayle, Lawrence	04/79		12/77						
Day, John	03/78									Gearhart, Harry	12/79		09/81				06/83		10/81
De'Agro, Alfred	07/74									Geay, William	05/75								
Dean Robert	07/76									Geiszler, Rene	12/80								
Degroot, Victor	04/83									George, Allen	05/74				03/83				04/83
Dehibom, Robert	04/79									Getman, Scott	04/82								
Denardo, Michael	08/80									Giacolone, Silvano	12/81		12/82		05/82		11/82		04/82
Dengate, Dennis	04/83		05/83							Gifford, Donald	08/79								
Dengate, Harry	07/74									Gilbo, Donald	07/80		07/80						
Dennis, Marcus	09/73					09/78				Gilbo, Michael	03/82					07/82			06/82
Derke, Michael	07/74		08/74							Gilbo, Robert	01/82			02/82					
Dernbach, James	08/79									Gilmette, Ron	07/81								
Derosia, Jeffrey	08/82									Glizzo, William	04/81		10/82		12/82	12/82	11/81		04/81
Derosier, Alan	08/79									Glaze, Richard	12/78								
Devonish, Chris	08/78					12/80				Gondzar, Stan	08/72								
Diaz, Robert	11/76									Gonzalez, Enrique	12/76								
Dickens, Glenn	02/74									Gonzalez, Juan	08/75	04/83							
Dickinson, James	10/74						10/80			Gonzalez, Orlando	07/78								
Difabrizio, Alfonso	05/74									Goodrum, Robert	01/74			10/81		10/81	11/81	10/82	09/82
Dill, Henry	08/75									Goosby, David	10/74								
Dillon, William	12/76		12/81			05/82	06/80	11/79		Gordon, Larry	12/80		12/77	12/81			02/82		04/81
Dinnes, Stephen	03/80									Gore, Eugene	07/72								
Disarno, Joseph	08/78									Gore, Jeffrey	08/80								
Dising, Maximo	11/73									Gower, David	10/76								
Ditzel, Kevin	08/82									Grab, Cyril	08/75								
Dixon, Jack	05/73	06/80								Graham, Kelly	07/81								
Dizon, Romeo	10/76		07/78	09/78	05/78		09/78			Gransy, Joseph	08/82							10/80	
Dobloug, James	11/73									Gray, William	05/75								
Dolan, Peter	06/75									Green, Haywood	02/74								
Donovan, Patrick	10/74									Greenfield, John	08/78					08/79			
Dooley, Lonnie	11/74									Greiner, Douglas	02/75		06/82	09/78			09/78		03/78
Dooley, Thomas	12/81									Griffin, Ralph	08/74		08/74	05/75			12/75		
Doran, Thomas	08/80									Griffith, John	06/74								
Dorrian, Patrick	06/78									Groening, Richard	06/73								
Dorsey, Eugene	12/80		02/82	12/82				10/82	12/81	Gross, Charles	03/75								
Dow, Gary	12/81		07/80					10/82		Guajardo, David	04/81								
Doyle, Daniel	04/81		11/81					12/82	10/81	Guerrero, Orlando	01/76								
Dryden, James	04/75			05/75		08/75				Guertin, Louie	07/74					11/81			10/81
Duarte, Hector	07/81									Hagedorn, Edwin	12/75								
Duckworth, Merle	06/75									Haight, Jonathan	08/79	03/83	03/78					06/80	
Duenas, Bernardino	07/80	07/80								Hall, John	04/79								
Duffy, James	06/80			06/80						Hall, Michael	07/81					08/82		02/80	07/82
Dukehart, David	04/75			02/82	04/82					Haller, Robert	12/76		12/75						
Dukes, Frederick	09/78		10/76					05/82	06/82	Halmon, Earl	12/73								
Duncan, Charles	10/75		11/82	06/82					04/82	Hambiet, Arnold	11/75								
Duncan, William	08/74									Hambouz, Hamlin	09/76								
Dunn, Cardel	04/81									Hampson, Charles	12/81								
Durand, Felix	01/76									Hanks, Fletcher	01/76								
Duron, Roberto	02/76					02/81		03/75		Hannon, Richard	11/75								
Dwyer, Carol	04/73									Harada, Leslie	07/74							12/79	11/79
Eagleson, Charles	07/75									Hardy, Ross	05/76								
Echevarria, Ramon	02/75									Harper, Roman	08/74								
Eddings, Otis	11/75		10/82					08/79	09/82	Harrington, Stephen	08/81							04/81	
Edgell, Patrick	07/75	10/80	10/76							Harris, Barry	08/78								
Ehret, William	06/74		06/82					07/81	07/82	Harris, Bobby Earle	01/79	01/79							
Elliott, Byron	01/76									Harris, Frederick	07/74								
Ellis, Perry	09/73		09/73							Harris, Thomas	03/74								
Elot, George	11/73									Harris, Thomas	06/73			09/78		11/81	09/76		12/81
Emans, Marvin	09/74									Hart, David	05/75								
Ensor, Walter	12/79				08/81	06/81				Hart, Grady	07/74								
Esposito, Gennaro	03/75									Hatchel, William	08/75								
Everett, Clayton	12/74									Hawkins, Stanley	02/78		02/78						
Evosevich, George	08/74									Hawkins, Theodore	10/75								
Fain, Garey	12/79									Hawver, Charles	01/74								
Fair, James	12/75									Haynie, Edward	04/79								
Farmer, Donald	11/74		11/74							Head, Fred	05/75	01/81						03/82	
Farmer, Robert	08/79			09/79	04/82	05/82				Heath, Ray	10/74					08/82			07/82
Fedesovich, John	04/75		05/82	10/81	10/81			04/82		Hebert, Allison	03/78				08/81			07/81	





# QMED Reclassification: Where You Stand

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMPMAN	REFRIG.	DIESEL	AUTO. MATION	NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMPMAN	REFRIG.	DIESEL	AUTO. MATION	
Munsie, John	07/75			05/75			11/81	06/75	10/81	Peterson, Charles	09/77		09/79						07/78	
Murphy, Donald	04/73		09/73			06/83		01/82	06/83	Peth, Carl	05/73									
Murphy, Michael	12/79		09/81	04/81	02/81		07/82			Petric, Laszlo	10/74									
Murray, Brenda	05/83		06/83							Phillips, Donald	07/81									
Murray, Edward	07/74		03/79							Phillips, Michael	04/79		06/77		12/79				11/81	
Myers, Joseph	06/73									Phillips, Pierce	04/81									
Myers, Oliver	09/77							12/79		Picciolo, Raymond	08/80		07/80		03/82			07/81	04/82	
McAndrew, Martin	09/74									Pierce, Roy	08/74									
McAndrew, Thomas	09/74									Piteris, Michael	07/72									
McAvoy, John	01/75									Plaskin, Eric	01/79				12/81				12/81	
McBride, James	08/75	09/78								Poletti, Rudolf	02/74									
McBride, Louis	10/75					08/75				Polise, Edward	12/81									
McCabe, John	12/75		02/77	05/78						Polk, Elbert	04/76									
McCauley, Roy	09/74		09/74	09/78	10/81		09/78	10/81		Pollard, James	05/74									
McCrary, James	09/77									Pollard, William	08/79			12/82	02/83				02/83	
McCray, James	10/73									Pollard-Lowskey, Guy	04/74									
McCue, Charles	05/73									Ponti, John	03/80		10/82				06/83		09/82	
McDonald, Randy	12/78		11/78	10/78						Potts, Anthony	09/79		10/82		10/82			10/82		
McDonald, Richard	10/72									Prater, Robert	08/72									
McDonnell, Randy	08/79									Principe, Henry	08/76								09/76	
McGarity, Gerald	04/74									Prisock, Franklin	12/82									
McGarity, David	03/76									Pyle James	04/81			10/81		11/81	07/82		09/82	
McGauley, Joseph	06/76									Quebedeaux, Francis	08/74									
McGee, Joseph	04/83									Raba, John	12/81		03/81						04/81	
McGinty, James	12/81									Radam, Gordon	07/75									
McGuire, Michael	04/83									Ranale, George	12/73									
McIlwain, Michael	04/81					11/82		05/83	09/82	Raptis, Emmanuel	04/75									
McInnes, Leonard	05/74									Ratliff, George	11/74		11/74							
McKeehan, Tommy	11/75									Reamey, Bert	02/73									
McKenna, John	07/74									Renale, George	12/73									
McKnight, Michael	07/75									Roquiso, Marcelino	09/77			05/75						
McLaughlin, John	09/73		09/73				07/81			Resendez, Alex	01/75									
McLendon, Thomas	09/74									Revette, James	08/73									
McLeod, Douglas	10/76									Reyes, Frederick	12/78			04/81	04/82					
McLeod, Kenneth	06/73									Reyes, Julio	11/76									
McMahon, Thomas	03/78									Ricco, Christopher	07/81									
McNally, Michael	12/78						09/78		06/83	Richman, Everett	12/72									
McParland, James	05/74									Ricord, Fabulous	04/79			06/82		05/82	04/83	08/80	04/82	
Nathan, John	08/80									Riley, John	04/82									
Neathery, Emmett	07/79									Risbeck, Richard	10/73									
Nell, Jerrell	05/74									Rivera, Jose	12/74	02/80								
Negron, Joseph	07/81									Rivers, Sam	05/74									
Nelson, Alan	03/80									Rizzo, Francis	05/73									
Nelson, Dan	08/75									Roat, Wallace	01/74		01/74							
Nelson, Norman	07/81									Roberts, Hafford	12/76									
Nelson, Rodger	07/74									Roberts, Luther	04/76									
Newhouse, Jonathon	03/78									Robertson, Richard	08/80		03/82		10/81			05/82		
Newsome, DeShawn	12/81									Rodriguez, Hector	08/79					08/82			07/82	
Newsome, James	08/78									Rodriguez, Juan	03/75									
Nicholson, Joseph	12/80		07/79				04/81			Rodriguez, Manual	12/80		10/82	08/81	07/81			12/82	06/83	
Nicklaskey, Raymond	04/83			04/83		03/83			04/83	Rodriguez, Ruben	01/76									
Nieves, Luis	12/78									Rodriguez, Victor	10/75									
Nixon, Leonard	08/80									Rodriguez, Carlos	08/78		11/81					06/79	10/81	
Noll, Michael	08/74									Rogers, Earl	09/78									
Norland, William	07/73									Rogers, Lee	10/72									
Norris, David	06/74									Rogers, Louis	01/74									
Nortava, Peter	06/73									Rogers, Patrick	08/72							11/80		
Novak, Anthony	06/74		02/75						08/81	Rosario, Rene	03/80							06/83	10/81	
Nugent, Raymond	06/76			09/82	10/82	09/82	06/83	11/81	10/81	Rosati, Richard	12/80									
Nurmi, Rudolph	12/74									Rose, Daniel	04/81		11/80	04/82	01/79			05/82	04/81	05/82
O'Brien, Sean	08/82									Rose, William	11/74		11/74							
O'Donnell, David	03/82		06/83	05/83		03/82		10/82	04/82	Rosenberger, Charles	11/73		11/74							
O'Donnell, James	07/75									Ross, John	01/75									
O'Rawe, John	02/74		03/74							Rougeux, David	09/76									
O'Reilly, John	05/82		05/82				06/83	05/83	06/82	Rouse, John	11/73									
O'Toole, Michael	04/75									Rowe, Thomas	02/75									
Oberle, Daniel	08/82							04/81		Roy, Alfred	04/74									
Oberson, John	04/80									Roy, Alfred	03/74									
Oden, Lester	12/81									Rozmus, Walenty	03/74		10/76			05/79	04/83	08/78		
Ohler, Robert	11/72									Roznowski, Steven	12/79							11/81	10/80	
Okrogly, Alfred	11/74		12/74	10/78	06/83					Ruiz, John	08/80									
Oliveri, Joseph	03/78									Ruscigno, Michael	11/73									
Onufer, Paul	03/80									Rush, Robert	03/78			02/80				11/80		
Oppel, Robert	04/83									Russell, Paul	08/79		05/79					04/81	01/81	
Orr, Paul	07/81									Russo, Michael	01/75			05/75						
Orsini, Dominick	11/73		02/82	12/82	10/82	01/82		01/82	06/83	Sabga, Jimmy	04/81		02/82						03/82	
Orsini, Joseph	10/73									Sabin, Milton	12/80									
Osman, Mustafa	05/75	11/82								Sachs, Bernard	06/73		05/80							
Oswald, Marc	12/80		05/80							Saddy, Luis	12/78									
Pacheco, Edmund	11/75									Sadler, Joseph	04/74									
Pagen, Jacinto	07/74									Sager, Eric	01/76		02/76						02/76	
Painter, Philip	01/74		02/74							Salazar, Julian	12/78									
Palmisano, Pasquale	10/74							07/82		Salley, Robert	05/73									
Palombo, Victor	03/78									Salomons, Imro	12/72			12/82	10/82	03/82			01/82	
Paloumbis, Nikolaos	11/73	07/79	11/73							Sanchez, Robert	11/75								11/79	
Panko, Dasril	12/82									Santiago, Alex	03/80									
Panos, Robert	04/81									Santos, Diogenes	10/77									
Papageorgiou, Dimitrios	05/73									Santos, Robert	05/75				03/83					
Pardovich, Philip	08/79								04/81	Sapp, Cecil	10/73									
Parker, Kimberly	03/75									Saslos, Nikolaos	05/74									
Parrish, Jesse	07/74			09/82	10/82	09/82	06/83	11/81	10/81	Saunders, Darry	11/75									
Parrish, William	11/73									Schaefer, John	04/75									
Patino, Juan	11/74		02/76							Schlueter, Hans	10/73									
Patrick, Hermus	04/82						12/82	10/82		Schmidt, Anton	03/75									
Patterson, Harris	07/75									Schockney, Harry	12/74		11/82					10/82		
Patterson, Joseph	08/82									Schroeder, Wilhelm	11/73									
Patterson, Kraig	03/80									Schuffes, Peter	03/75			05/75						
Patterson, Nelson	03/74									Schuster, Robert	04/82									
Patton, Stephan	03/78									Scrivens, Robert	04/82									
Payne, Gerald	10/76									Scuderi, Marcel	08/79									
Pazos, Joseph	08/73					02/82	02/82	02/82		Sczpiorski, Alfred	04/82									
Pennick, John	12/79									Seabron, Sam	10/74						08/79			
Penna, John	09/74		09/74				07/82	11/80	06/82	Sessions, Otis	09/									



