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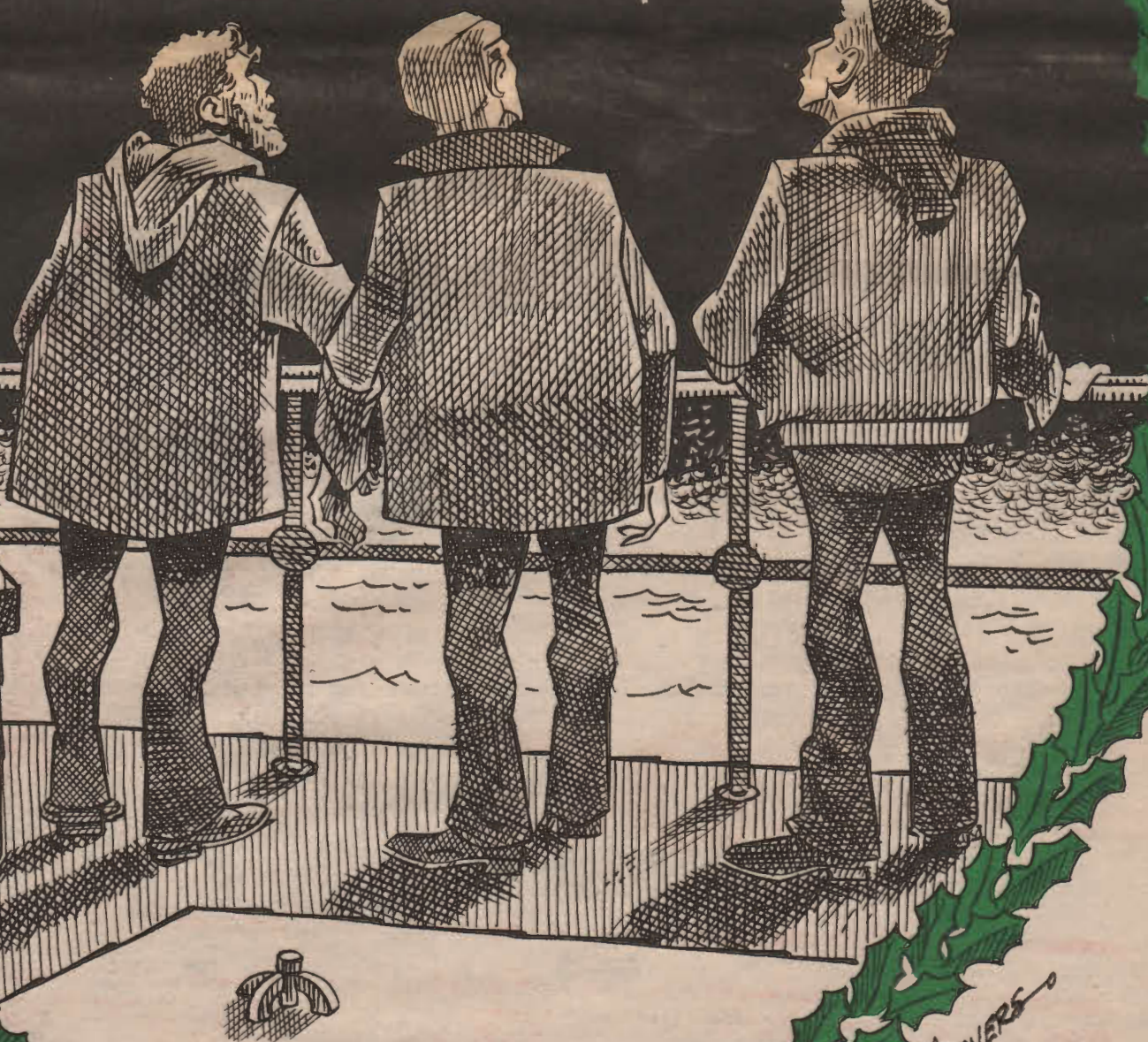
Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 46 No. 12 Dec. 1984

SEASONS GREETINGS

Best wishes
for the New Year
to our members
and all our
friends

Seafarer's International Union

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



Frank EVERS

AFL-CIO Maritime Leaders Call for a New Grassroots Drive to Reverse Industry Decline

The president of the AFL-CIO and the leaders of two of the Federation's largest affiliates had some blunt words for those in the White House and Congress who have failed to comprehend the vital role of America's merchant marine in our nation's economy and national defense.

"There is a hypocrisy in those who speak of a strong America, yet contest every dime spent on our maritime strength, America's first line of defense." **Lane Kirkland, president of the AFL-CIO.**

"Every maritime nation in the world except the United States recognizes that their national self-interest requires a sound and healthy commercial fleet and shipbuilding base. And they act accordingly." **Paul J. Burnsky, president, AFL-CIO Metal Trades Department.**

"Every time you turn around there is a shipyard closed down, and there are 10 more ships laid up for lack of cargo. I am prepared to go the route on this to the best of my ability." **Frank Drozak, president, AFL-CIO Maritime Trades Department.**

The occasion for these remarks was the third biennial National Shipbuilding Conference held last month in Washington, D.C.

Union leaders representing workers in the shipbuilding and seafaring industries called for a coordinated grassroots lobbying and public opinion campaign to reverse the decline of the U.S. maritime industry which has sunk to its deepest recession since the Great Depression in the 1930s. They called for a national maritime policy which would place American industry in fair competition with subsidized

foreign shipbuilders and subsidized foreign merchant fleets.

In his keynote address, the leader of the AFL-CIO Metal Trades Department warned that "our private shipyards, except for those few capable of constructing modern naval vessels, face extinction in the very near future."

Burnsky said, "When we held our first shipbuilding conference four years ago, there were some 135,000 workers in the major American private shipyards, and we were concerned because that figure represented a significant drop from previous years."

"In August of this year," Burnsky continued, "there were about 102,000 workers employed in the major shipyards. And even this dismal figure masks the extent of the cancer of unemployment and idle workplaces which is rapidly demolishing our industry."

Since 1981, Burnsky said nine major shipyards have gone out of business. Among the 24 major U.S. shipyards still operating, he said eight reportedly are in serious danger of closing.

Burnsky said, "It is time to drop the pretense that our naval revitalization program will provide the stimulus for regrowth of the shipbuilding industry, when we know by the evidence of our own eyes that it will not."

"It is time to face squarely our national need for a comprehensive, practical, workable national maritime policy," he added.

Drozak, who also is president of the Seafarers, said, "American seamen are 50 percent unemployed today, and the picture does not look bright for the future."

The Reagan administration, Drozak said, "sped up the process of maritime decline and decay. It actively encouraged shipping companies to buy foreign by pulling the rug out from under the Construction Differential Subsidy program. It made U.S.-flag shipping unable to compete by slashing the Operating Differential Subsidy program. It tried every legal trick in the book to break the law over government cargo preference. It opposed the Law of the Sea Treaty, while other nations sought a 200-mile economic zone extending from their shores. It has consistently resisted forming bilateral agreements with our trading partners."

The administration "prefers

free trade, even though free trade doesn't exist," Drozak said.

Members of Congress also must be given the message, said Drozak, that "the economic ripple effect of shipbuilding helps or hurts nearly every congressional district in the nation. Primary and fabricated metals; electronics; tool and die; equipment for dispensary, kitchen, recreation and billeting facilities—all are affected."

A resolution approved by the 200 conference delegates called for local Metal Trades Department district councils to organize effective grassroots legislative committees to coordinate regular contacts with their elected representatives.

SIU, AFL-CIO Host Inouye And Anderson in Los Angeles



The Los Angeles area Port Council played host to Sen. Daniel Inouye (right) recently. Following a tour of the L.A. Harbor area, Inouye attended the Harbor COPE luncheon where Rep. Glenn Anderson spoke. Also at the table is Jim Patum, L.A. County AFL-CIO Harbor Rep.



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U.S./Soviet Maritime Pact Renewal Is Urged

The Soviet Union has purchased more than 14 million tons of grain from the United States in the past two years. None of that grain was shipped to the U.S.S.R. on an American vessel. If a previous U.S./U.S.S.R. maritime agreement was still in effect, almost 5 million tons of that grain would have traveled on U.S.-flag ships.

SIU President Frank Drozak, in an attempt to secure part of that lucrative grain market and up the number of American seamen and ships working, has asked Secretary of State George Shultz, Secretary of Transportation Elizabeth Dole, U.S. Trade Representative William Brock and Marad chief Adm. Harold Shear to begin negotiations with the Soviets for a new maritime deal.

A 10-year agreement, which expired in 1981, reserved one-third of the trade for U.S.-flag ships, one-third for Soviet ships and one-third for other countries' vessels. Negotiations for a new maritime agreement were

suspended in 1981 when Poland imposed martial law in an attempt to crush that country's Solidarity movement.

But since that time, there has been somewhat of a thaw in East-West relations. President Ronald Reagan has made more wheat available to the Soviets and allowed Soviet fishing in American waters, and Poland agreed to a general amnesty for Solidarity members.

"Soviet Foreign Minister Andrei Gromyko's visit to the White House and two trade meetings between the United States and Soviet Union provide further evidence that there are few barriers to a prompt resumption of negotiations between our country and the Soviet Union," Drozak wrote in letters to all four administration officials late last month.

In addition to citing the improvement in relations, Drozak noted both the defense and commercial benefits such an agreement would have for the United States.

"Without a U.S./U.S.S.R. maritime pact, the Soviet Union has been allowed to further promote a fully integrated maritime policy. In the foreword to the 1984-1985 edition of *Jane's Fighting Ships*, Jane's points out that the Soviet Union accepts as fact that 'the use of the seas is necessary for political, financial and strategic reasons' and that thus, 'their navy, merchant fleet and fishing fleets are meshed to an operational whole providing maximum flexibility for the Moscow Kremlin,'" Drozak wrote.

He said that the Soviet fleet has grown tremendously in the past 20 years, while the U.S. merchant fleet is little more than half the size it was in 1960.

"It is apparent that one reason for the decline of the U.S. fleet is the failure on the part of the United States to recognize, as the Soviet Union has, that a comprehensive maritime policy is vital to the survival of and growth of the merchant marine," Drozak said.

There are about 533 privately-owned U.S.-flag ships in the merchant fleet with more than 100 in lay-up, Drozak pointed out. In addition, during the past three years alone, more than 5,000 American seamen have lost their jobs.

Many of the seamen and ships "could find commercial employment under a U.S./U.S.S.R. shipping agreement. The new American seagoing jobs and the additional revenue created by a bilateral maritime pact would in turn be a spur to the overall U.S. economy," he said.

Drozak said that the maritime industry is "dismayed" that negotiations with the Soviets have not been resumed and that if a new pact is not signed, the Soviets will benefit and U.S.-flag interests will suffer.

"This is a shortsighted and economically harmful policy," he said. "The current lack of U.S./U.S.S.R. maritime agreement should be replaced by a demand for speedy negotiations with the Soviet Union to conclude a shipping agreement."

One-Year Delay Sought on Georges Bank Decision

An effort is under way to restore joint U.S. and Canadian fishing rights in the fertile Georges Bank area which was in dispute between the two countries.

Both countries claim 200-mile fishing boundaries, which puts a large portion of Georges Bank in dispute because the fishing claims overlap. A recent World Court decision gave Canada the Northeast Peak, the most fertile area of the fishing grounds. The Northeast Peak, according to American fishermen, contains half the haddock and pollock, 35 percent of yellowtail flounder and scallops, 25 percent of the cod and the best lobster and swordfish in Georges Bank.

A group of U.S. senators and representatives, including New Bedford's Gerry Studds (D-Mass.) recently wrote Secretary of State George Shultz urging a one-year return of the previous fishing rights where fleets of both nations shared large portions of the fishing area.

According to the letter, the State Department had earlier

expressed a willingness to pursue with Canada a return of the fishing rights in the disputed area, but only if the fishing industry would support such an effort by the department. The legislators told Schultz that the New England fishing industry had agreed to support the temporary return to the old boundaries. The North Atlantic Fisheries Task Force and its constituent groups and associations have endorsed an interim fishing agreement which would include a restoration of joint fishing in the disputed area, for a one-year duration, with no concessions or conditions. The New England senators and representatives have also supported such an agreement.

If the Canadian government would agree to the proposal, the State Department could issue the fishing treaty without congressional action before Congress comes back into session in January. But if congressional action is needed, the New England delegation pledged its support.

SIU Protests Jailing of South African Labor Leaders



Fifty members of the Seafarers International Union assembled with hundreds of AFL-CIO union members packing sidewalks in front of the South African embassy to demonstrate against that nation's detention of prominent labor and political leaders and its policy of apartheid. These SHLSS trainees were part of the SIU group at the demonstration. During the daily protests, several of the AFL-CIO leaders were arrested for crossing police lines. South Africa has since released several of the arrested labor officials.

GAO Says No Need for PHS Care for Seamen

Ignoring 200 years of tradition, the merchant marine's vital role in national defense, spiraling health care costs which threaten both shipping companies and merchant seamen's unions health funds and simple moral obligation, the General Accounting Office concluded recently that there was no need or reason to restore U.S. Public Health Service Hospital care to America's merchant seamen.

"I guess in some respects we shouldn't be surprised or shocked by their findings. After all, this administration has cut medical services across the board, it wants to tax fringe benefits such as health care and may ask federal employees to take a 5 percent paycut," said SIU President Frank Drozak.

But he slammed the study for faulty logic, glaring omissions of fact and the snail's pace the GAO took in finally completing the study.

When the Reagan administra-

tion closed the PHS hospitals and cut seamen from the entitlement rolls, the SIU and other maritime organizations asked for a study on the impact of the cut and what could be done to improve seamen's health care. Maritime allies in Congress authorized the report in early 1982.

"While the GAO was sitting on their hands, it cost the unlicensed seamen's unions, both the SIU and the NMU, millions of dollars to make up for the lack of the PHS services," Drozak said.

According to the GAO report, federal Operating Differential Subsidy payments helped make up some of the difference of the added health care costs for operators and unions.

"That's simple nonsense. First off, only about a third of the nation's merchant ships receive ODS. Second, at the same time the hospitals were shut down, ODS funds were frozen and

fewer operators are receiving them today than before," he said.

Perhaps the most galling conclusion by the GAO was the out-of-hand dismissal of the merchant marine as a vital part of the nation's defense.

"Seamen, however, are not legally considered part of the U.S. Armed Forces. Under the law the Armed Forces include only members of the Army, Navy, Air Force, Marine Corps and Coast Guard," the report said.

The report suggested that merchant sailors could petition the Department of Defense for veteran's status and health care. But that was turned down in 1982, despite the fact 13 other civilian groups were awarded such status.

"While it is true that other American workers have helped

our nation in times of crisis, few if any came under hostile fire. Merchant seamen however suffered a casualty loss second only to the Marine Corps during World War II and are in the vanguard of deployment by serving aboard maritime preposition ships," Drozak said.

There was an aspect of the report, however, where the GAO was on target. The agency agreed that the unlicensed segment of the merchant marine suffered the most when the PHS hospitals were closed.

Drozak said he would ask Sen. Daniel Inouye (D-Hawaii) and others to request the GAO to re-examine the issue more thoroughly, including comparisons with foreign seamen's health coverage, the analysis of rising health care costs on the shipping industry and the value of the merchant marine's contribution to national defense.

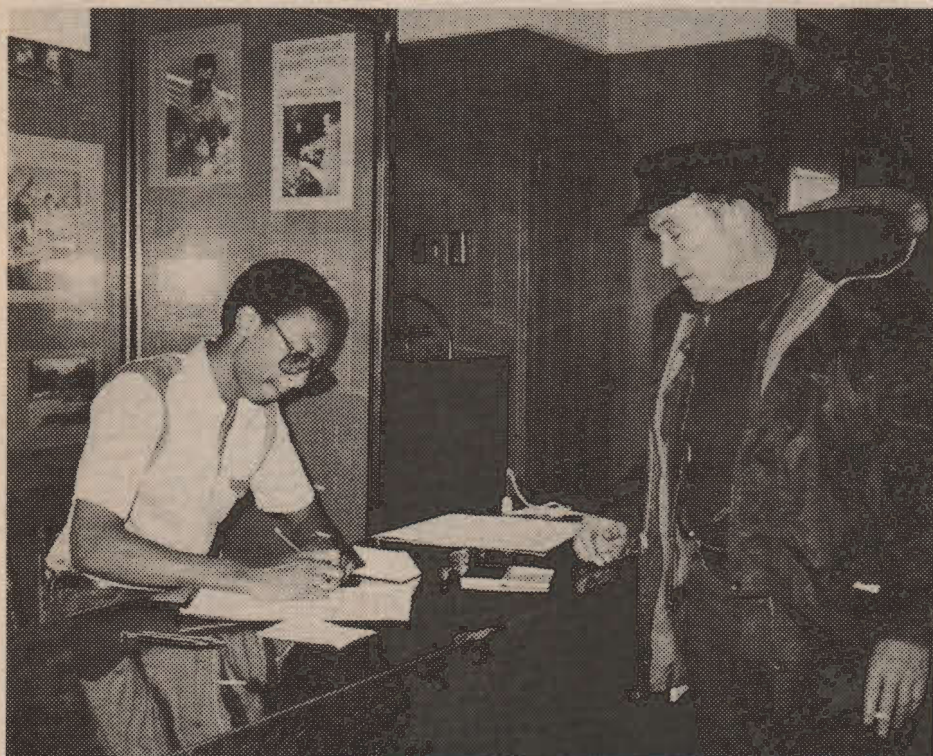
SIU Crews New MPS Ship

Another SIU crew has been added to the nation's Maritime Prepositioning fleet as the *PFC William A. Baugh* (Expeditor Transportation Corp.) crewed up from New York and is currently at Hampton Roads, Va. for exercises.

The ship, complete with helicopter landing pad, can hold one-fifth the equipment and 30 days supplies for a Marine amphibious brigade. The *Baugh* has a speed of 17.5 knots and a range of 10,800 nautical miles.

The 755-foot RO/RO, with three-twin tandem heavy lift cranes, will be stationed in the Indian, Atlantic or Pacific oceans as a floating storage base for U.S. military needs in those regions.

A&G Voting in N.Y. Hall



At the Union hall in New York, SIU Representative Kermett Mangram, seated, logs in Seafarer Joseph Petruszewicz who is about to receive his ballot.

Seamen's Church Institute Moves

The Seamen's Church Institute of New York and New Jersey announced that its Manhattan headquarters will relocate to 50 Broadway in lower Manhattan by early Spring 1985.

Occupying one and one-half floors of the 50 Broadway building, the new facility will include a seafarers' club and reading room, mail service for seafarers, counseling and referral offices,

ship visiting facilities, a volunteer and Christmas-at-Sea room and the Center for Seafarers' Rights.

The Institute will continue to operate its center for seafarers and port workers in Port Newark, N.J. as well as its ship visiting, emergency assistance, and seafarer transportation services throughout the port area.



Seafarer Joseph Petruszewicz goes into the voting booth to mark his secret ballot. Brother Petruszewicz who sails as an AB, has been in the SIU since 1950.

White House Honors SIU's Rose City Heroes

"Mr. President, this week in Geneva the Nansen Medal, the highest honor for humanitarian efforts on behalf of refugees was awarded to three American seamen, Capt. Lewis M. Hiller, Mr. Jeffrey H. Kass and Mr. Gregg Turay for their heroism in the rescue of 86 Vietnamese 'boat people' off the north coast of Borneo.

"The Award was made by Mr. Paul Hartling, U.N. High Commissioner for Refugees, and may be said to be a statement of world opinion, of that portion of the world that does not drive its inhabitants to the desperate efforts of escape such as these we have witnessed from totalitarian Vietnam for a decade now. It is in order that the United States do so as well. Were we not in the closing hours of the 98th Congress, I would propose a resolution of gratitude to the captain and her valiant crew, members of the Seafarers International Union.

"... I am confident that the Senate joins me in expressing admiration for this, only the most recent incident of valor for those who go down to the sea in ships."

Sen. Patrick Moynihan (D-N.Y.)
from the **Congressional Record**.



United States
of America

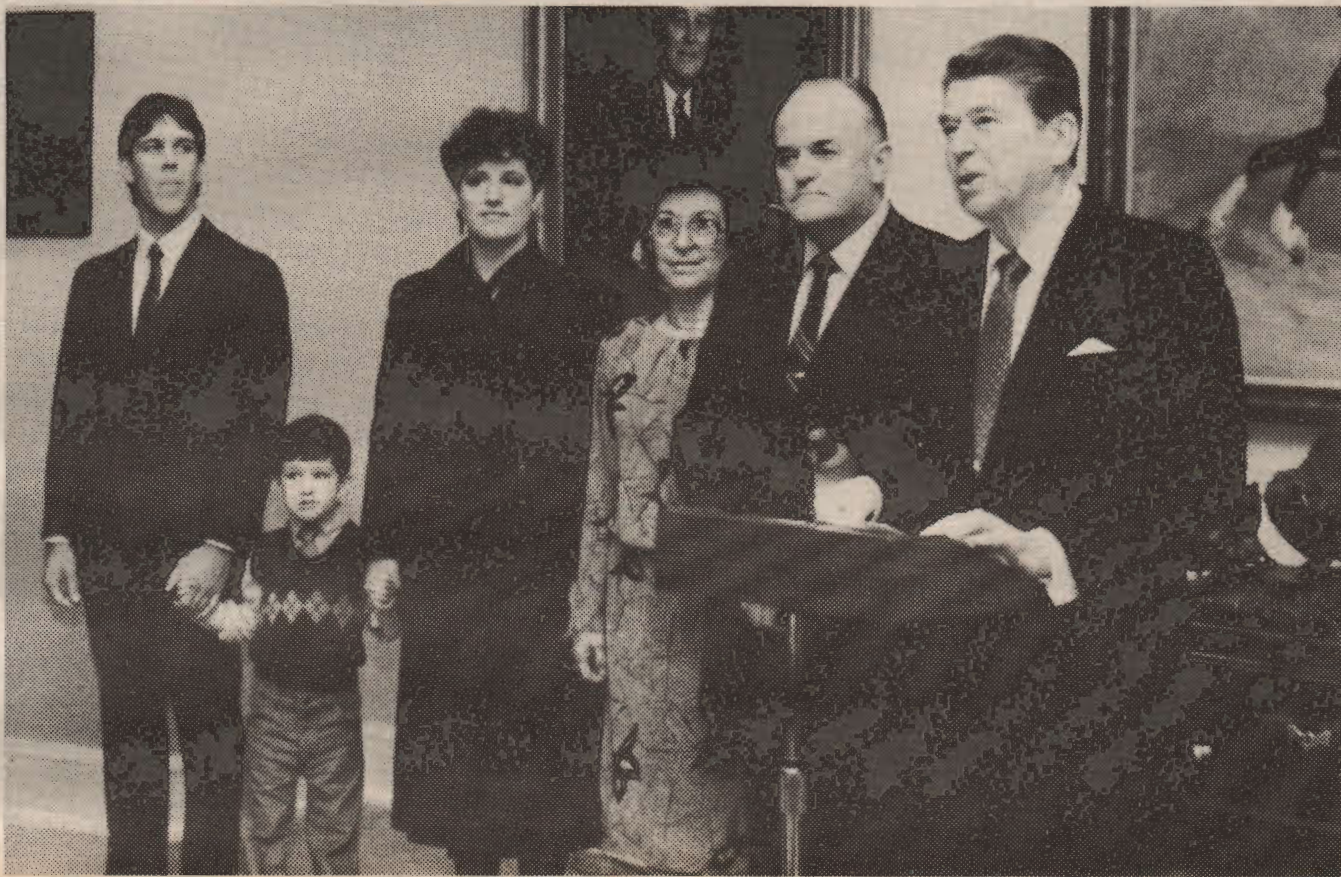
Congressional Record

PROCEEDINGS AND DEBATES OF THE 98th CONGRESS, SECOND SESSION

Vol. 130

WASHINGTON, THURSDAY, OCTOBER 11, 1984

No. 134—Part II



AB Gregg Turay (left) was one of the SIU crewmen aboard the *Rose City* who were recently awarded the Nansen Medal by the United Nations for their heroic efforts in helping rescue 86 "boat people" last year. This month Turay was honored at the White House by President Ronald Reagan. AB Jeffrey Kass, the other SIU member, was unable to attend the ceremony because he was at sea. However, *Rose City* Capt. Lewis Hiller (next to Reagan) was on hand. He also was a recipient of the Nansen Medal. Next to Turay is his son, Jonathon, his wife, Anita Turay and Mrs. Hiller.

