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NO. 5

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special 8-page supplement

PRESIDENT'S REPORT

If you've ever put together one of those 500-piece jigsaw puzzles, you know what you have to do when you hit a dead end.

You have to step back and carefully evaluate your mistakes. Then you formulate what the entire picture is supposed to look like. Finally, you roll up your sleeves and get back to work to finish the job—the right way.

Unfortunately, a situation like this exists in Washington, D.C. concerning the American merchant marine.

It's perfectly understandable—considering the changeover of Administration and the vast number of new faces in the House and Senate—that some confusion exists in regard to maritime.

After all, the U.S. maritime industry is the most regulated industry, by far, in America. An incredible total of 80 government agencies and departments—including all those with Cabinet level status—wield varying degrees of control and regulation over the U.S. maritime industry.

So many times, these agencies, which are supposed to promote the U.S. flag fleet under a longstanding mandate of Congress, actually scheme to circumvent the use of American-flag ships. Among the biggest culprits of this bunch are the State Department and Agriculture Department.

The disgraceful actions of some of these agencies are only added headaches to an industry that is nearing a crisis level.

Plain and simple, there are too many pieces to the maritime puzzle scattered on the Congressional deck.

Our industry and this nation cannot afford this kind of situation much longer. Every major world power has made it a crucial part of



Frank Drozak

their national policies to build up their merchant fleets for both economic and military leverage. The Russians have by far been the most aggressive in this policy. They now have more than three times the number of merchant vessels the U.S. has.

It should be fairly clear that something must be done—that new leadership must be provided to reverse the decline of the U.S. flag fleet. And that leadership must come directly from the highest authority in the land—the White House.

President Reagan has said numerous times during his campaign and then after taking office that he has a plan for maritime. The only thing that has come down the legislative pipe so far concerning maritime has been budget cuts.

We are perfectly willing to accept a certain degree of budgetary changes. However, the industry must be provided with alternatives and incentives to stay afloat and eventually move ahead.

It is my belief that it is the pressing duty of the Reagan Administration to step back and take a good look at this nation's merchant marine. The Administration must evaluate exactly what the role of the merchant marine will be in the areas of strategic and economic stability for this nation.

The Administration must then come forward with a clear, coherent national policy for the American maritime industry. In our opinion, this policy must include strong positions on the buildup of the U.S. private fleet as a viable auxiliary to the Navy in peace and war. It must include a forceful position on establishing new and meaningful bilateral trade agreements with our major trading partners. And it must include an acceptable program of port development to facilitate the export of American coal, linked with a plan to develop a strong American flag bulk fleet to carry this coal.

The SIU has always believed that the stability of the American merchant marine is a bipartisan issue. We have worked freely and reliably with both Democrats and Republicans to keep our industry from foundering.

We are eager to get the ball rolling. We are ready to act as a catalyst to bring all segments of the industry together to launch this nation into a new era of maritime awareness.

The time to act is now.

SIU Joins 20,000 Marchers Protesting R.R. Cuts

In the biggest protest demonstration in a decade, 20,000 railroad workers and members of other AFL-CIO unions, including the SIU, marched on Washington, D.C. in an angry, vocal protest against the Reagan Administration's budget cuts which will destroy the U.S. rail

industry.

If enacted, the budget cuts would virtually eliminate ConRail, the federally subsidized freight railroad, and wipe out Amtrak, its passenger service counterpart, leaving the United States as the only major

industrialized country without a national rail industry.

While the protest was taking place, the Senate Commerce Committee voted 10-4 to strip Amtrak's budget for fiscal year 1982 to the

\$613 million requested by President Reagan. The senators, it seems, turned a deaf ear to the loud chant of the workers outside who were saying "I want to keep on working on the railroad."

Teamsters Fitzsimmons Passes Away at 73

Frank Edward Fitzsimmons, 73, president of the International Brotherhood of Teamsters, died of cancer on May 6 in a San Diego, Calif. hospital.

Fitzsimmons had taken over the presidency of the 2-million member union—the nation's biggest—in 1967 from the late James R. Hoffa, keeping the title executive vice president until 1975 when he became president.

"Fitz," as he was called, a former truck driver, rose through the ranks in the union beginning as a labor organizer in the 1930's.

Known as a "hard bargainer," Fitzsimmons won big contracts for his rank-and-file membership in national master freight

negotiations. He also increased the union's size and strength by aggressive organizing tactics.

Born in Jeannette, Pa., Fitzsimmons at 18 drove a bus for the Detroit Motor Co. and the Brooklyn-Manhattan Co. in New York. Returning to Detroit in 1934, he drove trucks and joined Teamsters Local 299 headed by Jimmy Hoffa.

Later he became business manager of the local, vice president in 1940 and international V.P. in 1961.

Surviving are his widow, Mary; three sons, Donald, Francis and Gary and a daughter, Carol.



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Program in Its 29th Year

SIU Awards \$55,000 in College Grants

The 29th annual Seafarers Scholarship Program was marked this month by the award of \$55,000 in grants to two active seamen and four dependents of members for the advancement of their educations.

Named the "Charlie Logan Scholarship Program," the awards are part of the Seafarers Welfare Plan.

Seafarer John William Boughman, 25 years old, won a four year scholarship worth \$10,000. The alternate chosen, in case Brother Boughman doesn't accept, was Seafarer Robert Kent Serrat of Trout Creek, Mon.

A two-year, \$5,000 scholarship was awarded to 26-year old Seafarer Robert J. Mizell.

The dependents, each of whom was awarded a \$10,000 four year scholarship, were: Miles Midgett, 17, the son of SIU Boatman Raymond Westcott, Jr.; Grace Hsu, 18, the daughter of retired Seafarer Sung Ming Hsu; Anna Liisa Karttunen, 17, the daughter of Seafarer Leo A. Karttunen, and John Edward Ludwicki, the son of Lakes Seafarer Stanley C. Ludwicki.

The alternate chosen in case one of these winners does not accept was Merck Aleksander Czerwinski, 17, son of Seafarer Aleksander Czerwinski.

This year's winners bring to 45 the number of active seamen and boatmen who have been given scholarships since the Program in 1952. The number of dependents who have received such awards is now 108.

The Scholarship Program is named for the late Charlie Logan, a man who was a good friend of the SIU for many years and who had been a consultant to the Union Plans' Board of Trustees. He passed away in 1975.

Besides being a labor consultant, Charlie Logan also worked as an arbitrator and was widely known as a humanitarian and a supporter of the working man. He was especially interested in charitable and educational programs that helped young people.

He also helped set up the Seafarers Welfare Plan Scholarship Program and then spared no effort to build the Program up to its current level.

Impartial Panel

As in previous years, the 1981 scholarship winners were selected by an impartial panel of scholars

who are well qualified to judge the academic merit of the applicants.

This year's Scholarship Selection Committee, which announced the winners on May 8, was made up of: Dr. Bernard Ireland, a retired official of the College Boards; Dr. Elwood Kastner, retired dean of registration at New York University, New York City; Dr. Charles Lyons, chancellor, Fayetteville State University, Fayetteville, N.C.; Dr. Gayle A. Olson, professor at the University of New Orleans, New Orleans, La., and Dr. Charles D. O'Connell, vice president and dean of students at the University of Chicago, Chicago, Ill.

The Selection Committee bases its decisions on the scholastic ability and character of the applicants. High school grades, Scholastic Aptitude Tests or American College Test scores, letters of recommendation, and participation in extra-curricular activities are among the criteria considered by the Selection Committee.



Seafarer John Boughman

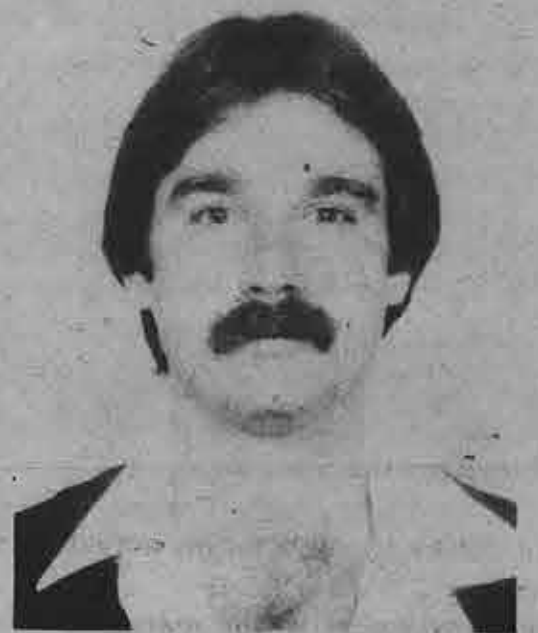
Seafarer John William Boughman resides in Somersworth, N.H. with his wife, Janette, and daughter Lara Skye.

Brother Boughman, who went through the Entry Program of the Seafarers Harry Lundeberg School of Seamanship (SHLSS) in 1974, has sailed in all departments. In 1979 he returned to the SHLSS to earn his QMED-any rating. The next year he also finished the LNG course offered at the School and completed the Union's "A" Seniority Upgrading Program.

In 1974, Boughman graduated from Mahwah High School in Mahwah, N.J. and between 1976 and 1979 he earned 55 credits at Southhampton College of Long

Island University in Southhampton, N.Y. While at Southhampton he was on the Dean's List and the Faculty Honors List each semester and was president of the literary society.

Boughman plans to use his scholarship money to finish his college studies in English literature and to pursue a Masters degree in a related field, such as journalism. He has been accepted to the University of New Hampshire in Durham.



Seafarer Robert Mizell

Seafarer Robert J. Mizell who won the \$5,000 scholarship, lives in Baltimore, Md. This two-year scholarship, which first went into affect several years ago, was established to meet the needs of Seafarers who wanted to pursue a shorter course of study than a full four year college program.

That is precisely what Seafarer Mizell wants to do. He plans to study Food Services at the Culinary Institute of America in Hyde Park, N.Y. Brother Mizell's interest in food services began in

1976 when he went through the Entry Training Program at the SHLSS. As he writes in his autobiography, "During the basic training I had a chance to work in the kitchens and I found this kind of work, and the whole atmosphere in general, very interesting. After making many inquiries and having talks with people at the School who had experience in and first hand knowledge of the food service field, I became confident that this was the career I'd been looking for and could excel in."

Mizell went through the Third Cook Program and subsequently returned in 1978 to take the Cook and Baker Program. The next year he graduated from the Union's "A" Seniority Upgrading Program.



Grace Ching Hsu

Grace Ching Hsu, who lives in New York City, wants to take up premedical studies, preferably at either Yale or Harvard Universities. For the past three years she's

Continued on Page 33



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1st Steward Recert Class of '81 Graduates

By successfully completing the first Steward Recertification Class of 1981, 12 Stewards were able to sharpen their culinary skills and learn about important issues affecting their Union the maritime industry so that they can better represent the unlicensed

seamen onboard their vessels.

The Stewards started the two month program on March 9 at Piney Point. They spent six weeks at the Harry Lundeberg School of Seamanship and two weeks at the SIU Headquarters in Brooklyn, N.Y. There was a one day

excursion to Washington where the Stewards saw the AFL-CIO Maritime Trades Department, Capitol Hill and other important sights.

The two weeks at Headquarters were devoted to carefully analyzing the union contract, constitu-

tion and shipping rules as well as meeting with administrators from the vacation, welfare and pension departments.

Smooth sailing and good luck to our 12 new Recertified Stewards.



Lawrence Banks David Bronstein George Bryant Edouard DeParlier Albert Estrada Kenneth R. Hayes James Keno Gilbert Murray

Crescent Pact Okayed By Boatmen

An outstanding contract of wage and benefit increases was recently negotiated and approved by SIU Boatmen at Crescent Towing and Salvage Co., Inc., New Orleans.

The members voted 120 for and 12 against the new three year agreement that runs from Mar. 1, 1981 through Feb. 28, 1984.

The contract negotiating committee for the Union consisted of: SIU New Orleans Port Agent Gerry Brown, chairman; SIU Representative Jim Martin, co-chairman, and SIU Brothers Herbert Hebert, Johnnie Gegenheimer, Timothy Gegenheimer, Marvin Hamilton and David K. Walker.

The committee unanimously

recommended ratification of the contract.

Crescent currently operates fifteen shipdocking boats in the New Orleans Harbor and in the North Harbor between the Huey Long Bridge and Baton Rouge. The company also has two boats that are presently in shipyards where they are being repowered to accommodate larger engines.

Besides these wage gains, the contract calls for substantial increases in the benefit plans. Effective Mar. 1, 1981 all eligible members and dependents' medical coverage will be increased to Major Medical, Plan 1. This includes coverage in a private hospital for members. There are also hikes in the Pension Plan.



Edward Kelly, Sr. Henry Roberts Gilbert J. Trosclair Frank Nigro

1st Tripper Beats Off 5 Peru Pirates on Anchor Chain With a Broomstick!

Courage turns up at the strangest times and places.

"While on gangway watch at anchor in Callao, Peru," recounted 2nd Mate Michael McFarland of the SS Santa Juana (Delta Line) recently, "OS Michael B. Spranza—making his first trip aboard an American ship—discovered five boarders making their way up the anchor chain at 2:30 in the morning."

"He confronted them with a broom handle and sent them scurrying back down the chain to their unlit boat," the mate said.

McFarland added that he "would like to publicly thank and praise" our Union brother.

"Mike's courage and alertness could well have spared some of us a rather unpleasant encounter with the thieves. Despite his lack of experience, he acted in a way that made us all proud to have him as a shipmate. The SIU can be equally

proud."

Spranza, a former resident of Woodside, Queens, N.Y., now ships out from the West Coast.

Keep up the good work, Mike.

Abarbanel Legs Out Another Marathon

Coasting across the finish line of the tough, 26-mile Long Island Marathon last month in 1,810th place was the SIU's fleet-footed legal counselor Arthur Abarbanel.

Usually clad in pinstripes for his role as a mild-mannered attorney, Abarbanel donned running gear for the race, held on the balmy Sunday of May 3.

Clocking the 26 miles in three hours, 55 minutes, 23 seconds, Abarbanel averaged slightly over nine minutes per mile, slightly slower than his all-time best Marathon record of three hours, 48 seconds. His 1,810th place finish put him in the top 40 percent of the field of 4,500 runners.

Last of Bonafonte Brothers Retires

The last of the six Seafarer Bonafonte brothers, Recertified Bosun Eduardo "Eddie" Hernandez Bonafonte, 61, retired recently after nearly 40 years as a SIU member.

Eddie retired to Guaynabo, P.R., near his birthplace San Juan, joining his older brothers Genaro and Tito and younger brothers Juan, German and Gabriel. All told, they're the biggest "family" in the SIU. The Bonafonte's also have more than 20 nephews and cousins who have sailed with the SIU. Two nephews were in the Brooklyn hall when the Log reporter talked to Eddie.

It all began in 1941, when Ed shipped out of the port of New York as an OS earning the magnificent wage of \$57.50 a month, with .50 cents an hour overtime and half-a-day Saturday off!

He joined the Union in 1942 spending the War years with the U.S. Army Corps of Engineers and infantry participating in the Okinawa invasion.

Bonafonte, an amateur boxer in Puerto Rico, was in all the difficult SIU beefs on both the Mainland and Puerto Rico. He said, "I used my dukes then with the likes of the late Union President Paul Hall, Hdgs. Patrolman Teddy Babkowski, Baby



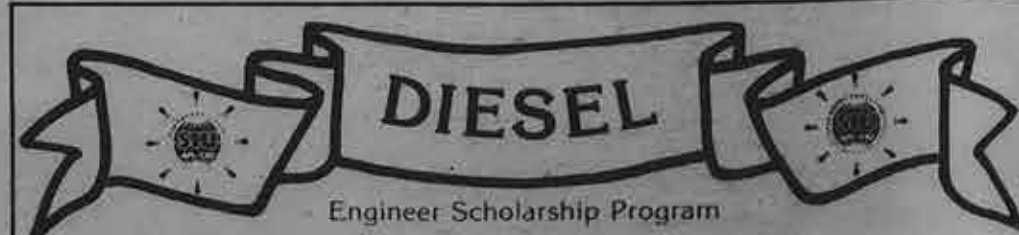
Eddie Bonafonte

Miller, George Ripoll and Elvie Pollock, who went from Hall doorman to captain."

In 1961-2, he was a patrolman in the port of New York and Puerto Rico.

Now back on the Island, one daughter is starting college and four other offspring have finished the university. His better half, Angelina has been with the Red Cross there for 30 years.

Smooth sailing, Ed. We'll miss you.



Engineer Scholarship Program

Get in on the Diesel Engineer Scholarship Program.

Apply for the course soon. Take and pass the pre-test at your local Union Hall and you can be scheduled for the course beginning June 22.

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Protest USPHS Closure Coast-to-Coast

SEVERAL hundred SIU members joined late last month with other unions and concerned community citizens in San Francisco, Seattle and Washington, D.C. in protesting the proposed closings of the eight USPHS Hospitals and 27 outpatient clinics.

Field hearings were held by the House Merchant Marine Subcommittee at the USPHS Hospital in San Francisco. Previously, they were held at the hospitals in Staten Is., N.Y. and Baltimore.

SIU West Coast Vice President George McCartney testified. He told the congressmen at the San Francisco hearing that closing the hospital would not merely be a disaster for the seamen, but would have a far-reaching negative impact on the community in general.

McCartney stressed that "a strong merchant fleet is a guarantee of national security and a guarantee of economic stability. But a strong merchant fleet requires more than ships and shipyards. It requires a healthy, efficient and productive able-bodied seaman."

As the bitter battle to keep the USPHS Hospitals open continues, the U.S. House of Representatives has voted "yes" on budget cuts to shut the hospitals. But it will be a long, tough fight to restore House



Testifying at the House Merchant Marine Subcommittee hearing in San Francisco late last month on the closing of the USPHS Hospitals System were (l. to r. front table) Seafarers Medical Center Director Dr. Willard Johnson, SIU West Coast V.P. George McCartney, SUP President Paul Dempster, NMU West Coast Rep Jim McKinley and MM&P Union and MEBA reps.

funding to keep them open. But it can be done.

Also testifying were Paul Dempster, president of the Sailors Union of the Pacific and Jim McKinley, West Coast representative of the National Maritime Union, at the San Francisco hearing.