## Recertifying Stewards Visit Capitol Hill



While attending the SIU's educational program for recertifying stewards at the Seafarers Harry Lundeberg School of Seamanship (SHLSS), the following members were recently in Washington to visit SIU headquarters and see the legislative process. Pictured here on Capitol Hill are (l. to r.) SIU Legislative Representative Liz DeMato, Robert Marion, Joseph Pitetta, Jacinto Guilles, David Sacher, Alfred Salem, Simon Gutierrez, Ernest Harris, Patrick Geary, Angelo Romero, Edward Collins, Thomas Maley and James Bergstrom.

## Directory of Ports

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

### HEADQUARTERS

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

### ALGONAC, Mich.

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

### BALTIMORE, Md.

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

### CLEVELAND, Ohio

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

### COLUMBUS, Ohio

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

### DULUTH, Minn.

705 Medical Arts Building 55802  
 (218) 722-4110

### GLOUCESTER, Mass.

11 Rogers St. 01930  
 (617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
 (808) 537-5714

### HOUSTON, Tex.

1221 Pierce St. 77002  
 (713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
 (904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
 (201) 435-9424

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
 (504) 529-7546

### NEW YORK, N.Y.

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

### NORFOLK, Va.

115 3 St. 23510  
 (804) 622-1892

### 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

JULY 1-29, 1983

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C		All Groups Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Gloucester	1	5	0	0	2	0	0	11	14	0
New York	73	20	0	48	17	0	0	183	63	3
Philadelphia	1	5	0	5	4	0	0	4	7	0
Baltimore	12	3	0	3	0	0	0	40	13	1
Norfolk	11	4	0	15	9	0	0	21	17	0
Mobile	10	1	0	13	6	0	2	23	5	0
New Orleans	41	11	2	55	16	0	0	118	29	4
Jacksonville	23	11	0	16	7	0	1	89	27	7
San Francisco	29	12	0	21	17	0	0	56	27	4
Wilmington	13	6	0	13	11	0	0	73	27	2
Seattle	27	9	0	19	14	0	1	6	13	0
Puerto Rico	2	5	0	6	2	0	0	119	47	1
Houston	34	12	0	28	8	0	0	0	0	0
Piney Point	0	0	0	0	5	0	0	802	325	23
<b>Totals</b>	<b>277</b>	<b>104</b>	<b>2</b>	<b>242</b>	<b>118</b>	<b>0</b>	<b>4</b>			
<b>ENGINE DEPARTMENT</b>										
Gloucester	1	1	0	0	2	0	0	5	5	2
New York	70	14	0	47	15	0	0	150	41	0
Philadelphia	2	0	0	6	0	0	0	5	4	0
Baltimore	12	0	0	1	0	0	0	41	6	0
Norfolk	12	3	0	9	8	0	1	18	8	0
Mobile	12	7	0	12	4	0	0	25	6	0
New Orleans	31	12	0	42	10	0	0	92	24	1
Jacksonville	22	11	0	13	19	0	0	41	18	0
San Francisco	21	12	2	17	10	0	0	51	20	8
Wilmington	6	5	0	3	4	0	0	38	15	0
Seattle	19	11	0	14	8	0	0	60	19	1
Puerto Rico	5	2	0	7	2	0	1	11	6	0
Houston	32	6	0	18	6	0	0	98	27	0
Piney Point	1	0	0	1	3	0	2	0	0	0
<b>Totals</b>	<b>246</b>	<b>84</b>	<b>2</b>	<b>190</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>635</b>	<b>199</b>	<b>12</b>
<b>STEWARD DEPARTMENT</b>										
Gloucester	0	1	0	1	0	0	0	0	6	0
New York	29	12	0	17	14	0	0	72	38	0
Philadelphia	0	0	0	2	0	0	0	3	1	0
Baltimore	5	1	0	1	0	0	0	12	2	0
Norfolk	6	2	0	7	11	0	0	12	5	0
Mobile	8	0	0	8	5	0	1	21	2	0
New Orleans	15	2	0	32	16	0	0	50	8	0
Jacksonville	16	3	0	9	1	0	0	20	12	2
San Francisco	8	15	1	16	38	0	0	29	68	4
Wilmington	6	1	0	4	5	0	0	16	9	1
Seattle	11	5	1	17	10	0	2	25	14	1
Puerto Rico	0	1	0	3	4	0	0	7	2	0
Houston	14	3	0	12	1	0	0	58	15	0
Piney Point	0	0	0	0	3	0	0	0	0	0
<b>Total</b>	<b>118</b>	<b>46</b>	<b>2</b>	<b>129</b>	<b>108</b>	<b>0</b>	<b>3</b>	<b>325</b>	<b>182</b>	<b>8</b>
<b>ENTRY DEPARTMENT</b>										
Gloucester	1	4	0					5	22	0
New York	25	68	2					43	204	14
Philadelphia	2	5	0					1	16	0
Baltimore	2	7	1					16	40	2
Norfolk	5	19	0					8	38	0
Mobile	4	9	0					4	29	4
New Orleans	25	28	1					46	88	6
Jacksonville	4	21	0					13	76	6
San Francisco	9	63	8					35	165	44
Wilmington	5	12	0					7	74	4
Seattle	8	15	4					13	64	13
Puerto Rico	4	6	0					10	39	3
Houston	10	24	0					38	113	1
Piney Point	0	11	0					0	0	0
<b>Totals</b>	<b>104</b>	<b>292</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>239</b>	<b>968</b>	<b>97</b>
<b>Total All Departments</b>	<b>745</b>	<b>926</b>	<b>22</b>	<b>561</b>	<b>317</b>	<b>0</b>	<b>9</b>	<b>2,001</b>	<b>1,874</b>	<b>140</b>

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

Shipping in the month of July was down from the month of June. A total of 887 jobs were shipped in June on SIU-contracted deep sea vessels. Of the 887 jobs shipped, 570 jobs or about 64 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. There were 9 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 321 relief jobs have been shipped.

## Support SPAD

# Seafarer 'Saki Jack' Dolan, LOG Story-Teller, Dies at 67

BY RAY BOURDIUS

Seafarer and Pensioner John "Saki Jack" Vincent Dolan, 67, who in a series of 10 articles in the LOG over the last few years recounted his personal exploits at sea and ashore, died on May 12.

"Saki Jack," who undoubtedly got his nickname for his liking the Japanese libation, joined the SIU in 1947 in the port of New York sailing as a chief steward, chief electrician, AB and ship delegate. He began sailing in 1934 and was on the Sea-Land Shoregang in Port Elizabeth, N.J. from 1969 to 1975, a year before his retirement.

In 1941 he was graduated from the U.S. government's Stewards, Cooks, Bakers and Butchers School in New York City.

Brother Dolan hit the bricks in SIU, SUP, MFOWWU, MC&S and ILA beefs. He rode troop ships in both World War II and the Korean War, and also sailed during the Vietnam War.

Born in Camden, N.J., he was a resident of Middletown, N.J. Surviving are his widow, Florence and his sister, Anne K. Long of Warwick, N.Y.

"Saki Jack," being of Irish lineage, could tell a sea story as well as he could write one in the LOG. Jim Gannon, editor of the LOG at that time, recalled

Dolan's remarkable insight into the minds and mores of his Brothers of the Sea, as shown in the well-written and colloquial conversational style of his humoresque tales of the deep.

Dolan's first story in the LOG (August 1979) was "Saga of the R/V Anton Brunn, Research Ship," about a 28-month voyage for the National Science Foundation's International Indian Ocean Expedition in the 1960s. The scientists surveyed the ocean's killer sharks, poisonous fish and sea snakes.