Going On a Fly-Out? Help Deliver the Mail

If you are joining a vessel—and especially if you are going on a foreign fly-out—you can help your Union and your shipmates by delivering the mail.

When you are ready to leave, see the Dispatcher at the SIU hall and get from him a supply of: Ship's Minutes forms; Crew List forms; Repair Lists, and a few copies of the LOG.

This will be a big help because some ships are without these necessary forms because of delays in postal mailing systems.

Survival Suits a Must

By law, subject to the vessel's run, many of our contracted vessels are required to carry survival suits for each and every crewmember. These suits could mean your life. Therefore, each crewmember will be responsible for the suit issued to him. Make sure it is in perfect condition when you receive it. This should be fairly easy since no crew at this point has been required to use them. If, through misuse, the suit is damaged or lost, the crewmember will be responsible for the cost of the suit which is IN EXCESS of \$200.00.



Participants of the SHLSS Steward Recertification Program enrolled in Union education classes had the chance to take part in a tour of the nation's Capitol in December. Pictured in front of the congressional east side of the building are Terry Smith, James Barnett, Eddie Hernandez, Tinitali Tinitali, Ezekiel Hagger, Willie Smith, Collie Loper, Louis Vidal, William Hawkins, Frank Bartlett, Lionel Strout, SIU Legislative Representative Liz DeMato, and SHLSS Instructor Ed Boyer.

Senator-Elect Paul Simon

SENATOR-ELECT Paul Simon (D-Ill.) has served as the representative from the 22nd District of Illinois since 1974. In the summer of 1983, Congressman Simon announced his candidacy for the U.S. Senate. On Nov. 6, 1984, Illinois voters elected Paul Simon as their junior senator from the "Land of Lincoln."

In the House of Representatives, Simon has championed such issues as full employment, education, concerns of the handicapped, fossil fuels development and missing children.

In May of this year, Simon appeared at SIU headquarters with former Vice President Walter Mondale. At that time, Simon, addressing the large audience of maritime industry representatives, spoke of the need to increase the nation's conventional forces instead of Reagan's sprint in the nuclear arms race. One of Simon's main concerns is this administration's massive nuclear buildup at the expense of conventional military forces which depend on the merchant marine for supplies and deployment. Simon said with "this massive nuclear buildup, the nation will be faced with the horrible, horrible choice of using nuclear weapons or doing nothing at all."

During his tenure in the House of Representatives, Simon served the allowed maximum three terms (six years) on the House Budget Committee. In the 98th Congress, Simon served on the House Education and Labor Committee and the House Science and Technology Committee. He also served as a member of the Congressional Coal Caucus, House Caucus on North American Trade, and the House Democratic Research Organization.

This summer, Rep. Simon introduced the "Missing Children's Assistance Act" to bring a national hotline and other coordinated efforts to bear on a tragedy that strikes thousands of children each year. Simon terms the bill "a Phase II effort by the Congress to address a national problem that brings



Senator-Elect Paul Simon

heartbreak and often unspeakable tragedy to the lives of thousands of children and their parents each year." The Illinois lawmaker was the original author of the "Phase I" effort—a bill signed into law in 1982 that has broadened the use of the FBI's central crime computer in searches for missing children.

Said Simon, "The 'Phase II' missing children's bill takes aim at two basic problems which stymie searches today: They are launched too late, and they are doomed by too little information. This bill is an attempt to get at both problems. This is the beginning of an early warning system for missing children."

"Only the parent of a missing child can know the frustration of learning how little our government is able to help in the search for a missing son or daughter. With the Missing Children's Act, we plugged a glaring loophole in the use of the FBI's central crime computer. That was a remedial step—something which should have been done years ago. This year we can take the first step toward a national policy on missing children."

SIU sends congratulations and wishes continued success to Senator-Elect Paul Simon. We look forward to working with him on all issues in the Senate which affect the health and welfare of America's working millions.

"As citizens of this democracy, you are the rulers and the ruled, the law-givers and the law-abiding, the beginning and the end."

Adlai Stevenson, Chicago
September 29, 1952

Senator Lloyd Bentsen

SENATOR Lloyd Bentsen (D-Texas) served in the U.S. House of Representatives from 1948 through 1955. After a successful business career, Bentsen announced his candidacy for the U.S. Senate. In 1970 he was elected to the U.S. Senate representing the "Lone Star State," and Bentsen has been serving successive Senate terms ever since.

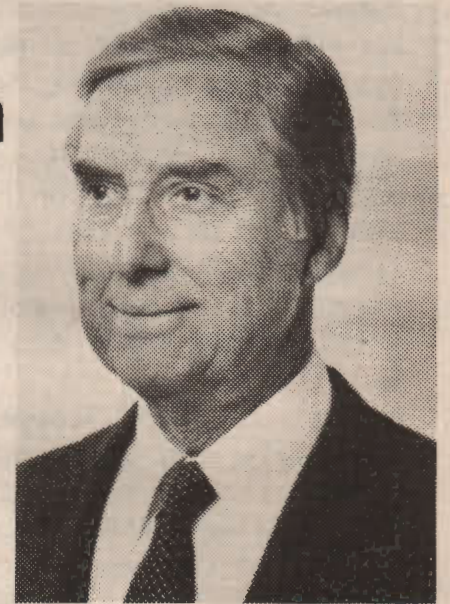
In the Senate, Bentsen has several powerful committee assignments. He serves on the Senate Environment and Public Works Committee, Senate Finance Committee, Senate Intelligence Committee, the Joint Economic Committee and the Joint Taxation Committee.

With his strong committee positions, the senator has endorsed and worked for many initiatives to revitalize the American merchant fleet.

As ranking member of the International Trade Subcommittee, Bentsen was a chief architect and floor manager of the recently enacted Omnibus Trade and Tariff Act of 1984, which includes his proposal requiring reciprocity with America's foreign competition. The new law provides for retaliation against unfair foreign trade practices that limit U.S. exports. Also, the law's coverage is expanded for the first time to include services, which means that such issues as cargo reservation are now covered by American trade law. Said the senator, "These new provisions give the U.S. maritime trades new tools with which they can encourage America's competitors to reduce their cargo reservation percentages, creating new opportunities for American workers."

Through the years, Sen. Bentsen has supported ODS and CDS programs to maintain the U.S. fleet's presence and competitiveness on the world's oceans.

The "Stars and Stripes" flying on the masts of American ships sailing into the ports of our allies and Third World countries symbolizes U.S. involvement in worldwide events. Our P.L.-480



Senator Lloyd Bentsen

Food for Peace Program, with the backing of senators such as Bentsen, reinforces the commitment of the United States to underdeveloped countries.

A few months ago in the 98th Congress, Bentsen threw down the gauntlet and joined several of his colleagues spearheading Senate action against lessening the restrictions in the Export Administration Act on the ban to export Alaskan oil. He has been at the forefront of attempts to assure that American jobs are not lost to underpriced foreign competition. Bentsen successfully fought to protect employment in the U.S. maritime industry by defeating the efforts to amend the Export Administration Act which would have authorized shipments of Alaskan oil to Japan. His support of the ban comes from his realization that the United States must be energy self-sufficient. In addition to his commitment to the export ban, filling the Strategic Petroleum Reserve at a maximum fill rate is another avenue the senator endorses for U.S. oil independence.

Bentsen has always been concerned about America's export capability to reduce our balance of payments and to stimulate our lagging economy. As chairman of the Joint Economic Committee in the 96th Congress, Sen. Bentsen initiated the national debate over the causes of our deteriorating productivity and poor export performance. Specifically, he conducted hearings which revealed the widespread use of illegal subsidies to undercut American exports.



Inland News

tug/tow
barge/dredge



Seafarers International Union AFL-CIO

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Pat Pillsworth
Mike Dagon
Al Raymond
Jim Martin
Juan Reinoso
Gene Taylor
Joe Sigler
Mike Paladino
Steve Ruiz

Jimmy Walker
Marshall Novack
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Augie Tellez
Carl Peth
Bob Stevens
Angel Hernandez
Mike Worley

Jack Bluitt
David "Scrap Iron" Jones
Dean Corgey
Ray Singletary
Jim McGee
Joe Perez
Jack Caffey
Don Anderson
Dave Heindel

George Ripoll
Tom Glidewell
Emil Lee
Byron Kelley
Edd Morris
Nick Celona
Bo Koesy
Bob Hall
Danny Griffin

INLAND LINES

Taylor and Anderson Agreement Okayed

A new contract for SIU Boatmen at the Taylor and Anderson Co. in the port of Philadelphia was agreed upon early this month.

Delta Queen Contract Talks On

New contract negotiations for the Delta Queen Steamboat Co. began on Dec. 7 in the port of New Orleans. The old pact is due to end on Dec. 31.

Carteret Towing Gets Pact Extension

The contract at Carteret Towing Co. in the port of Norfolk was extended early this month to Feb. 21, 1985.

Luedtke Engineering to Dredge Algonac Harbor

Luedtke Engineering Co. has won the contract to dredge the harbor in the port of Algonac, Mich. Luedtke contract has been ratified and signed.

The contract at the Champions Auto Ferry Co. has been signed, sealed and delivered.

This month Boatmen at the North American Trailing Co. were mailed new contract suggestion forms for the upcoming contract negotiations. Their contract expires on Feb. 28, 1985.

N.Y. Cross Harbor R.R. Tracks Barge Flips, Sinks

High winds off the Brooklyn (N.Y.) waterfront caused a SIU-contracted N.Y. Cross Harbor Railroad barge carrying more than six miles (585 tons) of new steel subway tracks worth \$335,000 to turn turtle and sink rapidly just minutes before the cargo was to have been offloaded to the City Transit Authority.

None of the barge crew was hurt.

A transit authority spokesman said the Cross Harbor Railroad had sent divers down to the sunken barge to see if the 900 39-foot long, curved heat-treated rails could be salvaged. The tracks were to be laid down in January.

The strong winds apparently whipped the barge around and snapped her lines to the hauling tugboats before she flipped over and sank very quickly.

The sinking occurred in front of the U.S. Army Terminal at Pier 1, 58th St. and 1st Ave.

The rails were shipped from the Bethlehem Steel Co.'s Steeltown, Pa. mills through New Jersey. In Brooklyn, they were to have been loaded onto the authority's South Brooklyn Railroad for delivery to Bush Terminal.

New Pensioners

James Rinnie Campbell Sr., 57, joined the Union in the port of Port Arthur, Texas in 1964 sailing as a captain for Slade Towing from

1956 to 1960 and for Higman Towing from 1974 to 1977. Brother Campbell is a veteran of the U.S. Army during World War II. He was born in Texas and is a resident of Hemp-hill, Texas.



William Joseph Carney, 63, joined the SIU in 1941 in the port of Philadelphia sailing as a chief pumpman. Brother Carney began sailing in-

land in the same port in 1964 sailing as a tankerman and captain for IOT from 1964 to 1972. He is a veteran of the U.S. Navy in World War II. Boatman Carney was born in Philadelphia and is a resident of Paulsboro, N.J.



James Arthur Davis, 63, joined the Union in the port of Norfolk sailing as a captain. Brother Davis is a veteran of the U.S. Navy in World War II. He was born in Mathews, Va. and is a resident there.



Arthur Raymond Dring, 64, joined the Union in the port of Houston in 1957 sailing as a mate and captain for G & H Towing and the Pennsylvania Railroad from 1945 to 1984. Brother Dring is a veteran of the U.S. Army in World War II. He was born in Peekskill, N.Y. and is a resident of Arkansas Pass, Texas.



Lorraine Judd, 65, joined the Union in the port of Paducah, Ky. in 1973 sailing as a cook for the Orgulf Transportation Co. Sister Judd was born in Wolf Lake, Ill. and is a resident there.



Donald H. Kirk, 61, joined the Union in the port of Baltimore in 1968 sailing for the Baltimore Gas and Electric Co. from 1967 to 1968 and for Curtis Bay Towing in 1968. Brother Kirk is a veteran of the U.S. Navy in World War II. He was born in New York City and is a resident of Baltimore.



Alex Joseph LeBlanc, 65, joined the Union in the port of Port Arthur, Texas in 1970. He sailed as a captain and pilot for the Edward Transportation Co. from 1960 to 1965 and aboard the tug *National Ideal* (National Marine Service) from 1965 to 1979. Brother LeBlanc was born in Lockport, La. and is a resident of La Rose, La.



Jerome John Lukowski, 56, joined the Union in the port of Baltimore in 1957 sailing as a mate for Baker-Whiteley Towing from 1947 to 1977.



Brother Lukowski attended a Piney Point Inland conference. He is a long-time union member and a veteran of the U.S. Army after the Korean War. Born in Baltimore, he is a resident there.

Benjamin Franklin Rough-ton, 60, joined the Union in the port of Norfolk in 1961 sailing as a captain for Curtis Bay Towing in 1942. Brother Rough-



ton is a former member of the United Mine Workers Union's District 50 and the ILA'S 333B. He was born in North Carolina and is a resident of Chesapeake, Va.

Ira Bonner Sawyer, 62, joined the Union in the port of Norfolk in 1961 sailing as a deck-hand for GATCO from 1961 to 1971 and for the



Interstate Oil Transportation Co. (IOT) in 1972. Brother Sawyer is a former member of the United Mine Workers Union's District 50 and a veteran of the U.S. Army in World War II. A native of Ransonville, N.C., he is a resident of Belhaven, N.C.

George Rufus Werst, 61, joined the Union in 1944 in the port of New York sailing as a cook for IOT from 1969 to 1977. Brother Werst also sailed during World War II. He was a former member of the United Auto Workers Union. Born in Decatur, Ind., Boatman Werst is a resident of Astor, Fla.

Melvin Frederick Teasenfitz, 63, joined the Union in the port of Philadelphia in 1962 sailing as a cook for IOT from 1959 to 1984 and for the J.D. Bassett Co. from 1952 to 1959. Brother Teasenfitz was a former member of the Teamsters Union, Local 929. He is a veteran of the U.S. Army in World War II. Boatman Teasenfitz was born in Blue Anchor, N.J. and is a resident of Elm, N.J.

Sonat Talks Continue

Negotiations between SONAT Marine and the SIU were held in Philadelphia on December 3-6. The company's Mariner contract was set to expire at midnight, Dec. 6.

The company presented its final proposals orally. The Negotiating Committee has not yet decided what to do with these proposals: accept, reject or bring them to the membership for a vote. Before anything happens, though, a meeting has been scheduled between the Negotiating Committee and the company's lawyer to put the company's proposals in final form.

As in the Green Fleet negotiations, the company maintained that the captains, mates

and barge captains who worked in its Mariner Fleet were supervisors. SONAT Marine reversed more than 20 years of bargaining history by refusing to negotiate with the Union over these ratings.

Throughout both the Mariner and the IOT negotiations, the SIU never waived its rights to represent the captains, mates and barge captains. It feels very strongly about the issue, and has continued to keep in touch with all of its members through the regular channels as well as through special bulletins.

The old contract will remain in effect until some determination is reached on the company's proposals.

Crowley Tankermen Save 2 From Path of Runaway Speedboat

By their "speedy action" two Crowley Marine barge tankermen in the port of Wilmington, Calif. saved the lives of two speedboat passengers thrown into the water from the circling, runaway craft as it came near to them.

Crowley T & T tankermen Michael Nondorff and Frank Rodriguez received high praise for their lifesaving actions in a letter from launch operator Edward F. Esch of Marine Express to Crowley Barge Operations Manager Robert McIntyre of Long Beach, Calif.

"On July 7 at 6:24 p.m. while on a crew change from the launch

Express 1 to *Barge 19* in Long Beach Harbor, Michael Nondorff and Frank Rodriguez of Crowley Marine showed exceptional diligence and ability in the saving of two persons lives or in the least from being maimed by their runaway motorboat which had thrown them overboard.

"They [Nondorff and Rodriguez] got them aboard the Marine Express launch in short order as the runaway motorboat was circling back toward them in the water.

"A situation that could have had disastrous results was averted by the actions of these men."

In Memoriam



Pensioner Dallas Benjamin Acey, 75, passed away from a heart attack in Matthews, Va. on July 30. Brother Acey joined the Union in the port of Norfolk in 1960. He sailed as a barge captain for the Pennsylvania Railroad from 1937 to 1974. He was born in Matthews and was a resident there. Burial was in the Mathews Chapel Cemetery, Cobbs Creek, Va. Surviving are a sister, Irene Greene and a niece, Sara G. Brooks, both of Matthews.

Pensioner Oswald Theodore Bradley, 77, died from natural causes at home in Orange, Texas on Oct. 1. Brother Bradley joined the Union in the port of Port Arthur, Texas in 1963 sailing as a chief engineer for Sabine Towing from 1946 to 1972 and the Texas Oil Co. from 1940 to 1946. He was born in Orange. Boatman Bradley was a former member of the UMD, Local 340 from 1959 to 1963. Cremation took place in the Brookside Crematory, Houston. Surviving is his daughter, Shirley A. Berry of Orange.



Pensioner William G. Callis, 80, passed away on Oct. 28. Brother Callis joined the Union in the port of Norfolk in 1960 sailing as a deckhand for the Pennsylvania Railroad from 1952 to 1965. He was born in Redart, Va. and was a resident there. Surviving is his widow, Mary.



Pensioner Arthur Trinoline Downing Jr., 57, succumbed to cancer in the Middlesex General University Hospital, New Brunswick, N.J. on April 24. Brother Downing joined the Union in the port of New York in 1963 sailing as a mate and deckhand for the Erie-Lackawana Railroad, Hoboken, N.J. from 1946 to 1982. He also sailed during World War II for the United Fruit Co. and was a veteran of the U.S. Armed Forces in World War II. Boatman Downing was a former member of the Teamsters Union. Born in Jersey City, N.J., he was a resident of Helmetta, N.J. Cremation took place in the Ewing Twsp. (N.J.) Crematory. Surviving are his father, Arthur T. Downing Sr. of Helmetta; two sons, Arthur Downing II of Jamesburg, N.J. and Kenneth of North Brunswick, N.J., and a daughter, Claire Bennett of Helmetta.



Pensioner George Washington Jones Sr., 75, passed away from heart failure in the Valley View Medical Center, Morganfield, Ky. on Sept. 8. Brother Jones joined

the Union in the port of St. Louis, Mo. in 1964. He sailed as a chief engineer for ACBL from 1929 to 1962 and aboard the *M/V Jeffboat* (Inland Tugs) from 1962 to 1974. He was a former member of MEBA in 1940. Boatman Jones was born in Hopkinsville, Ky. and was a resident of Sturgis, Ky. Burial was in the Pythian Ridge Cemetery, Sturgis. Surviving are his widow, Edna and a son, George Jr.



Pensioner Walter Llewellyn Mullen, 53, died on Oct. 8. Brother Mullen joined the Union in the port of Houston in 1967 sailing as a cook and chief electrician for G & H Towing in 1966. He was born in Pensacola, Fla., and was a resident of Dickinson, Texas. Surviving are his widow, Lois, his mother, Julia V. Morris of Dickinson; five sons, Roger, Steven, Thomas, Timothy and Christos, and two daughters, Linda and Kathy.

Pensioner Horace Hines, 80, succumbed to a heart attack in the Camden (N.J.) Cty. Health Service Center, Blackwood, N.J. on Nov. 7. Brother Hines joined the Union in the port of Philadelphia in 1961 sailing as a tug captain for IOT. He was a former member of Local 1700 and was a veteran of the U.S. Army before World War II. Boatman Hines was born in North Carolina and was a resident of Wenonah, N.J. Cremation took place in the Harleigh Crematory, Camden. Surviving is a sister, Marcelle of Charlotte, N.C.



Inland Vacation Pay Why Are Some Vacation Checks Late?

Many of our members have received Vacation Benefit payments late. There is a reason for this delay.

A number of SIU-contracted companies have stopped participating in the Vacation Plan. When a company does this, we get a big rush of vacation applications from their employees.

In order to make payments on these vacation applications, we have to get from the company a Contribution Report to verify the members' employment dates and eligibility.

If your employer is slow in submitting these reports, your benefit payment will be delayed. Your Union is doing everything it can to encourage your employer to get his reports in on time so that we can get your vacation check to you as quickly as possible.

The Drum Point Works Baltimore's Coal Piers

The *Drum Point* is one in a fleet of Curtis Bay Towing vessels working to keep industrial traffic and container cargoes moving at a prosperous pace in the port of Baltimore.

The marriage of commerce



Deckhand Ted Drobins tips his hat after a hard day's work.

and industry, in smokestacks dotting the harbor skyline and ocean-going vessels plying its waters, is the perfect setting for the *Drum Point*.

On the drawing board, designers had versatility foremost in mind in creating the GM supercharged tug engine. The *Drum Point* has, since its construction in 1968 at Jakobson Shipyard at Oyster Bay, N.Y., lived up to the early expectations, completing a variety of ship docking and industrial towing operations.

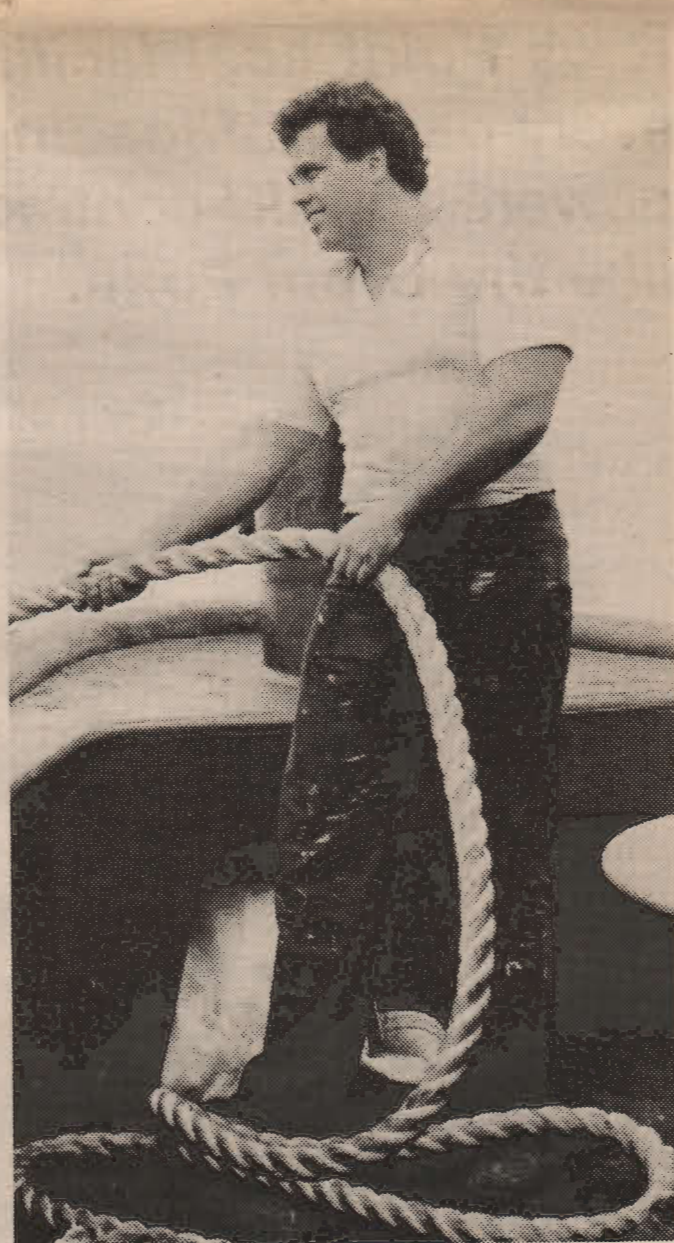
She has a 2,360 hp engine capable of towing 268 gross tons. The draft is 15.5 feet, and the *Point* is 99 feet long with a 27-foot beam.