Under questioning by Rep. John Burton (D-Calif.) San Francisco USPHS Hospital Director Dr. Truman McCasland revealed that he had been instructed to stop admitting anyone for treatment after July 1 and prepare to close the doors by Oct. 30.



SIU members demonstrate outside the USPHS Hospital in San Francisco.

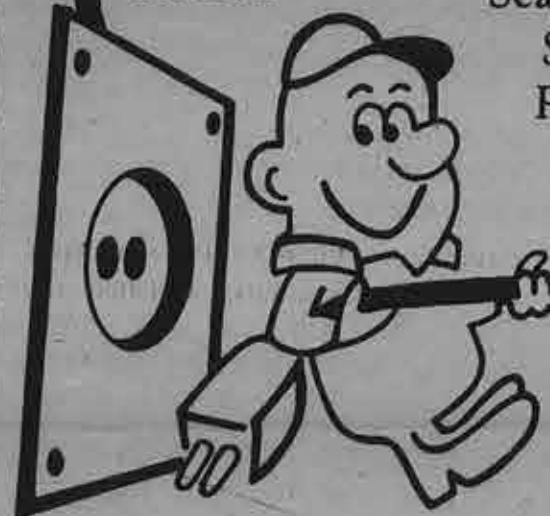
The Professional Touch

That's what graduates of the **Marine Electrical Maintenance Course** have—the professional skills to maintain electrical systems aboard ship. These are the skills that mean more money and more job security. They're the skills you get when you take the **Marine Electrical Maintenance Course**.

So sign up Now! See your SIU Representative or contact:

Seafarers Harry Lundeberg School of Seamanship
Piney Point, Maryland
20674

Course starts July 6



Trainees from the Seafarers Harry Lundeberg School of Seamanship led the demonstration in Washington, D.C. earlier this month to protest the threatened closing of Public Health Service hospitals.

L.A. Port Council Names Drozak 'Maritime Man of the Year'

Los Angeles, Cal.—SIU President Frank Drozak was honored last month as "Maritime Man of the Year" by the Port Maritime Council of Southern California.

In accepting the award at a dinner here, Drozak, who is also president of the eight-million member AFL-CIO Maritime Trades Department (MTD), took the opportunity to speak out for a stronger U.S. merchant marine.

"The maritime industry," said Drozak, "does not need new subsidies, loans, grants or bail-outs. It only needs government policies that recognize its importance to all American citizens..."

The SIU president outlined a four-point program to build up the American-merchant marine:

- Revitalization of the virtually non-existent dry bulk U.S.-flag fleet. As Drozak pointed out, nearly all of the 71 raw materials considered vital to defense and industry are imported. "Yet currently only a very small percentage of them are brought to the United States by U.S.-flag ships."



SIU President Frank Drozak, left, was named 'Maritime Man of the Year' by the Los Angeles Port Maritime Council. With Drozak is Ed Turner, SIU Executive Vice President.

- Greater utilization of the American merchant marine by the U.S. Navy for routine auxiliary functions. Along with this, the Navy should establish a charter-and-build program in which the private sector will be guaranteed, in advance, employment of its vessels.

- Tax laws and regulations

must encourage ship owners to build and operate the most modern fleet in the most efficient manner. As Drozak so aptly put it, "government regulations are choking the private merchant marine." In line with this, he said, "the United States should establish a depreciation schedule that encourages ship construction

here, not abroad."

- The establishment of bilateral trade agreements between the U.S. and its trading partners, particularly the developing countries. "These agreements," Drozak told the audience, "must reserve an equitable portion of U.S. international cargoes for U.S.-flag ships."

If these policies are not carried out, Drozak envisions a grim scenario for the American-flag fleet. "There could soon be no U.S. merchant marine to carry grain to foreign buyers and to transport strategic materials to our defense and manufacturing plants. If a war were to break out, the United States would be unable to send men and equipment in numbers sufficient to fight."

The group honoring President Drozak, the Port Maritime Council of Southern California, is one of 29 port-labor coalitions of the MTD. Its annual "Maritime Man of the Year" award singles out the person who the Council feels provided indispensable leadership in fostering the goals of the maritime industry.

SIU Supports Buildup of N.Y. as Major Coal Port

THE SIU spoke out for the development of the port of New York into an important international coal port at a recent hearing before joint representatives of the House Merchant Marine and Fisheries Subcommittee and three New York State committees. The committees, meeting on April 24 at Seaman's Church Institute in New York City, also heard testimony on the port's needs from federal, state and local officials (including N.Y.C. Mayor Ed Koch), as well as representatives of private interests.

Speaking on behalf of the SIU was International Representative Philip R. Piccigallo, who is also a member of the Port Maritime Council of Greater New York and Vicinity, Maritime Trades Dept., AFL-CIO. Piccigallo stressed the positive effect a vitally functioning Port of New York would have on the entire nation's economy. Citing a study prepared by the Maritime Administration on the economic role of American ports, Piccigallo told the committee, "the port industry was found to have an economic factor of 1.6. That means that for every dollar of sales generated in the port (in the base year of the study, 1970), \$1.60 in sales within the economy



SIU International representative Phil Piccigallo is produced."

The U.S. has an opportunity to take immediate advantage of this "economic factor" by making optimum use of its port facilities throughout the country, especially the port of New York, for the transportation of our huge coal reserves to markets all over the world.

To do this however, Piccigallo stated "...it is crucial to develop our ports to meet world depth standards and assure U.S. competitiveness in the long-term coal market. Deeper ports would permit the larger colliers now coming into use to enter and load

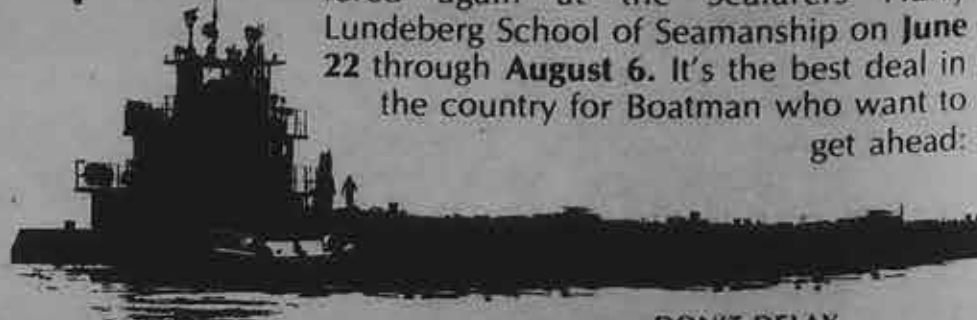
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In conclusion, Piccigallo said, "our trading partners of today are interested in diversifying their supplies. The United States, having faced the crisis of monopolization of energy sources, can be sympathetic to this view. SIU fully supports any action in the port development area, such as dredging of the harbor to a suitable depth with necessary maintenance in the future and building of modern

coal terminals, which works to assure America's contribution to this effort.

The meeting was conducted by Rep. Mario Biaggi, D-N.Y., chairman of the House Merchant Marine Subcommittee along with State Sen. Joseph R. Pisani of the Standing Committee on Commerce and Development; Assemblyman Joseph Ferris of the New York State Legislative Commission on Science and Technology, and Assemblyman Richard Keane of the New York State Assembly Subcommittee on Ports and Terminals.

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House Unit Passes Maritime Budget

But CDS Funds May Yet Be Cut

WASHINGTON, D.C.—The Maritime Authorizations bill for Fiscal Year 1982, supported by the SIU, fared well this month in the House of Representatives Merchant Marine and Fisheries Committee.

Appropriations amounting to over \$600 million, including \$107 million for the Construction Differential Subsidy (CDS) program, were approved by the Committee.

An attempt by Representative Gene Snyder (R-Ky.) to eliminate the CDS funds was defeated by a vote of 21-15.

However, the full House and the Senate have already passed the Reagan Administration budget which does not include the \$107 million for CDS.

The final word on the appropriations has not yet been spoken though. While an overall budget appropriation has been passed, the Congress can still decide precisely how certain monies can be used.

By keeping the CDS funds in the bill, the House Committee was telling Reagan how much importance it places on a strong, viable U.S. merchant fleet.

A final decision on the budget should be made in the next month or two. By then, also, President Reagan's promised plan to revitalize the maritime industry should be detailed.

Meanwhile, the SIU will con-

tinue to fight for the Maritime Authorizations bill as passed by the Committee.

In a Merchant Marine Subcommittee meeting held early in May, Rep. Walter Jones (D-N.C.), chairman of the full Committee, reflected the mood of the majority of the members. He said, "...it is this committee's responsibility to maintain its position and forestall the demise of the maritime industry so that there will be something left to work with when we start in earnest to develop new maritime programs to strengthen the U.S. Merchant Marine. Therefore, at this point, I am reluctant to abandon a modest level of funding for construction subsidies until we learn what the President may propose in their place."

Numbered H.R. 2526, the Maritime Authorizations bill contains the following allocations for the U.S. Maritime Administration's budget:

- \$107 million for CDS
- \$417 million for Operating Differential Subsidy (ODS)
- \$8 million for research and development
- \$35 million for education and training
- \$41 million for operating expenses

In a letter sent to all the Merchant Marine Subcommittee members, SIU President Frank Drozak urged the Congressmen to support H.R. 2526 "as introduced" in order "to enable certain

components of the U.S. merchant fleet to compete on the international market."

There were a number of amendments introduced and Drozak asked the Subcommittee members "to reject" those amendments "that endanger the maintenance of a U.S. maritime industry."

One potentially damaging amendment that was supposed to be introduced by Rep. Paul McCloskey (R-Calif.) was subsequently withdrawn by him—for now.

It would have allowed a waiver of the important Jones Act to permit foreign-flag movement of lumber products in the U.S. domestic trade.

Another harmful McCloskey amendment that had been withdrawn by the Congressman in the Subcommittee, was introduced by him in the full Committee and passed. The amendment, which alters the Merchant Marine Act of 1936, weakens the CDS program by allowing foreign construction of vessels that are to get ODS monies.

However, other Congressmen, such as Rep. Mario Biaggi (D-N.Y.), lessened the impact of the

amendment by modifying it. For instance, the amendment is only good through Sept. 30, 1983 and Congress must be informed of any requests to build or acquire ships in foreign countries when ODS funds will be used.

Two other damaging amendments introduced by Rep. McCloskey in the Subcommittee were defeated.

On the positive side, an amendment that will have a good effect on the U.S. maritime industry concerns Title XI loan guarantees and was introduced by Rep. Biaggi. It was passed in both the Subcommittee and the full Committee.

The amendment will re-allocate the monies available under Title XI so that more funds could be used to back up the construction of deep-draft, oceangoing ships.

The effect of the amendment is to make an additional billion-and-a-half dollars of loan guarantee funds available to ships other than Ocean Thermal Energy Conversion vessels, and also to make an addition \$1.2 billion of loan guarantee funds available if that money is not needed for fishing vessels or fishery facilities.

Pride of Texas Will Carry Grain to China

The newest addition to the SIU-contracted deep sea fleet is called the *Pride of Texas*. But the brand-new bulk carrier, which crewed in Houston this month, could also be called the 'pride of the SIU'.

Built in Orange, Texas' Livingston Shipyard for Titan Navigation, the *Pride of Texas* headed to Mobile late in May to pick up a cargo of grain on the first leg of her historic maiden voyage. She's bound for the People's Republic of China and she's the first top-to-bottom SIU-crewed vessel to enter the U.S.-China trade.

Titan Navigation plans to build two more bulk carriers in the near future. Both will be sisterships of the *Pride of Texas* and both will be crewed by Seafarers. One of the two may be completed as early as this Sep-

tember; the other is expected to be delivered sometime in 1982.

Together, the three brand new bulk carriers will give a badly-needed boost to the U.S.-flag bulk fleet.

Rover Picks Up 14 Viets, 3 Tots

Seafarers riding the *M/V Rover* (Ogden Marine) last month did "another fine, humanitarian job of picking up" 14 Vietnam refugees, three of them children, out of a small boat being buffeted about in the South China Sea.

The lookout spotted the tiny craft on the horizon right after lunch. At once the captain ordered a hard right to pick up the castaways.

Recertified Bosun Ruel N. Lawrence said that 3rd Cook Luis Castillo did a good job of "getting the refugees settled." Then Chief Steward Robert Glenn "took over and fed the refugees, dry for water and hungry for food."

Responsibility. Respect.
And more money, too.

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Course Starts June 8

At Sea & Ashore

Coordinated Caribbean Transport

Coordinated Caribbean Transport's R/O R/O auto trailership, the new *M/V Ambassador* will sail from the port of Miami to Peru every 15 days.

The *Ambassador* (see LOG story of March 1981 Page 7) entered service in December.

A sistership, the \$22-million *M/V Diplomat* is now being built to enter service in September. She will sail from Miami to Venezuela.

Waterman Steamship Co.

Waterman's new R/O R/O \$61-million ship will be finished at the General Dynamics Shipyard, Quincy, Mass. The ship was supposed to have been built at the Sun Shipyard, Chester, Pa., but the yard has gone into the ship repair business only.

Sun Shipyard was supposed to build three more R/O R/O's for Waterman, a barge for C&H Sugar Co. of Honolulu, Hawaii and convert Matson Line and Puerto Rico Marine vessels.

Egypt and Jamaica

Under P.L. 480, Egypt will buy 165,000 metric tons of U.S. wheat and 45,000 metric tons of U.S. flour worth \$41.8-billion.

Jamaica will purchase 22,500 metric tons of wheat valued at \$4.5 million and 16,125 metric tons of wheat flour worth \$3.9 million. U.S. ships will carry half of the cargoes, by law.

Golden Dolphin, Golden Endeavor

The U.S. Maritime Subsidy Board (MSB) recently gave the green light to the OBO's *Golden Dolphin* and *Golden Endeavor* (Aeron Marine) for the bulk carriers to carry Government-generated cargoes of Public Law 480 (P.L. 480) wheat to and from Atlantic and Gulf ports to Port Said, Egypt.

Usually, bulk carriers built with subsidy are barred from carrying such cargoes which must be hauled by U.S. flagships under law.

Sea-Land Service

In May, and June, Sea-Land vessels will sail from Gulf ports to Kingston, Jamaica with cargoes of 8,862 metric tons of bagged wheat flour.

SS United States

The super passenger liner, the *SS United States*, in layup for 12 years in the port of Norfolk, was sold late last month to Seattle's U.S. Cruises Inc. for Hawaii Is. service.

Then the company made final payment of \$2 million of the 1978 \$5-million purchase price to MARAD's U.S. Commerce Department, which bought the once-elegant liner in 1973 under the Passenger Ship Sales Act.

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Seamen's International Sports Week Games

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The games' events will be played on the fields of the Seamen's Church Institute Center, 118 Export St. Transportation to and from ships will be available.

All active merchant marine ship teams, seamen and cadets are eligible to compete anytime during the week. The events are—for the first time—177-calibre airgun target shooting—60 and 100 meter dashes, long jump, shot put, daily soccer matches and 3x60 and 4x100 meter relays. Awards will be given to the winners on June 6. Times and distances will be recorded and reported to the International Sports Committee (ISC) for cumulative worldwide tally.

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Drozak: U.S. Missing Boat on Coal Exports

Baltimore, Md.—Sounding a call for a comprehensive U.S. coal export policy, SIU President Frank Drozak told a Senate subcommittee here that the U.S. must "begin now to prove" itself a "competitive and reliable supplier of coal."

The U.S. coal boom, Drozak told the Senate Subcommittee on Economic Policy which sat at the Baltimore World Trade Center on April 28, could provide a dual benefit to the country. Increased coal production will stimulate the U.S. economy overall, he said, and reduce the nation's dependence on foreign energy sources.

Utilization of "idle capacity in the coal industry," Drozak said, will produce "a ripple effect on other industries from sales of cheaper energy; increased employment and a healthy improvement in the balance of payments," which will energize the U.S. economy.

"Furthermore," Drozak continued, "our economic, commercial and military security needs can be partly fulfilled by the expansion and modernization of our coal delivery system which (includes) the railways, the inland waterways, ports and staging

facilities and oceangoing vessels."

But the SIU President warned that in the absence of a coordinated, all-inclusive coal policy, the U.S. "is forfeiting billions in international coal trade." In 1979, said Drozak who is also president of the AFL-CIO Maritime Trades Department, "the country spent nearly \$5 billion on foreign transportation services—money that leaves our country permanently."

Part of the reason the U.S. spent so much on foreign shipping in 1979 is that "domestic port and shipping facilities were too inadequate to handle the 64.7 million metric tons of coal exported that year."

Coal is expected to account for as much as 32 percent of total world energy use by the year 2000, a figure almost double world coal use in 1977. With our vast coal resources, Drozak told the subcommittee, the U.S. is in a position to become "energy independent and an exporter of energy to the rest of the world."

But we must act now to "develop an international coal transportation network," capable of moving the huge amounts of coal which world energy needs

will demand.

This means "new maritime technology in ship research and development, ship capacity, configuration and loading," Drozak said.

In addition, "bilateral trade agreements should become an integral part of the international coal trade as a means of promoting the required coordination of producing and consuming nations. These agreements," Drozak added, "will further the expansion of U.S. ocean shipping by providing a substantial share of coal exports for U.S. bottoms."

Expansion of the U.S. coal trade, Drozak noted, will provide the United States with the opportunity to lessen our dependence and that of our allies on foreign energy supplies while providing a stimulus to the U.S. economy.

But the nation's ability to reap the many benefits of the coal trade, he added, depends on the rapid development and implementation of a coordinated coal policy which will ensure that increased quantities of U.S. coal can be mined and that the coal will be delivered by an efficient, dependable U.S. flag fleet.



SIU President Frank Drozak, right, testifies at field hearings in port of Baltimore as hearing chairman, Sen. Charles McC. Mathias, Jr. (R-Md.), left, listens intently.

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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1981

Legislative, Administrative and Regulatory Happenings

Washington Report

Americans sat entranced in front of their T.V. sets as the spaceship *Columbia* glided to a near-perfect landing after having circled the earth some 54 times.