"Saki" admitted that like Casey Stengel of the New York Yankees, he couldn't remember peoples' last names, but he had a penchant for nicknames à la Damon Runyon, a popular New York author.

One was "Raghead, the Scientist." Others were "Hang in There Hank, the Bosun," "Jack-of-all-Trades Connors," "Pete the Cook," "3rd Engineer Smitty," "3rd Cook Raymond," Capt. "Perculator" Huggins, "Chief Cook Chico," Bombay Cabbie "Ali Babba," Chief Engineer Mr. "Nasty" Grasty, bistro owner "Sharky the Limey," and a young lady from Port Louis, Mauritius Is.—habitat of the extinct dodo bird—who packed a 10-inch stiletto and whom Dolan dubbed "Mack the Knife" and the "Naked Truth."



"Saki Jack" Dolan

The voyage, from 1963 to 1966, took them to the Persian Gulf, Arabia, Kenya, Madagascar, the west coast of Africa, the east coast of South America and the Antarctic.

"Saki Jack" followed with three stories in the January through March 1980 editions of the LOG. In January 1981 he told the story of "The Old Doghouse, 'Through the Looking Glass,'" the old Seamen's Institute at 25 South St. in New York. In it he drew caricatures of "Ma Rober," "Frenchy the Tailor," "Joe Bananas," Harry "Lunchbox" Lundeberg, "Slug" Ziekman, Eddy "Manny" Manning, Joe "No Coffee-Time" Curran, "Double Door" Joe, "Big Nose" Walter Reidy, "Billy the Kid," "Ole

Sam the Seaman's Friend," "Broadway Rose," "Shoestring Annie," "5th Avenue Mac," "Squirrel the Wiper," "Mother Ringo" and "Patch-eye Murphy."

In the April 1981 edition of the LOG, he told the tale of being "Shangaied" to Canada, SIU Style." In the June 1981 opus, Jack wrote of the "Fire in the Hold" on the SS Bridgehampton, followed by "Bankrupt, But Not Broke, in Port Said, Egypt," telling how he went to the camel races on the beach.

The last chapter in the series, "Saki Jack Remembers: Strictly for Oldtimers," was signed off with "Keep the Faith, 'Saki Jack'."

## Emergency Sea Transfer Too Late for MFU Brother



Wilbur Frank Yarrington waves 'farewell' as he is lowered to a launch from the *Santa Magdalena* for emergency medical treatment off the coast of Brazil.

Wilbur Frank Yarrington was looking forward to another South American tour. When he signed on with the *SS Santa Magdalena* as a reefer engineer this spring, he knew as always he would be reunited with friends.

Yarrington began sailing in 1944. He was a member of the SIU-affiliated Marine Firemen and Oilers Union. Throughout his career he had volunteered for last minute accommodations, taking jobs to prevent vessels from sailing short-handed. He had packed his bags in advance for this journey from San Francisco Bay. But it was the ending this time that was sadly untimely.

Three days out, Yarrington became ill. The *Magdalena* diverted from its course to meet a launch that would carry him speedily to emergency hospital treatment at a clinic in Maceio,

Alagoas, Brazil. Yarrington, 57, died there on June 6, 1983 following emergency surgery for acute appendicitis.

West Coast SIU Vice President George McCartney knew him well. In a letter to MFU President Henry Disley, McCartney mentioned that Yarrington's shipmates took up a collection following his death and \$510 was donated to his family.

"Frank was a good shipmate, a good Union brother, and a top-notch reefer. He never hesitated to share his knowledge and experience with younger men, showing them the ropes and tricks of the trade that he had learned over the years. Frank was well liked and respected by all who knew him.

Wilbur Yarrington leaves his wife, Virginia and a daughter, Susan Ann.

## Pensioner's Corner



**Edwin Marvin Christian, 62,** joined the SIU in 1944 in the port of New York sailing as a bosun for the Waterman Steamship Co. Brother Christian was also on the Sea-Land shoregang in Port Elizabeth, N.J. and at the Bush terminal in Brooklyn, N.Y. from 1948 to 1954. He was born in Rome, Ga. and is a resident there.



**Raymond Merton Davis, 58,** joined the SIU in the port of New York in 1952 sailing as a FOWT. Brother Davis was born in Athol, Mass. and is a resident of Contoocook, N.H.



**Matthew Goldfinger, 65,** joined the SIU in the port of San Francisco in 1959. Brother Goldfinger was born in Buffalo, N.Y. and is a resident there.



**Patrick Henry Key, 65,** joined the SIU in the port of New York in 1953 sailing as a FOWT. Brother Key was born in Ancon (Panama Canal Zone) Hospital and is a resident of Porter, Texas.



**Willie Gray Midgette, 63,** joined the Union in the port of Philadelphia in 1957 sailing as an AB for the C.G. Willis Co. from 1950 to 1983. Brother Midgette was born in Lowland, N.C. and is a resident there.

**James Edward Coyle, 71,** joined the SIU in the port of New Orleans in 1956 sailing as a chief electrician for the Waterman Steamship Co. and for Sea-Land. Brother Coyle is a resident of Metairie, La.



**Talmadge, L. Moss, 55,** joined the SIU in 1944 in the port of Mobile sailing as a QMED. Brother Moss sailed for Ogden Marine. He was born in Alabama and is a resident of Lafayette, Tenn.



**Edwin David Parsley, 56,** joined the SIU in 1946 in the port of Philadelphia sailing as an AB. Brother Parsley was born in Clay County, Ind. and is a resident of Blue Eye, Mo.



**Francisco Rivera, 65,** joined the SIU in the port of New Orleans in 1971 sailing in the steward department for Sea-Land. Brother Rivera was born in Honduras and is a resident of New Orleans.



**Anker John Hansen Sarvold, 70,** joined the SIU in 1946 in the port of New York sailing as a chief steward. Brother Sarvold also sailed during World War II. He was born in Norway and is a resident of Brooklyn, N.Y.



**Charles S. Smith, 65,** joined the SIU in 1947 in the port of New Orleans sailing as a chief cook. Brother Smith was born in the United States and is a resident of Gretna, La.



**Oscar Smith, 68,** joined the SIU in 1948 in the port of New York sailing as a chief steward for Sea-Land. Brother Smith is a resident of Brooklyn, N.Y.

**Edward Joseph Kosecki, 60,** joined the SIU in 1945 in the port of New York sailing as a FOWT. Brother Kosecki sailed for the Delta Line. He was born in Solway, N.Y. and is a resident of New Orleans.



**Jose Antonio Tablas, 68,** joined the SIU in the port of New York in 1951 sailing as an AB. Brother Tablas is a wounded veteran of the U.S. Army Infantry in World War II. He was born in El Salvador. A naturalized U.S. citizen, Tablas now resides in Houston.

**Santos Lopez, 66,** joined the SIU in the port of San Francisco in 1962 sailing in the steward department for Sea-Land. Brother Lopez was born in Guánica, P.R. and is a resident of San Francisco.

## Great Lakes



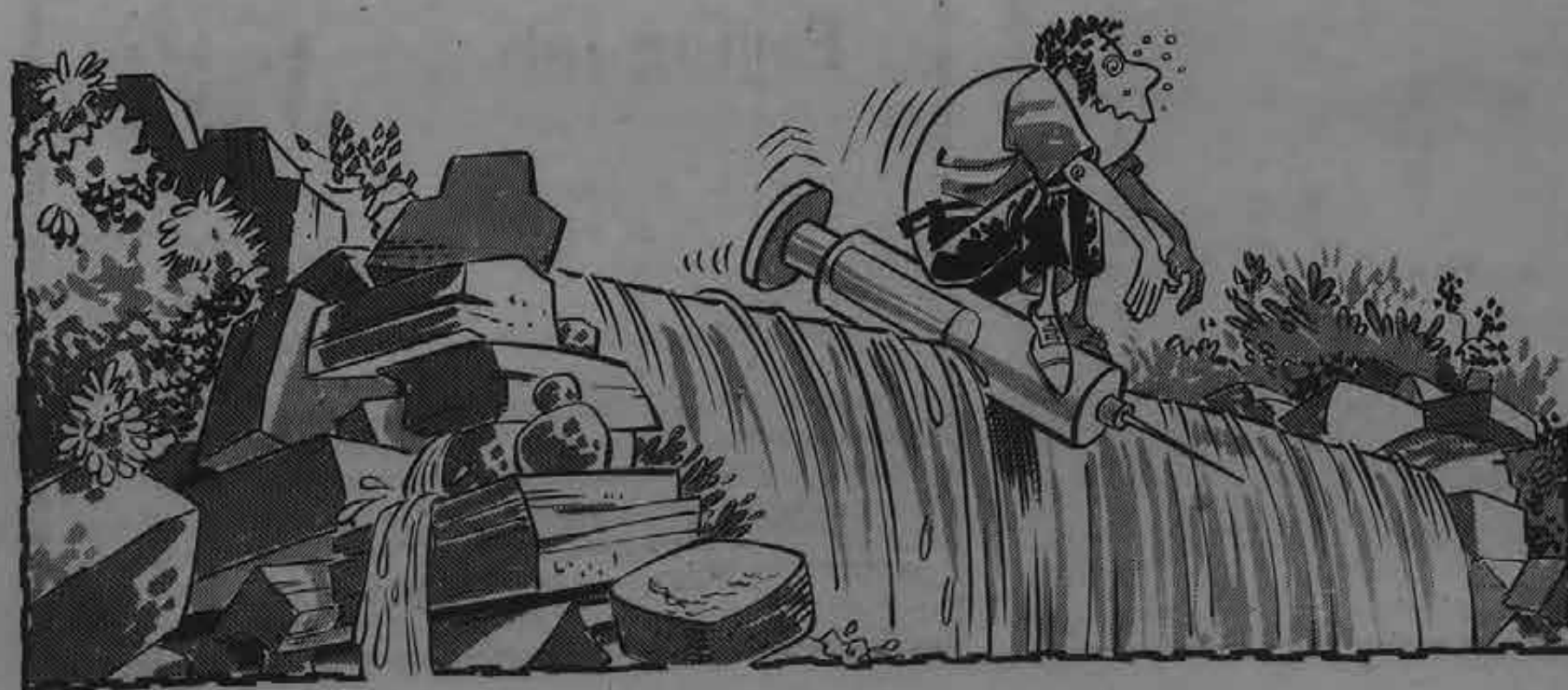
**Marvin Erwin Felix Miller, 62,** joined the Union in the port of Milwaukee, Wis. in 1961 sailing as an AB for the Great Lakes Towing Co. from 1953 to 1983. Brother Miller is also a wood patternmaker. A veteran of the U.S. Army Air Corps in World War II, he served as a corporal-surgical technician with the 365th Fighter Group at the USAF Air Base in Richmond, Va. and in the European Theater of Operations (ETO) in the Normandy, Northern France, Ardennes, Rhineland and Central Europe Campaigns. Laker Miller was awarded the Air Force's Distinguished Unit Badge, the Silver Oak Leaf Cluster and Bronze Star Medals. Born in Milwaukee, he is a resident there.