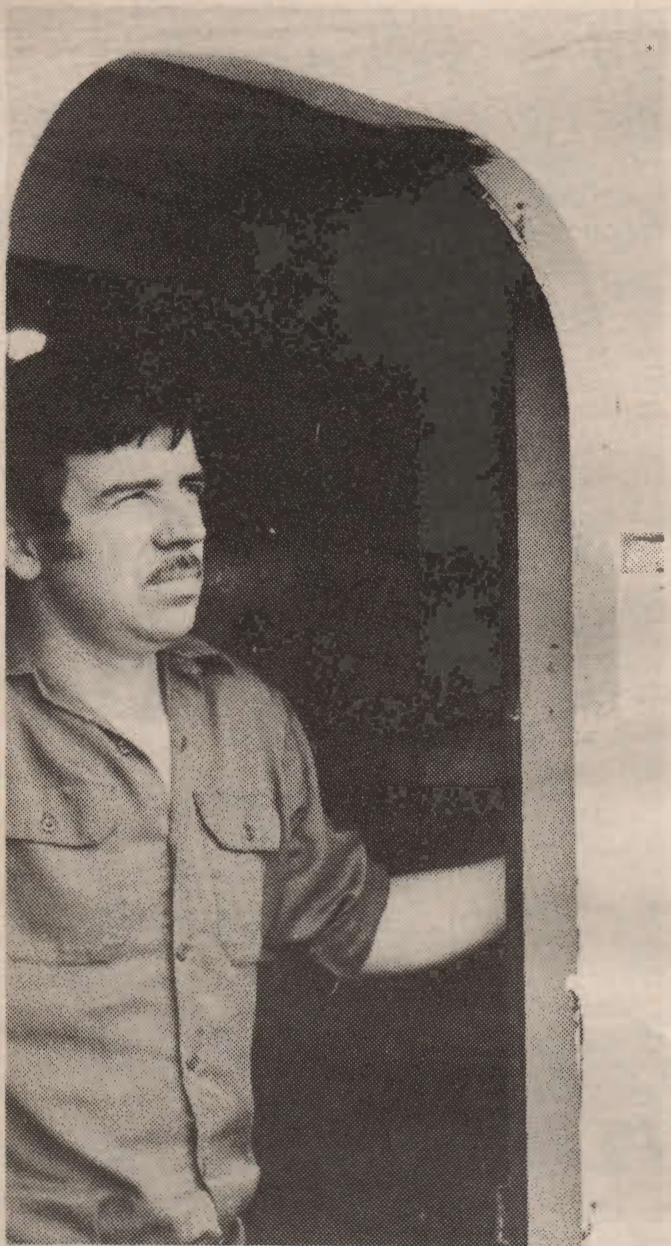
Deckhand Brian Gugliotta secures an empty coal barge to the Baltimore Canton Coal Pier.



Mate Clinton Belcher (right) helps Gugliotta fasten the barge alongside the *Drum Point* at Sparrows Point for the trip to Canton Coal Pier.



It was easy for Gugliotta to "learn the ropes" having grown up in the port city of Baltimore.



Engineer Manuel San Pedro (I.) gets ready to go on deck for a breath of fresh air during the *Drum Point's* run to the coal pier. Capt. Roman Jankowiak oversees the *Drum Point's* operations from the wheel-house.



This mountain of coal (below), capped by massive conveyors at the Bethlehem Steel's Sparrows Point coal facility, is fed every day by offloading barges powered by SIU-contracted tugs like the Drum Point.



The *Drum Point* ties up.



Israel Agrees to Use U.S.-Flag Ships

The Israeli government has agreed to use U.S.-flag ships to carry half its foreign and military aid from the United States this fiscal year, even though the Reagan administration in the past has declared such aid is not subject to cargo preference laws.

Traditionally, Israel has abided by U.S. cargo preference laws which require that U.S.-flag ships carry 50 percent of that foreign aid. However, in 1979 a new program, cash transfer, was begun. Instead of allocating specific commodities or products, the U.S. gave the Israeli government hundreds of millions of dollars to purchase their own U.S. products.

The first few years of the program Israel abided by the cargo preference laws. But when the General Accounting Office

declared that the laws did not apply to cash transfer, Israel said it would ship its aid on other vessels.

Last year, after pressure from the SIU and the Israeli labor

organization HISTADRUT, Israel signed an agreement calling for 50 percent U.S. carriage. This year the agreement was reached without any controversy.

At Sea/Ashore

Ogden Missouri Sailing to Sri Lanka (Ceylon)

On Dec. 21, the *ST Ogden Missouri* (Ogden Marine) will sail from a Gulf port to Tricomalee, Sri Lanka with a cargo of 48,500 metric tons of bulk wheat.

OBO Jade Phoenix to Bangladesh

On Dec. 24, the *OBO Jade Phoenix* (Titan Navigation) will sail from a North Pacific port to Chittagong or Chaina, Bangladesh carrying 75,000 metric tons of bulk wheat.

Spirit of Texas Going to Ceylon

From Feb. 4-15, the *Spirit of Texas* (Titan Navigation) will voyage from a Gulf port to Trincomalee, Sri Lanka with a cargo of 35,400 metric tons of bulk wheat.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

Gardner, Robein & Healy
2540 Severn Avenue, Suite 400
Metairie, La. 70002
Tele. # (504) 885-9994

NORFOLK, VA.

Peter K. Babalas & Associates, P.C.
Suite 700 Atlantic National Bank Bldg.
415 Saint Paul's Boulevard
Norfolk, Va. 23510
Tele. # (804) 622-3100

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
201 Elliott Avenue West, Suite 500
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

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

Dispatchers Report for Inland Waters

NOV. 1-30, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**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
DECK DEPARTMENT									
Gloucester	1	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia				NOT AVAILABLE					
Baltimore	7	0	0	0	0	0	7	0	0
Norfolk	40	3	0	29	2	0	39	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	4	1	21	2	0	9	13	3	20
Jacksonville	4	2	12	1	1	5	7	3	24
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	1	1	0	0	0	18	8	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	6	0	3	0	0	0	7	0	4
Algonac	18	6	0	6	0	0	31	11	0
St. Louis	1	3	13	2	1	3	1	2	13
Piney Point	0	0	0	0	0	0	0	0	0
Totals	85	16	50	40	4	17	124	30	61
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia				NOT AVAILABLE					
Baltimore	2	0	0	0	0	0	2	0	0
Norfolk	5	0	0	2	0	0	5	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	2	2	0	0	2	1	1	4
Jacksonville	1	0	1	0	0	1	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	4	0	0	1	0	0	7	1	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	14	2	3	3	0	3	18	2	4
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia				NOT AVAILABLE					
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	2	0	0	4	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	2	0	0	11	5	0	26
Jacksonville	2	0	4	1	0	4	2	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	1	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	2	0	0	2	0	0	1	2	0
St. Louis	0	1	3	0	0	0	0	1	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	12	1	9	5	0	15	14	5	36
Totals All Departments	111	19	62	48	4	35	156	37	101

* "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.

Support the SIU Blood Bank

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

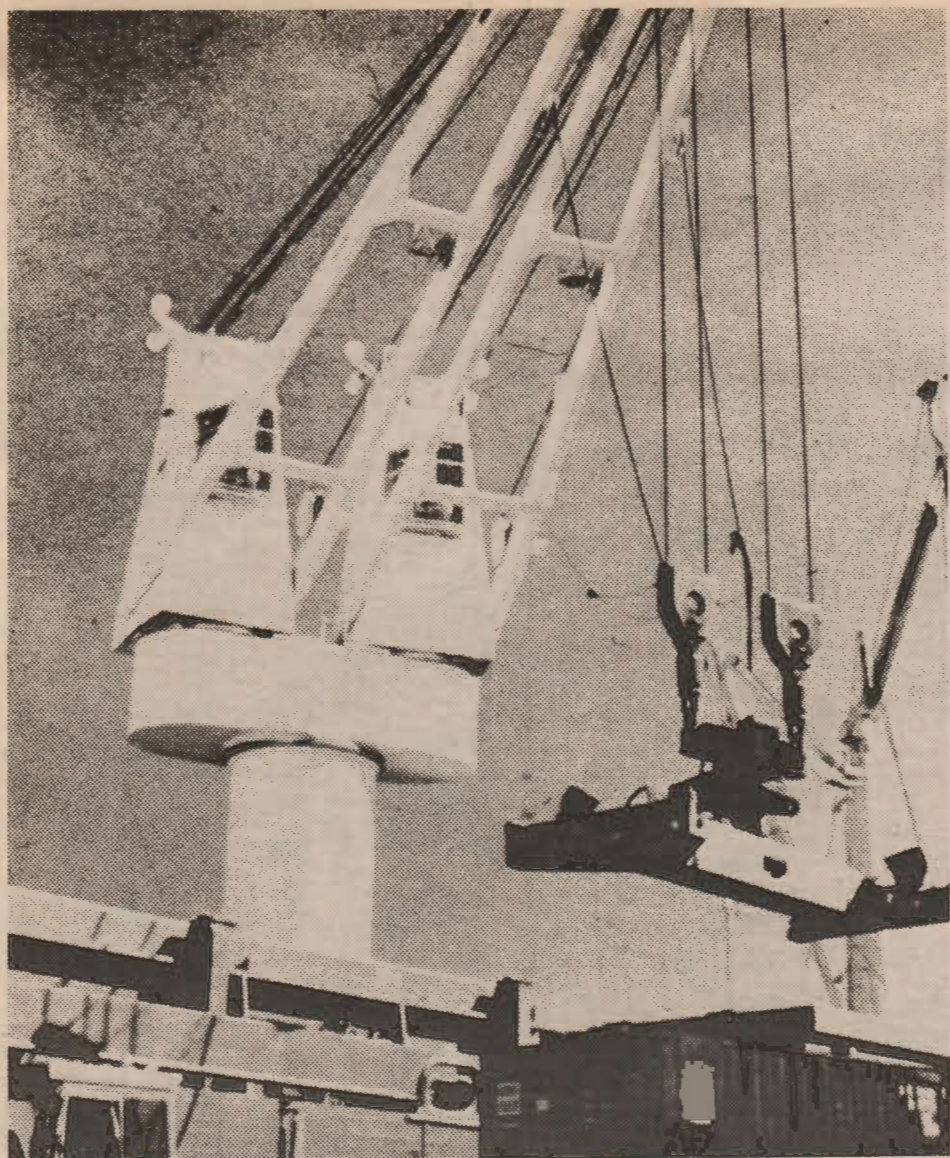


Piney Point Maryland

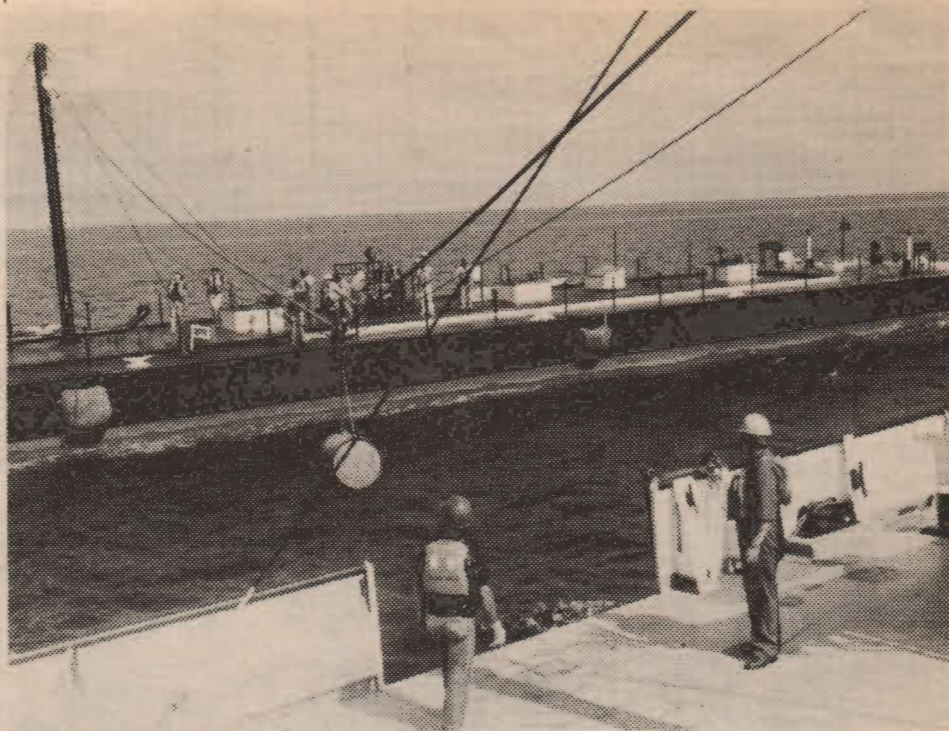
SEALIFT OPERATIONS AND MAINTENANCE COURSE

The Sealift Operations and Maintenance course has been developed to meet the requirements for seafarers to man the new MSC ships operated by SIU-contracted companies. The course consists of classroom lectures and practical application to include;

- Underway Replenishment on SHLSS vessels.
- Vertical Replenishment
- Crane Operation on the SHLSS crane.
- Fork Lift Operations
- Damage Control
- Fire Fighting
- Safety



The school's newly acquired 32 ton twin Hagglund crane.



During an UNREP, a 55-gallon drum is hauled aboard the receiving vessel by means of the in-haul line, and is kept about 8 feet above the water during the transfer.

The course is open to all members in good standing and is required to be taken in addition to the specialty and upgrading courses offered at SHLSS.

It will cross train each member, no matter what department, for the varied jobs within the ships of the rapid deployment force.

The school has recently installed a 32-ton twin Hagglund crane which will be used for the on-the-job-training in the Sealift Operation and Maintenance course. This allows the school to train SIU members on real equipment for each segment of the course.

Able Seaman

—Prepare for the Future—

The seven-week Able Seaman course offered at the Seafarers Harry Lundeberg School of Seamanship prepares seafarers for the duties of an Able Seaman through classroom and hands-on practical training.

In the classroom, topics include deck seamanship, rules of the road, marlinspike seamanship, helmsmanship, cargo handling, replenishment at sea, vertical replenishment, crane operation, fork lift, damage control, safety, fire fighting, emergency

procedures, C.P.R. and first aid.

During the hands-on training, the student experience working with the real thing, such as wire and line splicing, knot tying, block and tackle rigging, and working with cargo booms. Day-by-day maintenance on vessels is stressed to include surface preparation and painting and wire rope cleaning and preservation.

Upon completion of the course, students must pass a U.S. Coast Guard exam to receive an endorsement.



The trolley block is checked prior to riding on the highline.



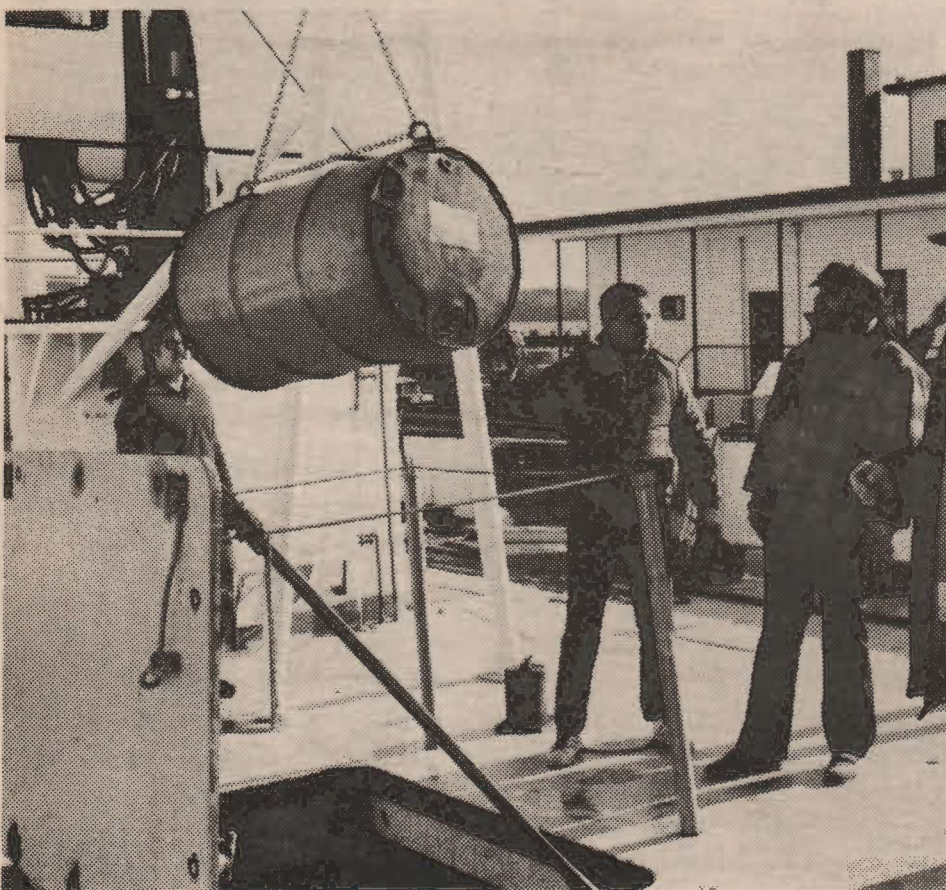
The highlines tension is checked by the ships windlass.



The messenger line is passed thru a snatch block prior to a practice UNREP.



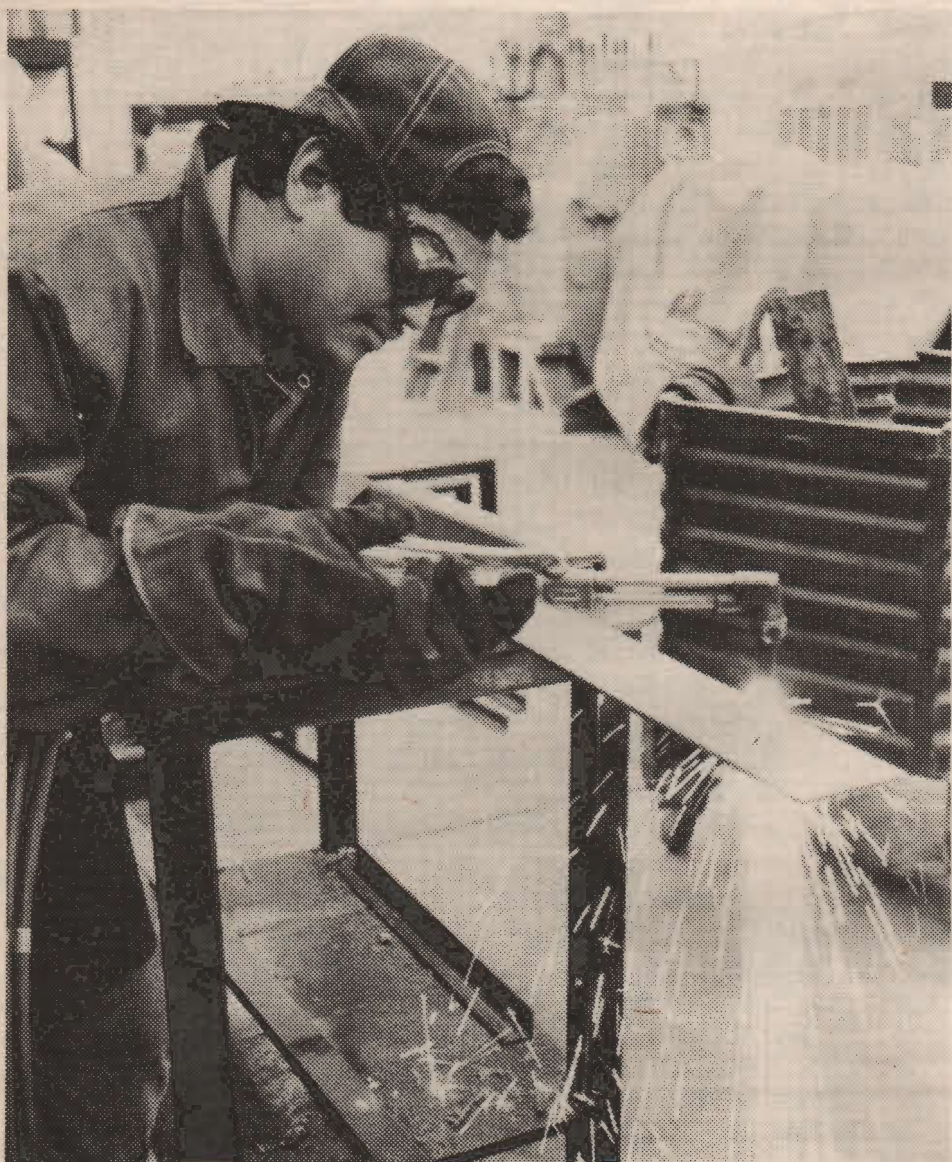
The turnbuckle is tightened to steady the king post prior to transferring cargo.



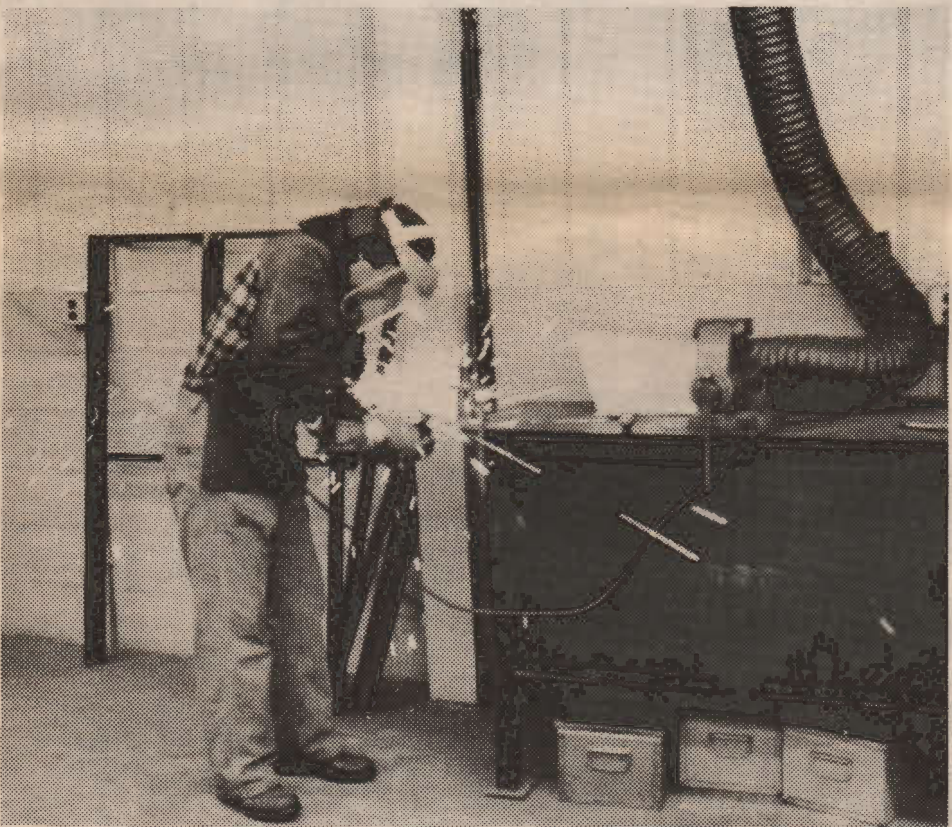
A 55-gallon drum is hoisted from the hold of the Earl "Bull" Sheppard using its onboard crane.



The chime hooks are disconnected after the drum is placed on deck.