At the same time Commanders Young and Crippen were orbiting the earth, literally hundreds of foreign-flag vessels were busy capitalizing on this nation's failure to fashion a coherent maritime policy. Rebuilding the American flag Merchant Marine won't wrack up big Nielsen T.V. ratings, but it is an important national goal. The success of the *Columbia* proves that Americans can accomplish anything they want to, provided that they want it badly enough.

Export-Import Bank

The National Maritime Council has asked the House Appropriations Committee to resist Administration attempts to limit funding for the Export-Import Bank, which was created to help American companies promote their exports in the face of stiff and often unfair foreign competition.

The NMC, citing figures compiled by the General Accounting Office, noted that the United States lags far behind other major industrial powers in promoting its exports. At the present time, the U.S. promotes just 6% of its exports, while the Japanese, who have had tremendous success in this area, promote 35%.

The Reagan Administration would limit funding to \$4.75 billion this year and \$4.3 billion next year. The Senate, which has agreed to most Reagan budgetary cuts, voted to restore \$27 million to the Export-Import Bank this year, and \$112 million next year.

It is estimated that 40,000 American jobs are created for every \$1 billion worth of goods that American companies are able to export under this program. American flags carry 50% of these exports as a matter of policy.

Strategic Petroleum Reserve

The Strategic Petroleum Reserve is in trouble.

The Senate and House Budget Committees have voted to slash funding for the program, in excess of cuts requested by the new Administration. Defense planners are concerned.

At the present time, the United States is particularly vulnerable to an interruption of its foreign oil supplies. It has only a six-day reserve of oil, while most other major industrial nations have a 30 or more day reserve.

President Reagan had asked for \$3.9 billion in fiscal year to fund the SPR program. The Senate Budget Committee, which has taken the budget cutting process a little bit too much to heart, recommended that \$3 billion be cut from the President's request.

The House Budget Committee also voted to recommend a \$1.5 billion cut in the

Coal

Important foreign buyers of American coal have started to question the wisdom of relying upon this country for long-term supplies of coal. Overcrowding at antiquated ports has driven up the price of American coal, turning European and Japanese buyers to South Africa, Australia and Canada, where foreign coal companies have been able to work closely with their governments to put together smoothly functioning coal exporting industries.

Mark Tada, an official of the Nippon Steel Corporation, a large buyer of American coal, told reporters from the *New York Times* that the inability of American coal companies to offer a package of mine production, rail lines and port facilities has raised doubts in his mind about whether the United States can assure price stability to long-term customers.

Clair C. Chasnov, assistant director for a French corporation that buys large quantities of coal, estimates that demurrage costs add \$15 to the cost per ton of American coal, which sells for \$45 on the open market. She contends that these additional transportation costs threaten the competitive advantage that American coal now enjoys.

American ports have scrambled furiously to modernize their facilities. But that is just a stop-gap measure, for the federal government has not been able to come up with what is really needed, a coherent national policy on coal exports.

So far, at least, it has failed to co-ordinate the activities of railroads, merchant vessels and port installations to develop a truly healthy coal network. Similarly, the Federal government has not explored the use of bilateral trade agreements, which many experts feel would protect American national interests in the growing coal trade, as well as revitalize this country's sorely depleted fleet of bulk carriers.



Maritime Policy

Two leading industry figures have expressed the belief that the Federal government must take the lead in developing a sound maritime policy if the decline of the U.S. flag Merchant Marine is to be reversed.

In a speech delivered before the Houston House Inter-American Chamber of Commerce, Leslie Kanuk Acting Chairman of the Federal Maritime Commission, asserted that time is fast running out for the United States if it hopes to have some input on the final provisions of the UNCTAD Code for liner conferences. Western Europe and Japan are expected to ratify the Code with some reservations next year, which will leave the United States with very little maneuverability if it can not come up with a national policy.

In a similar vein, William J. Wolter, President of the Propeller Club, told a local chapter of his organization that the United States has consistently failed to close loopholes in the Jones Act, which protects domestic shipping from foreign encroachment; or even to carry out the Merchant Marine Act of 1936, which states that "a substantial portion of U.S. foreign commerce should be carried on American flag vessels."

At the present time, 95% of this nation's ocean-borne commerce is carried on foreign flag vessels.

Military Sealift Command

According to rumors that have been circulating around Washington, the Military Sealift Command is considering chartering yet another foreign-built, foreign-manned vessel.

Peter Luciano, executive director of the Transportation Institute, a non-profit organization aimed at promoting maritime research and development, has sent a letter to Caspar Weinberger, secretary of Defense, to express his opposition to the proposed chartering.

This will be the third time in less than a year that the Military Sealift Command has chartered a foreign flag vessel when there were perfectly acceptable American flag vessels available.

When two Hansa West German vessels were chartered earlier this year, the Military Sealift Command justified its actions by saying that no American vessels could meet the military delivery schedule. According to Luciano, this was just a ruse. "Under the circumstances... the priority was self-imposed by the MSC, and in reality, no valid military operational priority existed."

The first of the Hansa ships has already been employed in direct commercial competition with American flag vessels. The second Hansa vessel will presumably be employed in a similar fashion.

Reagan Lifts Grain Embargo on Russia

Washington, D.C.—President Reagan last month announced the lifting of the grain embargo against Russia.

The embargo's end could mean that American-flag ships will once again carry substantial amounts of grain to the Soviet Union.

However, for awhile at least, Russia may not be buying the large quantities of grain she has ordered in the past. The Russians claim that most of their imported grain needs have already been filled by foreign countries other than America, such as, Argentina, Canada, and Australia.

A top official of a leading U.S. grain exporting concern recently said, "The Soviets don't need to buy anything from the U.S., but they may buy a modest amount as a political gesture of goodwill for lifting the embargo."

Former President Carter had imposed the embargo in January of 1980 as retaliation against the intervention in Afghanistan by Soviet troops.

Prior to the embargo, the U.S. and Russia had a five year agreement allowing the Soviets to purchase between six and eight million metric tons of grain a year. The accord, whose expiration date was Sept. 30, allowed the Soviet Union to buy more grain with the permission of the U.S.

At the time of Russia's intervention in Afghanistan in December 1979, the Soviet Union had been given permission to buy 25 million metric tons. That was 17 million metric tons above the 8 million ton limit.

President Carter cancelled the additional 17 million ton order. However he indicated the U.S.

would abide by the agreement to sell six to eight million tons.

For the 1980-81 exports, a similar restriction was placed on the Soviet Union. The Russians have already bought the eight million tons permitted them. According to the U.S. Maritime Administration (MARAD), since the beginning of the current crop year Oct. 1, 1980, the U.S. has shipped 7,800,100 tons of grain to Russia under the earlier commitment. Only about 91,000 tons of wheat and 20,000 tons of corn remain to be delivered to the Soviet Union before the end of September.

1/3 for U.S. Ships

As part of the U.S.-Russian agreement, one-third of the grain is to go on American-flag ships. The SIU vigorously fought for this requirement in both the last agreement and the one that was originally signed with Russia in 1972. Another third of the cargo is reserved for Russian-flag ships, and the final portion can be carried on third-flag vessels.

MARAD said that no U.S.-flag ship has moved any grain to the Soviet Union since June 1979, presumably because of the rate level. According to MARAD, the

rate was \$35 to \$36 a ton. Since May 1980, all the grain has moved in third-flag ships, except for one Soviet vessel which picked up 26,000 tons.

During his election campaign, Mr. Reagan was highly critical of the embargo. He said it penalized the American farmer more than anyone else and he promised to lift the embargo if elected.

However, once in office he faced the growing crisis in Poland and decided to wait. "In the first few weeks of my Presidency, I decided that an immediate lifting of the sales limitation could be misinterpreted by the Soviet Union," Mr. Reagan said. He wanted to wait until a global strategy was formulated by his administration before ending the embargo.

In a related development, Thomas Gleason, president of the International Longshoremen's Association announced that his union would end its refusal to handle export grain bound for Russia. "We're going along with the president as far as the grain embargo is concerned," Gleason said. However, the union is still refusing to handle other types of cargo bound for Russia.

National Maritime Day

By the President of the United States of America
A Proclamation

"The maritime industry has been a key contributor to our economic strength and security since our Nation was founded. Its continued growth and prosperity is necessary for the economic renewal we all seek.

"As the leader in world trade and the principal military power of the free world, the United States conveys goodwill through its Merchant Marine, serving the cause of international peace. The Merchant Marine also stands ready to provide logistical support in military emergencies.

"In recognition of the importance of the American Merchant Marine and the men and women serving aboard our merchant ships, Americans have observed National Maritime Day on May 22 for the last 49 years. This observance commemorates the same date in 1819, when the SS *Savannah* began the first steamship, transatlantic voyage from the port of Savannah, Georgia.

NOW, THEREFORE I, RONALD REAGAN, President of the United States of America, do hereby urge the people of the United States to honor our American Merchant Marine on May 22, 1981, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships under the American flag dress ship on that day.

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Ronald Reagan



Congress to Hold Hearing on Coast Guard

The U.S. Coast Guard is scheduled to go under Congress' microscope this year.

The basis for this scrutiny arises from the criticism heaped on the agency for recent mishaps with its vessels and its lackluster reaction to the disappearance of the U.S.-flag *Poet*.

The first of the hearings, by the House Coast Guard and Navigation Subcommittee under Rep. Gerry E. Studds, (D-Mass.), is planned for July and the rest in September and October.

The hearings will focus on law enforcement and search and rescue operations, national security missions, and finally on what the Coast Guard believes it should be doing and how that squares with what Congress intends.

Rep. Studds, and the ranking GOP member of the subcommittee, Rep. Don Young of Alaska, believe this is a "critical time" for the Coast Guard.

They believe the public is concerned with the service and wants Congress to "redefine the Coast Guard and its missions, and to decide whether we are truly serious about having a

Coast Guard at all.

"The evidence is overwhelming that the Coast Guard is currently incapable of fulfilling the variety of new missions it has been assigned in recent years," they said.

It was pointed out, in a joint statement by the two congressmen, that only in recent years the Coast Guard has been handed the task of policing spills of oils and hazardous substances in U.S. waters and to regulate fishing the new 200-mile zone at sea. The vast increase in the illicit drug traffic as well as regulation of the recovery of oil and minerals are policed by the service, they added.

While the Coast Guard has been handed these additional tasks, they added, its budget hasn't been increased accordingly. Their vessels are too old, their personnel inexperienced, and all-in-all their "missions too many and too complicated to be performed forever on the basis of simply determination and personal courage" they added.

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SIU Supports 5-Year Depreciation for Ships

TWO bills that seek to reduce the depreciation period on U.S. flag vessels from 14.5 years to 5 years, H.R. 2400 and H.R. 2456, have been introduced in Congress. Both would greatly benefit the maritime industry. One in particular, H.R. 2456, would go a long way towards making American shipping more competitive with foreign flags.

H.R. 2400 is part of the Reagan Administration's overall package of tax reforms. H.R. 2456, which has 30 co-sponsors in the House of Representatives, including Jack Kemp (R-NY), would specifically apply to U.S. shipbuilding and shipping in-

dustries.

H.R. 2400 seeks to reduce the depreciation period on vessels and shipbuilding assets to 5 years by 1985. H.R. 2456 would institute these benefits immediately and extend them to all eligible U.S. flag vessels.

Frank Drozak, president of the SIU, spoke before the House Committee on Ways and Means, urging passage of H.R. 2456.

According to Drozak, "H.R. 2456 offers Congress an opportunity to reaffirm its commitment to the Merchant Marine Acts of 1936 and 1970. It is not a cure-all for all the ills afflicting the U.S. merchant

marine. It is, however, a good first step towards creating a healthy maritime industry."

At present, U.S. shipbuilders face a depreciation period of 14.5 years, while their competitors in other nations are able to depreciate their vessels in much shorter periods. Some nations, like the United Kingdom, have

depreciation rates of one year.

The U.S. maritime industry faces some tough problems. Capital costs are extremely high. It takes approximately two years to construct a ship. This poses a financial drain for companies as they must commit funds for years before they see any return on their investment.

Lakes Seafarers Get COLA Hike

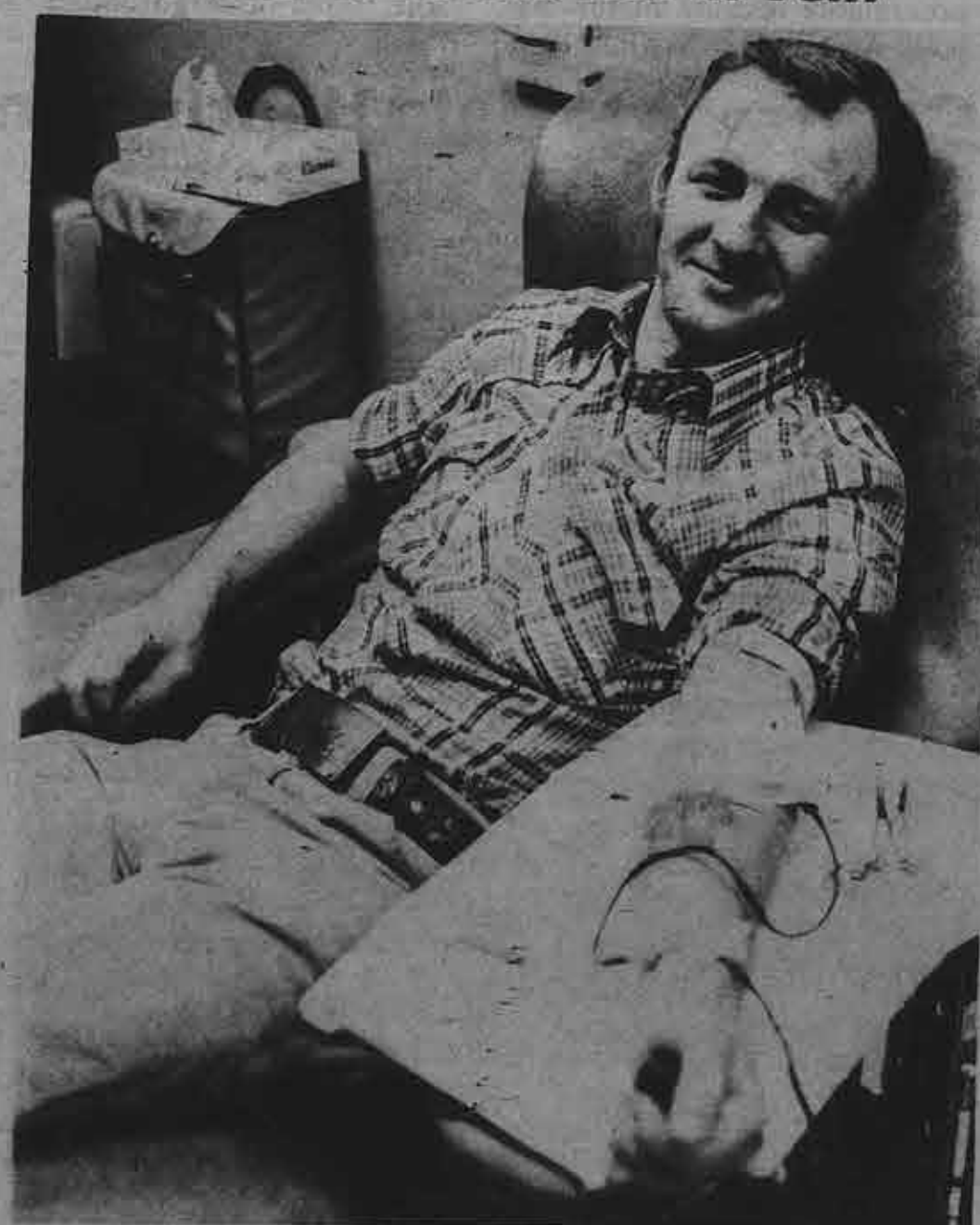
Effective May 1, 1981, Great Lakes Seafarers covered by contracts with the Great Lakes Association of Marine Operators, Kinsman and Bob Lo Co., received a cost of living increase of 22 cents per hour.

Coupled with the COLA of 23 cents per hour Great Lakes seamen received as of February 1, the total cost of living adjustment so far this year comes to 45 cents per hour.

COLA's are computed quarterly under the terms of the Freightship Agreement, which expires this year. The amount of each cost of living increase is based upon rises in the Consumer Price Index. For every 3 point rise in the CPI, Great Lakes Seafarers get a one cent per hour wage add-on.

The next COLA adjustment date is August 1, 1981.

Donor's Efforts Not in Vein



Gerald Barber, 34, is a guy who really cares about his fellow human beings. Since he joined the SIU in 1973, Brother Barber has donated more than a gallon of 'A neg.' blood to the SIU blood bank. He got his "1 Gallon Pin" in June 1980, and he was back for more earlier this month to the SIU clinic in Brooklyn, donating his ninth pint as shown above. Barber, who lives with his wife and two daughters in Brooklyn, says, "I feel good knowing that my blood may help to save someone's life." Our hats are off to Gerald Barber for his acts of kindness and concern for others.

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Ronald Reagan

It Ain't the Same Old Job



Get the skills to get ahead in today's merchant marine. Get your FOWT endorsement at SHLSS.

Contact your SIU representative to enroll. Next course starts July 16

Personals

Hussein El-eidarus
Please contact, Ahmed Hubabi, 1765 Union Street, Brooklyn, New York 11213.

Michael Balog
Please contact, your brother, John E. Balog, 19374 Blackstone, Detroit, Mich. 48219.

Dale Gleason
Please contact, your friend, Mark Wiznitzer, Tel. (202) 632-0695.

Thomas Moore
Please call, George Kukakis, Tel. (212) 792-7073 or (914) 469-2725.

James Nelson Jenkins
Your Aunt Ivy is trying to reach you. She asks that you please call her collect at (212) 291-9131 or (212) 293-2590.

Edward M. Rendrich
Please contact, the editor of the Log, (212) 499-6600 Ext. 242.

William Keith Hughes
Please contact, the editor of the Log, (212) 499-6600 Ext. 242.

Weldon Ogden Wallace
Please contact, the editor of the Log, (212) 499-6600 Ext. 242.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Another New SHLSS Opportunity:

Third Mate Course Meeting Needs Of Growing Offshore Towing Industry

THE nation's towing industry has an increasing need for skilled Licensed Mates to operate the new towboats being built for the expanding offshore towing industry.