## Atlantic Fishermen

**John Baptiste Parisi, 65,** joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1949. Brother Parisi was born in Massachusetts and is a resident of Gloucester.

**Sebastiano J. Passanisi, 68,** joined the Atlantic Fishermen's Union in the port of Gloucester in 1961. Brother Passanisi was born in Boston, Mass. and is a resident of Medford, Mass.

**Anthony Testaverde, 62,** joined the Atlantic Fishermen's Union in 1939 in the port of Gloucester. Brother Testaverde was born in Boston, Mass. and is a resident of Gloucester.



**DON'T  
LET DRUGS  
RUIN  
YOUR  
CAREER!**

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

Frank EVERETT © S.M.A.

# Editor Rotan Retires

Don Rotan, West Coast assistant editor of the LOG, retired on Aug. 1, ending a 41-year career in the maritime industry.



Don Rotan

A native of Seattle, Wash., Rotan first went to sea in 1942 following his high school graduation. He shipped as pantryman aboard the passenger liner *SS Columbia*, the first of many voyages that would take him 'round the world. He joined the Navy in 1944 and then immediately returned to the merchant marine following the war.

He continued to sail until 1948 when he came ashore to work as an organizer in Seattle for the Sailors Union of the Pacific. Working with the late Harry Lundeberg, Rotan played an active role in a drive to eliminate communist influences in the maritime labor unions.

During those busy years of 1948-1951, Rotan was also able to attend classes at the University of Washington where he majored in journalism.

In 1951 he became the Seattle port agent for the Marine Cooks & Stewards Union, one of the AFL's newest member unions.

The Marine Cooks & Stewards Union was headquartered in San Francisco at that time, and Rotan transferred there in 1952 to become the first editor of their newly-founded weekly newspaper, the "Stewards News." Originally taken as a temporary job, it lasted 27 years, ending in 1979 when the "Stewards News" merged with the Seafarers LOG. He then became the permanent West Coast Assistant Editor of the LOG.

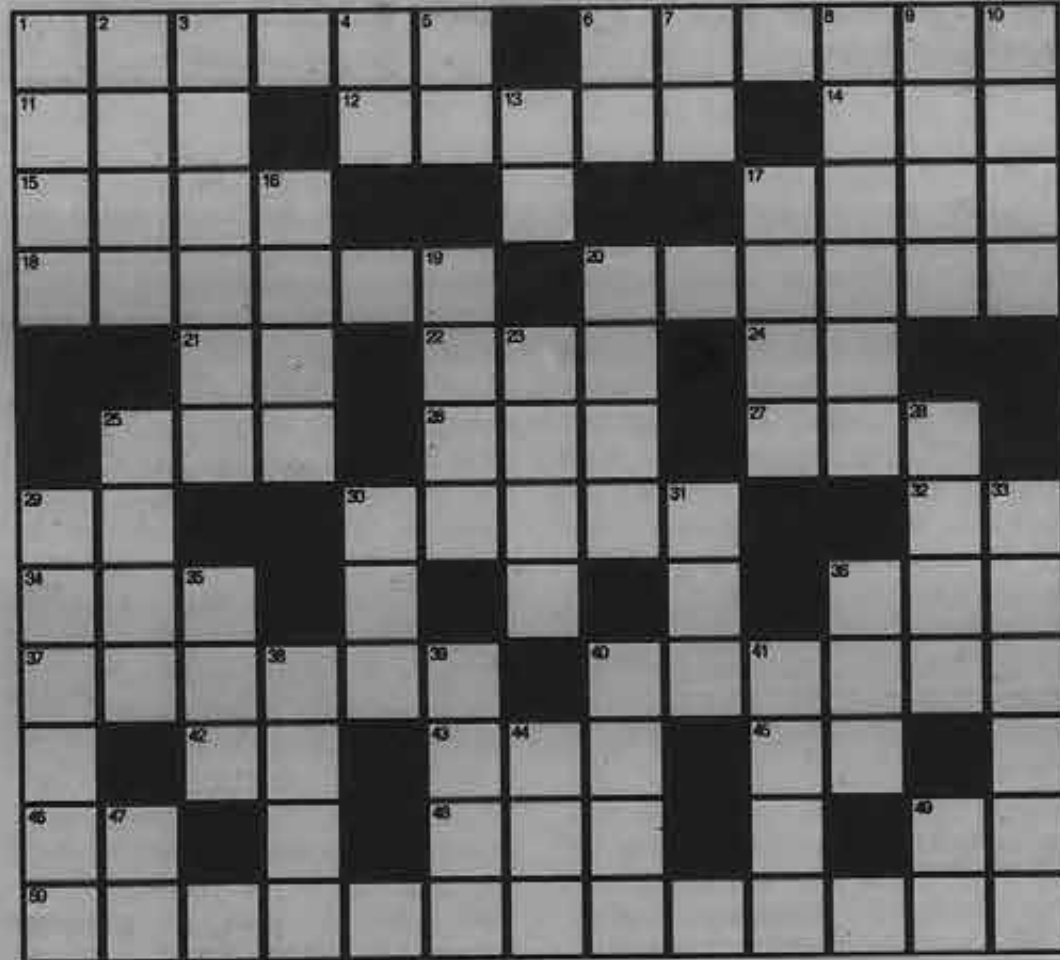
Along with his editorial functions, Rotan served the Marine Cooks & Stewards Union in several capacities: as a trustee of their pension and welfare funds and as a delegate to San Francisco's Central Labor Council. And in 1977 he became assistant secretary-treasurer. When the Marine Cooks merged with the Seafarers International Union the following year, he became port agent in San Francisco for the newly-merged organization.

#### Answers to Previous Puzzle

W	A	K	E		O	N	E		P	L	O	T	
A	L	E		C	R	A	B	B		U	N	D	
T	S	E		A	R	U	B	A		N	A	P	
C	O	L	O	R		T		S	P	A	N	S	
H		S	U	P		I		S	I	R		I	
E	S		T		A	C	E		Q		F	D	
S	O	S		S	T	A	R	S		T	O	E	
L				C	O	L	O	N				R	
F	O	U	L	U	P		S	A	L	A	M	I	
R	E	N	A	L		W		R	O	S	E	S	
O	D	D		L	E	A	S	E		E	R	A	
Z		O	F		A	V	A		A	A		A	
E	D			A	T	T	E	M	P	T		B	C

## SeaLog X-Word

By Debbie Greene



#### Across

- Ship's reliable support
- Body of land
- Zodiac sign
- Set fire to again
- Expire
- \_\_\_\_\_ Hall
- Killer whale
- Season
- Release from duty; aid
- Steamship (abbr.)
- Servicemen's club
- DG connector
- Fish catching device
- The \_\_\_\_\_ of luxury
- Pig pen
- You and I
- Proposal; bid
- After B.C.
- Swiss river
- Part of IOU
- To deepen waterways
- Decorates
- Member of AMA
- Used for drinking coffee
- Negative reply
- Address (abbr.)
- Damage or disfigure
- \_\_\_\_\_ and Mrs.
- Labor Day 1983

#### Down

- European mountains
- A tide
- Route or path
- Either \_\_\_\_\_
- Musical note
- IV-II
- Peter or Paul (abbr.)
- Not anchored
- French city
- Not able to hear
- Unit of weight (abbr.)
- Tilt or lean
- Bullring cheers
- Part of AGLIWD
- Cord
- Secure
- Close by
- Sign of drowsiness
- Waterproof hip boots
- Part of NATO (abbr.)
- Device used for fishing or diving
- Discern or proclaim
- Decorates
- Bro. Campbell
- Gold (Sp.)
- Three (Ger.)
- Lazarus or Bovary
- Field (comb. form)
- Merely
- Former union of Egypt and Syria (abbr.)
- \_\_\_\_\_ and fro
- Mother (informal)

Answers Next Month!

## PMA Shipping Scene

July 1983

	REGISTERED	SHIPPED
<b>SAN FRANCISCO</b>		
Class "A" .....	36	8
Class "B" .....	8	1
Class "C" .....	0	0
Grand Total (All Groups) .....	44	9
<b>WILMINGTON</b>		
Class "A" .....	6	3
Class "B" .....	0	1
Class "C" .....	0	0
Grand Total (All Groups) .....	6	4
<b>SEATTLE</b>		
Class "A" .....	23	22
Class "B" .....	2	1
Class "C" .....	1	1
Relief .....	1	0
Grand Total (All Groups) .....	26	24
<b>HONOLULU</b>		
Class "A" .....	4	5
Class "B" .....	1	2
Class "C" .....	0	0
Grand Total (All Groups) .....	5	7

## Navigate Your Way To A Better Paying Job. . .

Apply for the *Mate/Master Freight and Towing Vessels* offered on *September 12, 1983*, at the Seafarers Harry Lundeberg School of Seamanship.

Fill out the application in this issue of the *Log*, or contact the Admissions Office, at SHLSS, Piney Point, Maryland 20674.



# Digest of Ships Meetings

**ADONIS** (Apex Marine Co.), June 5—Chairman A.C. Harrington; Educational Director Paul Kerney; Deck Delegate Antonios M. Tricoglou; Secretary Robert C. Thomas. Some disputed overtime was reported in the deck and engine departments. There is \$110 in the ship's fund. Minutes of the previous meeting were read. Those crewmembers who are directly affected by the permanent jobs issue will be polled for their opinions. The chairman asked the crew to please return the ship's videotapes. If they are not returned, the company will be charged for their loss. The chairman also cautioned the ordinary seamen to perform their duties properly—and that means not sitting in the crew lounge watching the TV or video. A repair list will be put up. If there are any repairs that crewmembers are aware of, they should write them down. It was suggested that when a captain is being relieved, he should close out all of his accounts and pay the crew. In that way, the new captain will not be placed in the position of having to tell the crew that he cannot pay off because the old captain left nothing in writing. A vote of thanks was given to the steward department. Next port: Philadelphia, Pa.

**LNG AQUARIUS** (Energy Transportation Corp.), June 9—Chairman Malcolm Woods; Secretary L. Conlon; Educational Director S. Beattie. No disputed OT. There is \$160 in the ship's fund—suggestions on how to raise some more cash would be appreciated. The chairman talked about how important these shipboard meetings are. The *Aquarius* has been in the shipyard for 30 days and at anchor for 30 days. It is hoped that there will now be some straight sailing. Crewmembers were reminded that if they change rooms, they should take just their clothes with them, "not your drawers out of the chest." The ship's secretary welcomed the new brothers aboard and stressed the importance to all hands of donating to SPAD. No new movies have been received for the past couple of trips. A suggestion was made that when questions come up in the ship's minutes, the Union should answer them in the LOG. The educational director was on watch during the meeting but sent his greetings to all the brothers and reminded them to take care of their dues and to upgrade at Piney Point. Schedules and applications for upgrading are in the LOG. A very special vote of thanks was given to the steward department and to everyone for doing their share of keeping the galley clean. Heading out to Pt. Arun and Hemeji, Japan; then back to New York for payoff.