Tony Mohammed practices using a cutting torch.



Wearing the proper safety gear is extremely important during welding, as Jorge Bermeo demonstrates.

Welding

Bonds the Future

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

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

The Welding course is available to qualified members who hold a rating in their department or have equivalent inland experience.

*Education Is The Key
To Job Security!*



The proper technique for grinding a steel plate is demonstrated by Patrick Harrington.

SHLSS COURSE GRADUATES



Welding

Front row l. to r.: Instructor Bill Foley, Herald Latham, Raymond Blethen, George Kugler, Jorge Bermeo, Patrick Harrington. Second row l. to r.: Leroy Williams, John Steele, Robert Goodrum, Tony Mohammed, Charles Foley and Edward Bliss.



Able Seaman

Front row l. to r.: Lloyd Rogers, Kirk Cully, Steve Vreeland, Michael McCarthy, Paul Cates. Second row: Jim DeSoucey, Dennis Lamneck, Sy Yaras, Edwin Ortega, Randy Williamson, James Milan, Barry Fleming, Instructor Tom Doyle. Third row: Randy Santucci, Thomas Jefferson, Larry McCants, Dan Schwall.



Third Mate/Master Mate Freight & Towing

In alphabetical order: Tracy Anderson, William Berulis, Allen Campbell, Kenneth Leiby, Dolphin Moores, Muslin Muhammed, Anthony Sacco, George Tricker, Ronald Williams, Instructor John Chanslor.

Louisville Conference Explores New Trends in Adult Education

by Mary Coyle and Durella Rodriquez



Adult Education Instructors, Mary Coyle and Durella Rodriquez, planning their first day of conference workshops.

Adult Education instructors Mary Coyle and Durella Rodriquez represented the Seafarers Harry Lundeberg School of Seamanship at the 1984 National Adult Education Conference. The conference was held during the first week of November in Louisville, Kentucky.

The conference theme was "Designs for Learning in an Information Society." This theme focused on how education can help adults understand and use the growing amounts of new technology and information in today's world. In addition, an underlying theme became apparent — learning is a lifelong process carried out in many different places. Learning is no longer limited to traditional school classrooms with 20 students, books,

pencils, and a teacher. Education and learning has reached into business, industry, the home, and the military. The teachers, books, and pencils may be computers, disks, televisions, and video tapes. Some of the workshops attended by us that dealt with using new technologies for continued learning were: "Teacher and Computer-Based Instruction for the Navy's High Tech Environment," "Labor and Adult Education: The Use of Video," "Coast Guard's Computer-Assisted Approach to Reading and Math," and "New Designs for Learning in Business and Industry."

We found the conference informative and useful for SHLSS. The major themes of the conference, lifelong learning and technology in education, are reflected by the programs here at the school. Students from 18 to 80 are given the opportunity to continually upgrade their vocational skills and improve their academic skills. The increasing use

of television, video, and computer systems for learning is expanding the educational offerings at SHLSS. The possibilities of what can be done with these systems are challenging.

The conference pointed out that education and learning does not end with high school or college. Adults learn each day of their lives, even though they are not at school or in class. Instructors must not just give information. Instead, they must learn how to help adults learn and use the information coming from a fast-paced society. Schools, businesses, the military, and industry cannot separate themselves from each other. They must develop and promote networks for sharing new ideas and trends in education. And finally, adults have specific learning needs. It must be the responsibility of any place that offers educational programs to find out what those specific needs are and develop programs to meet them.

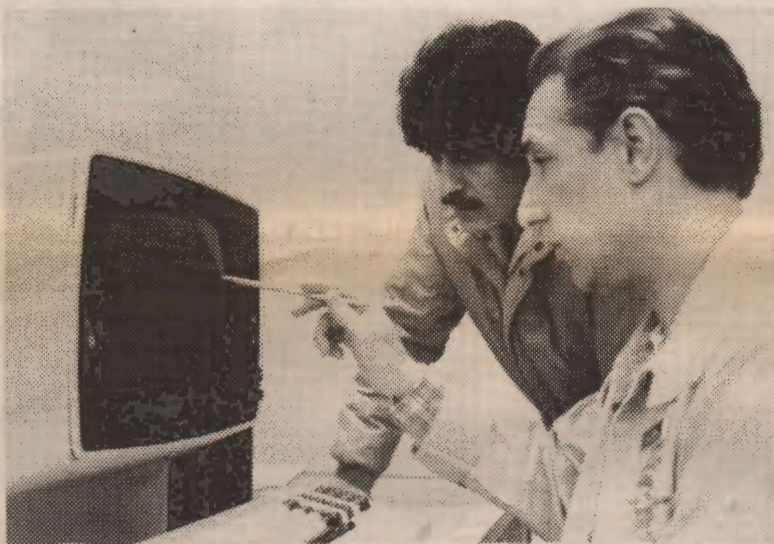
E-Mail

Communication of the Future...Today!

The E - Mail Communication System, which is installed in the ports, is a vital part of the information exchange that takes place daily between the ports and SIU Headquarters in Camp Springs, Maryland.

This high-speed computer-based system allows the ports to communicate with each other as well as to Headquarters. Typically, the system is used to check claims status and provide a member with an instant update on his or her eligibility. Financial and administrative reports are sent to headquarters over E - Mail, thus bypassing the problems of traditional mail.

At SHLSS, the E - Mail system simplifies and streamlines the task of record-checking. This is important because seafarers from all over the country come to the school and keeping track of their records would be a time-consuming task without the help of the E - Mail system.



Through the E-Mail System, SHLSS Port Agent Carl Peth pulls Ahmed Sharip's records from Headquarters and discusses eligibility with him.

The SHLSS STAFF
Wishes you a Happy and Prosperous New Year

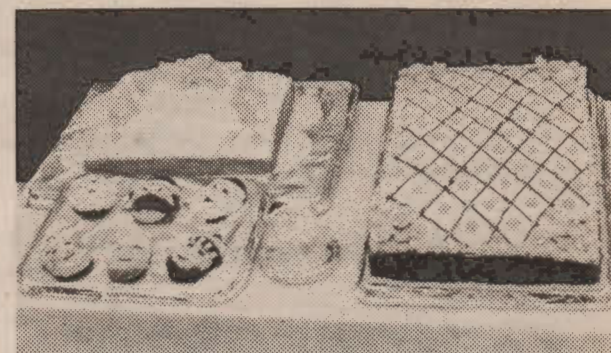
SHLSS

Steward Department

Prepares for the Holidays



Gingerbread House created by Pastry Chef students: Rudolph Spingat and Ursula Ibert, assisted by (c.) Dana Paradise.



SHLSS COURSE GRADUATES



Automation

Kneeling: Richard Robertson. First row l. to r.: Instructor Calvin Williams, Michael Murphy, Jeff Strozzi, Murphy Allison, Shigery Moritani, Chomer Jefferson. Second row l. to r.: Bob Layko, Edward Pollses, Eric Rossi.



Radar

Instructor Abe Easter, Jack Oberle, Jonathan Dye, Mike Callendo.



Upgrading Course Schedule

January Through March 1985

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



Following are the updated course schedules for January through March 1985, at the Seafarers Harry Lundberg School of Seamanship.

For convenience of the membership, the course schedule is separated into five categories: **engine department** courses; **deck department** courses; **steward department** courses; **recertification programs**; **adult education** courses.

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

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

Class schedules may be changed to reflect membership demands.

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

The following classes will be held through March 1985 as listed below:

Deck Upgrading Courses

Course	Check-In Date	Completion Date
First Class Pilot	January 4	February 28
Towboat Operator (License)	January 18	March 7
Towboat Operator Scholarship Program	March 15	May 2
Quartermaster—Ocean	January 11	February 21
License Mate (3rd Unlimited-Master/Mate Freight & Towing)	March 1	May 10
Able Seaman	March 1	April 11
Lifeboat	February 15 March 11	February 28 March 21
Sealift Operations & Maintenance	January 18 February 22 March 29	February 21 March 28 May 2
Radar Observer	January 25	February 8

Steward Upgrading Courses

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

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 3	April 8

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	March 15	June 6
Marine Elect. Maintenance	January 4	March 7
Marine Electronics	March 8	April 25
Third Asst. Engineer	January 4	March 15
Diesel Engineer—Reg.	February 22	March 28
Welding	January 4 February 8 March 15	February 7 March 14 April 18
Diesel Engineer Scholarship (License)	February 22	April 19
Tankerman	February 15	February 28
Refrigeration Systems/ Maintenance & Operations	January 4	February 21

Bus Schedule

Monday Through Friday Only

Depart Lexington Park	Arrive Washington D.C.
6:20 A.M.	8:20 A.M.
Depart Washington, D.C.	Arrive Lexington Park
4:30 A.M.	6:15 A.M.
5:55 P.M.	7:55 P.M.

The Gold Line Bus is the only bus which travels between Washington D.C. and the nearest bus stop in Lexington Park. This bus line travels Monday through Friday only.

It is necessary to take a cab from Lexington Park to the Seafarers Harry Lundberg School of Seamanship in Piney Point.

The Gold Line Bus Station is located at 12th and New York, Northwest, D.C. Telephone Number in Washington, D.C.: (202) 479-5900

The Gold Line Bus Station is located in Lexington Park at the A&P Grocery. Fare: \$10.30 (One Way)

Friendly Cab Company, Lexington Park, Maryland
Telephone Number: 863-8141

Fare from Lexington Park to SHLSS is: \$11.00 (1 or 2 occupants) one way.

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

NOV. 1-30, 1984

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	14	2	0	14	3	0	51	5	1
ENGINE DEPARTMENT									
Algonac	5	0	0	10	4	0	14	6	0
STEWARD DEPARTMENT									
Algonac	0	2	0	5	0	0	11	5	0
ENTRY DEPARTMENT									
Algonac	4	1	2	0	0	0	35	19	10
Totals All Departments	23	5	2	29	7	0	111	35	11

***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.

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

675 4 Ave., Brooklyn 11232
(718) 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

NOV. 1-30, 1984

OV. 1-30, 1964

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
DECK DEPARTMENT										
Gloucester	1	1	0	0	1	0	0	2	5	1
New York	21	7	0	22	2	0	0	116	48	1
Philadelphia	6	3	0	3	1	0	1	5	3	0
Baltimore	2	0	1	0	0	0	0	21	11	2
Norfolk	12	7	0	9	8	0	0	16	20	0
Mobile	7	4	0	1	0	0	0	39	6	0
New Orleans	31	6	1	21	12	0	3	106	23	1
Jacksonville	29	11	2	24	17	0	0	63	27	6
San Francisco	15	5	0	16	2	0	3	74	18	2
Wilmington	15	6	0	6	6	0	0	36	17	1
Seattle	29	9	0	18	14	0	2	66	21	2
Puerto Rico	3	2	0	6	4	0	0	14	7	0
Honolulu	1	3	2	3	6	0	0	5	18	7
Houston	20	2	0	17	14	0	0	76	17	0
Piney Point	0	0	0	0	10	0	0	0	0	0
Totals	192	66	6	146	97	0	9	639	241	23
ENGINE DEPARTMENT										
Gloucester	1	2	0	0	0	0	0	3	4	0
New York	23	5	0	16	1	0	0	98	32	0
Philadelphia	6	2	0	3	0	0	0	5	2	0
Baltimore	2	0	0	0	0	0	0	14	2	1
Norfolk	4	5	0	3	2	0	0	13	10	0
Mobile	8	1	0	1	0	0	0	29	7	0
New Orleans	30	3	0	9	0	0	0	90	14	0
Jacksonville	15	5	0	15	5	0	0	53	16	2
San Francisco	15	4	0	5	1	0	0	53	21	3
Wilmington	5	5	0	8	0	0	0	13	5	0
Seattle	22	8	2	12	4	0	1	58	33	4
Puerto Rico	4	3	1	3	2	0	1	12	14	1
Honolulu	0	5	3	1	8	2	0	5	26	8
Houston	12	3	0	12	4	0	0	53	18	0
Piney Point	0	1	0	0	1	0	0	0	0	0
Totals	147	52	6	88	28	2	2	499	204	19
STEWARD DEPARTMENT										
Gloucester	0	0	0	0	0	0	0	0	2	0
New York	10	4	0	9	3	0	0	70	25	0
Philadelphia	0	0	0	1	1	0	0	0	0	0
Baltimore	0	0	0	1	0	0	0	8	2	0
Norfolk	5	1	0	3	0	0	0	15	3	0
Mobile	3	0	0	4	3	0	0	21	2	0
New Orleans	7	1	0	1	2	0	0	48	5	0
Jacksonville	9	1	0	8	1	0	0	24	16	0
San Francisco	14	6	0	21	1	0	1	106	18	0
Wilmington	1	1	0	8	1	0	0	25	6	0
Seattle	10	5	0	10	8	0	2	31	23	2
Puerto Rico	3	0	0	5	1	0	1	7	7	0
Honolulu	3	4	3	7	18	63	0	16	60	67
Houston	1	1	0	12	2	0	0	31	3	0
Piney Point	0	1	0	0	14	0	0	0	1	0
Totals	66	25	3	90	55	63	4	402	173	69
ENTRY DEPARTMENT										
Gloucester	0	1	0					2	6	0
New York	15	18	2					55	114	10
Philadelphia	2	9	0					2	9	0
Baltimore	5	3	0					13	25	0
Norfolk	7	10	0					5	34	0
Mobile	1	4	0					6	24	0
New Orleans	10	17	0					53	64	3
Jacksonville	13	12	0					20	35	2
San Francisco	15	16	2					121	80	11
Wilmington	8	13	0					16	42	3
Seattle	11	29	1					31	50	8
Puerto Rico	4	5	0					11	26	0
Honolulu	1	19	23					7	238	287
Houston	12	4	0					27	43	1
Piney Point	0	21	0					0	9	0
Totals	104	181	28	0	0	0	0	369	799	325
Totals All Departments	509	324	43	324	180	65	15	1,909	1,417	436

***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 November was down from the month of October. A total of 584 jobs were shipped on SIU-contracted deep sea vessels. Of the 584 jobs shipped, 324 jobs or about 55 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 15 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 815 jobs have been shipped.

Support SPAD

Propeller Club Sponsors Student Essay Contests

Christopher Columbus had to present an educated argument, an essay of sorts on the importance of trade before government purse strings were untied and three ships given over to his command by Queen Isabella of Spain.

Though strong arguments in favor of a maritime fleet no longer bring a shining flotilla of wooden ships to maritime merchants, the Propeller Club, a non-profit educational association, is sponsoring two maritime essay contests with travel and cash awards.

The 50th Annual Harold Harding Memorial Essay Contest, open to high school students, will allow teenagers an opportunity to learn why "maritime matters are of vital importance to our country," according to National Propeller Club President Frederick W. Hassett, and the chance to venture upon the very same trade lanes sailed by generations of seamen.

The theme of the high school contest is "A Student's Assessment of the American Merchant Marine." Students judged to

have submitted the most informative essays will each be awarded a trip on an American-flag vessel—maybe touring close to the shore of Christopher Columbus' homeland.

Tickets for the winners will be for such destinations as the Mediterranean, the Orient, the Caribbean, Africa or South America; coastal cruises along the Atlantic, Gulf and Pacific coasts; or inland voyages on the Great Lakes, Mississippi and Ohio rivers.

In addition, the Propeller Club is sponsoring a contest for college students who are members of the College Propeller Clubs in universities and colleges across the nation. The purpose of the Ninth National Maritime Essay Contest for College Stu-

dents is to increase participants' awareness and that of the public of the vital role that the merchant marine plays in the national interest by insuring the effective carriage of the nation's commerce to foreign and domestic ports.

"Why a Declining U.S. Merchant Marine: Facts and Opinions" is the assignment. Winners will receive awards of \$500, \$400, \$300 and \$200.

Essays for both contests must be received March 1, 1985. National prize winners will be announced on National Maritime Day, May 22, 1985. For further details, contact your local Propeller Club or The Propeller Club of the United States, 1030 15th Street, N.W., Washington, D.C. 20005.



Assembled in the crew mess for a quick snapshot are: (standing, l. to r.) SIU West Coast VP George McCartney; Gus Coutodis, pumpman, and Wayne Evans, chief cook. Seated (l. to r.) are Jim Fair, QMED; Frank Feld, wiper, and John McAuliffe, AB.



SIU West Coast Vice President George McCartney (standing) poses with Bosun John Lundborg (l.) and Jim Fair, QMED.

Onboard the Juneau



Jimmy Weed (l.) is chief cook aboard the *Overseas Juneau*; William Wroten is chief steward.



The *Overseas Juneau* (Maritime Overseas) lies at anchor in the port of Valdez, Alaska.

Sumatra to Greece—Suez to Rotterdam

Seafarers Don't Sing "I'll Be Home for

FOR much of the world the holiday season summons up warm good tidings in the smiles of families reunited to celebrate in the spirit of brotherhood and charity that is the true meaning of Christmas. Christmas morning's squeals of surprise from children, the chorus of carols ring across the land. But for the men and women who are away at Christmas earning their living as SIU deep-sea sailors and tug operators, there are no holidays at sea.

★ ★ ★ ★

OF all the Christmases he has sailed in 39 years, Edward Tresnick will never forget that Christmas anchored in Baltimore.

Large Victorian lace snowflakes were falling. Children were tucked into bed and parishioners lifted up their voices in Christmas song.

The crew of the *S.S. Cubore* felt they could reach out and touch the city lights of Baltimore as they rounded the chan-

nel into Sparrows Point. The bells of St. Matthews Cathedral and in the belfries of church steeples across Baltimore's neighborhoods rang peals of joy as if to beckon Seafarers home. When the clocks chimed midnight, the first minute of Christmas Day (1957), the crew standing at the rail of the *S.S. Cubore* broke down and wept.

Most of the crew were a short distance from home. But each had orders to stay onboard. Unlike the story of Cinderella, officials at the port did not come up with a glass slipper that fit the occasion of the ship's tardy arrival Christmas Eve.

Customs and Immigration officials were going to be able to spend Christmas at home. But not the men of the *Cubore*. They arrived in Baltimore one hour after the Customs officials closed up shop for the holiday and they wouldn't be back until the day after Christmas.

"They [the crew] were so broken-hearted," said Tresnick, who appeared at the Baltimore hall recently to ship out as chief cook for yet another

Christmas. There, he ran into two SIU members from that sad trip. "We all had a good laugh," he said.

★ ★ ★ ★

JOHNS Steele and two shipmates went into town to make sure the coast was clear before trekking into the frozen forests which surround the small Canadian town of Mulgrave, Nova Scotia. The burly lumberjacks were in the coffee shop.



John Steele and his trusty pocketknife felled a Christmas tree in Nova Scotia.

Steele cannot remember a more beautiful Christmas. Battered by cold winds while carrying out the winter detail securing barges loaded with the autumn harvest of grain, his hands were red and chafed. But on the outskirts of town they found the perfect tree, tall and full and sturdy.

It took Steele about 15 minutes to whittle through the bark and sap and pulp layers of hard wood with the small Buck knife he carried in his pocket.

The three carried their prize back to the docked and warm tug *Captain Bill*. Once inside, the crew made the traditional Christmas toasts. Then they went to work on the tree. With tin foil from the galley, they cut out ornaments. Strings of popcorn were threaded. Spare bolts and fittings from the engine were hung from the branches.

They stood back and admired their work. Bathed in the glow of a kerosene lantern, she was indeed a ship's tree.

★ ★ ★ ★

A stranger in New York City brought Christmas to Charles Foley.

Foley was ready for his first ship. His papers were signed,

stamped and initialed. He was young and homesick and set to sail on Christmas Day. He was ready to sail, but the holiday took his enjoyment and enthusiasm for this first trip.

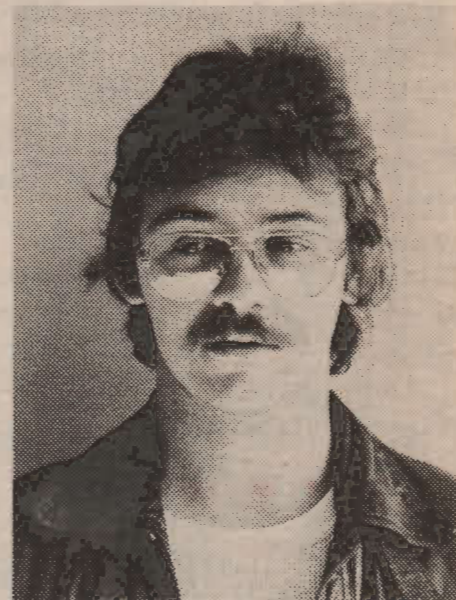
The young sailor and two ABs were going to spend Christmas Eve in a New York hotel room. He passed under a canopy of pine branches and holly strung from street lamps and traffic lights. There were Santa Clauses and angels; storefront displays of Christmas cheer.

As the three settled into their room, another Seafarer dropped by with news from a stranger. They had been invited to a party. All they had to do was bring a Christmas ornament each, maybe a drummer boy outlined in gold piping or a sparkling ball with 1982 written on it in silvery glitter. It was a tree-decorating party and a place to spend the night at a stranger's apartment on 77th St.

Every now and again he thinks about the good fortune he had that Christmas. "I think of what a good guy he was," Foley said. "Here was this guy who didn't even know us but invited us over. We were complete strangers. But he did it sight unseen because he knew we would be away for Christmas."

★ ★ ★ ★

JUST beneath the surface hatred and sorrow raged, the divisions between the Israeli world and the Egyptian more pronounced than ever in the aftermath of the assassination of Egyptian leader, Anwar Sadat.



David Betz spent Christmas on the Suez and felt the tension of the Mideast.



When Customs Service officials left for Christmas Eve, Ed Tresnick and his shipmates were forced to spend Christmas Eve and Christmas at anchor with Baltimore's Christmas lights so close.

Christmas'

Egypt was on one side. Israel on the other. David Betz was on deck with fellow crewmembers on the *Sea-Land Panama* passing through the cutting edge of the volatile desert along the Suez Canal that Christmas.

Sadat had worked to bring about the development of the canal that by international agreement would be open to trade in peacetime and in war. It was ironic because of its proximity to the Holy Land that the canal was flanked by the gun-metal gray barrels of cannon and tanks on each side.

"It was a very cautious trip," Betz said. A cook/baker from Baltimore, in the seven years he has been shipping, time had not stood still nor did it pass as hauntingly as the drumbeat of a funeral dirge as it did that Christmas.



Women Seafarers and the captain's wife "broke the monotony" of the workday on the trip to Rotterdam said one steward aboard the *Overseas Harriette* last year. And Christmas day, well, Hosea McBride says he has never seen anything like it.

Married 45 years with seven children and a brood of McBride grandchildren, he admits there is pleasure in being able to talk to people, all types of people. To the women onboard, it was a joy for him to say to the "young ladies" "Hello beautiful" in passing or to be able to sit down to coffee and talk with someone of the opposite sex.

"It was a happier Christmas for the crew because they were onboard. They talk sometimes about different things than men will talk about," he said.

At Christmas dinner they "added spice" to the conversation, he said. "The entire crew was talking through each course: Christmas cocktails, hors d'oeuvres, the turkey dinner to dessert."

The gleam never left McBride's eyes as he spoke.



THEY came Christmas Day bearing gifts, some cradling infants bundled in woolen blankets to the New Orleans Shipyard.

He was never so happy in his life, he said.

In nearly all the 39 years Chief Steward Jim Bartlett has sailed in the galleys of ocean vessels, he has rarely been home for Christmas.

At the invitation of the captain, families made their way to the *Star of Texas* berthed in New Orleans. There was a multitude of hugs.

Bartlett's wife, sons and daughters-in-law and two infant grandchildren made the journey from Mobile, Ala. to be with him.

"We just had one big SIU family reunion," said Bartlett who had not touched land for more than a few hours in 18 months working on the *Star*, ferrying bauxite between Jamaica and New Orleans.

All settled down for a champagne Christmas toast around the tree, a bountiful dinner and an overnight stay. "It was a good feeling, a mighty good feeling," Bartlett had.