To meet this need, the Seafarers Harry Lundberg School of Seamanship is offering an Original Third Mate preparatory course to help deepsea Able Seamen and Quartermasters to prepare for the U.S. Coast Guard's licensing examination.

SHLSS has prepared a pre-test so that possible applicants for the course may check their skills and knowledge before they begin the course. A pre-test will be mailed to all applicants as soon as their application forms are received.

To be eligible for the course, application must have discharges showing at least three years seetime in the deck department; two and one-half years as Ordinary Seaman and at least six months as Able Seaman, Quartermaster or Boatswain.

Applicants are cautioned that they will be required to undertake considerable independent study-

ing on their own before they attempt to sit for the Third Mate licensing examination.

Two preparatory courses for Third Mate licensing are scheduled for 1981: beginning July 6 and ending Sept. 11; and another beginning Sept. 14 and ending Nov. 20.

A highly recommended course as a prerequisite for the Third mate class is Celestial Navigation. This course is offered at SHLSS as follows:

Beginning Date	Completion Date
May 26	June 26
Aug. 10	Sept. 11
Nov. 2	Dec. 4

To date, three Seafarers have achieved Original Third Mate licenses through the SHLSS course. They are Ben Tidwell, who sails out of San Francisco; Bernard Scott, New York, and Ray LaRocque, who sails on the Great Lakes.



SHLSS Instructor Mike Meredith works with his class on pilotage and navigation problems which are a part of the new Third Mate course at the Seafarers Harry Lundberg School of Seamanship.

Career Opportunities:

Third Engineer Course Offered at SHLSS

AMERICA'S towing industry is growing, and there is an increasing need for Licensed Engineers. And, with fuel and maintenance costs rising constantly, it is even more necessary today to have qualified Engineers on board for preventative maintenance programs to help hold down operating costs.

The Seafarers Harry Lundberg School of Seamanship has a new Original Third Engineer course to meet these needs, and to offer new career opportunities for SIU members.

To be eligible for the course, applicants must have discharges showing at least three years service in the engine department of motor or steam vessels. Two and one-half years of this time must be as a Qualified Member of the Engine Department (QMED).

Students will have to have a strong desire to complete the course, and should have ample knowledge of engineering materials before beginning the course.

Two original Third Engineer classes are scheduled this year: the first will begin Aug. 3 and end Oct. 9; and the next will begin Oct. 13 and end Dec. 18.



Seafarer William Barrineau takes his studies seriously as he prepares for the tough examinations for Third Assistant Engineer. Brother Barrineau ships out of the Port of Jacksonville.



Seafarer Jack LaRocque became the third SIU member to achieve an Original Third Mate license under a new upgrading program which began this year at the Seafarers Harry Lundberg School of Seamanship. Brother LaRocque hails from Toledo, Ohio and ships on the Great Lakes.

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Ordinaries Learn the Ropes in AB Class

ON-THE-JOB training is stressed during the entire program for preparing Ordinary Seamen to sit for the Able Seaman examinations.

The course at the Seafarers Harry Lundeborg School of Seamanship includes instruction in marlinespike seamanship, and the proper use of rope and wire.

Other areas of instruction include cargo handling, mooring and anchoring, basic navigation, firefighting and first aid, use of both the magnetic and gyro compass, and the rules of the road.

As part of the on-the-job training, students will learn both rope and wire splicing, rigging of cargo booms, rigging and use of stages and bosun's chairs, and

rigging and use of blocks and tackle. Safety and good seamanship are stressed throughout the course.

The Able Seaman class is presently four weeks, with classes beginning on May 26 and July 6.

A new six-week Able Seaman course will begin August 3, and another six-week class is scheduled to begin November 9.

Trainees Petition in D.C.



Textile Workers received strong support from the SIU as they massed in Washington earlier this month to protest cutbacks in Federal programs to make the nation's textile mills safer workplaces. Among the supporters for the Textile Workers health crusade were these young stalwarts from the Seafarers Harry Lundeborg School of Seamanship.



Seafarers Gil Pruitt, from Tangier Island (Md.), left, and William Janor, from New Orleans, at right, learn the art of "eight-strand" rope splicing from SHLSS Deck Instructor Ed Bover.



To Help You Get Ahead

If you can do rapid plotting, operate radar and handle navigation, you can move up in the deck department. You can work aboard the most advanced ships in the American Merchant Marine. You can be a Quartermaster.

Sign up today to take the Quartermaster Course at HLS. Classes begin on June 19



Seafarer Ed Quinn, from the Port of Philadelphia, masters the art of rope splicing as part of the Able Seaman upgrading course at the Seafarers Harry Lundeborg School of Seamanship.

Seafarer Prepares for College Degree Through SHLSS Study Program

SEAFARER Paul Russell is aiming for a college degree—and he is well on his way. It's all because the Seafarers Harry Lundeborg School of Seamanship worked out a program with the Charles County (Md.) Community College to offer college-level academic courses leading to an Associate of Arts degree.

Seafarer Russell who lives in Chesapeake, Va. and sails out of the Port of New York has availed himself of many of the advancement opportunities at SHLSS since he graduated from the school as a Trainee in 1978.

Since that time he has come back to SHLSS for QMED, Advanced Refrigeration, LNG, Welding, Firefighting, First Aid/CPR, and for "A" Seniority Upgrading.

It was while he was at the school in January that he heard about the new college-level study program and decided to begin by taking two courses. Biology and Math.



Seafarer Paul Russell "aced" this exam and sailed through the college-level Biology course with straight A's. He's also doing well in Math, according to his very pleased teachers.

"This is an ideal way for me to earn credits toward a degree," Paul said. "It fits into my lifestyle."

His teachers at SHLSS—Cindy Meredith and Sandy Schroeder—are very pleased with Paul's progress, and well they should be. He has completed his Biology course with straight

A's, and is doing A-level work in Math.

Paul is the first Seafarer to enroll in this new self-study college program, and he is encouraging other SIU members to take advantage of the program.

"This program enables me to complete most of the required

subjects before I decide on a major for a full degree," Paul explained. "And, I can do it all on my own time."

Seafarer Russell will be going back to sea this month, but he will be back to continue his studies, and to improve his seamanship skills through the SHLSS upgrading programs.

Marine Electrical Maintenance Course Prepares QMED's for Top Shipboard Jobs



Seafarer Gerard Anderson works in a terminal box as part of the hands-on training in the SHLSS Electrical Maintenance course. Seafarer Anderson comes from Duluth, Minnesota.

THE Marine Electrical Maintenance course is offered at the Seafarers Harry Lundeborg School of Seamanship to meet the needs of upgrading QMED's to take jobs as Chief Electrician and 2nd Electrician, and to meet the demands of the industry for more qualified shipboard personnel.

The course is eight weeks in length, and covers basic electrical theory, Ohms Law, batteries and magnetism, print reading cargo-handling electrical systems, constant voltage systems, and AC three-speed pole changing controls.

To be eligible for the Marine Electrical Maintenance course, Seafarers must hold a QMED—Any Rating endorsement, or an Electrician endorsement.

The course will include both classroom and practical on-the-job training with actual shipboard equipment.

Two classes are scheduled this year: the first will begin July 6 and end Aug. 28, and the next will begin Oct. 26 and end Dec. 18.

If you are interested in these classes, you are urged to get your applications in early.

Now you can improve your math skills In Your Spare Time!

HOW?

The Seafarers Harry Lundeborg School of Seamanship has courses for you in fractions, decimals, algebra and geometry. These are self-study courses. We will send them to you and you can study them while you're aboard your ship or boat.

You can use these courses:

- ★ in your job;
- ★ to improve your math skills for upgrading;
- ★ to review old math skills or learn new ones; and
- ★ ★ ★ to earn credits for your college degree.

Send for the course you want today! Just fill in and mail the coupon below.

I am an SIU member. Yes ☐ No ☐

My Book Number is _____

I joined the SIU in 19 _____

Please send me the course(s) checked below.

- () Fractions
- () Decimals
- () Percents
- () Algebra
- () Geometry



NOTE: Complete all five courses and earn four college credits.
Send my course(s) to me at this address:

Name _____

Street _____

City _____

State _____

Zip Code _____

Cut out this coupon and mail it to this address:

Academic Education Department
Seafarers Harry Lundeborg School of Seamanship
Piney Point, MD. 20674
ATTN: Lois Knowles, Mathematics Department

Send it today!

REFRIGERATION Systems Maintenance and Operation

Use this opportunity to learn new skills and earn more money and keep your job security. Take the *Refrigeration Systems Maintenance and Operations Course* offered at SHLSS. Course starts **June 22 through July 30.**

Contact SHLSS or your SIU Representative soon.
Classes are limited.
Sign Up Today!

Seafarer Prepares for College Degree Through SHLSS Study Program

SEAFARER Paul Russell is aiming for a college degree—and he is well on his way. It's all because the Seafarers Harry Lundeberg School of Seamanship worked out a program with the Charles County (Md.) Community College to offer college-level academic courses leading to an Associate of Arts degree.

Seafarer Russell who lives in Chesapeake, Va. and sails out of the Port of New York has availed himself of many of the advancement opportunities at SHLSS since he graduated from the school as a Trainee in 1978.

Since that time he has come back to SHLSS for QMED, Advanced Refrigeration, LNG, Welding, Firefighting, First Aid/CPR, and for "A" Seniority Upgrading.

It was while he was at the school in January that he heard about the new college-level study program and decided to begin by taking two courses. Biology and Math.



Seafarer Paul Russell "aced" this exam and sailed through the college-level Biology course with straight A's. He's also doing well in Math, according to his very pleased teachers.

"This is an ideal way for me to earn credits toward a degree," Paul said. "It fits into my lifestyle."

His teachers at SHLSS—Cindy Meredith and Sandy Schroeder—are very pleased with Paul's progress, and well they should be. He has completed his Biology course with straight

A's, and is doing A-level work in Math.

Paul is the first Seafarer to enroll in this new self-study college program, and he is encouraging other SIU members to take advantage of the program.

"This program enables me to complete most of the required

subjects before I decide on a major for a full degree," Paul explained. "And, I can do it all on my own time."

Seafarer Russell will be going back to sea this month, but he will be back to continue his studies, and to improve his seamanship skills through the SHLSS upgrading programs.

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Contact SHLSS or your SIU Representative soon. Classes are limited. Sign Up Today!

The Seafarers Harry Lundeberg School of Seamanship has revised and updated its course schedule for the remainder of 1981 to meet and respond to the changing needs of the maritime industry. New courses have been added, and the dates of some courses have been changed. Check this schedule carefully for the courses and the class dates that will best suit your needs.



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date
LNG			Third Mate *(12)	July 6	September 11
QMED—Any Rating *(24)	CANCELLED May 11 September	July 30 December 17		September 14	November 20
FOWT *(24)	May 26 July 20 August 31 November 9	June 18 August 13 October 8 December 17	Able Seaman *(15)	April 27 May 26 July 6 August 3 November 9	May 21 June 18 July 30 September 10 December 17
Marine Electrical Maintenance *(12)	July 6 October 26	August 28 December 18	Lifeboatman *(10)	May 11 June 22 July 20 October 26	May 22 July 3 July 31 November 6
Marine Electronics *(12)	May 26 September 14	July 2 October 23	Tankerman *(10)	May 11 June 8 July 6 September 14	May 21 June 18 July 16 September 24
Refrigeration Systems Maintenance and Operations *(12)	June 22 October 13	July 31 November 20	Chief Steward *(3)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Diesel—Regular *(15)	June 22 October 13	July 17 November 6	Chief Cook *(4)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Diesel Scholarship *(12)	June 22 October 13	August 14 December 4	Cook and Baker *(6)	June 1 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Pumproom Maintenance & Operations *(12)	June 8 October 26	July 17 December 4	Assistant Cook *(8)	June 11 July 13 October 5 November 16	July 10 August 21 November 13 December 24
Automation *(15)	August 3 September 14	August 28 October 9	Bosun Recertification *(12)	August 10	October 5
Basic Welding *(10)	May 26 August 17	June 19 September 11	Steward Recertification *(12)	May 11 July 13 September 8 October 13	July 6 September 7 November 2 December 7
Conveyorman *(20)			"A" Seniority *(12)	May 11 June 8 July 6 August 10 September 8 October 5 November 9 December 7	June 8 July 6 August 3 September 7 October 5 November 2 January 4
Third Assistant Engineer *(12)	August 3 October 13	October 9 December 18			
Towboat Operator Scholarship *(12)	June 22 September 14	August 7 October 30			
Towboat Operator—Regular *(12)	May 11	July 2			
Celestial Navigation *(15)	May 26 August 10 November 2	June 26 September 11 December 4			
First Class Pilot *(12)	October 5	November 20			
Quartermaster *(12)	June 22 September 14	July 17 October 9			

*Maximum number of students.

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- * to review old math skills or learn new ones; and
- * ** to earn credits for your college degree.

Send for the course you want today! Just fill in and mail the coupon below.

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- () Percents
- () Algebra
- () Geometry

NOTE: Complete all five courses and earn four college credits. Send my course(s) to me at this address:

Name _____
Street _____
City _____ State _____ Zip Code _____

Cut out this coupon and mail it to this address:

Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674
ATTN: Lois Knowles, Mathematics Department

Send it today!

Apply Now for an SHLSS Upgrading Course

(Please Print)	Seafarers Harry Lundeborg School of Seamanship Upgrading Application	(Please Print)
Name _____ (Last) (First) (Middle)	Date of Birth _____ Mo./Day/Year	
Address _____ (Street)		
(City)	(State)	(Zip Code)
Telephone _____		(Area Code)
Deep Sea Member <input type="checkbox"/>	Inland Waters Member <input type="checkbox"/>	Lakes Member <input type="checkbox"/>
Book Number _____	Seniority _____	
Date Book Was Issued _____	Port Issued _____	Port Presently Registered In _____
Social Security # _____	Endorsement(s) or License Now Held _____	
Piney Point Graduate: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> (if yes, fill in below)		
Entry Program: From _____ to _____ (dates attended)		
Upgrading Program: From _____ to _____ (dates attended)		
Endorsement(s) or License Received _____		
Do you hold a letter of completion for Lifeboat: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Firefighting: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> CPR <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>		
Dates Available for Training _____		
I Am Interested in the Following Course(s) _____		
DECK <input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Western Rivers <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot <input type="checkbox"/> Third Mate	ENGINE <input type="checkbox"/> FWT <input type="checkbox"/> Oiler <input type="checkbox"/> OMED - Any Rating <input type="checkbox"/> Others _____ <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	STEWARD <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook ALL DEPARTMENTS <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting

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

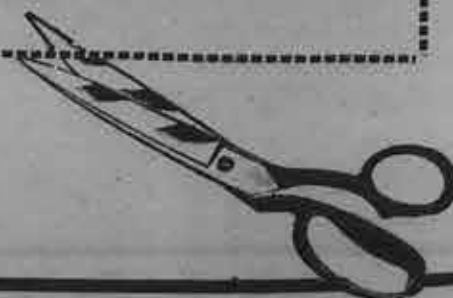
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

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

SIGNATURE _____ DATE _____

Please Print

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



Apply Now for an SHLSS Upgrading Course

(Please Print) Seafarers Harry Lundeberg School of Seamanship (Please Print)
Upgrading Application

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

Address (Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

Piney Point Graduate: ☐ Yes ☐ No (if yes, fill in below)

Entry Program: From to (dates attended)

Upgrading Program: From to (dates attended) Endorsement(s) or License Received

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

Dates Available for Training

I Am Interested in the Following Course(s)

DECK	ENGINE	STEWARD
<input type="checkbox"/> Tankerman	<input type="checkbox"/> FWT <input type="checkbox"/> Oilier	<input type="checkbox"/> Assistant Cook
<input type="checkbox"/> AB 12 Months	<input type="checkbox"/> QMED - Any Rating	<input type="checkbox"/> Cook & Baker
<input type="checkbox"/> AB Unlimited	<input type="checkbox"/> Others	<input type="checkbox"/> Chief Cook
<input type="checkbox"/> AB Tugs & Tows	<input type="checkbox"/> Marine Electrical Maintenance	<input type="checkbox"/> Steward
<input type="checkbox"/> AB Great Lakes	<input type="checkbox"/> Pumproom Maintenance and Operation	<input type="checkbox"/> Towboat Inland Cook
<input type="checkbox"/> Quartermaster	<input type="checkbox"/> Automation	
<input type="checkbox"/> Towboat Operator	<input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems	ALL DEPARTMENTS
<input type="checkbox"/> Western Rivers	<input type="checkbox"/> Diesel Engines	<input type="checkbox"/> LNG
<input type="checkbox"/> Towboat Operator Inland	<input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel)	<input type="checkbox"/> LNG Safety
<input type="checkbox"/> Towboat Operator Not More than 200 Miles	<input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel)	<input type="checkbox"/> Welding
<input type="checkbox"/> Towboat Operator (Over 200 Miles)	<input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	<input type="checkbox"/> Lifeboatman
<input type="checkbox"/> Master <input type="checkbox"/> Mate		<input type="checkbox"/> Fire Fighting
<input type="checkbox"/> Pilot		
<input type="checkbox"/> Third Mate		

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE DATE

Please Print

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

Crew Conference Forges Plan for Future



Here's a group picture of the 69 delegates and officials who took part in the five day Crew Conference at the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

Sixty-nine Seafarers—elected by their fellow members—met from April 20-25, 1981 at Piney Point for a special Crew Conference.

The delegates put their noses to the grindstone every day, and in the end had forged a set of recommendations to create a better more secure world for SIU members.

In the weeks, months and even years ahead, this Crew Conference may very well prove to be the most important such membership gathering ever sponsored by the SIU.

"The tough decisions are always the hardest to make," said Robert Gorbea, one of the delegates from the port of New York. "We had to take a lot of things into consideration in forming these recommendations, including the economy, the state of the maritime industry and technology," said Gorbea, who hit the deck often at the Conference.

The Conference was opened up by SIU President Frank Drozak, who welcomed the delegates to the ever expanding Seafarers Harry Lundeberg School of Seamanship in Piney Point. Drozak then gave a "no-holds-barred" rundown of the problems facing the American maritime industry and the SIU, and then asked the delegates to go to work to try and come up with some solid, well-thought out recommendations to guide the Union in the 80's.