**BALTIMORE** (Sea-Land Service), June 19—Chairman Robert D. Smith Jr.; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Deck Delegate Herb Minick; Engine Delegate Frank Sandy; Steward Delegate James C. Wadsworth. No disputed OT or beefs were reported. There

is \$13.25 in the ship's fund. A discussion was held on the permanent jobs issue and trip relief procedures. Many questions were raised and it was suggested that they wait for the patrolman to come aboard at payoff to fill them in on all the details and answer any questions they may have. Payoff is scheduled for June 28 in New Orleans. The chairman urged all hands to contribute to SPAD in order to help the Union in their fight for a strong merchant marine. The ship's secretary thanked the crew, chief mate and chief engineer for getting repairs finished. The ice machine is now working fine, but the repairman said that a new TV is needed in order for the videocassette to work properly. The crew is cooperating in keeping the messroom and pantry clean, and a vote of thanks went to the men doing the sanitation work for the recreation room and laundry area. A vote of thanks also went to the steward department for a job well done. Next port and port of payoff: New Orleans, La.



With trophy in hand, here are some of the members of the winning softball team from the *LNG Gemini*. They include Pat Chaney, cargo engineer; Ed Brennan, AB; Leo Clark, ETC-NY; Paul Hormann, port engineer; David Terry, QMED; Dennis Lamneck, OS; Ed Boyes, OS; Dave Carmody, chief engineer; Paul Storm, wiper; Warren Cushman, ship repair manager; and Ed Carr, chief mate.

**COVE MARINER** (Cove Shipping Co.), June 19—Chairman Freddie Goethe; Secretary Henry W. Roberts; Educational Director Clarence D. Crowder; Deck Delegate Stephen Fulford; Engine Delegate Nathaniel Kiser Jr.; Steward Delegate John Forbes. There was no disputed OT reported. Anyone having any problems with overtime should see their chief mate and try and straighten it out. The chairman reminded crewmembers that the Boggs bill is a very important piece of legislation intended to benefit the entire maritime industry. He urged that they write their congressional representatives asking for their support. He also stressed the importance of donating to SPAD and of taking advantage of the upgrading opportunities at Piney Point. Upgrading not only helps the individual Seafarer, it also helps the Union. Several items need repair. These include the washer/dryer and the water fountain in the deck department. The need for these repairs was brought up before the ship went into layup for two months, but nothing has

been done. Also, the water situation is very poor. The drinking water is salty and the bath water is rusty. Some clarification is also needed with regard to the exchanging of movies onboard the *Cove Mariner*. A vote of thanks was given to the steward department by the entire crew for a job well done.

**DELTA CARIBE** (Delta Steamship Line), June 5—Chairman K. Koutouras; Secretary R. A. Cobb; Educational Director V. Brunnell; Deck Delegate Lewis H. Francis; Engine Delegate Steven M. Welder; Steward Delegate Prince Baker. No disputed OT; all is going well. The chairman reported that the captain relayed his thanks to the crew for an excellent voyage, saying that it was one of the best crews he has ever sailed with. The chairman also reported that the *Delta Caribe's* next port will be somewhere in the Gulf, and he'll let the crew know the exact port as soon as possible. Crewmembers were made aware of safety procedures onboard and of the importance for shipmates to help each other. He also stressed the importance of donating to SPAD and of upgrading. The secretary thanked the crew for helping to keep the messhall and the crew lounge clean and for

**LNG GEMINI** (Energy Transportation Corp.), June 19—Chairman R. Schwarz; Secretary E. Haber; Educational Director K. Conklin; Deck Delegate J. Batorski; Engine Delegate P. Wolf. No beefs or disputed OT reported. There is over \$500 in the ship's treasury. No word has yet been received on the yearly raise. The chairman said that it may be possible to get additional information through the mails at the next port. It was suggested that the Union be asked to check with ETC to see if quartermasters can be allowed to sit on watch. A vote of thanks was given to the steward department. Next ports: Hemeji and Osaka, Japan.

**LIBERATOR** (Sea-Land Service), June 5—Chairman V. Paulsen; Secretary C. M. Modellas; Educational Director K. M. Patterson. No disputed OT. There is \$65 in the ship's fund. Minutes from the previous meeting were read. The chairman reported that an inspection would be held by the captain on the following day. He also announced receipt of a letter from headquarters pertaining to the permanent jobs issue. The letter was read and there was a general discussion and voicing of opinions on the matter. The secretary reminded all QMEDs and electricians who want their rooms cleaned to have them open between 9:00 and 9:30. Rooms that are locked will not be cleaned. A suggestion was made to help keep the ship clean: anyone getting off the ship who leaves their room dirty should pay the Union a \$50 fine. Department heads should inspect each room and give their reports to the boarding patrolman. Next port: Yokohama, Japan; then back to Seattle, Wash. for payoff.

**LNG LIBRA** (Energy Transportation Corp.), June 12—Chairman Sylvester Monardo; Secretary D. Velandra; Deck Delegate Robert C. Munroe; Engine Delegate Warren Shaun. No disputed OT. The ship's secretary reported that GSU Southwick, who was just relieved (and who was treasurer) gave the ship's fund receipt book to him—and there is \$250 in the fund. Also, elections were held for a new treasurer. The winner was GSU John Baracco. Bosun Monardo stated that the Union is trying to get a vote on whether or not to have the 7½% raise go to the welfare fund or to the payroll account. He voiced the opinion that maybe the Seafarers should reject the raises until the next contract talks. He also stated that any LNG permanent employee who takes another job while on the





beach forfeits his permanent status. Several suggestions were made. One was that some of the ship's fund be used to buy a Mr. Coffee and a blender for the crew's use since it seems to be taking forever to get the old coffee machine fixed . . . and who doesn't enjoy a milkshake! Another suggestion was that the weight room be limited to the hours of 8 am to 8 pm so as not to disturb the sleepers. The steward also made the request that the dishes, glasses, silverware and plastic containers be brought back to the galley when people are through with them. Next ports: Arun and Osaka, Japan.

for six or more months. All the crewmembers want is that they be told the truth at the outset.

**M/V RANGER** (Ocean Carriers), July 2—Chairman V. Grimas; Secretary W. O. Wallace; Deck Delegate A. Porcari; Engine Delegate W. Ensor; Steward Delegate D. Hatach; Reading Clerk Ross C. Hardy. There was some disputed OT in both the deck and steward departments. One AB from the deck department was replaced in Lagos and one man from the engine department was taken off the ship ill. The chairman



**OVERSEAS NEW YORK** (Maritime Overseas), June 19—Chairman Joseph Zeloy; Secretary Darius Knapp; Educational Director Edward Self; Deck Delegate Carlos Garere; Engine Delegate W. Christopher; Steward Delegate Peter V. Hammel. No disputed OT. There is \$110 in the ship's fund which was specifically raised to buy a TV antenna; \$50 more is needed to purchase the wire. The chairman reported that everything is running pretty smoothly. One QMED had to get off at the Loop due to sickness in the family, so the engine department is running one man short. June 23 is the expected date of arrival in Texas City, Texas. A meeting will be called to get suggestions and then to vote on the issues of permanent jobs and trip reliefs. The steward thanked the crew for their cooperation in keeping the ship clean and putting all cups and dishes back in the galley every morning. He also said that each department delegate should fill out a repair list (blank forms are available). One minute of silence was observed in memory of our departed brothers and sisters. Next port: Texas City, Texas.

reported that in discussions with the captain about the radio, he was told that the radio is the ship's property and cannot be sold or put in an arrival pool. The captain does, however, have \$200 in his safe which belongs to the crew for movies. A suggestion was made that maintenance and care be increased from the present rate of \$8 per day to \$20 per day. This motion was passed by the entire shipboard membership. A vote of thanks was given to the steward department for a job well done this voyage.

**ROSE CITY** (Apex Marine), June 12—Chairman M. Kerngood; Secretary W. Datzko; Educational Director W. Butts. Some disputed OT was reported in the deck department and some beefs in the steward department. The bosun stressed the importance of donating to SPAD in order to help strengthen our Union during these trying times. He also urged that crewmembers should try and cooperate in a better manner in order to keep things aboard ship running smoothly. This is especially important since most of the trips on the *Rose City* are quite long (approximately 150 days). The crew was also asked to keep noise down in the passageways so that others can sleep. A request also was made for a new radio for the crew lounge. The steward department was given a vote of thanks for a job well done.

**SAM HOUSTON** (Waterman SS Co.), June 12—Chairman T.R. McDuffie; Secretary Floyd Mitchell Jr.; Educational Director Harry E. Messick; Deck Delegate Luis J. Ramirez; Engine Delegate Lionel Jackson; Steward Delegate William Karipiak. Some disputed OT was reported in the engine department. F. Mitchell Jr., the treasurer, has the ship's fund of \$195. The chairman reported that everything is running pretty smoothly at the present time. Communications were received from headquarters pertaining to the permanent jobs positions. It was voted on and the reaction sheets have

## Digest of Ships Meetings

been mailed back to headquarters. All of the key rating men that are affected by the new ruling would like to see it abolished, and the general feeling of the entire crew is that they would also like to see it eliminated. They feel that if some can have permanent jobs, then all should have them. Heading out to Assab, Jeddah and the Suez; then back to New York for payoff in July.

**SANTA MERCEDES** (Delta Steamship Line), June 10—Chairman Jack Kingsley; Secretary Samuel N. Smith; Educational Director Bobby Stearman. There was a bit of disputed OT in both the deck and steward departments. The ship's treasury received a few donations during the voyage and now has a balance of \$462.25. The *Santa Mercedes* is scheduled to arrive in Los Angeles on June 12 and then sail for San Francisco the following day. Everyone should find out fairly soon about the possibility of a dry-docking period. The few complaints that were voiced have all been taken care of, and everything is running fairly smoothly. There is still a good bit of stealing going on aboard. Crewmembers were advised to keep their lockers and rooms locked. Next port: Los Angeles, Calif.

**SEA-LAND MARINER** (Sea-Land Service), June 12—Chairman W.L. Tillman; Secretary Leo Dekens; Educational Director A. Zhivarin. No beefs or OT reported. The written motions made at the last meeting were turned in to the patrolman at payoff on June 5. There has been no word as yet on the scheduled pay raise. A letter from headquarters was read and explained to all crewmembers pertaining to permanent jobs. Crew were asked to express their opinions on the issue. Twenty-two members signed the statement urging a halt to permanent jobs and a desire to go back to rotary

shipping. One member was for permanent jobs for all positions. Next ports: Yokohama, Japan and Long Beach, Calif.; then back to Oakland for payoff in July.

**TRANSCOLUMBIA** (Hudson Waterways), June 26—Chairman Roger W. Pinkham; Secretary Paul J. Franco; Educational Director S. Green. All is running well with no beefs or disputed OT reported. A report from the captain indicated that the ship will be laying up for about two weeks, but that's all that is known as yet. A new washer/dryer is desperately needed and the TV antenna needs to be adjusted. Also, the ice-making machines seem to work fine in cold weather, but during periods of warm weather they stop making ice. It is hoped that all these repairs can be taken care of while the *Transcolumbia* is in the shipyard.