CHRISTMAS, it is said, is a time of giving. Letters and packages flow in for many Seafarers to the world's ports at Christmas. But for some, nothing arrives.



Richard Tankersley remembers a minister with a bag of gifts and the *Long Lines*' steward's feast.

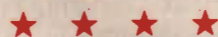
Often those without family find Christmas the saddest time of the year. One Seafarer speaks of an older seaman he found sitting alone, crying in the galley. The old man asked him if he would decorate the galley tree. The Seafarer took care, hanging a bulb on each branch as the seaman watched, not taking his eyes from the tree until the last string of tinsel was draped and the lights aglow.

The older man thanked the younger. In his hands he held a bag of Tootsie Rolls. He presented it to the young man as a



Hosea McBride said the addition of women crewmembers added holiday cheer to a Christmas crossing of the Atlantic last year.

smile danced on his face he said, "Merry Christmas."



THE Seamen's Service Church in Wilmington made certain no seaman on the *C.S. Long Lines* docked in the North Carolina port would go without one package to unwrap last year. Richard Tankersley, an oiler, will remember for a long time to come the minister who came aboard with a sack brimming with presents.

"Everyone could just pick out their own," he said, little bottles of Old Spice, stationery and assorted toiletries.

There was another surprise too. Ship Steward Tommy Navarre, at his own expense, went grocery shopping and stayed up 'round the clock cooking. He served the crew a Roman feast complete with fresh fantail shrimp and crab meat and bottles of aged wine.



THERE is something about watching splashes of color brilliantly light up the sky that is mesmerizing. Patterns viewed through a kaleidoscope hold the same enchantment and snow falling upon a Christmas scene in a crystal ball as well.

Fireworks have always held such a fascination. And if a traveller is in Greece for Christmas today, he may see cities turning out a cascade of color into the night, rejoicing in the birth of the Christian Savior.

There is probably only one other event that will be so in-

delibly etched in the minds of QMED Brenda Murray and AB John Dye, sailing in the Mediterranean during Christmas in 1980.

Aboard the LNG *El Paso* they stood on the bow to see Christmas fireworks shooting beyond the mountains and the city of Piraeus, Greece. They had only recently met. "Other people were on deck but they were not on the fo'c's'le lounge but toward the vapor mast" said Dye, so they were alone with their thoughts.



John Dye spent a Christmas watching fireworks off Greece with a female shipmate. They married last month.

Since then, they have worked to have their schedules to sail together on SIU-contracted vessels. Never have they had a more perfect Christmas than the year they sailed to Greece.

Three weeks ago, John Dye walked down the aisle with his new bride, Brenda Murray.



Lynn's Restaurant and Bar. Its reputation has travelled far and wide even though there are no neon lights in the jungle.

(Continued on Page 24.)

98th Congress—A Mixed Maritime Log

The second session of the 98th Congress adjourned in October amid a last-minute flurry of activity, leaving in its wake a mixed record of accomplishment on many important maritime issues. Nearly a dozen pieces of legislation affecting the U.S. maritime industry were enacted over the life of the two-year Congress. Many of the more important issues and problems affecting the industry, however, were left unconsidered or remained unresolved, and will have to be addressed by the next Congress.

The majority of the maritime-related bills enacted by the Congress were non-promotional measures. Few addressed the fundamental problems facing the industry. For this reason, they are not expected to appreciably expand the deeply ailing U.S. fleet. Those measures enacted mostly clarified or altered federal regulation, or modified administrative procedures in existing programs, such as the Title XI Vessel Construction Loan Guarantee program.

On the other hand, it is quite likely that the numerous issues left unresolved will act to accelerate the industry's long downswing. Unresolved issues include the failure to extend restrictions on the export of Alaskan North Slope oil (which could lay up half of the remaining active U.S.-flag tanker fleet); the inability to enact comprehensive waterways legislation to provide for badly-needed port

and waterway improvements and repairs; and most conspicuously, the failure to develop a comprehensive promotional program which would revitalize the maritime industry and stem the industry's precipitous decline.

The dire need for positive promotional remedies for the troubled U.S. merchant marine is clear. American vessels have been increasingly displaced from the U.S. trades by low-cost foreign competition which has benefited from massive support from their governments. While the

administration has reduced federal support for the U.S. fleet and left it to scrap for business under the banner of free trade, more and more foreign nations have moved in the opposite direction. Over the last few years, foreign nations have implemented cargo policies reserving a substantial portion of their trade for their own vessels in order to boost their national fleets and strengthen their influence abroad. The result has been decreased business opportunities for the U.S. fleet and a

corresponding further decline of the industry.

During the first term of the Reagan administration, the private, active U.S.-flag commercial oceangoing fleet decreased by more than 110 ships. This has left a fleet of only 406 active vessels as of July 1, 1984, down from a fleet of more than 1,000 vessels in 1960. While the U.S. government has ignored this trend, it has responded quickly and positively to the trade problems affecting a number of other U.S. industries.

In the case of the auto industry, foreign imports had risen to a "shocking" 29 percent share of the U.S. market when the government forced Japan to accept "voluntary" restraints. But no alarm has been sounded, and no action has been taken to rescue the U.S. maritime industry, despite the fact that foreign competition has captured, with the help of unfair trade practices, more than a 95 percent share of the U.S. foreign trade shipping market.

These problems must be addressed and overcome by the Reagan administration and the 99th Congress. It is imperative that solutions be developed and implemented quickly, before the decline of the U.S. fleet becomes irreversible. If solutions are not found, the private U.S. merchant marine, and the commercial and national security benefits it has provided to the nation since its founding, may soon cease to exist.



Summary of the 98th Congress

Subject	Provision	Status
Shipping Act of 1984 (S. 47)	Amends and clarifies the Shipping Act of 1916. Reduces government regulation of the shipping industry and broadens anti-trust immunity for cooperative actions by carriers.	Signed into law March 20, 1984. (P.L. 98-237)
Title 46 Recodification (S. 46)	Revises, reorganizes, and recodifies laws contained in Title 46 of the U.S. Code governing marine safety and seamen's welfare.	Signed into law August 26, 1983. (P.L. 98-89)
Title XI Loan Guarantee Program (H.R. 5833)	Streamlines mortgage foreclosure procedures to permit the government to assume a company's monthly loan payment in cases of Title XI loan defaults. Establishes further guidelines on program eligibility to prevent speculative, tax-shelter oriented investments which contribute to overtonnaging.	Signed into law October 30, 1984. (P.L. 98-595)

Subject	Provision	Status
Defense Maritime Commission (H.R. 5167) (Introduced as H.R. 3289/S. 2161)	Provision in the Defense Department authorization bill establishes a two-year, seven-member Presidential Commission to study the defense-related aspects of the U.S. maritime industry.	Signed into law October 19, 1984. (P.L. 98-525)
Maritime Safety and Liability (S. 1102) (Introduced as H.R. 3486/H.R. 5207)	Provisions in the Marine Sanctuaries bill tighten vessel inspection and reporting requirements, increase penalties for operating non-certified vessels, and increase the shipowner's limit on liability for death and personal injury claims from \$60 per ton to \$420 per ton.	Signed into law October 19, 1984. (P.L. 98-498)
Construction Differential Subsidy Payback (H.R. 5712)	Provision in the Commerce Department appropriations bill prohibits the enforcement of any CDS repayment rule until May 15, 1985.	Signed into law August 30, 1984. (P.L. 98-411)

Summary of the 98th Congress

Subject Provision Status

Military Coal
(H.J. Res. 648)
Provision in the FY 1985 Continuing Appropriations Resolution continues the required use of U.S. coal for U.S. military bases in Europe and establishes a one-year stockpile of coal in Europe for emergency use.
Signed into law October 12, 1984. (P.L. 98-473)

Cargo Preference—Bulk Bills (H.R. 1242/S. 1624/H.R. 6222)
Bills would have required 20 percent of U.S.-bulk imports and exports to be carried on U.S.-built, U.S.-flag vessels within 15 years. H.R. 6222 and S. 6222 would grant tax credits to shippers using U.S.-flag ships.
H.R. 1242 was approved by the House Merchant Marine Subcommittee in June 1983. Senate Merchant Marine Subcommittee held hearings in September 1983.

Cargo Preference—Government-Imported (H.R. 2692/S. 1616)
Bills would have clarified and strengthened existing cargo reservation laws.
Hearings held in House and Senate Merchant Marine Subcommittees.

U.S. Mail Carriage (S. 188)
Bill would have required that U.S. mail transported overseas be carried on U.S.-flag vessels.
Bill was approved by the Senate Commerce Committee in April 1984.

War Risk Insurance (H.R. 5505/S. 2683)
Bill would have reauthorized the government's War Risk Insurance Program for five years. The program expired on September 30, 1984.
H.R. 5505 passed the House on May 15, 1984. Approved by the Senate Commerce Committee on June 13, 1984.

Maritime Re-development Bank (H.R. 3399)
Bill would have established a federal bank to assist vessel operators and shipyards in capital formation.
Hearings were held by the House Merchant Marine Subcommittee in January, April, June, and October 1984.

Shipyard Incentive Program (H.R. 5220)
Bill would have established a direct subsidy program to shipyards for developing and building low-cost vessels. It would also have permitted foreign building as long as an equal amount was spent on vessel construction in a U.S. shipyard.
Passed House in September. No action taken in Senate.

Port Development/Inland Waterways
Omnibus water resources bills would have authorized numerous water resources projects and established a federal/local cost-sharing formula for financing the deepening and maintenance of harbors and waterways.
Adopted by the House as an amendment of the FY '85 Continuing Resolution and rejected by the Senate as non-germane these provisions were dropped in conference because of threats of a veto.

Subject Provision Status

Jet Fuel Storage (H.R. 6040 and H.J. Res. 648)
Provision in the Second FY 1984 Supplemental Appropriations bill prohibits the use of foreign-flag vessels for the off-shore storage of military petroleum and petroleum products. Language continuing the prohibition was also contained in the FY 1985 Continuing Appropriations Resolution.
Signed into law August 22, 1984 (P.L. 98-396) and October 12, 1984 (P.L. 98-473).

Strategic Petroleum Reserve Funding (H.J. Res. 648)
Provision in the FY 1985 Continuing Appropriations Resolution funds the SPR at a fill rate of 159,000 b/d. The Administration had sought a fill rate of 145,000 b/d.
Signed into law October 12, 1984. (P.L. 98-473)

Maritime Agencies Funding (S. 2499)
Authorizes FY 1985 appropriations for programs of the Maritime Administration and the Federal Maritime Commission.
Signed into law October 12, 1984. (P.L. 98-473)

Jones Act—Puerto Rico Passenger Ship Waiver (H.R. 89)
Permits foreign-flag passenger vessels to carry passengers between Puerto Rico and the U.S. mainland until a similar U.S. service is established.
Signed into law October 30, 1984. (P.L. 98-563)

Alaska Oil Exports (H.R. 3231/S. 979)
Provision in the Export Administration Act reauthorization bill would have extended restrictions on the export of Alaska North Slope oil for an additional six years. Existing restrictions expired in September 1983.
Conferees were unable to agree on other provisions of the bill. Export is currently being restricted by the President through the International Economic Emergency Powers Act.

Canadian Cargo Diver-sion (H.R. 1511/S. 205)
Bills would have required carriers moving U.S. cargo over land and through ports in contiguous nations to file their rates with the Federal Maritime Commission.
H.R. 1511 was rejected in the House on September 18, by a 188-209 vote. No hearings were held in the Senate.

Passenger Vessel Re-flagging (H.R. 2883/H.R. 4333/S. 1197)
Bills would have permitted two foreign-flag passenger vessels to reflag U.S. and be eligible to enter the U.S. coastwise trades.
House added as an amendment to the FY '85 Defense Authorization bill. The amendment was dropped in conference.

Alaska Third Proviso (H.R. 1076/S. 2244)
Bill would have repealed the Third Proviso of the Jones Act which permits foreign-flag operators to carry domestic U.S. cargo between Alaska and the mainland states as long as part of the movement is on Canadian railroads.
Passed House on June 14. Senate held no hearings.

Panama Canal Claims (H.R. 3953/S. 2314)
Bill would have permitted claims in excess of \$120,000 that result from accidents occurring outside of the locks to be settled by the Panama Canal Commission and subsequent judicial review.
H.R. 3953 was approved by the House Merchant Marine and Fisheries Committee in May 1984. Senate held no hearings.

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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.

Christmas

(Continued from Page 21.)

Lynn's is not the easiest late-night spot to find. It is not in the jungle of downtown New York or on the L.A. Sunset Strip. But that is what made Christmas in 1982 so unusual for AB Randy Santucci because he was in neither of the two cities. His Christmas was in Sumatra.

Instead of snow, the sun beats down; sweltering heat pushes the mercury to 110 degrees even in the chilliest Decembers. There is not the slightest trace of Christmas festivities. "December 25 is just December 25," to the Moslem worshippers who inhabit Sumatra, Santucci said.

"When you pull into port, the first thing you see are smouldering coal beds dug into the front yards and you can smell the cooking." Twenty from the crew who were off duty left the ship to celebrate Christmas by finding Lynn's in the jungle growth.

Amid grass huts and the cries of the jungle, and far better than "just hanging out by yourself," the sailors sang the island to sleep, so they thought. It was at Lynn's Christmas night where Christmas carolling blended with the calls of the wild.

Are You Missing Important Mail?

We want to make sure that you receive your copy of the LOG each month and other important mail such as W-2 Forms, Union Mail and Welfare Bulletins. To accomplish this, please use the address form on this page to update your home address.

Your home address is your *permanent* address, and this is where all official Union documents, W-2 Forms, and the LOG will be mailed.

If you are getting more than one copy of the LOG delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill in the special address form printed on this page and send it to:

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This will be my permanent address for all official union mailings.
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(Signed) _____

Coal Panel Needs Help Of Maritime

The federal government is forming a National Coal Council to set a policy on American coal from the actual mining to final delivery of America's most abundant energy source. And SIU President Frank Drozak wants to make sure that a labor representative from one of the many transportation modes is included on the panel.

"Thousands of our members work in the wide spectrum of transportation services utilized to move coal: workers from the networks of railroads that move coal from mine to port; harbor workers and longshoremen who load and unload the vessels at the ports; merchant seamen who work aboard the coal vessels; and the shipyard workers who have built or repaired vessels that carry U.S. coal," Drozak wrote in a letter to Donald Hodel, Department of Energy secretary.

The National Coal Council is just in the process of selecting its members.

While American coal exports have dropped in recent years, from a 1981 high of more than 112 million tons, Drozak said forecasts show the demand for American coal could reach that peak level again in 1990-1995.

"Only when our domestic rail and water networks are smoothly operating like a well-tuned machine, will the United States be able to offer coal to our foreign countries at competitive prices," he said.

The country's domestic transportation system, relying on barge and rail traffic, is running smoothly, Drozak said, because of years of long-term planning, capital investment plus some significant port development.

"The overseas link in the U.S. coal chain is lacking though because of total dependence on foreign-flag vessels for the carriage of U.S. commercial coal exports," Drozak added.

Because labor has such a deep involvement and interest in the expansion of the nation's coal export market, Drozak said that "it is essential that input" from the many transportation unions be included in the National Coal Council's planning.

Congress—A Key to Maritime Future

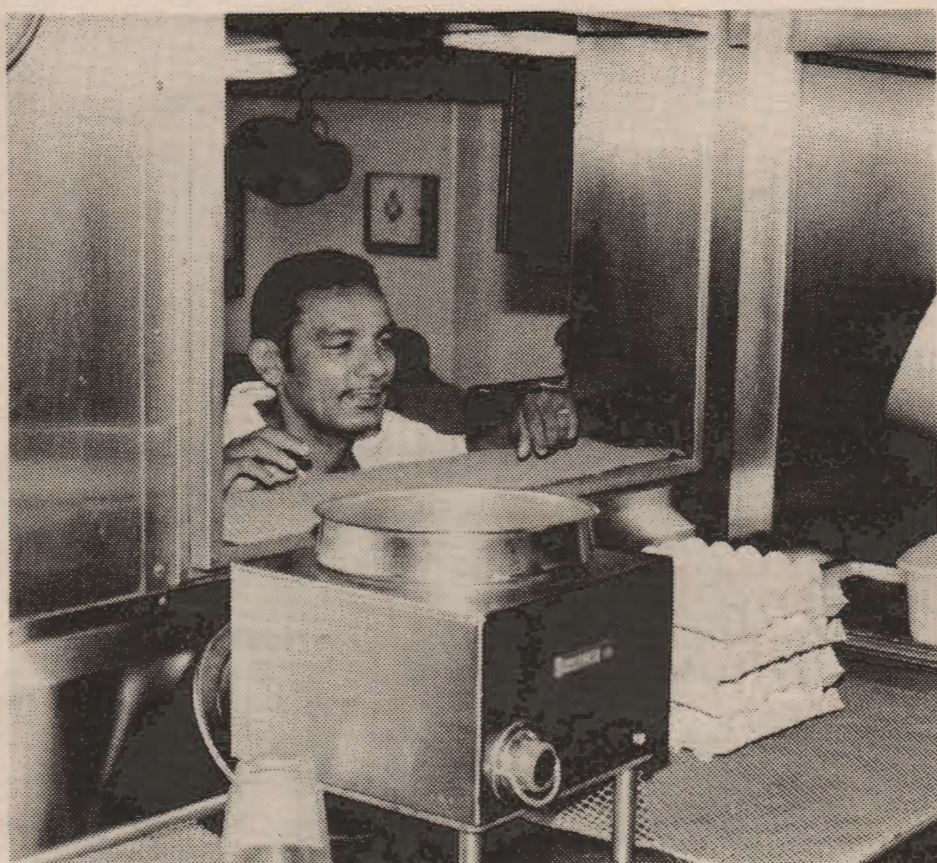
SIU Members Visit Capitol Hill



The SIU has, over the years, lobbied strenuously for passage of legislation vital to the maritime industry. It is at the U.S. Capitol where the SIU lobbying staff confers with senators and House members to explain the necessity of a strong maritime fleet and the importance of bills pending which support transport of cargoes by American-flag vessels. Whether a bill will become law in the two voting chambers of the U.S. Capitol may be largely determined by the SIU legislative staff.

SIU upgraders enrolled in union education classes can look behind the scenes at the workplace of lobbyists and the nation's lawmakers, as the classes wind to a close with a tour of the U.S. Capitol conducted by a SIU lobbyist. SHLSS students posed on the east portico of the Capitol for a group photo session on one such

recent tour. By coincidence a Thomas Jefferson was among them. The group of 31 students from Piney Point was accompanied by SIU lobbyist Liz DeMato and instructor Ed Boyer and included Kevin Bailey, Edward Biss, Raymond Blethen, Michael Caliendo, Darrell Camp, Heinz Carrion, Paul Cates, Kirk Cully, Glenn Davidson, James DeSoucy, Jonathan Dye, Barry Fleming, Manuel Figueroa, Charles Foley, Robert Goodrum, Pat Harrington, Ricardo Illaraza, Thomas Jefferson, George Kugler, Dennis Lamneck, Larry McCants, Michael McCarthy, James Milan, Jack Oberle, Edward Ortega, Wilfredo Ramirez, Lloyd Rogers, Randy Santucci, Daniel Schwall, John Steele, Stephen Vreeland, Calvin Wagner, Randy Williamson and Seymour Yaras.



Larry Lopez is the saloon messman aboard the *Kauai*.



The *Kauai* lies alongside the dock in the port of Los Angeles.

A number of ships were in the port of Los Angeles recently. On this page are some views of the steward department aboard the Kauai (Matson Navigation Co.)



In the messroom of the *Kauai* are (seated l. to r.) J.E. Lewis, 3rd cook; Larry Lopez, saloon messman; George White, chief cook, and Carolyn Sisneros, 2nd cook. Standing (l. to r.) are Arbie Ray, officer BR; Momoli Misiata, messman; Harry Borrick, messman, and Marshall Novack, SIU Wilmington (Calif.) rep.

Eye on L.A.



Second Cook Carolyn Sisneros is making breakfast this morning. J.E. Lewis, 3rd cook, is the lucky recipient.



Arbie Ray, officer BR, waits for his breakfast, cooked to order.



No! It isn't a Hollywood screen test. But in Los Angeles anything can happen. On the deck of the *Cove Liberty* are (l. to r.) Floyd Acord, pumpman; Patrick Arno, 2nd mate; Jerry Westphal, AB; Sal Lagare, AB, and Errol "Mouse" Nicholson, OS.



SIU Rep Marshall Novack (l.) gets a chance to talk with some of the crewmembers of the *Bay Ridge*: Mohammad Ahmed, OS (center), and Clyde Kent, bosun.

Eye on L.A.



Joe Broadus (l.) is bosun aboard the *Ogden Columbia*. Here he is with SIU Rep Marshall Novack.

Also sailing into Los Angeles harbor last month were the Cove Liberty (Cove Shipping), the Bay Ridge (Bay Tankers, Inc.) and the Ogden Columbia (Ogden Marine, Inc.).



Members of the *Ogden Columbia*'s ships committee pose for a quick shot. Seated, from left, are Steward Chester Moss, SIU Rep Marshall Novack, Bosun Joe Broadus and Pumpman/Educational Director Arthur Milne. Standing (l. to r.) are AB James Haines, QMED/Engine Delegate Russell Mancini and AB Vincent Frisinga.



The *Ogden Columbia* ties up the Los Angeles harbor—in for repairs.

Drug Abuse: Why Take the Risk?

WE LIVE in an era when medical advances are happening faster than at any time in the past. Only 10 years ago, fewer than half the medicines now in use were on the market.

Partly because of these new drugs, people are living longer, are healthier, and are far more independent than past generations.

But with this greater use of drugs also come the side effects and other risks—the greatest of which is *drug abuse*.

Drugs—What Are They?

Drugs are powerful substances which, by their chemical natures, alter the structure or function of a living organism. They can alter the mood, perception or consciousness of an individual.

Drugs include anything from the non-prescription aspirin that you buy at the drug store and the caffeine you drink in your coffee, to the addicting opiates such as morphine and heroin. What must be remembered is that every drug is potentially harmful when taken in excess or when mixed with other drugs.

Here are some of the most available drugs.

Alcohol (see "Alcoholism: A Treatable Disease" in the November 1984 LOG) is the most widely used—and abused—drug in the United States.

A majority of Americans drink in moderate amounts, but nearly nine million Americans (or one out of every 10 adults) suffer from alcoholism. And these ill people, in turn, affect the lives of nearly 40 million others.

Alcohol is responsible for 50 percent of all traffic fatalities,

one-third of all arrests, one-half of all homicides, one-fourth of all suicides, and an annual loss of \$15 billion in work time.

One thing about alcohol, though: it's legal to those 18 to 21 years of age (depending on the state in which you live).

Marijuana, on the other hand, continues to be the most widespread and frequently used illicit drug in the nation today. Some 43 million Americans have tried marijuana. For some people it is an occasional source of amusement. For most, it poses a serious health problem; like alcohol, marijuana is intoxicating. A marijuana "high" interferes with memory, learning, speech, reading comprehension, problem solving and the ability to think clearly.

The strength of today's marijuana is as much as 10 times greater than the marijuana used in the early 1970s. This more potent drug increases physical and mental effects and the possibility of health problems for the user (including lung cancer, bronchitis and emphysema).

It has also been determined that the major active ingredient in marijuana, THC, accumulates in the fatty tissues of the body's cells and is eliminated slowly. This means that if you are tested for the presence of drugs in your body, marijuana may well still be there for up to a month after using it.

Stimulants refer to several groups of drugs that tend to increase alertness and physical activity. Some people use stimulants to stay awake, to counteract the drowsiness or "down" feelings caused by sleeping pills or alcohol, to combat boredom, or just for thrills. Cocaine, amphetamines (pep pills, "speed") and caffeine are all stimulants.