The delegates took it from there. Each day, they broke up

into four workshops to facilitate discussion and action. After the day's work in the workshops, the delegates all gathered back in the Zimmerman auditorium to take action on the recommendations of the day.

At the end of the Conference, the delegates had recommended 20 major proposals for action by the Union. Included were recommendations regarding the upcoming deep-sea contract in June, as well as others regarding politics, technology and the shipping rules.

A complete, rundown on these recommendations is carried in this special supplement.

The 69 delegates were elected to represent the membership at special meetings in designated ports on April 16, 1981. Two ports failed to fill their quotas of delegates. So, at a special meeting on April 17, 1981 at headquarters, replacements were elected by the rank-and-file.

The delegates based their recommendations on discussions held during the Conference and on the written suggestions sent in by the membership prior to the Conference.

The Union had mailed out thousands of questionnaires to the membership for this purpose. The

questionnaire was also carried in the *Log* in the January 1981 issue.

Each of the four workshop groups elected their own chairman and secretary. Chairman of Workshop 1 was Herwood "Blue" Walters of San Francisco, and secretary was Tom Navarre of Wilmington, Calif.

Chairman of Workshop 2 was Rudy Deboissiere of New York and secretary was Ralph J. R. Moore, representing Houston.

Chairman of Workshop 3 was Joe Donovan of Boston and secretary was John Dietsch, representing Baltimore.

Chairman of workshop 4 was Robert Gorbea of New York and secretary was Gene Morris of Jacksonville, Fla.

Union officials who took part in the conference included SIU Executive Board Members Ed Turner, exec. v.p.; Red Campbell, v.p. in charge of contracts and contract enforcement; Joe Sacco, Gulf Coast v.p.; Mike Sacco, Lakes and Inland Waters v.p.; Leon Hall, Atlantic Coast v.p.; and George McCartney, West Coast v.p. Other officials who helped out were Headquarters rep John Fay; New York Agent Jack Caffey; Jacksonville Agent Leo Bonser; Seattle Agent Steve Troy and New Orleans Agent Gerry Brown.



SIU President Frank Drozak.

Special Supplement

Delegates To Crews Conference At Seafarers Harry Lundeborg School of Seamanship ★ Piney Point, MD. ★ April 20-25, 1981

Following are the names of the 69 rank-and-file delegates elected by their fellow members at special meetings in designated ports on April 16, 1981.

DELEGATE	BOOK #	PORT			
William Moore	M-2105	San Juan	Frank Connell	C-1037	Boston
William Bland	B-1781	San Juan	Donald Chestnut	C-486	Mobile
Rafael Evans	E-292	San Juan	Anthony Slay	S-916	Mobile
Fred Goethe	G-1132	Jacksonville	Alfred Bodie	B-1233	Mobile
Gene C. Morris	M-2272	Jacksonville	John Gallagher	G-369	Philadelphia
Sam Brown	B-1243	Jacksonville	Edward Dale	D-769	Philadelphia
Jake Karczynski	K-938	Piney Point	Maurice C. Duet	D-11	St. Louis
Larry Gordon	G-1216	Piney Point	Clifford Hall	H-982	St. Louis
Frank Costango	C-1216	Piney Point	Frank Pappone	P-805	St. Louis
Robert Gorbea	G-618	New York	Thomas Kenny	K-626	Tampa
Chris Devonish	D-1089	New York	Jose Morales	M-2136	Tampa
Robert Campbell	C-699	New York	Harry Houston	H-288	Tampa
Don Hicks	H-694	New York	Walter Compton	C-96	Norfolk
Marck Oswald	O-398	New York	Robert Sawyer	S-1308	Norfolk
William Reed	R-584	New York	Willie Walker	W-889	Norfolk
Morton Kerngood	K-466	New York	Marvin West	W-1076	Houston
William Koflowitch	K-467	New York	Charles Hampson	H-894	Houston
Hubert Gardner	G-635	New York	Ray Fletcher	F-591	Houston
Clifford Leahy	L-749	New York	Ralph Moore	M-1541	Houston
Terry Mouton	M-1669	New York	Allison Hebert	H-412	Houston
Rudy Deboissiere	D-684	New York	John White	W-705	Houston
Jack Rhodes	R-688	Baltimore	Anthony Palino	P-90	Seattle
Joe Tagliaferri	T-384	Baltimore	Florentino Sayo	S-1104	Seattle
John Dietsch	D-574	Baltimore	Edward Jackson	J-341	Seattle
Homer Workman	W-343	New Orleans	Joseph Morrison	M-1374	Wilmington
Ed Synam	S-1289	New Orleans	Joe Pazos	P-840	Wilmington
Bill Kaiser	K-146	New Orleans	Thomas Navarre	N-185	Wilmington
James Todd	T-512	New Orleans	Jack Kingsley	K-623	San Francisco
Joe Spell	S-2223	New Orleans	Frank Arana	A-201	San Francisco
Cortney Rooks	R-592	New Orleans	Reuben Blackburn	B-8003	San Francisco
Joseph Donovan	D-732	Boston	Herwood Walters	W-822	San Francisco
George Meaden	M-1513	Boston	Arthur Shaw	S-2192	San Francisco
			Ruben Aguilar	A-8020	San Francisco
			Jonathan Newhouse	N-420	HQ Replacement
			Charles Mann	M-1413	HQ Replacement
			Raymond Matthews	M-2185	HQ Replacement
			Anthony Gregoire	G-189	HQ Replacement



Jose Morales, Tampa



James Todd, New Orleans



William Koflowitch, New York



Joe Pazos, Wilmington



Robert Sawyer, Norfolk



Marvin West, Houston

Open Letter to the Rank-and-File

To my Fellow Members;

I was one of the delegates to the Crew Conference in Piney Point April 20-25, 1981. I wish to thank our Union leaders, President Frank Drozak, the Executive Board and other officials who provided true, precise information on all the issues that were discussed at this Conference. Their knowledge of the facts helped guide us in our decisions.

Their approach was, "what do you the membership want," not "this is all you can get, so take it."

I am proud to be part of the ongoing future of our Union. Our officials are 100 percent behind us. But we must never rest on our laurels, never let down our guard. We can win the battle in Washington. We will win, and make a better and more secure world for all those who believe in what's right.

We, the membership, must now get behind our leaders, who if not for doing their job, we would not be where we are today.

Fraternally, Mr. Rudy DeBoissiere, D-684 Chief Steward

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Joe Spell	S-2223	New Orleans	Frank Arana	A-201	San Francisco
Cortney Rooks	R-592	New Orleans	Reuben Blackburn	B-8003	San Francisco
Joseph Donovan	D-732	Boston	Herwood Walters	H-822	San Francisco
George Meaden	M-1513	Boston	Arthur Shaw	S-2192	San Francisco
			Ruben Aguilar	A-8020	San Francisco
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James Todd, New Orleans



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We, the membership, must now get behind our leaders, who if not for doing their job, we would not be where we are today.

Fraternally, Mr. Rudy DeBoissiere, D-684 Chief Steward



Marvin West, Houston

Recommendations by Delegates

Following are the 20 recommendations unanimously adopted by the 69 deep sea rank-and-file delegates who participated in the Crews Conference at Piney Point, April 20-25, 1981. It should be remembered that these are recommendations only. After drawing them up and acting on them, the delegates submitted them for action to SIU President Frank Drozak during deep sea negotiations.

These recommendations are reprinted verbatim from the text acted upon by the 69 delegates. Most of the recommendations are self-explanatory. However, in the interest of clarity, an explanation of certain recommendations is also provided. Here are the recommendations.

To Frank Drozak, President, Seafarers International Union, AGLIWD, AFL-CIO:

We the delegates duly elected at special meetings conducted in all deep-sea and Constitutional ports to participate in the Crews Conference held at the Seafarers Harry Lundeberg School of Seamanship in Piney Point from April 20 through April 25, 1981, hereby submit the following recommendations to you and the Negotiating Committee as a guide in the forthcoming negotiations to be held between the Union and the various contracted employers.

1. That percentage increases are to be applied to the base monthly pay rates, premium rates, overtime rates, and penalty rates, and further that the percentage increases be **no less than those negotiated in the industry.**

2. That an increase be negotiated in vacation pay, and that the **seaside requirement to collect vacation pay** be reduced from 125 days to **120 days.**

3. That a **wage related pension** be negotiated, providing a pension based on the following formula:

• Credit to be given of **2% for each year of seafaring**, and that percentage ratio is to be applied to the **best five yearly base pay earnings in the last ten years** of employment prior to retirement. Any seaman qualifying for pension pursuant to the Rules of the Seafar-

ers Pension Plan, shall receive not less than \$450.00 monthly.

Explanation of Recommendation 3:

The proposed new formula for computing the deep-sea pension would be a tremendous breakthrough for Seafarers.

In brief, a Seafarer himself, would determine how much pension he would get upon retirement. The more you work under the proposed formula, the more you would get on retirement. However, the minimum Normal or Disability pension would be \$450.

Here are a couple of examples of how the formula would work:

a.) a seaman with 20 years seafaring and an average base wage income of \$20,000 for his best five calendar years of earnings in his last 10 worked before retirement would get the following:

20 years seafaring × 2 percent = 40 percent.
40 percent of \$20,000 = \$8,000 pension per year, or \$666 pension per month.

b.) a seaman with 22 years seafaring and a \$20,000 base earnings average would get the following:
22 years seafaring × 2 percent = 44 percent.
44 percent of \$20,000 = \$8,800 pension per year, or a \$733 monthly pension.

c.) a seaman with 25 years seafaring and a base earnings average of \$20,000 would get the following:
25 years seafaring × 2 percent = 50 percent.
50 percent of \$20,000 = \$10,000 pension per year, or \$833 monthly pension.

continued on page 22



John Gallagher, Philadelphia: "We all want increased wages and pensions. But I think we all understand that we can only go for what the economic factors of the industry will bear. So let's get what's feasible, making sure to keep all our companies in business."



Bill Reid, New York: "The wage-related pension formula is definitely a good thing. Besides providing the opportunity for big benefits, it encourages a guy to upgrade. Because the more money you make, the more you get on retirement."



Fred Goethe, Jacksonville: "For a young guy like me, the recommended wage-related pension formula is dynamite. When I retire, I'll make out like a bandit."



Anthony "Red" Gregoire, head-quarters: "The proposed new wage-related pension formula is a great idea. It will increase the pension for the true professional sailor."

Crew Conference Highlights

Piney Point, Md. April 20-25, 1981



Edward Jackson, Seattle



Anthony Palino, Seattle



Harry Houston, Tampa



Thomas Kenny, Tampa



Hubert Gardner, New York



William Moore, San Juan



Gene C. Morris, Jacksonville



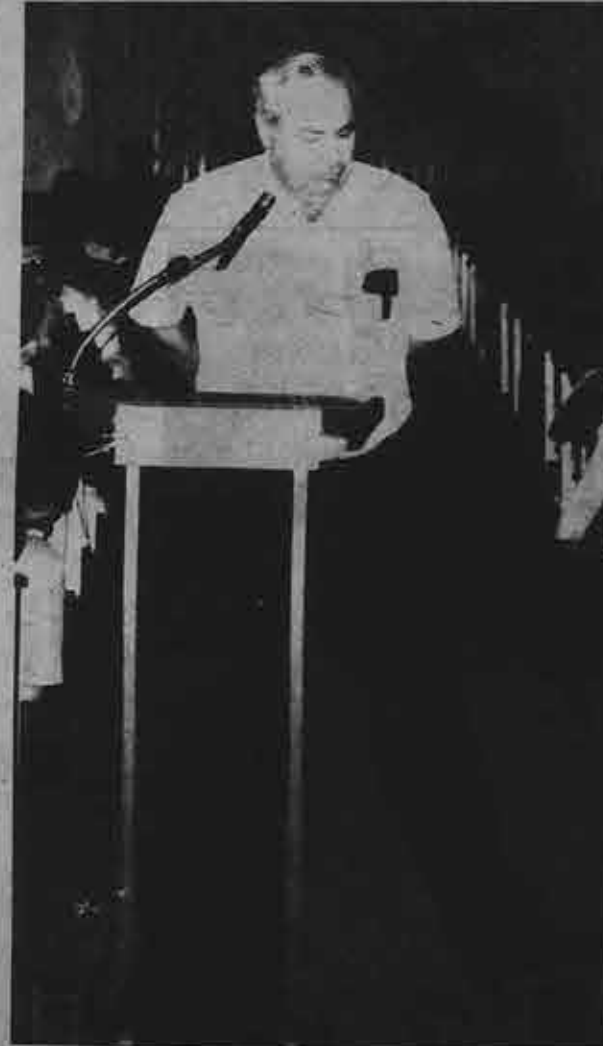
Joseph Morrison, Wilmington



Clifford Leahy, New York



Delegate Robert Gorbas, port of New York, hits the deck after day-long session during the conference. Seated at dais, from left are: John Fay, headquarters representative; Red Campbell, vice-president in charge of contracts and contract enforcement; Joe Sacco, Gulf Coast vice president; Ed Turner, executive vice president; Leon Hall, Atlantic Coast vice president, and George McCartney, West Coast vice president.



Maurice C. Duet, St. Louis



One of the four workshops shown meeting on the tantali of the Zimmerman.



Delegate Herwood "Blue" Walters, seated, talks contract with delegate Homer Workman during workshop session. Back to camera is New Orleans Agent Gerry Brown.



Terry Mouton, New York



Delegates page through SIU Constitution and Shipping Rules during Crew Conference. Shown in photo are delegates Jake Karczynski, Sam Brown, Raphael Evans, Bill Bland, Bill Moore, and Mark Oswald.



Jake Karczynski, Piney Point



Joe Tagliaferri, Baltimore



Don Hicks, New York



Frank Arana, San Francisco



Larry Gordon, Piney Point



Chris Devonish, New York



Walter Compton, Norfolk



Cortney Rooks, New Orleans



Reuben Blackburn, San Francisco



Joe Donovan, Boston: "Raising the S&A benefit is definitely needed. Getting it up to \$12 a day would be a step in the right direction."



Allison Hebert, Houston: "On enforcing the section 8 of the shipping rules, I believe a man who leaves a ship without a relief, without a good reason, should be penalized."

4. That all seamen presently receiving a normal or disability pension from the Seafarers Pension Plan of less than \$300.00, shall receive an increase which will provide a **\$300.00 monthly benefit**.



5. That Maintenance and Cure, and the Sickness and Accident Benefit be **increased to \$12.00 per day**.
6. That **if the USPHS hospitals and out-patient clinics are closed**, an increase in the Welfare Plan contribution be negotiated to provide the members with medical and dental care equal to that provided by the USPHS.

Explanation of recommendation 6:

The Reagan Administration wants to close the USPHS system as part of its budget cutback program.

7. That in **honor of Paul Hall**, his birthday, August 20, be observed as a holiday, and that Lincoln's Birthday be deleted from the contractual holidays.
8. That **T.V. cassette systems** be installed on all contracted vessels.
9. That the provisions contained in the Freightship Agreement regarding **working at the wheel** be incorporated into the Tanker Agreement.
10. That any crewmember **leaving a vessel without proper relief** be subject to the provisions of Rule 8 of the Shipping Rules.

Explanation of recommendation 10:

Rule 8 of the Shipping rules states that a crewmember leaving his ship without proper relief could be subject to loss of shipping rights for a period of time if the practice is abusive.



Frank Costango, Piney Point: "I want to see us do something for the oldtimers getting the low pension. Let's get them up to \$300 to show them we haven't forgotten them."



Herwood "Blue" Walters, San Francisco: "If USPHS is closed down, we should try to get increased medical to cover what we lose from PHS like dental."



Ralph Moore, Houston: "We have to keep our ships crewed until we get proper relief. A lot of guys don't want to do it. But every time a ship sails short, we lose money to our benefit Plans. Let's keep those ships crewed so our ship don't sink."



Delegates listen intently at workshop meeting. From left front row are: Cliff Hall, Frank Pappone and Jose Morales. Back row left to right are: George Meaden, and Jonathan Newhouse.



Delegate John Gallagher hands out material during this workshop group session.



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continued from page 19

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11. That due to extensive technological change in the engine room, **the rating of Q.M.E.D.** will require satisfactory completion of various training programs conducted at the Seafarers Harry Lundeberg School of Seamanship in order to provide qualified, competent and productive personnel. That there be four (4) classes of Q.M.E.D., and that the base monthly pay and overtime rates be increased with each classification. A two year period from June 16, 1981 till June 15, 1983 shall be allowed each QMED to acquire the necessary training for each classification. At the end of the two year period, he shall be paid according to the classification acquired at such time.

Explanation of recommendation 11

The QMED Classification Proposal

The delegates to the conference discussed at length the increasing challenge of high technology on today's modern ships, and how this technology affected all seagoing jobs, but in particular, that of the QMED-Any Rating.

The delegates noted that the QMED-Any Rating course offered at the SHLSS is 12 weeks long, during which time a seaman studies for numerous ratings, including Generals, Pumpman, Machinist, Electrician, Deck Engineer, Refrigeration and Junior Engineer.

It was determined that a person who studies for 8 subjects in 12 weeks would have "paper skills" only. To truly be a QMED-Any Rating, a person should have "hands-on" skills offered in the SHLSS advanced specialty courses, and **seaside experience.**

The delegates noted that SHLSS offers 7 specialty engine courses, including:

1. Automation—4 wks.
2. Marine Electrical Maintenance—8 wks.
3. Refrigeration Maintenance & Oper.—6 wks.
4. Welding—4 wks.
5. Marine Electronics—6 wks.
6. Pumproom Maint. & Oper.—6 wks.
7. Diesel Engine Technology—4 wks.

After discussing these things, the delegates voted unanimously to adopt the following QMED Classification System:

4th Class QMED
SHLSS QMED certificate or Coast Guard QMED—any rating

3rd Class QMED

QMED with 2 or 3 SHLSS specialty courses

2nd Class QMED

QMED with 4 or 5 SHLSS specialty courses

1st Class QMED

QMED with 6 or more SHLSS specialty courses

The delegates then noted the following qualifications to the proposal:

1. All SHLSS specialty course certificates will be retroactive to the dates obtained.
2. No more than 2 specialty courses can be taken consecutively.
3. A minimum of 3 months seetime will be required before obtaining the next higher QMED class rating.
4. Test for certificates will be given if the student can show evidence of class taken elsewhere.
5. There will be a 2 year period starting from June 1981 to obtain the necessary courses for QMED's who obtained the endorsement before June 15, 1981.
6. Anyone getting the QMED-Any Rating after June 15, 1981 will be classified into the proper classification upon completion of the course.