Official ships minutes were also received from the following vessels:

- ACHILLES
- AMCO VOYAGER
- CONNECTICUT
- DELTA SUD
- GREAT LAND
- LEADER
- MASSACHUSETTS
- MONTPELIER VICTORY
- ODDEN CHARGER
- SAN PEDRO
- SEA-LAND VOYAGER
- VENTURE

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, September 5	2:30 p.m.
Philadelphia	Tuesday, September 6	2:30 p.m.
Baltimore	Wednesday, September 7	2:30 p.m.
Norfolk	Thursday, September 8	9:30 a.m.
Jacksonville	Thursday, September 8	2:00 p.m.
Algona	Friday, September 9	2:30 p.m.
Detroit	Friday, September 9	2:30 p.m.
Houston	Monday, September 19	2:30 p.m.
New Orleans	Tuesday, September 20	2:30 p.m.
Mobile	Wednesday, September 21	2:30 p.m.
San Francisco	Thursday, September 22	2:30 p.m.
Wilmington	Monday, September 26	2:30 p.m.
Seattle	Friday, September 30	2:30 p.m.
Piney Point	Friday, September 9	3:00 p.m.
San Juan	Thursday, September 8	2:30 p.m.
St. Louis	Friday, September 23	2:30 p.m.
Honolulu	Thursday, September 8	2:30 p.m.
Duluth	Wednesday, September 21	2:30 p.m.
Jeffersonville	Thursday, September 22	2:30 p.m.
Gloucester	Tuesday, September 27	2:30 p.m.
Jersey City	Wednesday, September 28	2:30 p.m.

## Deep Sea



Pensioner William Frederick Barth, 66, died on May 29. Brother Barth joined the SIU in 1944 in the port of Philadelphia sailing as a 3rd cook for the Robin Line from 1943 to 1964. He also sailed inland on the tug *Saturn* as a cook from 1970 to 1979. Incidentally, his hobby was chemistry. Seafarer Barth was born in Philadelphia and was a resident there. Surviving are his widow, Magdalen and a sister, Violet Smith of Philadelphia.



Pensioner Benedicto Baterna, 83, passed away in the Queens (N.Y.) Hospital Center on May 24. Brother Baterna joined the SIU in 1938 in the port of New York sailing as an AB. He hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Baterna received a 1961 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Surveyor*. A native of the Philippines, he was a resident of Flushing, N.Y. Burial was in Silver Mount Cemetery, Staten Island, N.Y. Surviving are his two daughters, Margaret Diaz of Queens and Theresa.

Gregory David Bland, 20, died in the Mission Community Hospital, Mission Viejo, Calif. of head injuries sustained in a highway car crash on Jan. 29. Brother Bland joined the SIU in the port of San Francisco in 1982 sailing as a waiter on the *SS Constitution* (Hawaiian-American Cruises). He was born in Arcadia, Calif. and was a resident of San Juan Capistrano, Calif. Cremation took place in the McCormick Crematory, Laguna Beach, Calif. Surviving are his parents, Anthony and Madeline Bland of San Juan Capistrano and a sister, Lisa, also of San Juan Capistrano.



Pensioner Henry M. Connell, 93, passed away on June 21. Brother Connell joined the SIU in 1946 in the port of Houston, Texas. He was a resident there. Surviving are his sister, Christine of Houston and a son-in-law, Harry Bounds Jr.



Pensioner Charles William Hemmis, 79, succumbed to cancer in Sacred Heart Hospital, Cumberland, Md. on May 12. Brother Hemmis joined the SIU in 1946 in the port of

New York sailing as a chief electrician for Maritime Overseas. He was a veteran of the U.S. Army during World War II. Seafarer Hemmis was born in Pennsylvania and was a resident of Lonaconing, Md. His remains were donated to the Maryland Anatomy Board in Baltimore. Surviving are his widow, Hazel of Avilton, Md. and a brother, Clarence of Cumberland.

Warren Willie Hymel, 36, died of heart-lung failure off the *SS George Wythe* (Waterman) in Colombo, Sri Lanka (Ceylon) on April 26. Brother Hymel joined the SIU in the port of New Orleans in 1966 sailing as an OS for the Delta Line. He was a 1964 graduate of the Andrew Furuseth Training School in New Orleans. He was born in New Orleans where he also resided and was buried. Surviving are his widow, Laurita; a daughter, Givonna and his mother, Frances of New Orleans.



Pensioner Harry George Jones, 78, passed away on July 2. Brother Jones joined the SIU in the port of Jacksonville. He was a resident of Savannah. Surviving is his widow, Mildred.

Pensioner Samuel "Sam" Joseph Lemoine, 71, died on June 23. Brother Lemoine joined the SIU in the port of New Orleans sailing as a bosun for the Delta Line. He was born in Louisiana and was a resident of New Orleans. Surviving is his widow, Olga.

Pensioner Louis Egbert Lowe, 69, died in the Joint Diseases General Hospital in New York on May 6. Brother Lowe joined the SIU in 1938 in the port of Baltimore sailing as a chief steward. He hit the bricks in the 1962 Robin Line beef. Seafarer Lowe was on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1966 to 1979. He was a veteran of the U.S. Army during World War II. Born in Tallahassee, Fla., he was a resident of New York City. Cremation took place in the Trinity Crematory, New York City. Surviving is his widow, Edith.

Kenneth "Ken" Edward MacInnes Jr., 52, died in San Francisco on March 11. Brother MacInnes joined the SIU in the port of San Francisco in 1970 sailing as an AB. He sailed 20 years and during the Vietnam War. Seafarer MacInnes attended the 1970 Piney Point Crew Conference No. 8. MacInnes was a veteran of the U.S. Marine Corps in the Korean War. He also attended Fordham University in New York in 1980. Born in Brooklyn, he was a resident of San Francisco. Interment was in Pleasant Hill Cemetery, Sebastopol, Calif. Surviving are his widow, Twilajeon, and his sister, Helen Warford of Brooklyn.

Pensioner Emmett Wilson Mayo, 71, passed away on May 28. Brother Mayo joined the SIU in 1938 in the port of Mobile. He also worked as an elevator mechanic. Seafarer Mayo was born in Florida and was a resident of Jay, Fla. Surviving is a niece, Louise Scott of Jay.

Pensioner William "Bill" Jackson McDonald Sr., 60, died on June 20. Brother McDonald joined the SIU in 1946 in the port of New Orleans sailing as a cook. He was born in Bedias, Texas and was a resident of Laporte, Texas. Surviving are his widow, Evelyn; a son, William M. Scott McDonald Jr. (a 1974 Union scholarship winner at Baylor University, Waco, Texas) and a son-in-law, James Gaines.

Howard Elliott Moneton, 58, succumbed to cancer at home in San Francisco on May 30. Brother Moneton joined the SIU in the port of San Francisco in 1955 sailing as an AB for Sea-Land. He was born in San Francisco, the son of a sea captain. Cremation took place in the Apollo Crematory, Emeryville, Calif. Surviving is a sister, Evelyn Shaw of Antioch, Calif.

Joseph R. Mule died on Oct. 18, 1982. Brother Mule was a resident of Sound Beach, N.Y. Surviving is his daughter, Gladys Corbett.



Pensioner John Leslie Munnerlyn, 84, passed away on June 7. Brother Munnerlyn joined the SIU in the port of New York in 1952 sailing as a chief steward. He began sailing in 1945. Seafarer Munnerlyn was a veteran of the U.S. Army in World War I. A native of Lottie, Ala., he was a resident of Stockton, Ala. Surviving is a sister, Carrie M. Bryars of Stockton.



Pensioner Ismael Monsanto Nazario Sr., 74, passed away on July 3. Brother Nazario joined the SIU in 1939 in the port of San Juan, P.R. sailing as a bosun for the Bull Line and the Robin Line. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Nazario was born in Mayaguez, P.R. and was a resident of San Juan. Surviving are his widow, Mayagay; two sons, Ismael Jr. and Faicel and two daughters, Minerva and Rosa Maria, all of New York City.

Herbert Robert Newell, 63, died of a heart attack in Yokohama, Japan on Jan. 31. Brother Newell joined the SIU in the port of New Orleans in 1963 sailing as a wiper. He was a member of the Union's Canadian District and sailed in the Vietnam War. Seafarer Newell was a veteran of the Canadian Army and Navy in World War II. A native of St. John, Newfoundland, Canada, he was a naturalized U.S. citizen and a resident of Yokohama. Surviving are his widow, Betty and a son, Eugene of Windsor, Ontario, Canada.



Pensioner Francis Peredne, 70, succumbed to kidney failure in the Slidell (La.) Hospital on June 26. Brother Peredne joined the SIU in 1938 in the port of Philadelphia sailing as a FOWT. He attended a Piney Point Educational Conference as a delegate from the port of New Orleans. Seafarer Peredne was born in Boston, Mass., and was a resident of Pearl River, La. Burial was in Forest Lawn Cemetery, Slidell. Surviving is his widow, Josephine.

Maurice Anthony Pollard, 52, died of a lung ailment at home in Seattle, Wash. on March 25. Brother Pollard joined the SIU in the port of New York in 1960 sailing as a QMED. He joined the SIU Canadian District in 1949. Seafarer Pollard was born in the Beechcroft Nursing Home, Victoria, British Columbia, Canada. Cremation took place in the Washington Cremation Service, Seattle and burial was in the Ross Bay Cemetery, Victoria. Surviving are his brother, John of Victoria and an aunt, Doris Armstrong of Langley, B.C., Canada.

Pensioner and Recertified Bosun Joseph Mizell Richburg, 66, died on May 26. Brother Richburg joined the SIU in 1946 in the port of Mobile. He helped in the 1965 Chicago taxi organizing drive and in the 1961 port of Houston organizing sweep. Seafarer Richburg was graduated from the Union's Recertified Bosuns Program in October 1974 and attended the 1970 Piney Point Crew Conference No. 7. Richburg was also an operating engineer and a veteran of the U.S. Navy in World War II. A native of Bay Minette, Ala., he was a resident of Irvington, Ala. Surviving are a son, Jerry of Irvington and a brother, A.R. of Severn, Md.

Pensioner Samona Suliman, 78, passed away from natural causes in Kingsbrook Jewish Medical Center, Brooklyn, N.Y. on June 9. Brother Suliman joined the SIU in 1943 in the port of New York sailing as a bosun. He was born in Indonesia, was a naturalized U.S. citizen and was a resident of Brooklyn. Burial was in Rosedale Cemetery, Linden, N.J. Surviving is his widow, Mary.



Pensioner **John Sansone**, 71, passed away on June 25. Brother Sansone joined the SIU in the port of New Orleans in 1961 sailing as a "gloryhole" chief steward for the Delta Line. He was a veteran of the U.S. Army in World War II. Born in Louisiana, he was a resident of Metairie, La. Surviving are two brothers, Dominick of New Orleans and Salvatore.

**John Martin Sweeney Jr.**, 27, died of lung failure off the *M/V Star of Texas* (Titan Navigation) in Alexandria, Egypt on April 6. Brother Sweeney joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md. in 1976. He sailed as a pumpman for Delta Line. A native of Fort Dix, N.J., he was a resident of Glenside, Pa. Surviving are his parents, John Sr. and Margaret Sweeney of Glenside, two brothers and two sisters.