Cocaine, one of the world's oldest anesthetics, is a drug extracted from the leaves of the coca plant which grows in South America. It usually takes the form of a fine white crystal-like powder which is sniffed or snorted into the nose, although some users inject it or even smoke a form of the drug.

An increasing number of Americans in all social classes

are using cocaine, becoming addicted to it and even dying from overdoses, the President's Commission on Organized Crime was told late last month.

"What is a safe dose one day can become a fatal dose the next," said the deputy chief medical examiner of Dade County (Miami), Fla.

Another expert testified that a vast number of Americans in all social classes use cocaine, partly because of its increased availability and decreasing cost. Between five and six million Americans say they use cocaine at least once a month, but the number of regular users is probably closer to 10 million, according to the director of the substance-abuse research and treatment at The Regent Hospital in New York City.

"If ever there was a drug that fit the tenor of the times," the director said, "cocaine is it. Just like marijuana was the drug of the 1960s."

When cocaine is snorted, the effects begin within a few minutes, peak within 15 to 20 minutes, and disappear within an hour. The user may have a sense of well-being and feel more energetic or alert, and less hungry. But at the same time, dizziness and mental confusion are often present. The pupils of the eyes dilate, and the blood pressure, heart rate, breathing rate and body temperature all increase.

Occasional use of cocaine can cause a congested or runny nose, while chronic snorting can break down the mucous membrane of the nose. Regular users report feelings of restlessness, irritability, anxiety and sleeplessness. Paranoia, hallucinations and suicidal depression may also occur.

The dangers of cocaine use vary, of course, depending on how the drug is taken, the dose, and the individual. Though few people realize it, overdoses are relatively common, and death can occur when the drug is injected, smoked or even snorted—usually due to paralysis of the body's respiratory center.

While cocaine users do not develop a *physical* need for the drug, they can become *psychologically* dependent on it and have little desire to be cured.

Amphetamines are synthetic drugs manufactured for legitimate use by the medical profession. Legal by prescription only, these highly addictive drugs are used by physicians to treat rare sleep disorders and for short-term treatment of obesity.

These drugs are extremely dangerous. People who use amphetamines regularly may develop a tolerance for them, the need to take larger and larger doses to get the same initial effect. It is, therefore, easy to take an overdose. The number of people addicted to amphetamines is unknown, although the U.S. Department of Health and Human Services puts the figure somewhere around 1.5 million in this country alone.

Usually swallowed in pill form, amphetamines may also be injected. In addition to the physical effects of the drugs (increased heart, breathing and blood pressure rates, dilation of the pupils, decrease of appetite), users report feeling restless, anxious and moody. People who use large amounts of amphetamines over a long period of time also start having hallucinations and irrational thoughts or beliefs and feel as if people are always "out" to get "them." These symptoms usually disappear when the use of the drug is stopped.

Long-term heavy use of these drugs can also produce brain damage, lung and kidney disease and stroke.

There are, of course, many more kinds of drugs such as the sedative-hypnotics (tranquilizers and sleeping pills), opiates or narcotics (opium, morphine, heroin, codeine), hallucinogens (LSD, mescaline, psilocybin), and PCP ("angel dust"). Suffice it to say that every drug is potentially harmful when misused or abused.

Who Uses Drugs?

Drug abuse in this country is not isolated to any one region or ethnic group. There are drug abusers in every area of this nation—from the smallest town to the largest city.

Drug abuse crosses racial, cultural, social and economic lines. In a recent study by the federal government, it was re-



No drug is absolutely safe, and all drugs involve some risk. Is the risk worth it?

ported that "drug abuse in the United States has evolved from an acute to a chronic problem . . . involving millions of people using hundreds of substances. . . . We are only beginning to understand the consequences. . . . We will undoubtedly learn more in the next few years."

The important point here is that the long-term effects of drug use are not fully known.

Consequences of Drug Use

The consequences of drug abuse vary depending on the different drugs used and over what length of time.

One issue is for certain, however. If a Seafarer is convicted of possession of drugs, the Coast Guard will take away his or her seamen's papers—for life. That means never working in the merchant marine again. That may seem like a tough price to pay, but there are good reasons for it.

First, a ship needs a full crew with each member pulling his own weight. A crewmember on a "trip" can't pull his own weight which means other shipmates have to take on more responsibility to make up for his inadequacy. Quick minds and reflexes are needed aboard ship. In an emergency, one incapacitated member might well mean death for another.

Second, a Seafarer caught with drugs taints his ship and his shipmates in whatever port they land. A ship with a record of drug use will always be under surveillance by customs authorities wherever it docks. The crew, too, will be under close watch. They may have been "clean," but they are punished at the expense of their drug-using shipmate.

Third, conviction of a drug-related offense could mean a jail

One SIU Member's Experience

People who take drugs risk more than their own lives—they risk the happiness and well-being of their families, and pose a threat to those who work with them.

Seafarers who take drugs have special problems that their counterparts on the beach do not have.

- They are responsible for the upkeep of machinery worth millions of dollars.

- They must live with other people for 24 hours a day for months at a time. There is no getting away from the consequences of their drug habit.

- There is a matter of logistics. A Seafarer who needs drugs to get through the day must do one of two things: stock up on them before he leaves port, or else buy drugs from an unknown, foreign source. Both pose a serious risk to the drug abuser, his shipmates and his vessel.

One Seafarer, who wishes to remain anonymous, spent a week in a Chilean jail because one of his shipmates bought drugs from an informer in Valpariso, Chile.

Within a matter of hours, police were combing the vessel for drugs. Six Seafarers were arrested—one for having bought the drugs from the informer; another for possessing a small amount of marijuana in his room; and two others for being roommates of the people possessing or buying drugs.

The other two Seafarers arrested—the anonymous Seafarer and his roommate—were in a cabin where someone had hidden some marijuana in the ceiling. Even though they didn't know about the drugs, they were hauled off to jail with the other four.

All six were thrown into jail without being read their rights. They had difficulty in communicating with their jailors, for they did not speak Spanish, and the jailors did not speak English.

They were initially held in a pit where criminals, no matter what they had done (e.g., murder), were held.

There was one bucket for the prisoners to urinate and defecate in. The lighting was very dim. The jail was damp. They met people who had been held for months, years without ever having gone to trial.

People had to sleep two to a mattress. The mattresses were old; some had bugs.

Assaults by prisoners were common. So was political torture. Every once in a while, someone in the pit would be taken out and led off to a special room where they would be given jolts of electricity.

After a week, the Seafarers were let go because of pressure put on the Chilean government. But such pressure is not always effective.

"The worst thing," he said, "is that you don't get any special privileges because you are American. In fact, you're often treated worse by the other prisoners."

sentence. And while being stuck in a jail cell in the United States is no fun, it's even less fun if that jail cell is in a foreign country.

Fourth, drug abuse presents a serious threat to both one's physical and mental health.

SIU Response to Drug Abuse

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

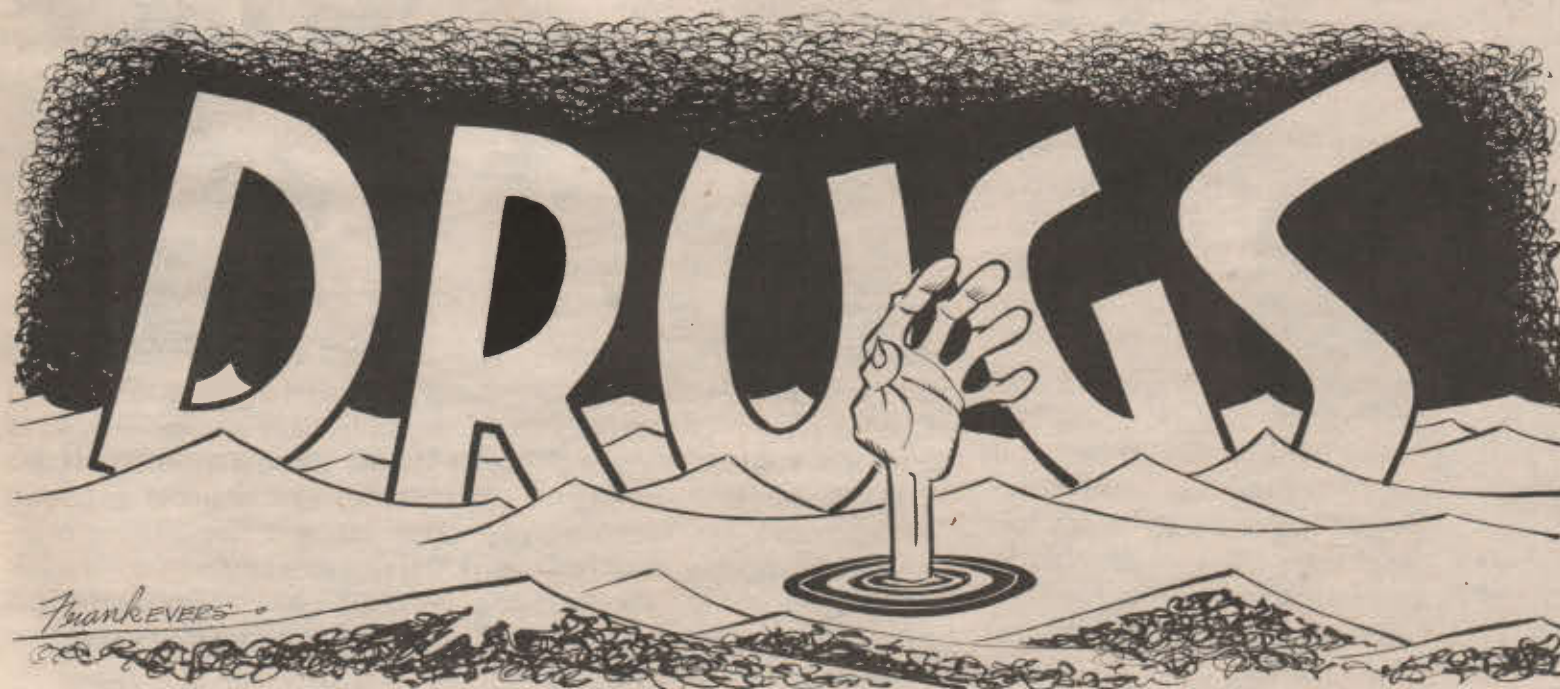
Most of us are aware of the Alcoholic Rehabilitation Center in Valley Lee, Md., a six-week rehabilitation center specifically geared to treat the problems of alcoholic Seafarers.

Fewer of us are probably aware that the SIU also has a drug education program. The Seafarers Harry Lundeborg School of Seamanship has adapted a U.S. Navy program for its own use. Called "Alcohol/Drug Education—How to Educate," this program is the cornerstone of the Navy Alcohol Safety Action Program which began to treat alcoholics and later expanded to the Drug Abuse Safety Action Program for treating drug abuse in the late 1970s.

The 20-hour course examines the effects of drugs on the human body, state and local laws concerning drugs, the consequences of being caught with drugs in foreign countries, and other aspects of drug use and abuse. This course is required for all trainees and is taught during the dockside class for one hour each day. Its main objective is to help students gain a new awareness of their values toward drug abuse.

Gathered in an informal setting, students are encouraged to speak openly and to ask questions relating to drugs. The instructors guide the discussions and encourage students to use the helping networks (Alcoholics Anonymous, Narcotics Anonymous) if they need help. Through this sharing process, students become aware of the many problems created by using drugs, and they learn the way out.

What is important is that everybody start thinking about the impact of drugs on their lives. Why take the risk? Everyone loses in the drug abuse game. And there are often no second chances.



**BE
DRUG
FREE
IT MAY
SAVE
YOUR LIFE
OR
A
SHIPMATES'
THINK
ABOUT
IT!**



Deep Sea



James Clinton Brazzell, 56, died on Nov. 2. Brother Brazzell joined the SIU in 1947 in the port of Tampa sailing as a chief pumpman. He was a veteran of the U.S. Army after the Korean War, serving as a corporal auto mechanic and earning the National Defense Service Medal. Seafarer Brazzell was born in Claxton, Ga. and was a resident of Gibsonton, Fla. Surviving are a daughter in Louisville, Ky.; his mother, Annie of Tampa, and a sister, Elizabeth Jones of Gibsonton.



Pensioner Camiel Caus, 78, recently passed away in Wondelgim, Belgium. Brother Caus joined the SIU in 1943 in the port of New York sailing as an oiler and engine delegate. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Caus was born in Belgium and was a naturalized U.S. citizen. Caus was a resident of Wondelgim. Surviving are a brother, Theophiel of Ghent, Belgium and a sister, Irma of Wondelgim.



Pensioner Walter Richard Coleman, 45, died of a liver ailment in the Harborview Medical Center, Seattle on Sept. 17. Brother Coleman joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in 1956 in the port of Seattle, graduating from the MC&SU's Steward Training School in Santa Rosa, Calif. in 1959. He sailed as a cook. Seafarer Coleman was born in Seattle and was a resident there. Interment was in the Holyrood Cemetery, Seattle. Surviving are five sons: Kenneth of San Francisco; Derek, Elbert, Reginald and Kirby; three daughters: Abbie, Kamisha and Kimberly; his mother, Minnie of Seattle, and a sister, Leslie Jones, also of Seattle.



Pensioner William Ewart Ekins Jr., 69, passed away on Oct. 16. Brother Ekins joined the SIU in 1946 in the port of New York sailing as a bosun. He was born in Canada and was a resident of Friday Harbour, Wash. Surviving is a brother, Walter of Brentwood Bay, British Columbia, Canada.



Pensioner Michael Fritch, 62, died on Nov. 13. Brother Fritch joined the SIU in the port of New York in 1961 sailing as an AB. He attended the U.S. Maritime Service School, Sheepshead Bay, Brooklyn, N.Y. during World War II. Seafarer Fritch walked the picket line in many maritime beefs. He was also a veteran of the U.S. Navy in World War II. Born in Tarentum, Pa., he was a resident of Tampa, Fla. Surviving are his widow, Helen; a son, Seafarer Joseph Fritch, and another relative, Steven Fritch of Tampa.



Pensioner Raymond Hodges, 55, died on March 14, 1981. Brother Hodges joined the SIU in the port of New York in 1953 sailing as a recertified bosun. He began sailing in 1944 and was graduated from the Union's Recertified Bosuns Program in February 1974. Seafarer Hodges was born in Mobile and was a resident of Irvington, Ala. Surviving is his widow, Willie Mae.



Pensioner Hermann Jerome Holmes, 64, died on Oct. 27. Brother Holmes joined the SIU in 1943 in the port of Mobile sailing in the steward department. He was born in Louisiana and was a resident of New Orleans. Surviving are four daughters, Lucy of New Orleans; Iris, Carmen and Cynthia, and a niece, Lucille Harkin of New Orleans.



Dexter Lee James, 37, died of heart failure in the Johns Hopkins Hospital, Baltimore on July 11. Brother James joined the SIU in the port of New York in 1967 sailing in the steward department. He also sailed on the West Coast. Born in Baltimore, he was a resident there. Burial was in New Cathedral Cemetery, Baltimore. Surviving is an aunt, Lila Scovil of Baltimore.



Pensioner George Irvine Knowles Jr., 69, passed away on Oct. 23. Brother Knowles joined the SIU in 1938 in the port of Miami, Fla. sailing in the engine department aboard the *M/V Ponce* (Ponce Cement). He was born in Key West, Fla. and was a resident of Opa Locka, Fla. Surviving are his widow, Libby and a daughter, Mrs. William Edwards.



Pensioner Randall Edward Lawson, 71, passed away on Oct. 21. Brother Lawson joined the SIU in the port of New Orleans in 1962 sail-

ing as a chief electrician. He was an IBEW Union apprentice. Seafarer Lawson was a veteran of the U.S. Navy in World War II, serving as an electrician's mate. A native of San Francisco, he was a resident of Westwego, La. Surviving is his widow, Elizabeth.

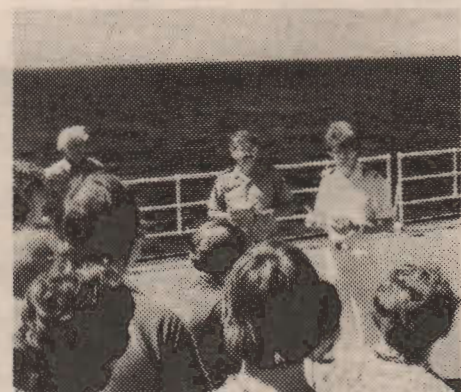
Pensioner Sam Wenceslaus McDonald, 60, died on Nov. 21. Brother McDonald joined the SIU in 1943 in the port of Galveston, Texas

sailing as a recertified chief steward and ship's delegate. He also sailed during the Vietnam War. Seafarer McDonald attended a Piney Point educational conference. Born in Shreveport, La., he was a resident of Mobile. Surviving are his widow, Ann; a son, Michael, and three daughters, Dorothy, Brenda and Karen.

Clyde Edwin Miller Jr., 63, died on Nov. 16. Brother Miller joined the SIU in 1941 in the port of Philadelphia sailing as a recertified bosun.

He was on the picket lines in the 1946 General Maritime beef and the 1947 Isthmian strike. (Continued on next page)

Burial at Sea for Revered Shipmate



Seafarers aboard the Cable Ship *Long Lines* paid their last respects to Charles W. (Red) Shaw on Sept. 27, as his remains were committed to the deep. The last 14 years of Shaw's lifetime at sea were spent aboard the C.S. *Long Lines* as engine utility and engine storekeeper. In paying tribute to their fellow shipmate, his Union brothers said, "Those of us who were privileged to sail with him knew him as a gentle man of humor and integrity. In the oldest tradition of the sea, he was loyal and steadfast to ship and shipmates... he will not go unmourned, unmissed or unsung by his shipmates."





(Continued from previous page)

Seafarer Miller was born in Illinois and was a resident of Seattle. Surviving is his widow, Linda.



Floyd Herbert Peavoy, 55, died on Nov. 25. Brother Peavoy joined the SIU in the port of Mobile in 1958 sailing as a recertified bosun. He

was graduated from the Union's Recertified Bosuns Program in November 1975. Seafarer Peavoy was a veteran of the U.S. Navy in World War II. Born in Redwood Falls, Minn., he was a resident of Violet, La. Surviving are his widow, Bobbie; a son, Stephen, and a daughter, Judy Truax of Walker, La.



Pensioner Stanislaw Peliksze, 79, passed away on Nov. 13. Brother Peliksze joined the SIU in 1943 in the port of Boston, Mass. sailing as an AB.

He was born in Poland, was a naturalized U.S. citizen, and resided in Brooklyn, N.Y.



Pensioner Walter Pietrucki, 88, died on Nov. 10. Brother Pietrucki joined the SIU in 1947 in the port of New York sailing in the steward department. He was born in Poland. Seafarer Pietrucki was a resident of Jersey City, N.J. Surviving is his widow, Helen.



Pensioner Norman Theophane Ragas, 80, passed away recently. Brother Ragas joined the SIU in 1948 in the port of New Orleans sailing as a chief steward. He was born in Louisiana and was a resident of Lafayette, La. Surviving is his widow, Peggy.



Pensioner Jeff Millage Skinner, 69, succumbed to lung failure in the Doctor's Hospital, Mobile, Ala. on Oct. 20. Brother Skinner joined the SIU in

1938 in the port of Mobile sailing as a recertified bosun. He was born in Tellman, S.C. and was a resident of Theodore, Ala. Burial was in the Mobile Gardens Cemetery. Surviving is his widow, Bertice.



Joe "Red" Ramon Velez, 48, succumbed to a stroke in Puerto Rico on Jan. 21. Brother Velez joined the SIU in the port of New York in 1964 sail-

ing as a FOWT. He hit the bricks in the 1965 District Council 37 beef. Seafarer Velez was born in Sabana Grande, P.R. and was a resident there. Surviving are his widow, Beverly; his son, Roberto of Sabana Grande; a daughter, Jinet; his mother, Amanda Quinonez of Sabana Grande; and uncle, Pedro Velez, and an aunt, Iris Medina, both of the Bronx, N.Y.



Willie Albert Walker Sr., 57, died on Oct. 29. Brother Walker joined the SIU in the port of Norfolk in 1966 sailing as a chief cook. He was a

veteran of the U.S. Navy in World War II. Seafarer Walker was born in Georgia and was a resident of Chesapeake, Va. Surviving are his widow, Juanita; a son, Willie Jr., and a daughter, Deborah, all of Chesapeake.

Great Lakes



Robert U. Enochs, 58, succumbed to a liver ailment in the Mt. Carmel Mercy Hospital, Detroit on Oct. 29. Brother Enochs joined the Union

in the port of Detroit in 1961 sailing as a cook. He was a veteran of the U.S. Navy during World War II. Laker Enochs was born in Detroit and was a resident there. Burial was in the Parkview Cemetery, Livonia, Mich. Surviving are his parents, Lee and Cecelia Enochs and a brother, Thomas of Hamtramck, Mich.



Pensioner Simon Benjamin Harwood, 71, passed away from a heart attack in the Paul Oliver Hospital, Frankfort, Mich. on Oct. 13.

Brother Harwood joined the Union in the port of Frankfort in 1953 sailing as an AB aboard the *City of Green Bay* (Ann Arbor (Mich.) Ferries) from 1961 to 1973. He was born in Honor, Mich. and was a resident of Frankfort. Interment was in the Crystal Lake Twsp. (Mich.) North Cemetery. Surviving is his widow, Clara.



Pensioner Donald Gerald Jaloszynski, 60, died of a stroke at the Manistee (Mich.) Cty. Medical Care Facility on Nov. 1.

Brother Jaloszynski joined the Union in the port of Cleveland, Ohio sailing as a cook. He was a veteran of the U.S. Marine Corps in World

War II. Laker Jaloszynski was born in Manistee and was a resident there. Burial was in Mt. Carmel Cemetery, Manistee. Surviving are his sister, Helen and a nephew, Gerald, both of Manistee.



Donald Clayton Lillo Sr., 68, passed away on Oct. 30. Born in Duluth, Brother Lillo joined the Union in the port of Duluth, Minn. in 1957. He sailed

as a dredge deckhand for the Great Lakes Dredge and Dock Co. and for Dunbar and Sullivan from 1966 to 1968 and was a former member of the Mechanics Union, Local 1502. Surviving are his widow, Helen of Superior, Wis.; six sons, Cyril, Donald Jr., Steven, Mark, Timothy and Gregory; a daughter, Dawn, and his mother, Julia of Proctor, Minn.

Pensioner Claus H. Nelson, 81, passed away on Nov. 13. Brother Nelson joined the Union in the port of Chicago, Ill. He began sailing in 1937. Laker Nelson was born in Chicago, and was a resident of Miami Beach, Fla. Surviving is a brother, Carl of Dearborn, Mich.

Personals

**John E. Gentry
or
Chuck Gentry**

Anyone knowing the whereabouts of either of these two brothers, please call Jay Gilmore Jr. collect at (301) 485-9225.

Henry Bentz

Henry Bentz, last known to live and register in Puerto Rico, please contact your brother Jacob Bentz. There has been a death in the family.

Arthur A. (Buddy) Marshall III

Please contact your sister, Trish Marshall, or your dad at: 1641 New Windsor Ct., Crofton, Md. 21114; telephone (301) 261-3116. We missed you at Thanksgiving. Have a Merry Christmas.

In Memory of:

**William G. Linker, Fireman/Watertender
Grace E. Linker, Wife and Mother**

*Each of us is an island into himself
Our ships stay silently afloat.
And as we drift and begin to sink,
Others become our lifeboats.*

*You who have roamed the land
And distantly watched the sea,
You've now found a home among the waves,
And you'll always be remembered by me.*

—Your Children

Digest of Ships Meetings

AMERICAN HERITAGE (Apex Marine), October 28—Chairman James E. Tanner; Secretary J. Cruz; Educational Director Wilson; Deck Delegate Alvin Dyer; Engine Delegate M.S. Ruhl; Steward Delegate Pedro Mena. No beefs or disputed OT reported. Chairman James E. Tanner talked about the opportunities for upgrading at Piney Point and explained the benefits of these educational courses, stressing that upgrading is one way of getting job security. Secretary J. Cruz thanked the crew for the smooth trip. He also noted the continued importance of donating to SPAD. Just because the presidential election is over, he said, our fight for a strong merchant marine is not. The SIU needs all the help it can get in Washington. A vote of thanks was given to Captain Noonan for the good relations that were shared this trip with the crew. A vote of thanks was also given to the steward department for the good service and food served on this voyage. Next port: St. Croix, V.I.