The delegates adopted unanimously the following proposal for wage adjustments to reflect the recommended QMED classification (based on present wage scales):

Standard Tanker Agreement

	Monthly Rate	Premium Rate	Overtime Rate
FOWT	1135.20		
4th Class QMED	1284.84	Overtime rates would also reflect differences.	
3rd Class QMED	1434.48		
2nd Class QMED	1584.12		
1st Class QMED	1733.74		
QMED	1733.74	149.64	
FOWT	1135.20	4) 598.54	
	598.54		

Standard Freightship/Passenger Agreement

	Monthly Rate	Premium Rate	Overtime Rate
FOWT	1122.02		
4th Class QMED	1258.08	Overtime rates would also reflect differences.	
3rd Class QMED	1394.14		
2nd Class QMED	1530.20		
1st Class QMED	1666.25		
QMED	1666.25	136.06	
FOWT	1122.02	4) 544.23	
	544.23		



Ed Synam, New Orleans: "The original reason for establishing the QMED was honorable, to keep our jurisdiction in the black gang. But a lot of the QMEDs simply didn't have all the skills because they didn't have the experience coming fresh out of the school. Some of the engineers run these kids off the ships. I feel the proposed QMED-classification system is a must."



Florentino "Vic" Sayo, San Francisco: "The QMED-classification proposal is a good idea. There's no substitute for hands-on experience."



Joe Spell, New Orleans: "It's definitely a good idea to start a young QMED out in a graduated pay scale. For those who have already gotten their QMED, we should evaluate their experience and ability when classifying them."



George Meaden, Boston: "I believe this QMED Classification proposal is very good and important. I'm not a young guy, and I may have to take some courses. But I don't really care. We have to be able to do the job down below to save our jobs and maintain our jurisdiction in the black gang."



Robert Gorbea, New York: "I like the idea of relief for key rated jobs. Our jobs are permanent anyway. This proposed change just adds to our job security. It'll take awhile to get used to it, but in the long run it'll be really good for us."



Ray Fletcher, Houston: ".50 cents a day is not too much to ask for SPAD. Having SPAD is like having a gun to protect yourself."

12. That a differential in pay be negotiated for the Green ticket AB **above that** of the Blue ticket AB.
13. That all entry ratings in the Steward Department be classified as **Steward Assistants**, except specified ratings aboard passenger ships, where special skills and experience are necessary.
14. That on the four "M" class passenger vessels, crew members shall have the option of requesting the **"loop" off**, provided a replacement is available.

Explanation of recommendation 14:

The four "M" class passenger/cargo vessels are operated by Delta from the West Coast to South America. The ships payoff in San Francisco after return from each foreign voyage. The "loop" is an approximate 6-day voyage after payoff from San Francisco to Vancouver, B.C., Tacoma, Wash. and back to San Francisco. Therefore, this proposal would allow regular crewmembers to take the "loop" off, provided relief is available.

15. That on all vessels, the following specified ratings, **possessing class "A" seniority**, shall have the **option of requesting a relief** after four (4) months of continuous employment, provided a relief is available:

Bosuns	QMED/Pumpman	Chief Stewards
	Chief Electrician	Steward/Cooks
	QMED/Electrician	Steward/Baker
	Reefer Engineers	Passenger BR/UT

Relief time shall be evaluated based on the length or type of voyages the vessel is engaged in.

Explanation of recommendation 15

This proposal would allow seamen (as outlined in above recommendation) to request a relief after 4 months of continuous employment. The seaman would then have the right to reclaim his job (after a yet-to-be-determined time period), and the relief man would get off.

16. That all ships' Masters be advised by the Company to have a **pay off on December 31** of each year, regardless of the type of Articles or vessels location, at sea or in port.



Ed Dale, Philadelphia: "Leadership can't always come from the top. We as members have to take things in our own hands sometimes. A lot of guys say they don't know the importance of SPAD. I make it my business to know."



Bli Kaiser, New Orleans: "I'm very happy to see the recommendation concerning relief for key rated jobs. It should have been done a long time ago. I stayed on a ship for 23 years, and never got relief. I fought like a hound dog to keep that job. But seriously, this proposal is a good idea, and gives the key rated seaman another important aspect to our already good job security."

17. That due to the need for legislative programs to maintain job security, we recommend that all SIU members agree to **raise the SPAD contribution from 30 cents per day to 50 cents per day**.
18. That the Negotiating Committee reach an Agreement with the Contracted Employers that **will not adversely affect** the job security of the membership.
19. That all contracted companies call in for all week-end replacements by Friday in order to **close the hall on Saturday**.
20. That all Union Officials and Employees be granted a pay raise.



Workshop group meets to discuss contractual issues and more. Officials sitting in with this group are: New Orleans Agent Gerry Brown, left, and George McCartney, West Coast V.P.



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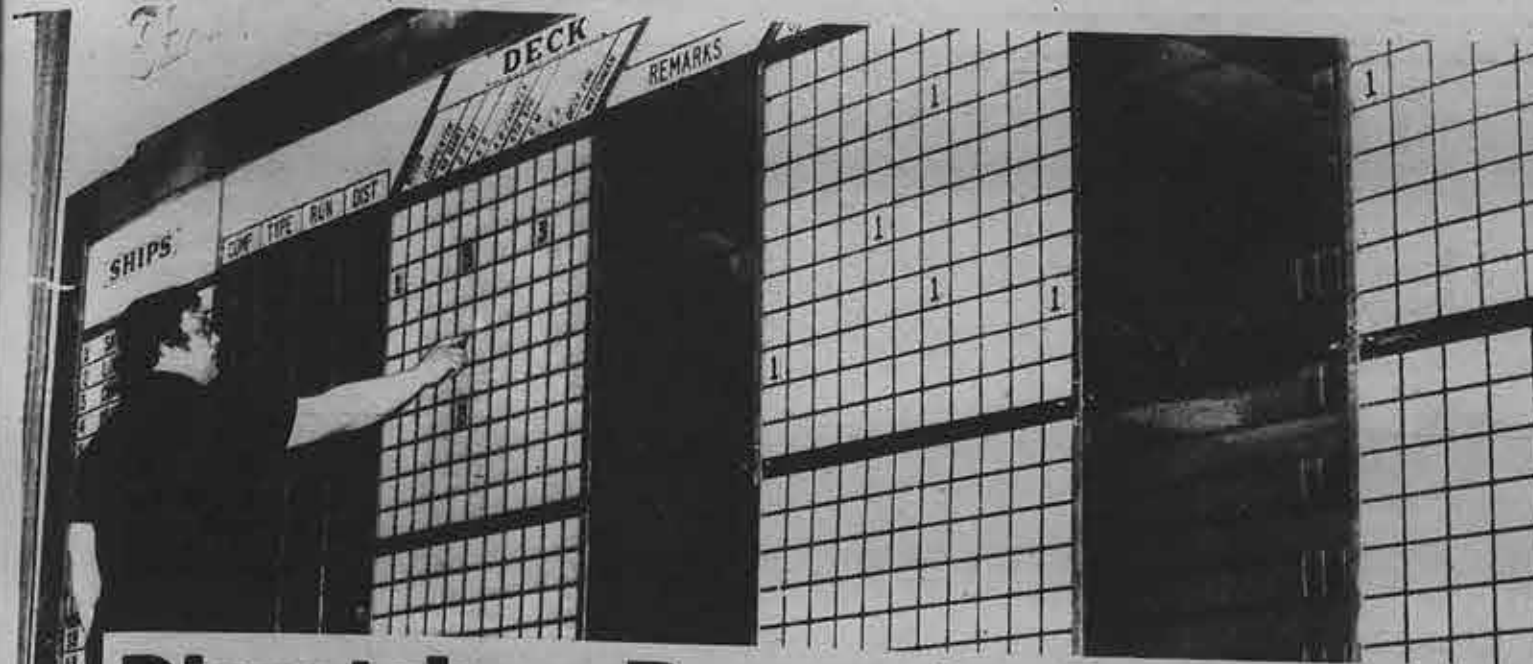
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Dispatchers Report for Deep Sea

MAR. 1-30, 1981

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
DECK DEPARTMENT									
Boston	5	7	2	1	2	0	7	9	6
New York	86	28	7	80	38	0	164	68	21
Philadelphia	18	2	0	12	7	1	17	7	1
Baltimore	20	8	0	19	6	0	48	17	3
Norfolk	11	9	2	17	12	0	26	19	0
Tampa	10	13	0	7	5	0	18	15	0
Mobile	19	4	0	8	3	0	32	11	1
New Orleans	54	13	5	39	23	0	124	37	15
Jacksonville	24	10	1	17	10	0	60	22	5
San Francisco	27	9	0	14	14	4	84	23	7
Wilmington	17	17	0	20	12	1	41	22	24
Seattle	37	5	7	19	8	0	72	19	5
Puerto Rico	11	1	0	18	3	0	19	5	0
Houston	67	17	4	56	19	0	139	38	16
Piney Point	2	1	0	2	1	0	0	0	0
Yokohama	3	0	0	0	1	0	0	0	0
Totals	411	144	39	319	173	6	855	316	119
ENGINE DEPARTMENT									
Boston	5	2	2	0	3	0	6	4	1
New York	64	26	1	60	18	0	123	71	6
Philadelphia	16	4	0	6	3	0	10	4	0
Baltimore	10	4	0	12	6	0	31	16	1
Norfolk	10	4	0	10	10	0	16	10	1
Tampa	10	3	0	1	5	0	15	9	4
Mobile	33	5	0	35	11	0	45	5	4
New Orleans	45	20	2	35	11	0	100	39	7
Jacksonville	19	7	0	11	5	0	38	7	3
San Francisco	19	12	1	15	12	1	68	23	8
Wilmington	17	12	0	12	10	0	30	12	10
Seattle	15	7	6	18	5	0	34	22	10
Puerto Rico	9	3	1	11	6	0	13	4	1
Houston	36	12	0	44	7	0	76	25	6
Piney Point	0	0	0	0	5	0	0	1	0
Yokohama	0	0	0	0	1	0	0	0	0
Totals	304	119	25	247	109	6	605	252	55
STEWARD DEPARTMENT									
Boston	0	3	0	1	2	0	0	3	0
New York	33	17	3	33	37	0	61	39	10
Philadelphia	4	1	1	7	7	0	3	1	2
Baltimore	8	4	0	7	2	0	13	8	4
Norfolk	6	1	1	10	12	0	13	6	1
Tampa	7	2	1	1	0	0	13	5	1
Mobile	22	3	0	22	10	0	54	2	1
New Orleans	27	3	0	22	10	0	54	2	1
Jacksonville	10	4	0	6	5	0	21	6	2
San Francisco	12	8	4	25	27	5	37	37	25
Wilmington	9	2	2	4	6	5	18	5	15
Seattle	21	4	1	9	10	0	33	9	8
Puerto Rico	8	1	1	6	2	0	13	3	1
Houston	18	4	0	20	15	0	52	16	0
Piney Point	1	0	0	1	21	1	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	186	56	15	153	156	12	367	148	72
ENTRY DEPARTMENT									
Boston	3	6	5	3	10	11	23	232	100
New York	16	94	29	23	232	100	4	30	3
Philadelphia	11	33	5	19	69	17	19	69	17
Baltimore	1	23	4	8	43	16	8	43	16
Norfolk	2	15	4	1	24	5	1	24	5
Tampa	4	21	1	7	38	1	1	38	1
Mobile	20	38	8	48	106	30	54	106	30
New Orleans	12	21	4	15	42	14	15	42	14
Jacksonville	7	35	19	27	93	128	7	93	128
San Francisco	1	21	19	1	49	93	1	49	93
Wilmington	10	29	17	15	60	32	15	60	32
Seattle	10	19	4	16	48	5	16	48	5
Puerto Rico	14	40	6	26	82	12	26	82	12
Houston	0	33	0	0	3	1	0	3	1
Piney Point	0	0	1	0	2	1	0	2	1
Yokohama	0	0	0	0	0	0	0	0	0
Totals	119	444	128	0	0	0	219	931	474
Totals All Departments	1,020	763	207	719	438	24	2,046	1,647	720

Shipping in the month of March was good in most A&G deepsea ports. A total of 1,181 jobs were shipped in March to SIU-contracted deep sea vessels. That's a slight decrease of jobs shipped over the previous month. Of these 1,181 jobs only 719 or slightly more than 60 percent, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

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
 675 4 Ave., Bklyn. 11232
 (212) HY 9-6600

ALGONAC, Mich.
 520 St. Clair River Dr. 48001
 (313) 794-9375

ALPENA, Mich. ... 800 N. 2 Ave. 49707
 (517) EL 4-3616

BALTIMORE, Md.
 1216 E. Baltimore St. 21202
 (301) EA 7-4900

BOSTON, Mass. ... 215 Essex St. 02111
 (617) 482-4716

CHICAGO, ILL.
 9402 S. Ewing Ave. 60617
 (312) SA 1-0733

CLEVELAND, Ohio
 1290 Old River Rd. 44113
 (216) MA 1-5450

COLUMBUS, Ohio
 4937 West Broad St. 43228
 (614) 870-6161

DULUTH, Minn.
 705 Medical Arts Building 55802
 (218) RA 2-4110

FRANKFORT, Mich. ... P.O. Box D
 415 Main St. 49635
 (616) 352-4441

GLOUCESTER, Mass.
 63 Rogers St. 01903
 (617) 283-1167

HONOLULU, Hawaii
 707 Alaska 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) HE 5-9424

MOBILE, Ala. 1 S. Lawrence St. 36602
 (205) HE 2-1754

NEW ORLEANS, La.
 630 Jackson Ave. 70130
 (504) 529-7546

NORFOLK, Va. ... 115 3 St. 23510
 (804) 622-1892

PADUCAH, Ky. ... 225 S. 7 St. 42001
 (502) 443-2493

PHILADELPHIA, Pa. 2604 S. 4 St. 19148
 (215) DE 6-3818

PINEY POINT, Md.
 St. Mary's County 20674
 (301) 994-0010

PORT ARTHUR, Tex. 534 9 Ave. 77640
 (713) 983-1679

SAN FRANCISCO, Calif.
 350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.
 1313 Fernandez, Juncos,
 Stop 20 00909
 (809) 725-6960

SEATTLE, Wash. ... 2505 1 Ave. 98121
 (206) MA 3-4334

ST. LOUIS, Mo. 4581 Gravois Ave. 63116
 (314) 752-6500

TAMPA, Fla.
 2610 W. Kennedy Blvd. 33609
 (813) 870-1601

TOLEDO, Ohio ... 635 Summit St. 43604
 (419) 248-3691

WILMINGTON, Calif.
 408 Avalon Blvd. 90744
 (213) 549-4000

YOKOHAMA, Japan ... P.O. Box 429
 Yokohama Port P.O. 5-6 Nihon Odori
 Naka-Ku 231-91
 201-7935



The Lakes Picture

Frankfort

April 29 was a red letter day for the City of Frankfort, Mich. In fact, it was a red letter day for all of Michigan's Benzie County.

On April 29, the entire county shut down. Every shop, every factory, every business—even the doctor's offices closed their doors. Because most of the residents of the cities of Frankfort, Benzonia, Elberta, Beulah, Honor and Thompson, which make up Benzie County, went to Lansing.

Lansing is where the Michigan Transportation Commission meets. And on April 29 they met to debate whether the SIU-contracted Ann Arbor carferries will move to Ludington or stay in Frankfort.

The SIU has been fighting, along with Frankfort residents, to keep the carferries based in Frankfort. The fight has been going on ever since the misguided idea of moving the ferries to Ludington was first proposed by Ludington's business community. When the C&O carferries make their last runs in the near future, Ludingtonites are afraid they'll lose a bundle of business which the C&O carferry passengers bring in.

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The Maritime Administration's proposals that 10 percent of U.S.-government-generated cargoes move through Great Lakes ports has the strong support of Lakes' area shippers and port officials, among others. But the U.S. Departments of Agriculture and State, along with the federal government's Agency for International Development are squawking about the Great Lakes cargo preference proposition.

During fiscal year 1980 (which ended Sept. 30) the Agriculture Department reported that only 2.2 percent of its P.L. 480 grain cargoes moved through the Great Lakes. Shifting cargoes to Lakes' ports to match the proposed 10 percent minimum requirement would be an "administrative nightmare," complained the Agriculture Department.

In addition, the Department said, shifting P.L. 480 cargo from the Gulf and the Pacific would "greatly increase program outlays, discriminate against some commodities and cause economic harm to many...firms involved in the movement of agricultural commodities to export markets."

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Key issues in the District-2 dispute, the first job action by that union on the Lakes since 1958, were vacation and other benefits. When a settlement was reached April 27 by District-2 and industry negotiators, the crews were called back to their vessels, pending union-wide ratification of the new agreement. SIU members, many of whom had returned to their homes for the duration of the strike, were called back to work when SIU Great Lakes

reps received word that the strike was over.

Ratification ballots were mailed to all District-2 Great Lakes vessels along with a summary of the new agreement, on Friday, May 1. The ratification vote is expected to be completed in about three weeks.

If District-2 members accept their new agreement the terms of the contract will be retroactive to August 1, 1980, the expiration date of the previous contract. The original Aug. 1 contract deadline was extended for an indefinite period last summer. Both the union and the industry had the option of pulling out of the contract talks after giving the other side 15 days notice. MEBA exercised that option on April 1.