**Harold Joseph Trahan**, 56, died of a heart attack in the Hospital Principal, Dakar, Senegal, West Africa while riding the *SS Del Viento* (Delta Line) on March 20. Brother Trahan joined the SIU in the port of New Orleans in 1972 sailing as a chief cook. He was

a veteran of the U.S. Navy in World War II. Seafarer Trahan was born in New Orleans and was a resident there. Surviving are his widow, Helen and two daughters, Evelyn and Angela.

**Norman Stanford Tukey Jr.**, 62, died in Methodist Hospital, Brooklyn, N.Y. on Dec. 11, 1982. Brother Tukey joined the SIU in 1949 in the port of New York sailing as an AB. He was a veteran of the U.S. Navy in World War II. Seafarer Tukey was born in Massachusetts and was a resident of Brooklyn. Burial was in Greenwood Cemetery, Brooklyn. Surviving is his widow, Mary.

Pensioner **Simeon Vergara**, 81, passed away in San Esteban, P.I. on June 11. Brother Vergara joined the SIU in the port of New York in 1955 sailing as a cook. He was a veteran of the U.S. Coast Guard in World War II and during the Great Depression. Seafarer Vergara was born in the Philippines and was a resident of San Esteban. Surviving are two cousins, Mrs. A. Ramadios of Los Angeles and Genoveva V. Elaydo.

Pensioner **Harry George Wolowitz**, 76, passed away on June 26. Brother Wolowitz joined the SIU in 1940 in the port of New Orleans sailing as a FOWT for the Delta Line and for Waterman. He was a veteran of the U.S. Navy in World War II. Seafarer

Wolowitz was born in Baltimore and was a resident of New Orleans. Surviving are a sister, Mrs. Berdie Hazell of Baltimore; an uncle, Peter Calabrese of New Orleans; a niece, Sandra A. Snook of Glen Burnie, Md. and a goddaughter, Mrs. Michael Cuccia of Metairie, La.

## Great Lakes

Pensioner **Irenaus Peter Entringer**, 78, passed away from heart failure in the Door County Hospital, Sturgeon Bay, Wis. on June 22. Brother Entringer joined the Union in the port of Milwaukee in 1953 sailing as a deck watchman. He was a veteran of the U.S. Army in World War II. Laker Entringer was born in Algoma, Wis. and was a resident of Sturgeon Bay. Interment was in the SS Peter and Paul Cemetery, Institute, Wis. Surviving are his widow, Hannah; a son, Richard and a daughter, Janet.

## Atlantic Fishermen

**James S. Frontiero Sr.**, 59, died in the port of Gloucester, Mass. on May 27. Brother Frontiero joined the Atlantic Fishermen's Union there in 1980 sailing as a fisherman. He was born in Gloucester and was a resident there. Burial was in Calvary Cemetery. Surviving are his widow, Marie and two sons, James Jr. and Joseph.

## Marine Cooks

**Karl Gunnar Peterson**, 61, died of a heart attack in the Peninsula Hospital, Burlingame, Calif. on Nov. 8, 1982. Brother Peterson joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He sailed for 32 years. Seafarer Peterson was hotel manager aboard the *SS Constitution* (American-Hawaiian Cruises) and chief steward and hotel manager on the *SS Oceanic Independence* (American-Hawaiian Cruises). Born in Finland, he was a naturalized U.S. citizen and was a resident of Sausalito, Calif. Interment was in the Woodlawn Park Cemetery, Colma, Calif. Surviving is his son, Austin of Sausalito.

**Joseph F. Roberson Sr.**, 55, died of a heart attack in the Providence Medical Center, in Seattle, Wash. on April 20. Brother Roberson joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1968. He sailed as a BRU for the American President Line in 1974 and for the Matson Line in 1975. Seafarer Roberson was born in the Philippines and was a resident of Seattle. Burial was in the Washington Memorial Cemetery, Seattle. Surviving are his widow, Liza; seven sons, Joseph Jr., Michael, James, Mark, Alan, Alfred and Dennis and three daughters, Virginia, Mary and Arlene.

## 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



Log

### 'A College Education Is Expensive . . .'

Once again, I would like to sincerely thank the Trustees, staff and members of the Seafarers International Union for their help toward my pursuit of a higher education. I have just successfully completed my sophomore year at Brown University.

This past academic year I have studied courses which represent a well-rounded curriculum . . . I have decided to major in a science and am presently fulfilling the remainder of my pre-medical school requirements.

With the present state of the economy, obtaining a college education, especially at one of the top Ivy League Schools in the country, is very expensive. The Charlie Logan Scholarship—along with loans—help to make a college education possible. I encourage SIU members and their dependents who have the opportunity to apply for such a scholarship to do so.

Thank you very much.

Sincerely,  
Grace Hsu  
New York, N.Y.

### 'Newsday on Alaskan oil . . .'

Will you please get after this rag [Newsday] for their editorials on Alaskan oil. I wonder who is getting paid off at Newsday for all the garbage on Alaskan oil.

For years they used the excuse of U.S. tankers costing about 5¢ a gallon more. Look at the cost of oil now—and still the runaway tankers carry over 90 percent of all the oil.

They should print Newsday in Japan. Look at the cheaper cost.

Roy Johnson J-37  
New York

### 'Sweeneys Thank Star Crew . . .'

We, the Sweeney family, wish to thank the crew of the vessel *Star of Texas* for the flowers and Mass cards sent to the funeral of our son, John Martin Sweeney, who died aboard the *Star of Texas* on April 6 in the port of Alexandria, Egypt.

Thank you.

Sincerely,  
John Sweeney  
Glenside, Pa.

### 'Grateful for Your Assistance . . .'

I read the latest LOG article concerning the obvious financial strain put upon the Welfare Plan due to the closing of the USPHS . . .

. . . I am grateful for your assistance so far . . . and am willing to agree to any proposals that will further the cause of the maritime industry.

Fraternaly yours,  
Theodore S. Blades  
Corona, N.Y.

### 'Examples Are Important . . .'

I do not have the right to call you "brother" since I have not sailed for over 10 years. But I do want to tell you how one of your brothers in "Final Departures" (June 1983) changed one young man's life and view of the world.

In 1967 I shipped as an OS aboard the *SS Robin Gray* bound for Africa. In spite of SHLSS' best efforts, I was green as grass. My first encounter with Bosun Alfred Hanstvedt was being told to flake lines instead of watching the Brooklyn waterfront go by. The next day I didn't have my sea legs yet, so the bosun gave me an easier job—but work I must, no resting. By Durban I was his best OS—and compliments are hard won from laconic, old salt Norwegians.

Sixteen years later I remember this man almost as well as my father (also deceased). That first trip to sea led to many others and eventually I went on to the University of Michigan to study naval architecture. After working for a design firm and a shipyard, I was able to start my own business in 1979. Today I am called a professional, but I prefer the style of the unpretentious men who go to sea in ships, and I will have enduring respect for these men and their Union until the day I die.

All this because of one hard taskmaster who respected his work and instilled pride. I hope you will publish this in the LOG for the benefit of other old hands when it comes to breaking in the new guys. They may not realize how important their example is. And as a special favor, I would be grateful if you would forward this letter to Mrs. Hanstvedt so that she can know how his shipmates felt about her husband.

Sincerely,  
Geoffrey F. Uttmark  
Elwyn, Pa.

### 'Reflections on College . . .'

As a recent graduate, I wish to thank the SIU for their assistance in helping me complete the past four years of learning. As an awardee of a Charlie Logan Scholarship, my past four years of college have been more than just four years of college.

Although I graduated in May 1983 with a double degree in Physics and Math, my Logan award made it possible for my education to be more rounded than if I had had to spend more time worrying about how to finance my education. The award, of course, did not meet all of my expenses, but it allowed me to find jobs in fields related to my course of study instead of having to work in unrelated areas, again furthering my education. . . .

As I reflect upon my college career, I would again like to say thank you to the Union members who made my award possible. As I begin a new road toward graduate school, I would like to encourage all dependents to apply for the Charlie Logan Scholarships. My award has allowed me to open many doors which otherwise would have remained unbreached. It will do similar things for future classes as well.

Sincerely,  
W. Lewis Collier  
Wickford, R.I.

### 'If Not for the Scholarship . . .'

I would like to express my gratitude for a great year at college. This year I learned many things, both in and out of the classroom that will help me with my personal and professional life in the future.

If not for the Charlie Logan Scholarship that I received last spring, I might not have been able to attend the University of Delaware, and I would have missed many valuable experiences. . . .

Once again, many thanks for the financial assistance. It has been an encouragement to strive for excellence in college. I would also like to encourage other students to apply for the Charlie Logan Scholarship.

Sincerely,  
B. Carol Simms  
Lewes, Del.

Editorial:

# Do the Soviets Have a Better Idea? No, But They Have a Bigger Fleet



Other participants in the California Maritime Academy's ninth annual maritime industry symposium held in Vallejo included (l-r) RADM Joseph Rizza, CMA president; Capt. Robert Murray, Matson Navigation Co. marine operations general manager; and Jerome Joseph, Marine Engineers' Beneficial Association District II.

## Face Off: Drozak & Loree

(Continued from page 2.)

**Political Clout.** Discussing possible remedies to the U.S.-flag crisis, Loree said maritime interests in this country have relied too heavily on Capitol Hill for their survival and not enough on innovation. "The thing to make this country great is to get Uncle Sam and others out of our hair. The problem is everyone who works for the merchant marine is in Washington, D.C. They're all rolled into a little cocoon. We've gotten ourselves some pretty good deals in this cocoon; but if you took away ODS, 90% of the U.S.-flag [lines] would die," he said.

He suggested the maritime industry would be better served if people stopped looking for such deals and asked, "If I want to go after this business, what do I have to do? In the eyes of the public, the industry is a bump on a log. I'm embarrassed to mention shipping at cocktail parties. We have to get going."

**"Always Changing Jockeys."** Dr. Don Walsh, a professor at the University of Southern California who testified at recent congressional hearings on pending legislation, observed one real difficulty in bringing about significant changes stems from the fact that the average term of a cabinet secretary is just 18 months. That is far too short a time to restructure so complex an industry. He noted that Ronald Reagan had outlined an eight-point maritime policy during his presidential campaign that has gone completely by the boards. "We're the same horse; but they're always changing jockeys, and we have to remind them. Everyone agrees that the state of the merchant marine is deplorable. What we don't agree on is the means of turning it around," he said.

According to Drozak, one example of the U.S. government's self-defeating

policies is the way the Agency for International Development allocates PL 480 cargoes. It offers numerous small-lot shipments that make it hard on U.S.-flag operators to make competitive bids.

**Tax Treatment.** Moreover, Drozak noted, U.S. flags face an inherent disadvantage against foreign-flag operators because they are "taxed to death. Is it right to keep U.S. corporations from paying tax on their foreign fleets? Give U.S. flags the same treatment, and there'll be damn little difference between them."