LNG ARIES (Energy Transportation Corp.), November 11—Chairman R. D. Schwarz; Secretary Joe Speller; Educational Director R. Ali; Deck Delegate Mohammed Rawi; Engine Delegate Mark Freeman; Steward Delegate S. Wagner. No beefs or disputed OT reported. There is \$165 in the ship's fund. A discussion was held on the results of the recent national elections and on the upcoming Union elections. All eligible members were also reminded of the upgrading opportunities available at Piney Point. The video player is being repaired ashore. Hopefully it will be returned this trip. A suggestion was brought up to ask the Union to try and get Seafarers a day's pay in lieu of a day's vacation—like the officers have. A vote of thanks was given to the steward department for the fine job they've done.

BAYAMON (Puerto Rico Marine), October 17—Chairman R. Garay; Secretary J. DeLise; Educational Director J. Tagliaferri. No disputed OT. All the old repairs have been completed, and everything is running smoothly this trip. Several suggestions were made. One motion was to make Puerto Rico a constitutional port. All members were in agreement. It was also suggested that the boarding patrolman ask the chief officer about the proper location for storage of survival suits so that in case of emergency the suits can be issued within a short period to time. The patrolman should also see the chief engineer about the air conditioning units which need to be cleaned out. A vote of thanks was given to the steward department for a job well done. Next port: Puerto Rico

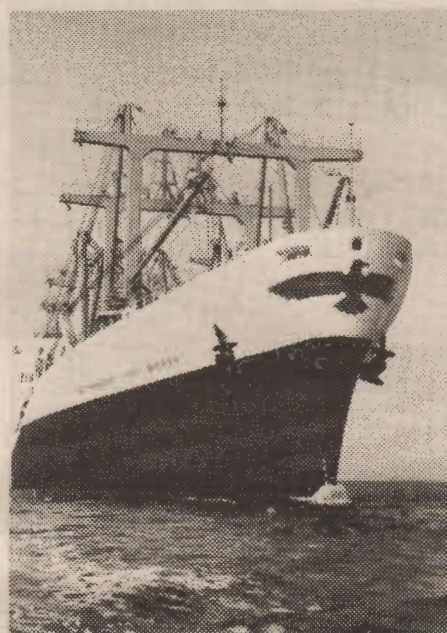
USNS BELLATRIX (Sea-Land Service), October 7—Chairman M. "Duke" Duet; Secretary M. Phelps; Educational Director J. Barry; Deck Delegate D. Goyette; Engine Delegate W. Koflowitch; Steward Delegate J.

Miller. No beefs or disputed OT reported. Brother "Duke" Duet was elected chairman by unanimous vote. He noted that this is an efficient and all-around great crew. The Coast Guard inspection was a complete success and the conduct of the crew, exemplary. He also brought up the fact that, while jobs are tight, there are still opportunities for shipping out. Our Union has seen to it that there are available jobs. As examples, he cited ships such as the *USNS Bellatrix* and other converted SL-7s from Sea-Land and Waterman as well as the passenger ships sailing out of the West Coast under special contracts. There are also great opportunities for men looking to upgrade. The secretary added his thanks to all members for their patience and cooperation during the voyage. He also extended his thanks to SIU Vice President George McCartney for his most welcome visit during the ship's call in San Francisco. McCartney brought along copies of the LOG and best wishes to the entire crew. A suggestion was made to raise a broom prior to arrival in Violet, La. to indicate a great first voyage for the *USNS Bellatrix*—one with no beefs. All hands agreed. A vote of thanks was given to the steward department for a job well done, and one minute of silence was observed in memory of our departed brothers and sisters. Next port: Violet, La.

BORINQUEN (Puerto Rico Marine), October 14—Chairman R. Molina; Secretary C. B. Carter Jr.; Educational Director P. Colonna. No disputed OT. There is \$3 left in the ship's fund. The movie fund (\$100) and \$63 of the ship's fund went towards a down payment on a new video cassette recorder to replace the one that was stolen in San Juan. There will be a payoff this trip. The exact time is not yet known, but it should be as soon after arrival as possible. It has been a good trip, and the chairman noted that everyone is sorry that the bosun has to get off due to sickness. Everyone was asked to help keep the recreation room clean. Next ports: San Juan, P.R. and Elizabeth, N.J.

COMANCHE (American Bulk Carriers), October 7—Chairman Abdulla Mohsin; Secretary Robert D. Bright; Educational Director Charles T. Gaskins; Deck Delegate Mack Chapman Jr. No disputed OT. The captain informed crewmembers aboard the *Comanche* that the ship had lost its contract with the Navy and would be delivered to the owners in Tampa on Oct. 15. There will be a payoff on arrival, and the ship will be laid up for a while. Brother Mack Chapman lost his son during the course of the voyage, and the crew, in sympathy, donated the contents of the ship's fund to him. Several suggestions were made to improve life on the *Comanche*. One was that more supplies be put in the slop chest. Another was to get more movies for the crew. A third was to improve the mail service. Next port: Tampa, Fla.

DELTA SUD (Delta Line), October 31—Chairman A. J. McGinnis; Secretary E. Vieira; Educational Director J. C. Dial; Deck Delegate Charles B. Collins; Engine Delegate Edmund L. Burnett; Steward Delegate Rodolfo Ramirez. All is going well, according to the chairman, with no disputed OT or beefs and with \$71 in the ship's petty cash fund. He asked all members wishing to contribute to SPAD to see the patrolman at payoff. He also reminded everyone to get their soiled linen and extra linen in early since it



has to be bagged and put into the container box. J. C. Dial, the electrician, requested members to put no rubber shoes or degreaser in the washing machine. These items tend to ruin the machine (for which there are no spare parts on hand). One motion was brought up under Good & Welfare. It was to have the "boarding Union rep be informed by the ship's committee to do whatever possible, including contacting Red Campbell if necessary, about getting our transportation due to us according to the contract." On previous voyages, those getting off have been given \$20 and sent on their way. This \$20 is supposed to get the man from the payoff dock (18 miles outside of Lake Charles) back to Houston, and the same \$20 for those going back to New Orleans. Twenty dollars doesn't even cover bus fare and transportation to the dock area. Next port: Lake Charles, La.

MOKU PAHU (Pacific Gulf Marine), November 5—Chairman Ray Todd; Secretary R. Spencer; Educational Director D. Norris. No disputed OT. The chairman reported that things are running smoothly aboard the *Moku Pahu*. There were a few beefs brought up in the port of Crockett, Calif. and are awaiting further word from Patrolman Steve Troy in San Francisco. The secretary reminded everyone of the importance of donating to SPAD. "Our Union needs SPAD donations more than ever now to fight for us in Washington, D.C." The educational director talked about the opportunities that the Union has to offer, especially the upgrading courses at Piney Point. A vote of thanks was given to the steward for a job well done, and the steward, in turn, thanked the crew for their cooperation.

NEW YORK (Apex Marine), October 14—Chairman Clyde J. Smith Jr.; Secretary Larry Dockwiller; Engine Dele-

gate Robert Johnson. No disputed OT. There is now \$300 in the ship's fund. The chairman reports that all is well aboard the *New York*, with each man pulling his own weight. This was made clear in St. Croix recently when there was a small oil spill on deck. The captain called all hands at one o'clock in the morning. The crew worked non-stop for several hours straight and then throughout the day cleaning up. "With an eight-man crew, work can happen in bundles, but each man did what he had to do"—and the work got done quickly and efficiently. The crew reefer is still not working properly. The captain has been made aware of the problem and it should soon be fixed. Next port: St. Croix, V.I.

OGDEN CHAMPION (OMI Corp.), October 26—Chairman Marion Beeching; Secretary R. De Boissiere; Educational Director J. L. Boyce; Deck Delegate Mark S. Downey; Engine Delegate J. R. Graydon; Steward Delegate Angel Correa. No disputed OT. The November presidential election was a major topic of discussion. "November is D-Day for the SIU and all maritime-related industries. It is a must that we win in this important election. Walter Mondale is our man, and we must put him into office as president. Our jobs, our future, our lives are at the crossroads. Our president, Frank Drozak, cannot do it alone. Let's all get behind him and vote. Our mothers, our daughters, our sons, our cousins, all our friends must vote." The ship is expected to pay off in Baytown, Texas. It was suggested that the TV antenna be fixed at that time. A special vote of thanks was given to Chief Steward R. De Boissiere and the steward department for a job well done, and to Bosun Marion Beeching for a smooth running ship and deck department. A vote of thanks also went to the engine department. "They are the best." Of special note: Capt. Kimbell and his wife Maxine are leaving the ship. "We wish to thank them for all their help in every way. They made it a touch of home for all of us." To Chief Engineer Mr. Harcourt and his wife: "Without you we would be lost. God bless all of you."

OGDEN DYNACHEM (OMI Corp.), October 8—Chairman H.B. Rains; Secretary D. Collins; Educational Director J.W. Spell; Deck Delegate E.R. Beverly; Engine Delegate J.W. Badgett; Steward Delegate Morris Maltsby. No disputed OT was reported. From the treasurer comes word that out of the \$81 in the ship's fund, \$55 was spent for a popcorn machine, popcorn and other goodies—leaving the sum of \$26. The chairman noted that there were no major beefs, only a couple of small incidents which will be taken up with the boarding patrolman at payoff in Lake Charles, La. on the 13th. At the last port, Bob Stevens, port agent in Philadelphia, came aboard and brought some voter applications with him. He also passed along the good news about the tugboat companies. "Thanks, Bob, for the news." The educational director told members that time is running short for QMEDs to go to Piney Point to upgrade. He further suggested that all members take advantage of the upgrading opportunities

offered at the school. All hands were reminded to help keep the ship clean, and a vote of thanks was given to the steward department for the good food onboard the *Ogden Dynachem*. Next port: Lake Charles, La.

OVERSEAS JUNEAU (Maritime Overseas), October 7—Chairman John B. Lundborg; Secretary William C. Wroten; Educational Director R. Brosseak; Deck Delegate V. McCloskey; Steward Delegate Jim Weed. No beefs or disputed OT. The chairman stated the position of the Masters, Mates and Pilots (MM&P) officers regarding their strike action. A discussion was held and a vote taken on what action, if any, the members of this Union should take. The crew voted unanimously in favor of sending a radiogram to SIU headquarters, urging support for the MM&P job action. The pumpman contributed some magazines to the crew lounge which were greatly appreciated by the crew, and the chairman requested all members to assist in keeping the messroom and pantry areas clean and orderly. A vote of thanks was given to the steward department for a job well done. Next port: Valdez, Alaska.

PATRIOT (Ocean Carriers), November 4—Chairman G.R. Kidd; Secretary E.L. Johnson. Some disputed OT was reported in both the deck and steward departments. There is \$36 in the ship's fund. All communications received from headquarters were read and posted for crewmembers to see. The chairman advised all eligible members to take advantage of the upgrading courses at Piney Point and he also stressed the importance of contributing to SPAD. One man was injured in the tank this trip and was sent home from the United Arab Emirates. A motion was made which will be referred to Vice President Red Campbell. It concerned vessels that sail into the Persian Gulf to load oil and whether the company should increase their insurance and also pay a bonus. A vote of thanks was given to the steward department for the fine job they've done this trip.



PITTSBURGH (Sea-Land Service), October 8—Chairman William Cooper; Secretary S. Kolasa; Educational Director Jack C. Marcario; Engine Delegate David R. Mull; Steward Delegate Miguel A. Robles. No beefs or disputed OT. All repairs have been completed or are still being worked on. The chairman noted that the company has done all it can to keep this 40-year-old ship safe and clean. Some of the credit is also due to "our Union and patrolmen for doing a good job." Jack C. Marcario, the ship's educational director,

stressed the importance of contributing to SPAD. These donations help the merchant marine in general and the SIU in particular, he said. A vote of thanks was given to the steward department for all the good cooking and excellent service. One minute of silence was observed in memory of our departed brothers and sisters. Next port and port of payoff: Elizabeth, N.J.

ST. LOUIS (Sea-Land Service), October 14—Chairman Frank Teti; Secretary H. Ortiz; Educational Director Lagass. No disputed OT or beefs reported. The chairman commended the crew for their good behavior, particularly while in port. He asked them to try and keep the living quarters and recreation areas as clean as possible and not to fool with the movie machine. A recommendation was made that those Seafarers retiring be able to buy out their pension. The motion will be sent to Vice President Campbell for his comments. It was also suggested that those members getting off watch at night be provided with some kind of transportation to the bus terminal or airport without having to pay the extremely high cab prices. The LOG was given a vote of thanks for providing up-to-date information of interest to Seafarers, and a vote of thanks was given to the steward and his gang for a job well done.

SANTA PAULA (Delta Line), November 6—Chairman Jack Kingsley; Secretary R. Robbins. There was some disputed OT in the steward department which will be taken up with the boarding patrolman at payoff. Jim Barda, the ship's treasurer, reported \$65 in the fund. The *Santa Paula* is scheduled to anchor on Thursday, Nov. 8 and shift to the dock on Friday to take on stores. The ship is then expected to sail sometime on Saturday. A telex was received aboard ship pertaining to the buyout of Delta. More information is expected from the patrolman at payoff in Jacksonville on Nov. 12. Next port: Philadelphia, Pa.

SEA-LAND ECONOMY (Sea-Land Service), October 14—Chairman J. Higgins; Secretary D. Sacher; Educational Director J. Fisher; Deck Delegate J. Boyd; Engine Delegate J. Hernandez; Steward Delegate M. Lawrance. Some disputed OT was reported in the deck department. The chairman noted that there had been a few beefs and so a special meeting was called. "Hopefully the air has been cleared," he said. Members were reminded that if they do have any beefs, they should come to the meetings and bring them up in the "Good & Welfare" portion. There is \$46 in the movie fund. Nine days lodging will be paid to all members for the stay in the shipyard last trip. The chairman also mentioned that he has noticed cups, glasses and silverware left in the lounge. "Please take them back to the pantry." One question was brought up which needs clarification: If a man takes a relief and the relief man gets fired, what happens to the job of the man getting relieved? A vote of thanks was given to the stewards for a job well done. Heading on to Port Everglades, Houston and New Orleans.

Digest of Ships Meetings

SEA-LAND PACER (Sea-Land Service), October 28—Chairman J. H. Corder; Secretary D. Chafin; Educational Director P. L. Huss. No beefs or disputed OT. There is \$18.50 in the ship's fund. Anyone wishing to purchase popcorn and oil while ashore will be reimbursed from the fund. Bosun J. H. Corder said that any member wishing to nominate himself or anyone else for the position of ship's chairman is free to do so. There were no nominations so it was moved and seconded to keep Corder on as chairman, especially since he has done such a fine job in the past. Corder said he didn't have much to report. He will talk to the boarding patrolman at payoff for a written clarification of reliefs for permanent jobs and other members—how many, when to take a trip off, etc. P. L. Huss, chief electrician and educational director, suggested to members that they read and study all the booklets on the various plans: pension, welfare and vacation. "It is to your benefit to know the rules governing the plans." Thanks were given to the cooks for the good food they've been preparing. One minute of silence was observed in memory of our departed brothers and sisters.

SPIRIT OF TEXAS (Titan Navigation), November 3—Chairman Harry M. Fisher; Secretary Frankie Ross. No disputed OT. There is \$9.25 in the ship's fund. Things appear to be running smoothly aboard the *Spirit of Texas*. It was noted that the crew has been an exceptional one, working together in harmony. A motion was made to bring back a Coast Guard shipping commissioner, and the entire crew wholeheartedly agreed. A vote of thanks was given to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters.

Jacksonville, Fla. will be the next port. The ship will then go into lay-up for a time.

TRANSCOLORADO (Hudson Waterways) October 7—Chairman W. S. Byrne; Secretary A. Goncalves; Educational Director Sadak Wala; Deck Delegate Charles J. Spielmann; Engine Delegate John Petino; Steward Delegate William Muniz. No disputed OT reported. David M. Drinan was elected treasurer. The secretary reported on the letter received from Red Campbell, dated Sept. 11, pertaining to the next pay raise and the SIU health cards. The deck delegate asked that the steward try to accomplish his work before breakfast so that he and the chief cook could have the galley to themselves the rest of the day. The steward said he would give it a try. A lengthy discussion was held about tampering with the Atari equipment. It was felt that the Atari games were interfering with those people watching the television. So it was decided to move the video to a different location. A corner of the messhall was designated for that purpose.

Official ships minutes were also received from the following vessels:

USNS ALGOL
AMERICAN EAGLE
LNG AQUARIUS
AURORA
BAY RIDGE
CAGUAS
USNS CAPELLA
LNG CAPRICORN
COVE SAILOR
DEL ORO
LNG LIBRA
OAKLAND
OGDEN CHARGER
OGDEN COLUMBIA
OGDEN HUDSON
OGDEN MISSOURI
OGDEN SACRAMENTO
OGDEN WABASH
OGDEN WILLAMETTE

OVERSEAS HARRIETTE
OVERSEAS MARILYN
OVERSEAS OHIO
OVERSEAS WASHINGTON
PANAMA
PONCE
ROSE CITY
SAM HOUSTON
SEA-LAND ADVENTURER
SEA-LAND CONSUMER
SEA-LAND EXPRESS
SEA-LAND INDEPENDENCE
SEA-LAND LEADER
SEA-LAND PRODUCER
SEA-LAND VENTURE
STONEWALL JACKSON
SUGAR ISLANDER
THOMPSON PASS
WALTER RICE

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, January 7	2:30 p.m.
Philadelphia	Tuesday, January 8	2:30 p.m.
Baltimore	Wednesday, January 9	2:30 p.m.
Norfolk	Thursday, January 10	9:30 a.m.
Jacksonville	Thursday, January 10	2:00 p.m.
Algonac	Friday, January 11	2:30 p.m.
Houston	Monday, January 14	2:30 p.m.
New Orleans	Tuesday, January 15	2:30 p.m.
Mobile	Wednesday, January 16	2:30 p.m.
San Francisco	Thursday, January 17	2:30 p.m.
Wilmington	Monday, January 21	2:30 p.m.
Seattle	Friday, January 25	2:30 p.m.
Piney Point	Friday, January 11	3:00 p.m.
San Juan	Thursday, January 10	2:30 p.m.
St. Louis	Friday, January 18	2:30 p.m.
Honolulu	Thursday, January 10	2:30 p.m.
Duluth	Wednesday, January 16	2:30 p.m.
Gloucester	Tuesday, January 22	2:30 p.m.
Jersey City	Wednesday, January 23	2:30 p.m.

Pensioner's Corner

Deep Sea



Antonio Arellano, 61, joined the SIU in the port of San Francisco in 1956 sailing as a chief cook and chief steward. Brother Arellano is a former member of the SUP. He attended a 1972 Piney Point educational conference. Born in Los Angeles, Calif., Seafarer Arellano is a resident of Atascadero, Calif.



Jacob Arshon, 62, joined the SIU-merged Marine Cooks and Stewards Union in the port of Seattle, Wash. in 1958 sailing as a cook. Brother Arshon was born in Seattle and is a resident there.



Carl Austin Ball, 66, joined the SIU in the port of San Francisco in 1968 sailing as a reefer engineer. Brother Ball was born in Eureka, Calif. and is a resident of Santa Rosa, Calif.



James Austin Browne, 65, joined the SIU in the port of New York in 1953. Brother Browne hit the bricks in the 1961 Greater N.Y. Harbor beef. He is a veteran of the U.S. Army's Coast Artillery during World War II. Seafarer Browne was born in New York City and is a resident of Farmingdale, N.Y.



Pat Leo Bucci, 65, joined the SIU in the port of Wilmington, Calif. in 1970 sailing as an AB. Brother Bucci is a veteran of the U.S. Navy in World War II. He was born in Midvale, Utah and is a resident of San Pedro, Calif.



William Russell Cameron, 60, joined the SIU in 1941 in the port of Mobile sailing as a chief cook. Brother Cameron worked on the Seattle Sea-Land shoregang, Oakland, Calif. from 1969 to 1980. He attended a 1978 AFL-CIO conference in Los Angeles and received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Iberville*. Born in Sylacauga, Ala., he is a resident of Richmond, Calif.



Byard Molina Castel, 65, joined the SIU in the port of San Francisco in 1969 sailing as a cook for Sea-Land. Brother Castel was born in the Philippine Islands and is a resident of San Francisco.



James Edward Coleman, 60, joined the SIU in the port of Houston in 1967 sailing as a bosun. Brother Coleman is a veteran of the U.S. Navy in World War II. He was born in Stuart, Va. and is a resident of Galena Park, Texas.



Simon Bernard Czeslowski, 61, joined the SIU in 1945 in the port of Philadelphia sailing as a QMED. Brother Czeslowski is a veteran of the U.S. Army in World War II. He was born in Brooklyn, N.Y. and is a resident of Harrison, N.J.



Ralph Willard Gowan, 66, joined the SIU in the port of Baltimore in 1958 sailing as a FOWT. Brother Gowan was born in Spartansburg, S.C. and is a resident of Pasadena, Md.



Antonio Guillen, 64, joined the SIU in 1947 in the port of New York working as a bosun mate for the Sea-Land shoregang, Port Elizabeth, N.J. from 1966 to 1984. Brother Guillen was on the picket line in the 1961 Greater N.Y. Harbor beef. He was born in Spain and is a naturalized U.S. citizen. Seafarer Guillen is a resident of Queens, New York.



Olav Gustavsen, 63, joined the SIU in the port of New York in 1951. Brother Gustavsen worked on both the Oakland (Calif.) Sea-Land shoregang from 1971 to 1978 and the San Francisco Waterman shoregang from 1967 to 1971. He received a 1960 Union Personal Safety Award for riding an accident-free ship, the *SS Kipka*. Seafarer Gustavsen was born in Borge Sarpsborg, Norway and is a resident of San Francisco.



Simon Gutierrez, 63, joined the SIU in the port of Houston in 1956 sailing as a chief steward. Brother Gutierrez began sailing in 1951. He was born in Texas and is a resident of Houston.



Deloss Charles Harman joined the SIU in the port of Mobile in 1952. Brother Harman was born in Philadelphia and is a resident of Lake-shore, Miss.



Jimmie Mack Helfer, 61, joined the SIU in the port of Galveston, Texas in 1951. Brother Helfer is a veteran of the U.S. Navy in World War II. He was born in Hampton, Tenn. and is a resident of Jacksonville, Fla.



Edward Kelly Sr., 64, joined the SIU in the port of Mobile in 1951 sailing as a chief steward for the Alcoa shoregang from 1957 to 1959. Brother Kelly was graduated from the Union's Recertified Chief Stewards Program in 1981. He began sailing in 1948. Seafarer Kelly was on the Mobile Contract Negotiating Committee in 1965 and is a veteran of the U.S. Army in World War II. Born in Flomaton, Ala., he is a resident of Theodore, Ala.



Robert Louie Kinchen, 59, joined the SIU in the port of New Orleans in 1958. Brother Kinchen is a veteran of the U.S. Navy in World War II. He was born in Hammond, La. and is a resident of Anite, La.



Voldmar Koel, 62, joined the SIU in 1948 in the port of Norfolk. Brother Koel is a former member of the SUP. He was born in Estonia, U.S.S.R. and is a resident of Lakewood, N.J.



Charles David Locke Jr., 63, joined the SIU in the port of Baltimore in 1957 sailing as a chief cook. Brother Locke is a veteran of the U.S. Navy in World War II. He was born in Martinsburg, W. Va. and is a resident of Houston.