The settlement which came 12 days after the strike began, was hammered out by District-2 and three Great Lakes steel companies. Those steel companies—U.S. Steel, Bethlehem Steel and Inland Steel—are District-2's principal Great Lakes contracts and they bargain for the rest of the industry.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	June 8	2:30 p.m.	7:00 p.m.
Philadelphia	June 9	2:30 p.m.	7:00 p.m.
Baltimore	June 10	2:30 p.m.	7:00 p.m.
Norfolk	June 11	9:30 a.m.	7:00 p.m.
Jacksonville	June 11	2:00 p.m.	—
Algonac	June 12	2:30 p.m.	—
Detroit	June 12	2:30 p.m.	—
Alpena	June 15	2:30 p.m.	—
Houston	June 15	2:30 p.m.	7:00 p.m.
New Orleans	June 16	2:30 p.m.	7:00 p.m.
Mobile	June 17	2:30 p.m.	—
San Francisco	June 18	2:30 p.m.	—
Wilmington	June 22	2:30 p.m.	—
Seattle	June 26	2:30 p.m.	—
Piney Point	June 13	10:30 a.m.	—
San Juan	June 11	2:30 p.m.	—
Columbus	June 20	—	1:00 p.m.
Chicago	June 16	—	—
Port Arthur	June 16	2:30 p.m.	—
St. Louis	June 19	2:30 p.m.	—
Cleveland	June 18	—	—
Honolulu	June 18	2:30 p.m.	—
Duluth	June 17	2:30 p.m.	—
Paducah	June 26	2:30 p.m.	—
Jeffersonville	June 25	2:30 p.m.	—
Frankfort	June 19	2:30 p.m.	—
Tampa	June 25	2:30 p.m.	—
Boston	June 22	2:30 p.m.	—
Gloucester	June 23	2:30 p.m.	—
Jersey City	June 24	2:30 p.m.	—

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



The Lakes Picture

Frankfort

April 29 was a red letter day for the City of Frankfort, Mich. In fact, it was a red letter day for all of Michigan's Benzie County.

On April 29, the entire county shut down. Every shop, every factory, every business—even the doctor's offices closed their doors. Because most of the residents of the cities of Frankfort, Benzonia, Elberta, Beulah, Honor and Thompson, which make up Benzie County, went to Lansing.

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Leiv Robert Strommen

Seafarer Leiv Robert Strommen, 22, graduated from the Harry Lundeborg School of Seamanship (HLSS) Piney Point, Md. in 1976. Brother Strommen upgraded to AB in 1979.

He earned the lifeboat firefighting and cardio-pulmonary resuscitation (CPR) endorsements. Strommen's father, Arthur last sailed for the SIU and SUP in 1968. Leiv was born in Brooklyn, N.Y. and is a resident there. He ships out of the port of New York.

Dennis Raymond Baker

Seafarer Dennis Raymond Baker, 26, is a 1978 graduate of the HLSS. He upgraded to fireman - water-tender (FOWT) in 1979. Brother Baker holds the firefighting, lifeboat and CPR tickets. Born in Frederick, Md., he is a resident of Delray, W. Va. Baker ships out of the port of New York.

Samuel William McKnight

Seafarer Samuel William McKnight, 37, joined the SIU in the port of San Francisco in 1965 attending the Andrew Furuseth Training School there.

He now sails as an AB. Brother McKnight has the firefighting, lifeboat and CPR papers. He is a veteran of both the U.S. Navy and U.S. Coast Guard. McKnight is an ex-member of the International Assn. of Firefighters and the Washington State Fire Service. He also studied firefighting at the Edmonds Community Junior College and Central Washington University. Born in Seattle, he is a resident of Lynwood, Wash. And he ships out of the port of Seattle.

James Lee Bogucki

Seafarer James Lee Bogucki, 25, graduated from the HLS in 1978. Brother Bogucki upgraded to a LNG 3rd cook the same year. He has the CPR, firefighting and lifeboat documents. A native of South Bend, Ind., he is a resident there. Bogucki ships out of the port of New York.

James Patrick Toomey

Seafarer James Patrick Toomey, 22, graduated from the HLS in 1979. Brother Toomey upgraded to FOWT in 1980. He has the CPR, lifeboat and firefighting endorsements. A native of Elizabeth, N.J., he is a resident of Rahway, N.J. Toomey ships out of the port of New York.

Charles Henry Kennedy

Seafarer Charles Henry Kennedy, 27, was graduated by the HLS in 1975. Brother Kennedy upgraded to FOWT in 1977. He holds the lifeboat, CPR and firefighting tickets. Kennedy was born in Mobile and is a resident of New Orleans. He ships out of the port of New Orleans.

Nelson Perez Kercado

Seafarer Nelson Perez Kercado, 27, is a 1977 Piney Point graduate. He upgraded to FOWT in 1978. Brother Kercado has the firefighting, lifeboat and CPR diplomas. He was born in Brooklyn, N.Y. and is a resident there. He ships out of the port of New York.

Todd Andrew Smith

Seafarer Todd Andrew Smith, 21, is a 1978 Piney Point graduate. He now sails as an AB. Brother Smith earned the firefighting, lifeboat and CPR documents at the School. Born in Leonardtown, Md., he is a resident of California, Md. Smith ships out of the port of Baltimore.

Spilios James Kosturos

Seafarer Spilios James Kosturos, 25, is a 1977 graduate of Piney Point. Brother Kosturos upgraded to AB in 1978. Kosturos earned the CPR, firefighting and lifeboat endorsements. He also attended the N.Y. State Maritime Academy, Ft. Schuyler, the Bronx, N.Y. His father, James is a captain in the Master, Mates and Pilots Union (MM&P). Born in Philadelphia, Spilios is a resident of Springfield, Pa. And he ships out of the port of Philadelphia.

Mark Larion Lamar

Seafarer Mark Larion Lamar, 28, graduated from the HLS in 1974. He upgraded to AB in 1978. Brother Lamar holds the firefighting, lifeboat and CPR tickets. Lamar would eventually like to become a navigator. His father, Mark Sr. sailed with the MM&P out of the port of Baltimore. Mark Jr. was born in Martinsburg, W. Va. and is a resident there. He sails out of the port of Baltimore.

Walter Harris

Seafarer Walter Harris, 40, started sailing with the SIU in 1966. He has been sailing as an AB since 1967. Brother Harris also sailed during the Vietnam War. He earned his firefighting, lifeboat and CPR endorsements. Born in Lancaster, S.C., he is a resident of Baltimore. Harris ships out of that port and the port of New York.

New Address For San Juan

SIU Port Agent Juan Reinosa has notified us that all SIU mail for the Port of San Juan, P.R. is to be addressed to the following Post Office Box.

Seafarers International Union of N.A.
P.O. Box 5312
Puerto De Tierra Station
San Juan, Puerto Rico 00906

Deposit in the SIU

Blood Bank—

It's Your Life

Here are some very good reasons for QMED's to take the Automation Course at HLSS



It all starts August 3

Enroll today so you can earn more on your job.

Contact the Harry Lundeborg School of Seamanship or fill out the application in this issue of the Log.

BROOKLYN (Adep Steamship), March 29—Chairman, Recertified Bosun William Smith; Secretary Donald GaNung; Educational Director M. White. No disputed OT. Chairman reported that the ship has been painted and repaired in the living areas as well as the crew quarters. The chairman thanked all members of the crew for their patience as this was a long and tedious job. Educational Director posted the 1981 Piney Point schedule of classes in the crew mess. The Log was received and the schedule of classes quoted for those wishing to upgrade at Piney Point. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SANTA MARIANA (Delta Lines Steamship), March 18—Chairman, Recertified Bosun Fred Olson; Secretary R. Tinitali. No disputed OT. The meeting was called to order by ship's chairman at 1400. It was noted that the chairman and the educational director must attend all meetings. Discussed the fight the Union is waging to keep USPHS hospitals open. Every member should take the time out to write to their Congressman asking for support in this matter. Steps should be taken to correct the safety hazard that exists in storing container in #1 elevator control room while connecting and disconnecting the hook for opening the hatch. White coveralls will be issued by the company for those on wheel and gangway watch and workers in the passenger area. All members should make note that seamen are entitled to a 25% discount on TWA, United and Pan Am within thirty days of discharge to be proven by discharge papers. The opportunity to upgrade at Piney Point for cooks, bosuns and many others at this time is readily available for those who qualify. A video tape for SIU members in the crew recreation room was discussed. A vote of thanks to the steward department from the deck and engine departments for delicious food, crew cookouts, special dinners and birthday parties.

SEA-LAND DEFENDER (Sea-Land Service), March 14—Chairman, Recertified Bosun H. Walters; Secretary A. Reasko; Educational Director Guymon; Deck Delegate Michael Johnson. \$23 in ship's fund. \$450 in movie fund. Chairman reported that all members who want applications for upgrading to see the chief steward. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

GOLDEN ENDEAVOR (Apex Marine), March 22—Chairman, Recertified Bosun A. T. Ruiz; Secretary J. Gibbons; Educational Director J. Cicconardi; Deck Delegate Anthony Migliara. No disputed OT. Chairman discussed the importance of having a shipboard meeting and working together. Secretary thanked the crew for helping to keep the ship clean. Advised all members that opportunities were available at Piney Point for those who wanted to upgrade. The crew extended their congratulations to our new President Frank Drozak and wished him success in the tough job he has ahead. A vote of thanks to the steward department for a job well done. Next port Baltimore.



SEA-LAND FREEDOM (Sea-Land Service), March 7—Chairman, Recertified Bosun E. D. Christiansen; Secretary C. M. Modellas; Educational Director J. M. Krogstad. No disputed OT. Chairman reported that there will be no smoking on deck whatsoever. Anyone working on the gangway must wear a safety belt. Anyone going to the forward bow should notify the bridge or let the Chief Mate know. A request has been made that all signs be posted in all designated areas and that the Captain order be in writing instead of verbal order. Next port Seattle.

SEA-LAND JACKSONVILLE (Sea-Land Service), March 15—Chairman, Recertified Bosun A. H. Boney; Secretary R. A. Cobb; Educational Director James A. Linn; Deck Delegate Nick Caputo. Some disputed OT in deck and engine departments. Chairman gave a lecture on safety habits aboard ship, the advantages of upgrading, the importance of donating to SPAD and the need to be good shipmates to each other. Thanked the crew for making this a good trip and told members that suggestions for items on the menu are always welcome. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

EL PASO HOWARD BOYD (El Paso Marine), March 22—Chairman, Recertified Bosun Fred Walker; Secretary A. Huston. Some disputed OT in deck department. The crew has done a good job preparing the ship for lay up and chairman wishes all good luck on their next ship. Discussed the fact that there were a few on board who had upgraded at Piney Point and their training showed in their work. A vote of thanks to the steward department for good Bar-B-Q's and a terrific farewell dinner. A special thank you to Carl Woodward, Chief Cook. Report to Log: "This is the last trip for this ship for some time. More companies like this one would be appreciated for the improvement they make in the living standards for their unlicensed crews. Everyone has a refrigerator in his room, choice food, movies in a carpeted lounge and flowers and pictures in our rooms. Too bad good things have to end."

SANTA MERCEDES (Delta Steamship), March 14—Chairman, Recertified Bosun T. Martineau; Secretary S. N. Smith; Educational Director Robert Stearman. No Disputed OT. Secretary advised all members that if they have any problem to come to him directly and he will do what he can to help. \$294.15 in ship's fund. The December and January Logs were received and distributed for all to read. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Mexico.

SEA-LAND LEADER (Sea-Land Service), March 1—Chairman, Recertified Bosun John T. Bowman; Secretary O. B. Smith. \$110.50 in ship's fund. Some disputed OT in steward department. Chairman reported that part of the ship's fund was donated to the Merchant Marine Library. Secretary urged all crewmembers to read the Log. The current issue, as those of the past, is loaded with articles of vital interest to us. Would like to take this opportunity to congratulate Frank Drozak on his election as SIU president. Also discussed the importance of donating to SPAD.

SANTA JUANA (Delta Steamship Lines), March 1—Chairman Clifford Leahy; Secretary W. Higgs, Sr.; Educational Director H. Martin. \$99 in ship's fund. Some disputed OT in deck department. Educational Director gave a talk on the advantages and benefits of upgrading for the young SIU member. Suggested that everyone read the Log to keep up with what is going on in the Union at all times. Report to Log: "A vote of thanks to an outstanding Steward department. The steward department also thanked the crew for making their job easier by cooperating at all times."

OGDEN CHALLENGER (Ogden Marine), Chairman, Recertified Bosun R. D. Thoe; Secretary R. De Boissiere; Educational Director Ron Shaw; Deck Delegate C. L. Hickenbottom; Engine Delegate A. S. Hernandez; Steward Delegate William Karplay. No disputed OT. Educational Director advised that there are new courses in all engine room phases now open at Piney Point. Secure your future by upgrading today. The battle for the survival of the merchant marine is still going on and it must be stressed that the Union membership must continue to fight and must never let down. Let us not just talk, but write, to our Congressman and let him know that we are aware of what is happening and will not permit a decline in the merchant marine. Our survival in the SIU is your survival. Your Union is only as good as its membership permits. A special vote of thanks to all department delegates for an excellent job. The crew wishes to thank Captain Maxwell and his officers for making the *Ogden Challenger* a great ship to work on. Next port Corpus Christi, Tex.

DEL RIO (Delta Steamship), March 1—Chairman, Recertified Bosun Lee J. Harvey; Secretary B. Guarino; Educational Director Donald Peterson. \$546 in ship's fund. No disputed OT. Chairman advised all members to read the Log because there is a lot of information in it on all kinds of Union activities. Advised all those who qualify to take advantage of the upgrading school at Piney Point. A vote of thanks to the steward department for a job well done.

SEA-LAND LIBERATOR (Sea-Land Service), March 15—Chairman, Recertified Bosun J. Pulliam; Secretary F. Fletcher; Deck Delegate J. Houlihan; Engine Delegate J. Bagat; Steward Delegate J. Primero. No disputed OT. Chairman advised all members to read the Log so you will know what is going on in the Union. Also, all those who qualify should make an application to upgrade. Secretary requested that the movie tapes be rewound and the machine covered to keep it in good working condition. A vote of thanks to the steward department for a job well done.

GOLDEN DOLPHIN (Apex Marine), March 19—Chairman, Recertified Bosun J. Little; Deck Delegate John Howard. Chairman reported that there will be a payoff this trip and weather permitting there will be more barbecues aboard ship. All personnel were advised that no cigarette lighters or matches were permitted on deck. Upgrading classes for all those who qualify are available at Piney Point. A vote of thanks to the steward department for a job well done. Official ship's minutes were also received from the following vessels:

Santa Elena
Transcolorado
Williamsburgh
Ogden Charger
Sea-Land Resource
Point Julie
Del Viento
Cove Engineer
Montepelier Victory
Cove Spirit
President Johnson
Cove Explorer
Delta Caribe
Sea-Land Independence
Delta Norte
Ogden Champion
Sea-Land Express
Tamara Guilden
Mt. Vernon Victory
Cove Navigator
Walter Rice
Ogden Leader
Newark
Delta Sud
Overseas Alice
LNG Gemini
Bayamon
Del Monte
LNG Capricorn
Ogden Yukon
Overseas Ulla
Sea-Land Patriot
George Wythe
Mount Washington
Sea-Land Market
Tampa
William Hooper
Brooks Range
American Heritage
Boston
El Paso Southern
Aguadilla
Sugar Islander
Overseas Arctic
Del Campo
Arecibo
Portland
Sea-Land Innovator
Charleston
Thomas Nelson
Puerto Rico
Ogden Columbia
Overseas Harriette
Transcolumbia
Pittsburgh
Edward Rutledge
Pacific
Charleston
Coastal Kansas

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SEA-LAND DEFENDER (Sea-Land Service), March 14—Chairman, Recertified Bosun H. Walters; Secretary A. Reasko; Educational Director Guymon; Deck Delegate Michael Johnson. \$23 in ship's fund. \$450 in movie fund. Chairman reported that all members who want applications for upgrading to see the chief steward. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

GOLDEN ENDEAVOR (Apex Marine), March 22—Chairman, Recertified Bosun A. T. Ruiz; Secretary J. Gibbons; Educational Director J. Cicconardi; Deck Delegate Anthony Migliara. No disputed OT. Chairman discussed the importance of having a shipboard meeting and working together. Secretary thanked the crew for helping to keep the ship clean. Advised all members that opportunities were available at Piney Point for those who wanted to upgrade. The crew extended their congratulations to our new President Frank Drozak and wished him success in the tough job he has ahead. A vote of thanks to the steward department for a job well done. Next port Baltimore.



SEA-LAND FREEDOM (Sea-Land Service), March 7—Chairman, Recertified Bosun E. D. Christiansen; Secretary C. M. Modellas; Educational Director J. M. Krogstad. No disputed OT. Chairman reported that there will be no smoking on deck whatsoever. Anyone working on the gangway must wear a safety belt. Anyone going to the forward bow should notify the bridge or let the Chief Mate know. A request has been made that all signs be posted in all designated areas and that the Captain order be in writing instead of verbal order. Next port Seattle.

SEA-LAND JACKSONVILLE (Sea-Land Service), March 15—Chairman, Recertified Bosun A. H. Boney; Secretary R. A. Cobb; Educational Director James A. Linn; Deck Delegate Nick Caputo. Some disputed OT in deck and engine departments. Chairman gave a lecture on safety habits aboard ship, the advantages of upgrading, the importance of donating to SPAD and the need to be good shipmates to each other. Thanked the crew for making this good trip and told members that suggestions for items on the menu are always welcome. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

EL PASO HOWARD BOYD (El Paso Marine), March 22—Chairman, Recertified Bosun Fred Walker; Secretary A. Huston. Some disputed OT in deck department. The crew has done a good job preparing the ship for lay up and chairman wishes all good luck on their next ship. Discussed the fact that there were a few on board who had upgraded at Piney Point and their training showed in their work. A vote of thanks to the steward department for good Bar-B-Q's and a terrific farewell dinner. A special thank you to Carl Woodward, Chief Cook. Report to Log: "This is the last trip for this ship for some time. More companies like this one would be appreciated for the improvement they make in the living standards for their unlicensed crews. Everyone has a refrigerator in his room, choice food, movies in a carpeted lounge and flowers and pictures in our rooms. Too bad good things have to end."

SANTA MERCEDES (Delta Steamship), March 14—Chairman, Recertified Bosun T. Martineau; Secretary S. N. Smith; Educational Director Robert Stearman. No Disputed OT. Secretary advised all members that if they have any problem to come to him directly and he will do what he can to help. \$294.15 in ship's fund. The December and January Logs were received and distributed for all to read. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Mexico.