Loree argued, "Under our laws, shipping companies don't pay taxes unless they have holes in their heads" because they can claim huge depreciation and interest expenses. The Department of Treasury collects sizable revenue from the open-registry fleet in investment credits and the like, he said. "Tax is a neuter. No one benefits from the tax laws because no one pays them."

Drozak pointed out that this may well be the case for income taxes, but there are a host of other taxes that place an unfair burden on U.S.-flag shipowners.

When one onlooker asked why Americans would want to run foreign-flag ships given their negative impact on the nation's merchant marine, Loree replied, "Profit. We operate in the real world."

Despite such problems, Loree said, there is still hope for the nation's merchant marine. "Now, there's a sense of panic coming into the industry; but unless there's a lot of movement, we're in trouble."

"I'm sad," sighed Capt. Norman Wainwright of San Francisco Bar Pilots after listening to their discourse. "Foreign officers can do the job as well but cheaper, foreign ships are cheaper. As an American, I'm beginning to think I better emigrate. Everyone has talked for the last 90 years about the same damn thing."

No American likes to say this but . . . Maybe it's time we took a lesson from the Soviet Union. In 20 years the USSR went from a virtual nobody on the world's oceans to one of the most modern, large and efficient players in the merchant trade game.

While their merchant fleet functions as a peacetime cargo-carrying fleet, every one of the Soviet ships, including some 1,700 breakbulk ships plus several hundred RO/RO's, was designed with military purposes in mind. That fleet was built as part of the Soviet navy.

The way the Soviet Union went about building their merchant navy just does not fit, nor should it, the United States economic systems. But their idea that every merchant ship is a military vessel first and a merchant ship second is worth considering.

Today the U.S. could become militarily involved in a number of the world's trouble spots. American military planners are concerned that the 500 ship U.S. merchant fleet would have trouble fulfilling its role as the Fourth Arm of Defense if the country were to become involved in just one major conflict, let alone more.

What can the U.S. do to ensure its security and supply line? There are several military programs under way which are indeed a good beginning. Two preposition programs have a total of 30 ships on line or in the process of being converted. The Fast Sealift Support program would convert eight former containerships. But a few dozen ships do not make up the dangerous difference between the U.S. and Soviet fleets.

The Competitive Shipping and Shipbuilding Act of 1983 could close the gap. Unlike the Soviets, the American merchant fleet operates on a commercial basis. If a shipping company doesn't make a profit, it goes under. The last thing this country needs is an administration which is actively scuttling what is left of the fleet and mortgaging our future with its proposals.

**The Boggs bill would build some 160 to 280 merchant vessels with defense capability.**  
The administration's proposals would provide no American-built ships.

**The Boggs bill would build ships in U.S. yards, with U.S. workers employed and ready to respond to military needs in repair and construction in times of emergency.**

The administration proposals would simply shut down American yards. No Hollywood magic could make them appear overnight if they were ever needed again.

**The Boggs bill would put this nation on an equal and secure footing with the Soviet fleet.**

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# Reagan's Build Foreign Policy Is No Solution

The Reagan administration finally got its day in court to prove that its five-point maritime promotion program will revive the nation's merchant fleet. The verdict from the House Merchant Marine subcommittee was that Reagan's program was no answer to the very serious problems of the U.S.-flag fleet.

Rep. Mario Biaggi, (D-N.Y.) subcommittee chairman, called the proposals "half a policy."

SIU President Frank Drozak said the proposed legislation "would put the last nail in the coffin" of the American shipyards.

Page Groton of the International Brotherhood of the Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers said that the proposals would be the "finishing blow to commercial shipbuilding in the United States."

M. Lee Rice of the Shipbuilders Council of America said the administration's plan was "at counter purpose to the national security."

Rep. Brian J. Donnelly (D.-Mass.) was even more blunt when he asked an administration witness, "You can't be serious about this?"

. . . Is it wise to depend on overseas sources, facilities, materials and complex labor skills for national security? . . .

The chief administration spokesman for the program was Adm. Harold E. Shear, Maritime Administrator. Shear was questioned extensively by the subcommittee on the effect the proposals would have on the nation's shipbuilding industry.

The proposed legislation, H.R. 3156, would allow American subsidized operators to:

- Obtain vessels overseas;
- Immediately use new, re-flagged ships for cargo preference trade;
- Use Capital Construction Funds for overseas construction;
- Perform overseas repairs without the current 50 percent tariff; and
- Increase from 49 to 75 percent the amount of foreign ownership in shipping companies.

"H.R. 3156 is not so much a maritime promotional program as a wholesale transfer of Amer-

ican resources, jobs and security," Drozak said.

The proposals "bear no resemblance to the real world. A sound maritime policy cannot be found in the bargain basement," he said.

Shear and other administration supporters agreed that American shipyards were in need of help, but that shipping companies could not be expected to foot the bill.

Shear maintained that if the legislation to build and repair foreign were passed, it would have no direct effect on shipyards because the companies simply would not build the ships in the U.S. In other words, they would take advantage of the lower foreign construction costs or not build any new ships at all.

Shear said the administration's naval buildup has been a boost to some shipyards, but conceded that the work was not enough to sustain the nation's 27-yard shipbuilding mobilization base.

Administration witnesses had two basic suggestions for the U.S. yards—either a return to Construction Differential Sub-

sidy or slashing costs to meet foreign competition.

However as opponents pointed out, the administration has eliminated the subsidies, and it is impossible for American shipyards to compete with foreign yards which have cheaper labor costs and massive government support.

Some supporters claimed the buy-foreign proposals would be a boost to the nation's defense by building up the merchant marine with new, modern and less expensive vessels.

During the 1980 campaign, Drozak said, Reagan explained that maritime policy cannot stand alone, that it must be part of the nation's entire foreign policy to serve and protect our national interest.

"Is it wise foreign policy to depend on overseas sources and facilities, materials, and complex labor skills upon which an

important national security aspect rests? Is it wise for the United States to subsidize foreign yards by paying for the inclusion of national defense features [in the ships]? Is it wise to train workers who are not U.S. citizens and who are thousands of miles from our shores, to install and repair those critical defense features and have no trained labor pool in this

. . . Billions will be spent as a result of this legislation on unemployment and welfare benefits for displaced shipyard workers . . .

country who could do the same?" Drozak asked.

Rice pointed out that the administration seems to differ on the proposals. On one hand, the five-point program would effectively eliminate domestic commercial shipbuilding and repair, simply to improve operating advantages to shipowners.

Drozak also pointed out that if a shipping company was owned by 75 percent foreign nationals, their American-flag ships could earn money carrying government-impelled cargo and use that

money to improve their foreign-flag operations.

Drozak suggested a four-point program that would benefit both the shipowners and the shipyards. It included:

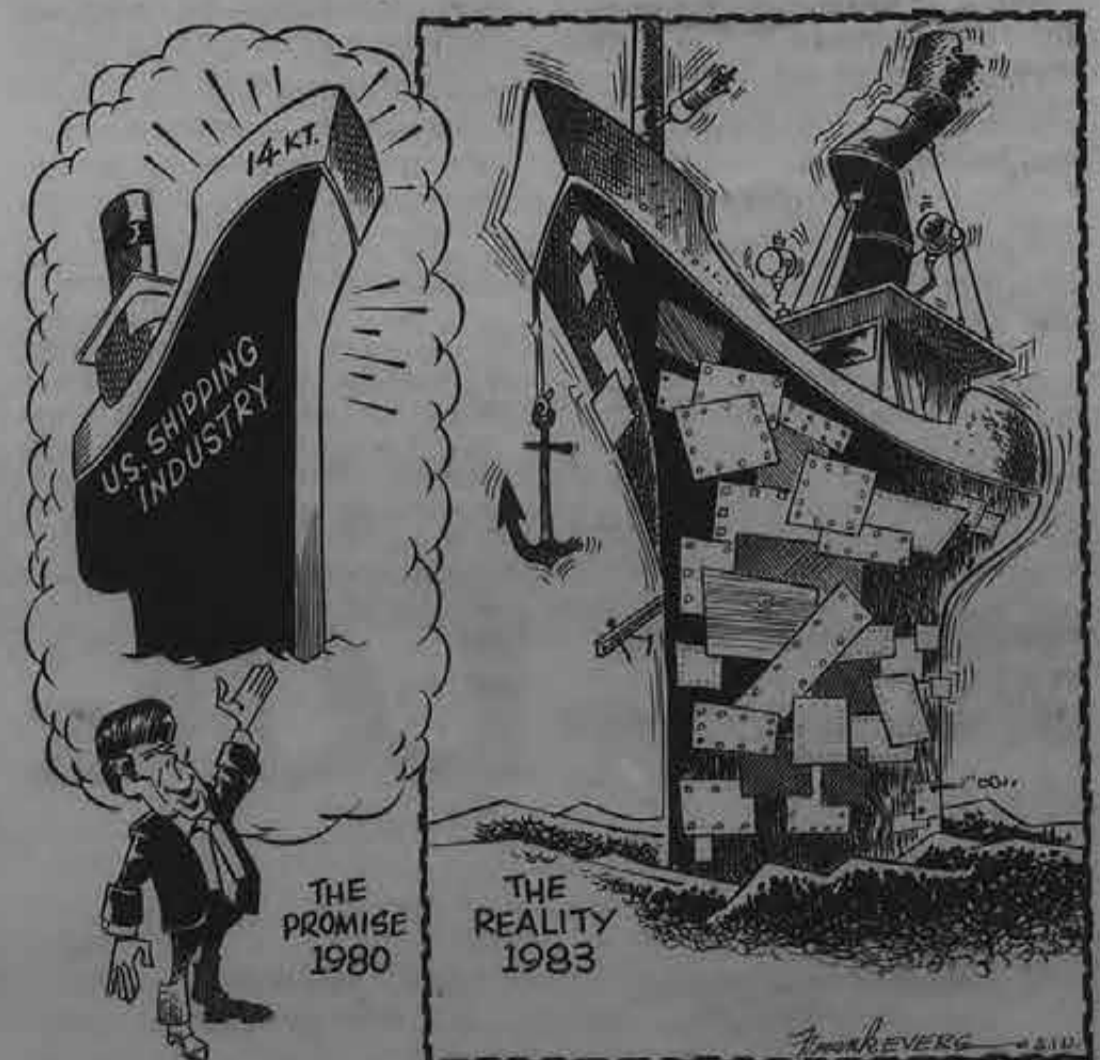
- The negotiation of bilateral trade arrangements;
- Ratification of the UNC-TAD Code of Conduct for Liner Conferences, which splits trade 40-40-20 between countries;

- Enactment of H.R. 2692, which clarifies and improves cargo preference laws for government cargo; and

- Enactment of the Boggs bill which over a 15-year period would provide that 20 percent of the nation's bulk imports and exports be carried on U.S. ships.

"Because other countries can do things cheaper does not mean they can do them better. Transferring vital national defense resources overseas is unwise, unjust and unacceptable," Drozak said.

## The Promise of Candidate Reagan; The Reality of President Reagan



. . . Because other countries can do things cheaper does not mean that they can do them better . . .