George Shaffer Lowe, 63, joined the SIU in 1944 in the port of Baltimore sailing as an AB and LNG quartermaster. Brother Lowe was a former member of the Association of Marine Officers (AMO). He was born in Stevensville, Md. and is a resident of Salisbury, Md.



Lucian McInham, 65, joined the SIU in the port of New York in 1962 sailing as a chief cook. Brother McInham is a veteran of the U.S. Air Force in World War II. He was born in Dallas, Texas and is a resident of Renn, N.Y.



Clayton Wesley Tarver, 59, joined the SIU in the port of Houston. Brother Tarver began sailing in 1947. He sailed inland for G & H Towing from 1956 to 1973. Seafarer Tarver was born in Louisiana and is a resident of Conroe, Texas.

Pensioner's Corner

Ralph Edwin Hope, 63, joined the Union in the port of Ashtabula, Ohio in 1954 sailing as an oiler and QMED. Brother Hope is a veteran of the U.S. Navy during World War II. He was born in Conneaut, Ohio and is a resident there.



William Ansell Pittman, 61, joined the SIU in 1942 in the port of New Orleans sailing as an AB. Brother Pittman is a veteran of the U.S. Army in World War II. He was born in Franklinton, La. and is a resident of Pontchatoula, La.



Vincent Edward Welch, 65, joined the SIU in the port of New York in 1968 sailing as a chief electrician and LNG QMED. Brother Welch was graduated from the Union-MEBA District 2 School of Engineering in Brooklyn, N.Y. as a 3rd engineer in 1969. In 1970 he attended Piney Point Crew Conference No. 2. He also was a former member of the Marine Firemen's Union. Seafarer Welch is a veteran of the U.S. Navy in World War II. Born in Great Barrington, Mass., he is a resident of Sparks, Nev.



Brettel D. P. Lessenthien, 71, joined the Union in 1939 in the port of Cleveland, Ohio sailing as an oiler. Brother Lessenthien was born in Ohio and is a resident of Anaheim, Calif.



Arnold Fred Rehm, 59, joined the SIU in the port of New Orleans in 1952 sailing as a FOWT. Brother Rehm is a veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident there.



Thomas "Tom" D. Garfield MacVicar, 65, joined the Union in the port of Detroit in 1970 sailing as an AB and wheelsman for Kinsman Marine. Brother MacVicar began sailing on the Lakes in 1947. He is a veteran of the U.S. Army during World War II. Laker MacVicar was born in Canada, is a naturalized U.S. citizen, and now resides in Blasdell, N.Y.



Pedro Ismael Sanchez, 62, joined the SIU in 1943 in the port of New York sailing as a cook. Brother Sanchez walked the picket line in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. A native of Puerto Rico, he is a resident of Brooklyn, N.Y.

Correction to November's Log: John Joseph Doyle, 55, joined the SIU in 1946 and the Union-merged Marine Cooks and Stewards Union in 1958 sailing as a chief steward during the Vietnam War. Brother Doyle is a resident of Harbor City, Calif.

Great Lakes



William Robert Gallagher, 59, joined the Union in the port of Cleveland, Ohio in 1960 sailing as a deckhand and scowman for the Great Lakes Dredge and Dock Co. from 1945 to 1961. Brother Gallagher is a veteran of the U.S. Navy in World War II. He was born in Cleveland and is a resident of Conneaut, Ohio.

Harry Richard Mollick, 62 joined the Union in the port of Detroit in 1960 sailing as a dredgeman and deckhand on the tug *Niagara* (Dunbar and Sullivan) from 1948 to 1963. Brother Mollick was a former member of the Dredge Workers Union from 1948 to 1959 and the United Auto Workers Union. He also worked as an assembler for Kaiser-Frazier from 1947 to 1948. Laker Mollick is a wounded veteran of the U.S. Army in World War II. A native of Hastings, Minn., he is a resident of Wayne, Mich.



Horace Gilbert Sanford, 67, joined the SIU in 1946 in the port of Philadelphia sailing as a chief pumpman. Brother Sanford hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. He was born in Alabama and is a resident of Theodore, Ala.

Old-Timers Corner

Retired pensioner Reino J. Pelaso of Vallejo, Calif. (left) has been busy fishing again this year. Here he is with an 85-pound sturgeon caught in San Pablo Bay. And don't forget the 15 salmon, six striped bass, five halibut and 40 pounds of rockfish he caught in Bodega Bay. Pelaso adds, "I wish to say hello to all my old shipmates. I hope everyone has a Merry Christmas and that the new year will be good to all my friends."

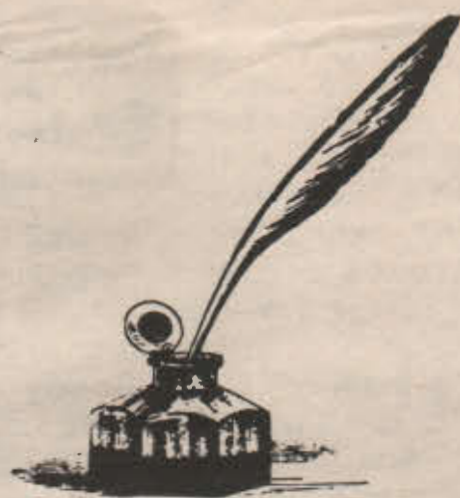
The "Old-Timers Corner" welcomes photos from some of you old-time SIU members near and far.



Here's a photo sent in by retired pensioner Anthony F. Nottage (center) of Cypress, Calif. who joined the SIU in 1943 and sailed until 1971 as a chief electrician. At left is his son, Anthony F. Nottage Jr., who is a manager with J.C. Penney in Greensboro, N.C., and to the right is "retired, but not forgotten Cal Tanner, ex-vice president of the SIU." Nottage met Tanner in Tampa this past August while on vacation, after not seeing him for many years.



Letters To The Editor



'Marad Head Lauds SIU Crew . . .'

The professionalism demonstrated recently by your sailors who crewed the *Keystone State* during the vessel's participation in JLOTS II affords me the opportunity to convey my appreciation for their efforts, which greatly contributed to the mission's success.

I would be remiss if I did not single out the performance of the crane operators and hatch captains for special recognition. Their application to the compressed training process and performance during the exercise was very impressive. The ability of the sailors to operate the cranes under military cargo personnel direction in a cohesive manner was exemplary.

The efforts of your representatives Red Campbell and Bob Vahey to impress upon your participating sailors the importance of *Keystone State's* mission and their personal application to bring the mission off successfully deserve recognition.

In closing, I extend my hearty thanks to your sailors and staff for a job well done.

Sincerely,
H.E. Shear
Maritime Administrator

'The U.S. Maritime Policy . . .'

The following is a copy of a letter sent from George H. Miller, Rear Admiral, U.S. Navy (Ret.) to Senator John G. Tower (R-Texas).

After reading Captain John Moore's concluding statement in the foreword to 1984 "Jane's Fighting Ships," to the effect that the Soviet Union is the only major power today with a national maritime policy, it occurred to me that the U.S. also has a national maritime policy.

U.S. maritime policy, in my view, is a combination of

1. The "Provide and Maintain a Navy" statement in the Constitution,
2. Section 101 of the Merchant Marine Act of 1936, as amended, and
3. Section 5012 of the National Security Act of 1947, as amended.

One problem appears to be that there exists no congressional committees or executive branch official responsible for implementing U.S. maritime policy.

Once we recognize how serious this organization oversight has become, it may be possible to repair the damage before time runs out on us.

Sincerely,
George H. Miller
Rear Admiral, U.S. Navy (Ret.)

'A Check You Can Count On . . .'

I wish to express my very sincere thanks for the delivery of my pension check. It always reaches me at the proper time so that all pressing bills can be met.

As a Union member for nearly 30 years, I truly believe that there is no better organization anywhere in this world. . . .

Fraternally yours,
George Sylvester
Alpena, Mich

'For Outstanding Service

to Vietnamese Refugees . . .'

Please pass on my commendation for outstanding service performed in the steward department onboard the *LNG Capricorn* from April 6, 1984 until April 14, 1984 to Robert Forshee, steward; William Worobey, chief cook; Janet Kreitzer, steward assistant; Gregory Stefano, steward assistant, and Jerry Rhodes, steward assistant.

The entire department was absolutely great in taking care of an extra 62 people of which there were 15 children and 20 females, also one new-born baby girl born onboard *Capricorn* April 8, 1984.

All of the refugees have expressed their appreciation of having the fine food provided by the stewards, and the shore authorities in Japan at the reception center commented that this group when landed were in quite good physical condition. However, a week prior to landing in Japan, the entire group was in rather poor condition, and the improvement is, in a large amount, due to the fine care and nourishment provided by the steward on the *LNG Capricorn*.

This steward staff is an excellent example of the fine professional people provided by the SIU to man these ships and a tribute to the excellent training received while at Piney Point.

Our thanks again to these fine seamen who continue in the shoes of previous seamen from the SIU.

Sincerely,
Capt. John J. Donahue
LNG Capricorn
Himeji, Japan

'Tell It to the People . . .'

I was sitting here reading about the demise of a great American heritage, the American Merchant Marine, and in spite of it, there has been frequent praise for what it has done during war time. Not only is it disgraceful to see so many American ships idled, and more added, but nearly as discouraging to note the superiority of sea power of other nations.

A point I want to make in sending this letter is to suggest to you to confront President Reagan and have him tell Americans what his position really is and what it will be in his new term in office. Maybe we could make a new kind of grassroots program to stir up interest.

Sincerely,
William Calefato
Seattle, Wash.

'Delta Crew Helps Less Fortunate . . .'

(The following letter was sent to SIU Vice President George McCartney from Rev. John P. Heaney, Director of the Apostleship of the Sea.)

Thanks for the very generous check of \$449.00 which you enclosed in your letter.

The fact that the check represents the donations of the crewmembers of the *SS Santa Maria* makes it very special. Those working seamen know what it means to be "on the beach" and so they more than most appreciate what we are trying to do here for so many out-of-work merchant seamen.

Unfortunately with the laying up of the three Delta Line "Santas," it looks like there will be even more men and women needing our assistance.

Please give my sincere thanks to the members of the last of the crews of the "M" ships. I hope that they will soon be rewarded for their kindness.

Sincerely,
Rev. John P. Heaney
Director,
Apostleship of the Sea
San Francisco, Calif.

'Education Is Part of Our Future ...'

When I was in Piney Point for bosun certification, I learned that the school can help all the brothers and sisters who need help in English as a second language.

Anyone can go to Piney Point for upgrading because they have teachers who can help you understand the materials you have to study, especially if you need help in English.

Don't be afraid to go if you think your English is not very good ... The teachers will help you and make sure you can pass the test.

I was there for seven weeks, and I could see all the help they gave me...

Education is part of our future job security. That's what I recommend to all the Spanish people—go for upgrading at the Harry Lundeberg School of Seamanship.



**Sincerely yours,
Antonio Mercado
San Juan, P.R.**

'The SIU Made It Possible ...'

I would like to retire my SIU book (K-253) now. I last paid dues for the 1st and 2nd quarters 1983 in New York. I have been a SIU member since May 1946.

I got my 3rd engineer's license in April 1967. The SIU made it possible for me to attend the MEBA-2 school. I later got my 2nd engineer's license. I will always be very grateful to the SIU for giving me the opportunity to get my engineer's license.

I lived in New York City (Flushing) for 35 years, but moved to Ohio in 1977.

I plan to retire from the SIU. I have 20 years seetime ... Hello to my old shipmates in the SIU.

**Fraternally yours,
George Raymond Kosch
Marblehead, Ohio**

'Appreciation From a

Thankful Pensioner ...'

Received my pension check and wish to take this opportunity to thank all at the welfare department for their work in getting all checks out on time.

Also, once again, I want to thank the late Paul Hall, Frank Drozak and others who thought about this years ago, and for seamen in general who made this possible.

I went to sea for 35 years and have been retired nearly three years.

At times I miss the sea and life at sea, but I am thankful today I started when I did and retired when I did, too.

**Sincerely,
Lester J. Moore M-395
Livingston, Texas**

'Four Days of Knowledge ...'

I ... express appreciation to the SIU for making available the opportunity to visit the SIU's Camp Springs headquarters during my [upgrading] course in welding.

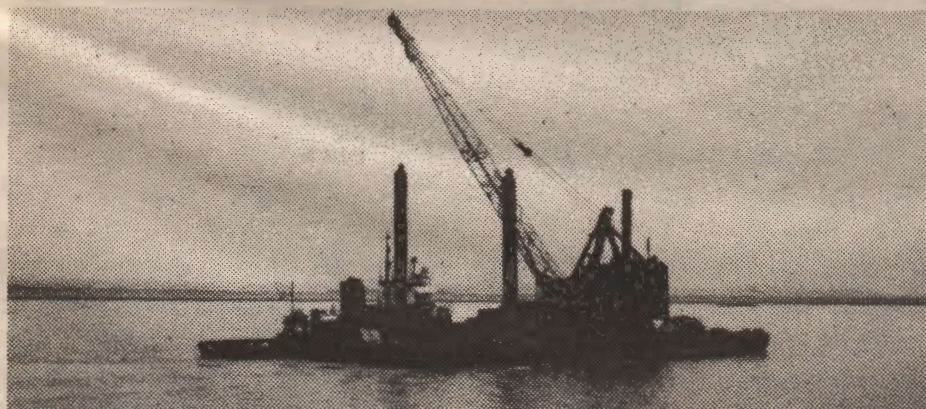
These visits gave me the opportunity for a more in-depth study of the functions of our Union, our governmental bodies of legislation, the workings of maritime legislation through the Transportation Institute (and SPAD), a tour of the SIU LOG, the computer room, records, the pension and welfare department—and a grande finale tour of our nation's Capitol...

The four days were periods of much information that is vital to all of us as members in keeping abreast of how easily, through ignorance, we can lose it all!

For these four days, I am a more knowledgeable member, and, I hope ... a better member.

**Respectfully,
Bob Goodrum G-553**

SIU Dredgemen and Tugmen at Work



The Dunbar & Sullivan tug *Sachem* shifts a crane barge at the Point Mouillee, Mich. dredging project.



Deckhands Joe Turner (l.) and Jim Burns bundle up for the November Michigan weather. There's over 48 years of tug experience between these two SIU members.



Seafarers Michael Lock (l.) and Bruce Lancaster prepare to add a "Y" valve pipe section to the landside dump area at Point Mouillee, Mich.



It's mud to most folks, but it's "black gold" to SIU dredgemen and tugmen who man the Dunbar & Sullivan equipment at Point Mouillee, Mich. The 36" pipe spews dredged material which has been loaded into scows and then sucked out by a hydraulic dredge and deposited 3,000 feet inside a diked disposal area.

As the 1985 school season begins, it's not too early for high school seniors to start thinking about September 1985, and college. For dependents of Seafarers and Boatmen, the financial burden of college can be greatly eased if they win an SIU scholarship.

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

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

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

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

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

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

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

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

Each applicant for a dependent's scholarship must:

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

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

Don't Wait! Apply Now For



1985 SIU College Scholarships

Must Take SAT or ACT

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

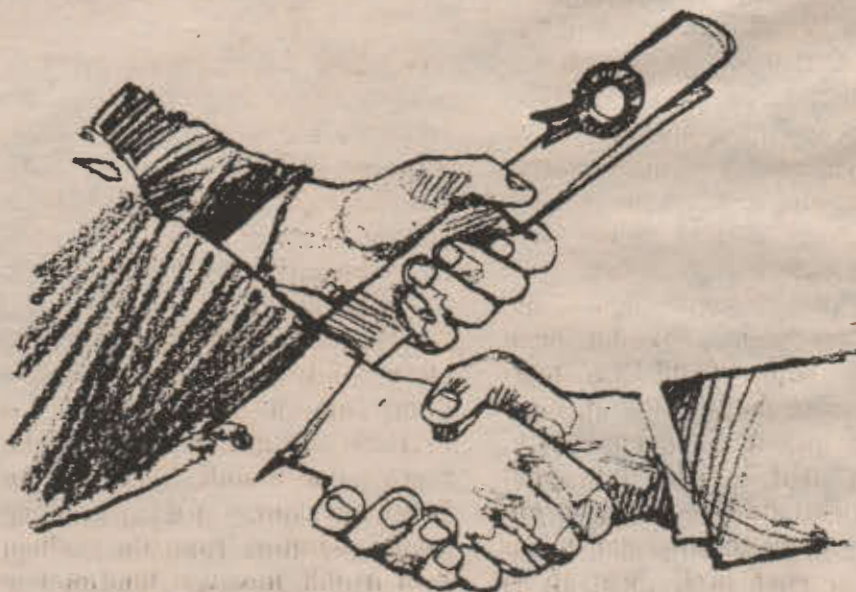
The SAT or ACT exam must be taken no later than February 1985 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

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

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

Scholarship program applications are available to active members or their dependents at any SIU hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746.

Scholarship winners will be announced in May 1985. The deadline for submission of applications is April 15, 1985.



Can the Merchant Marine in Its Present State Be an Effective Back-Up to the Military?

By BOB VAHEY

THE U.S. Navy and the entire U.S. military have always depended in wartime emergencies on the U.S. merchant marine to provide the ships and crews for sealift of supplies to war zones.

U.S. merchant seamen and their ships have repeatedly demonstrated they will go in harm's way to fulfill their commitment to deliver the goods. Merchant seamen's lives and merchant ships have been lost in every major U.S. war or crisis.

Because of this important role, the U.S. government has encouraged programs to sustain a strong U.S. merchant marine.

Commentary

Unfortunately, many of the most beneficial of these programs have been killed off in the past four years, at a time when the U.S. shipping industry faces its most difficult economic situation.

As a result, the Navy is talking more about the inadequacy of the U.S. fleet, and is developing programs to create what is equivalent to a military-run merchant marine. One such program, the RRF fleet, would have the Navy maintain 99 ready reserve fleet RRF merchant vessels by the 1990s. Such actions by the Navy are an attempt to treat the symptoms not the problem.

The Deeper Problem

The deeper problem is this—while the U.S. has poured billions into a Naval force buildup of everything from battleships to hospital ships, the government has concurrently turned off or stymied all the programs that would sustain the U.S. merchant fleet—construction subsidies; operating subsidies; cargo preference; even government cargo programs run by the military have often served to hurt rather than help the U.S. merchant fleet.

In the past, the equivalent of the Navy RRF reserve fleet has been the active ships of the U.S. merchant marine and the laid-up ships of these private companies. Apparently that is now not good enough and the Navy is well on the way to purchasing and maintaining a giant RRF fleet. It is buying laid-up and bankrupt U.S.

ships and putting them in the Navy reserve fleet.

What the Navy is doing to the U.S. merchant marine would be comparable to a situation in which, when Braniff went bankrupt, the U.S. Air Force comes in and buys all Braniff's aircraft at fire sale prices. Of course the Air Force didn't do that because the Air Force policies are not based on creating a U.S. Air Force auxiliary airline industry.

Rather, through its Craft program and other assistance to civilian aviation companies, the Air Force follows policies in peacetime that maintain a strong civilian aviation sector that can be a wartime Air Force back-up.

Needed: Support

Despite the vital stake the Navy has in the U.S. merchant marine, it still takes a passive role regarding U.S. congressional legislation to build up and support the U.S. merchant marine. The Defense Department and Navy took no position on:

- **The Alaskan Oil Bill** to keep oil moving on U.S. tanker vessels and thus preserve the most militarily useful smaller sized vessels of the U.S. tanker fleet.

- **Passenger Ship Legislation** to build up a fleet of U.S.-flag passenger vessels for use in emergencies was ignored by DOD.

- **Cargo Preference Bills** designed to build up other parts of the U.S. fleet were also ignored.

Rather, the Navy seeks appropriations to spend millions to buy old U.S. merchant vessels, put them in lay-up and rely upon that fleet, the RRF, as its back-up force.

The course the Navy is pursuing is counterproductive and makes present Navy handwringing about the smaller size of the U.S. merchant fleet almost a self-fulfilling prophecy.

Let me give you a few other examples of Navy talk vs. Navy action:

- When the Navy solicited a supertanker to store a JP4 reserve in the Persian Gulf area, it sought a foreign ship and crew. The U.S. merchant marine had to pass legislation to force the Navy to seek an American tanker, of which many are available.

- When the merchant marine successfully manned an innovative crane ship and made it a success at JLOT's exercises this fall, the Navy came in and said it had no follow-on money to keep training crane operators from the civilian fleet. It did, however, find money to start training 600 crane opera-

tors from its active duty Navy seamen.

- The Navy maintains a Navy Reserve where it pays to train and maintain a reserve force. Yet when it comes to the merchant marine, the Navy wants the merchant marine to maintain ships in reserve status with skeleton crews that would need full crews in emergencies. But it will not pay to train these stand-by crews or provide enough work to sustain these companies.

How can the Navy expect an operator to keep a crew on a vessel to which the Navy gives no work? How can the Navy expect the U.S. merchant marine to be a wartime partner if it ignores it in peacetime?

These and other examples compromise the sincerity of the stated Navy policy of support for the U.S. merchant marine.

Despite all this, our answer to whether the U.S. merchant marine has the management talent, ships and experienced crews to get the goods to the war zone, and whether it can deliver in the face of hostilities is a resounding, "Yes, we can do it!"

Why do I say that at a time when the merchant marine is down to about 400 active ships and fewer than 20,000 seamen?

Let's review the merchant marine components and their ability to do the job:

- **Maritime Management**—Despite the fact that the U.S. maritime industry is smaller today, it is only smaller in the sense of numbers of vessels. U.S. maritime management must now be concerned with fewer, but far larger and more productive vessels—vessels so large that one replaces three to four other older ships.

A Testament to U.S. Industry

The fact that today's U.S. maritime companies have survived American operating costs, a vastly overvalued U.S. dollar, and the loss of most long-time maritime aids in the past four years is a testament to the hardy breed of U.S. ship operators in our industry today.

And they are innovative. When it came time to crew the first U.S. Navy crane ship (TACS) with a civilian crew, the Navy gave the U.S. maritime administration a plan for five men per crane. The private U.S. company that won the oper-

ating contract for the craneship came up with an efficient plan that used only three men per crane. In the process, they saved the Navy millions and yet did a great job at the JLOT's exercises this fall.

U.S. companies have the talent to do still more—and if emergencies arise, they can both turn their existing ships to wartime needs and manage additional laid-up civilian vessels.

We must also recognize that while U.S. companies only manage ships under the U.S. flag, there are others that may have as many or more under foreign flags. They thus have a large staff available to meet a wartime surge need for maritime management skills and experience.

These American companies have fleets under two or more flags because of the lack of merchant marine support from the U.S. government. Here again, the U.S. loses the opportunity to have a significantly larger standing U.S. merchant fleet.

A final source of maritime management expertise are the many U.S. companies that operate related maritime equipment. They are often forgotten by the Navy when the strength of our industry is assessed. Many of these companies are larger and have as many skills as any deep-sea ship operator. These U.S. tug, barge, dredge and related operators can operate additional ships for the Navy and do an excellent job.

So the management of U.S. shipping companies has the capability to operate and effectively manage a fleet of U.S. vessels far beyond the present U.S.-flag fleet.

- **Size of the U.S. Fleet**—It is impossible to say if the U.S. fleet is adequate to do its wartime mission. The Navy will not set out a blueprint showing how it thinks the U.S. merchant marine should be configured and how many ships are needed.

Clearly the present fleet of 400 active U.S. merchant vessels needs to be expanded. Too many of these vessels are large tankers or container ships that have limited value. Not enough are breakbulk vessels and small-sized gasoline or JP4 tankers.

Next month the need for a complete and clear merchant marine/Navy policy will be examined in the second part of this editorial series.

Robert Vahey is Special Assistant to SIU President Frank Drozak. Vahey has worked within the maritime industry for more than 11 years.

SPAD

CHECK-OFF