SEA-LAND LEADER (Sea-Land Service), March 1—Chairman, Recertified Bosun John T. Bowman; Secretary O. B. Smith. \$110.50 in ship's fund. Some disputed OT in steward department. Chairman reported that part of the ship's fund was donated to the Merchant Marine Library. Secretary urged all crewmembers to read the Log. The current issue, as those of the past, is loaded with articles of vital interest to us. Would like to take this opportunity to congratulate Frank Drozak on his election as SIU president. Also discussed the importance of donating to SPAD.

SANTA JUANA (Delta Steamship Lines), March 1—Chairman Clifford Leahy; Secretary W. Higgs, Sr.; Educational Director H. Martin. \$99 in ship's fund. Some disputed OT in deck department. Educational Director gave a talk on the advantages and benefits of upgrading for the young SIU member. Suggested that everyone read the Log to keep up with what is going on in the Union at all times. Report to Log: "A vote of thanks to an outstanding Steward department. The steward department also thanked the crew for making their job easier by cooperating at all times."

OGDEN CHALLENGER (Ogden Marine), Chairman, Recertified Bosun R. D. Thoe; Secretary R. De Boissiere; Educational Director Ron Shaw; Deck Delegate C. L. Hickenbottom; Engine Delegate A. S. Hernandez; Steward Delegate William Karplay. No disputed OT. Educational Director advised that there are new courses in all engine room phases now open at Piney Point. Secure your future by upgrading today. The battle for the survival of the merchant marine is still going on and it must be stressed that the Union membership must continue to fight and must never let down. Let us not just talk, but write, to our Congressman and let him know that we are aware of what is happening and will not permit a decline in the merchant marine. Our survival in the SIU is your survival. Your Union is only as good as its membership permits. A special vote of thanks to all department delegates for an excellent job. The crew wishes to thank Captain Maxwell and his officers for making the *Ogden Challenger* a great ship to work on. Next port Corpus Christi, Tex.

DEL RIO (Delta Steamship), March 1—Chairman, Recertified Bosun Lee J. Harvey; Secretary B. Guarino; Educational Director Donald Peterson. \$546 in ship's fund. No disputed OT. Chairman advised all members to read the Log because there is a lot of information in it on all kinds of Union activities. Advised all those who qualify to take advantage of the upgrading school at Piney Point. A vote of thanks to the steward department for a job well done.

SEA-LAND LIBERATOR (Sea-Land Service), March 15—Chairman, Recertified Bosun J. Pulliam; Secretary F. Fletcher; Deck Delegate J. Houlihan; Engine Delegate J. Bagat; Steward Delegate J. Primero. No disputed OT. Chairman advised all members to read the Log so you will know what is going on in the Union. Also, all those who qualify should make an application to upgrade. Secretary requested that the movie tapes be rewound and the machine covered to keep it in good working condition. A vote of thanks to the steward department for a job well done.

GOLDEN DOLPHIN (Apex Marine), March 19—Chairman, Recertified Bosun J. Little; Deck Delegate John Howard. Chairman reported that there will be a payoff this trip and weather permitting there will be more barbecues aboard ship. All personnel were advised that no cigarette lighters or matches were permitted on deck. Upgrading classes for all those who qualify are available at Piney Point. A vote of thanks to the steward department for a job well done. Official ship's minutes were also received from the following vessels:

Santa Elena
Transcolorado
Williamsburgh
Ogden Charger
Sea-Land Resource
Point Julie
Del Viento
Cove Engineer
Montpelier Victory
Cove Spirit
President Johnson
Cove Explorer
Delta Caribe
Sea-Land Independence
Delta Norte
Ogden Champion
Sea-Land Express
Tamara Guilden
Mt. Vernon Victory
Cove Navigator
Walter Rice
Ogden Leader
Newark
Delta Sud
Overseas Alice
LNG Gemini
Bayamon
Del Monte
LNG Capricorn
Ogden Yukon
Overseas Ulla
Sea-Land Patriot
George Wythe
Mount Washington
Sea-Land Market
Tampa
William Hooper
Brooks Range
American Heritage
Boston
El Paso Southern
Aguadilla
Sugar Islander
Overseas Arctic
Del Campo
Arcibo
Portland
Sea-Land Innovator
Charleston
Thomas Nelson
Puerto Rico
Ogden Columbia
Overseas Harriette
Transcolumbia
Pittsburgh
Edward Rutledge
Pacific
Charleston
Coastal Kansas

Vasco Miranda Barros, 68, joined the SIU in the port of New York in 1951 sailing as a FOWT. Brother Barros sailed 34 years. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Wild Ranger*. Seafarer Barros is also a telegraph operator. He was born in Shanghai, China of Portuguese parents and is a resident of San Francisco.

Frans De Keyzer, 61, joined the SIU in the port of New York in 1969 sailing as an AB for 40 years. Brother De Keyzer was also a scow captain for the N.Y. Traprock Corp., West Nyack, N.Y. He was born in the Netherlands, is a naturalized U.S. citizen and is a resident of Starke, Fla.

Pasquale Di Nino, 65, joined the SIU in the port of Seattle in 1965 sailing as an AB. Brother Di Nino sailed 35 years. He was born in Pennsylvania and is a resident of Seattle.

Daniel Joseph Fegan, 62, joined the SIU in the port of San Francisco in 1956. He has been sailing as a QMED since 1973. Brother Fegan sailed 39 years. He attended a Piney Point Delegates Conference and a HLS Educational Conference in 1973. He was born in St. Louis, Mo. and is a resident of Seattle.

Seymour Allan Heinfing, 61, joined the SIU in the port of Houston in 1960 sailing as a 3rd cook and steward delegate for 37 years. Brother Heinfing is a former member of the SUP. He was born in Brooklyn, N.Y. and is a resident of San Francisco.

Emmons Agee Kirchharr, 66, joined the SIU in the port of Mobile in 1966 sailing as a chief steward for Cities Service. Brother Kirchharr is a veteran of the U.S. Army's Corps of Engineers in World War II. He was born in Eliska, Ala. and is a resident of Summerdale, Ala.

Harold Herbert McVay, 68, joined the SIU in the port of New Orleans in 1955 sailing as a FOWT. Brother McVay sailed 33 years. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer McVay was born in Toledo, Ohio and is a resident of Seattle.

Anthony Joseph Melanson, 65, joined the SIU in 1947 in the port of New York sailing as a chief pumpman. Brother Melanson sailed 44 years. He is a veteran of the U.S. Army in World War II. Seafarer Melanson was born in Newfoundland, Canada and is a resident of Port Charlotte, Fla.

Walter Leonard Mero Jr., 62, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as a deckhand for Great Lakes Towing from 1941 to 1981. Brother Mero began sailing in 1936. He was a former member of the Tug Firemen, Linemen and Oilers Assn. and the International Brotherhood of Boilermakers and Iron Shipbuilders and Helpers Union from 1941 to 1961. Laker Mero is a veteran of the U.S. Army in World War II. Born in Ashtabula, he is a resident there.

Pensioner's Corner

Maurice Rosenthal, 62, joined the SIU in 1941 in the port of New York sailing as an OS. Brother Rosenthal was born in New York and is a resident of Vancouver, Wash.

Claude Maxine Midgett, 63, joined the Union in the port of Norfolk in 1960 sailing as an oiler and chief engineer on the *Pilotboat Virginia* (Virginia Pilots Assn.) and the Maryland Pilots Assn. from 1946 to 1981. Brother Midgett also sailed on the tug *Branch* (ILA) from 1960 to 1962. He is a former member of the UMW Marine Local 14264 District 50 from 1952 to 1960. Boatman Midgett is a veteran of the U.S. Coast Guard in World War II. A native of Kitty Hawk, N.C.—where the Wright Brothers made their epic flight—he is a resident there.

John Alton Patrick, 54, joined the Union in the port of Norfolk in 1961 sailing for Curtis Bay Towing from 1949 to 1981. Brother Patrick is a former member of the UMW. Boatman Patrick was an assembly worker for the Ford Motor Co.'s North Carolina Carriers from 1946 to 1949. He is also a veteran of the U.S. Army in World War II. Patrick was born in Roper, N.C. and is a resident of Norfolk.

Joseph Paul Nevers, 58, joined the SIU in 1944 in the port of Philadelphia sailing as a bosun. Brother Nevers was born in Pittsburgh, Pa. and is a resident of Seattle.

John Joseph Radecki, 64, joined the SIU in 1943 in the port of New York sailing as an OS. Brother Radecki in 1960 received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Fairport*. He was born in Philadelphia and is a resident of San Francisco.

Lee Scott, 65, joined the SIU in the port of San Francisco in 1970 sailing as an AB. Brother Scott was born in California and is a resident of San Francisco.

Richard Odell Spencer, 56, joined the SIU in 1964 in the port of New Orleans sailing as an AB. Brother Spencer sailed also as a deck delegate and rode the Bull Line. He is a veteran of the U.S. Army in the Korean War. Seafarer Spencer was born in Franklin, La. and is a resident there.

Enrique A. Tanta, 65, joined the SIU in 1944 in the port of New York sailing as an OS. Brother Tanta sailed 44 years. He walked the picketline in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Tanta was born in Ponce, P.R. and is a resident of Brooklyn, N.Y.

Roy Alton Squires, 62, joined the Union in the port of Norfolk in 1955 sailing as a tankerman and captain for GATCO from 1950 to 1969 and for Mariner Towing from 1969 to 1981. Brother Squires attended a Piney Point Inland Conference. He was a member of the UMW District 50 from 1952 to 1954. Boatman Squires is a veteran of the U.S. Army in World War II. Born in Bladen County, N.C., he is a resident of Clarendon, N.C.

Konstantinos Georgios Vlachos, 64, joined the SIU in the port of San Francisco in 1968 sailing as an AB. Brother Vlachos sailed 21 years. He was born in Enoria Kymis, Greece and is a resident of San Francisco.

William Major West, 66, joined the SIU in 1938 in the port of Norfolk sailing as an oiler. Brother West sailed 43 years and is a machinist, too. He was born in the Panama Canal Zone and is a resident of Seattle.

Claude Garnett Jr., 54, joined the SIU in the port of Baltimore in 1967 sailing as a chief steward. Brother Garnett sailed 31 years. He was born in New Orleans and is a resident of Baltimore.

William Hatten Watson, 63, joined the Union in the port of Baltimore in 1958 sailing as a captain for the NBC Line from 1953 to 1964. Southern Transport from 1964 to 1965 and for IOT from 1965 to 1981. Brother Watson is a former member of Local 25. He was born in Scranton, N.C. and is a resident of Buxton, N.C.

Harold Augustine McAleer, 67, joined the SIU in the port of New York in 1951 sailing as a chief steward. He is a veteran of the U.S. Army in World War II. Brother McAleer was born in Haverhill, Mass. and is a resident of Bradford, Mass.

Nason Esmond Nunn, 62, joined the SIU in 1947 in the port of New York sailing as a deck engineer and engine delegate. He was on the Sea-Land Shoregang in the ports of Seattle and San Francisco in 1973-8. Brother Nunn is a veteran of the U.S. Army in World War II. He was born in Hale, Mich. and is a resident of Seattle.

Nelson Harris Steadman, 65, joined the SIU in the port of Norfolk in 1957 sailing on deck. Brother Steadman is a veteran of the U.S. Army in World War II. He was born in North, S.C. and is a resident of Seattle.

Michael James Mosack, 65, joined the SIU in the port of New York in 1967 sailing as a 2nd mate and AB. Brother Mosack sailed 24 years. He graduated from the HLS, Brooklyn, N.Y. as a 2nd mate in 1967. Seafarer Mosack was a former member in 1945 of the MM&P Union, the ISU and the Associated Maritime Officers (AMO) Union, District 2 MEBA in 1967. Mosack is also a mechanic. A native of Boston, Mass., he is a resident of Medford, Mass.

The Isthmian Campaign—SIU Wins Biggest

History of SIU, Part VII

by John Bunker

When World War II was drawing to a close in 1945, it was evident that the huge fleet of war-built emergency ships was much too big for the nation's peacetime needs.

Most of this fleet would soon be laid up. Hundreds of war-time ships that provided jobs for SIU men would be taken to the bone yards. Mothballs and the scrap pile was to be the ultimate fate for much of the war-built merchant marine.

It was obvious that more ships—more jobs—must be found for SIU men.

The largest American steamship line was Isthmian S. S. Company, a world-wide operator whose parent firm was the huge U. S. Steel Corporation. Isthmian's ships were still unorganized, its men being represented by a captive, company union.

Isthmian was a prime source of post-war jobs and the SIU leadership was determined that they would be SIU jobs. Isthmian, therefore, became the number one target for SIU organizational efforts.

The SIU drive to get Isthmian became the most ambitious organizational campaign in the history of maritime unionism.

The Isthmian drive was a classic example of success through planning... teamwork... sweat and guts. It was not easy.

It was successful because scores of SIU men pitched in to help. They rode Isthmian ships... brought in pledge cards... defied NMU goons... walked the picket lines... spent many hours at desks, typewriters, mimeograph machines and telephones doing the "drudge" jobs that went unnoticed and "unsung".

How did the SIU take Isthmian? Here's how it worked...

Said the Seafarers Log of June 13, 1947:

"The Seafarers went into the Isthmian campaign with a battle plan carefully drawn months in advance, set down with as much detail as a pre-battle blue print can be."

New York Port Agent Paul Hall had been named by the Atlantic and Gulf District Agents Conference to head up the drive as director of organization. Earl "Bull" Shepard was in charge of field work, assisted by Cal Tanner, Lindsey Williams, Per Lykke and Eugene Dauber. Secretary-Treasurer J. P. Shuler was also part of the team. Among the others who deserve credit were organizers Johnny Arabasz, Al

John Bunker is director of the Seafarers Historical Research Department.



This vintage photo shows Seafarers picketing the old Cape Spencer to finally nail down Isthmian.

Kerr, E. S. Higdon, William Rentz and Charles Sterling. They worked 18-hour days, seven days a week during this vital campaign.

The concentrated drive to organize Isthmian began in June of 1945, the objective being to secure enough pledge cards to enable the SIU to petition the National Labor Relations Board for an election. Such an election would determine who was to be the bargaining agent for the crews on Isthmian ships.

Pledge cards are statements signed by crewmen on a ship saying that they prefer a particular union to represent them.

The National Labor Relations Board (NLRB) is an agency of the federal government which holds elections when it is evident that non-union workers want a union to represent them or when workers already in a union want to change their union affiliation. NLRB steps into the picture and orders an election when a union can produce enough cards showing that the men want it to represent them.

From the beginning the SIU had a few book members aboard Isthmian ships to carry on a small, low-key organizational drive without any special equipment other than copies of the *Seafarers Log* and regular SIU educational literature—plus their desire to organize.

Meanwhile, Paul Hall and his staff were setting up the machinery for an all-out operation and were recruiting the necessary forces to carry it to a successful completion.

Many Volunteers

First step was to call for volunteers from the membership—men to ride Isthmian ships despite their

lower wages and lack of other benefits. These men would infiltrate the Isthmian fleet as volunteer ship organizers. The membership responded enthusiastically.

Because of Isthmian's world-wide operations the organizational apparatus had to include a set-up at all U. S. coasts, plus Puerto Rico and Hawaii.

The scope of this drive can be gauged from the fact that the Isthmian fleet in 1945 included about 100 vessels, mostly war-built Liberties, Victories and C-types, with a few pre-war ships that had survived the bombs and torpedoes. These ships represented more than 3,000 unlicensed jobs.

Obviously, the name of the game was SHIPS...and JOBS. It was a blue chip game and the stakes were high.

In his regular *Log* column called "Clearing the Deck" in 1945, Paul Hall called problems resulting from peace time conversion the number one priority problem of the union.

"The SIU," he said later "had taken a realistic view of these problems. The organizational drive was planned and thrown into gear while jobs were plentiful and replacements scarce."

In other words, don't wait till you're hungry to plan for pork chops. Look ahead.

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In a report to Union Secretary-Treasurer John Hawk in June of 1945, Paul Hall pointed up the difficulties faced by the Union in this ambitious drive. One of the hardest jobs was enthusing the outports with the importance of the task and

stressing the need of contacting all the crews of Isthmian ships and of getting SIU literature on board every ship.

Even more difficult was getting men on Isthmian ships past the closely guarded gates and the gangway watchmen. SIU organizers were constantly being thrown off the ships and frequently arrested for trespassing.

Battled NMU

The SIU was also battling a presumably big lead enjoyed by the NMU, which had been trying to organize Isthmian for several years but had never felt that it had enough pledges to call for an NLRB election. The NMU had given the Isthmian campaign a top priority and was placing graduates of its union "leadership school" aboard Isthmian ships as organizers.

For this reason, the SIU had to obtain pledge cards as quickly as possible in case the NMU should call for an election. It later developed that the NMU had never developed the strength which the SIU had feared.

The Isthmian drive was directed from Paul Hall's organizational headquarters at 51 Beaver Street in New York, where the operations resembled field headquarters for a wartime military command.

Here complete reports were received daily on the position of Isthmian ships all over the world and detailed information on those in American ports or due shortly to arrive. There was a file on each ship, including such things as the names of key men aboard and the reaction of crew members to SIU organizing; when and where SIU literature had been placed on board; where and when the ship had been contacted by SIU organizers; effectiveness of the NMU competition on board; attitudes of crewmen toward the company, and similar useful data.

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The sign carried by this SIU picketeer back in the late '40s speaks for itself.

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Large charts on the walls in this operations center showed the status of the drive in colorful graphics, so that Headquarters could have a daily picture of the world wide effort. If one port seemed to be falling behind in the drive, organizers could be shifted from strong to weak points on short notice. The tempo of activity here never slackened. The New York "combat information center", as it might be called, operated 24 hours a day, with someone always on hand to take messages, give orders and make decisions.

Organizing Victory in Maritime History

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Log Played Key Role

The Seafarers Log was a vital instrument in this drive. It featured news about the campaign, with stories about the Isthmian ships and crews which impressed those men who were still undecided that the SIU could offer them the most benefits. Booklets and leaflets were also produced and given to Isthmian men both on ship and ashore.

An important part of SIU literature was an open invitation to all Isthmian men to visit SIU halls and sit in on meetings to see the democratic process at work.

Probably the most effective point in the printed material distributed to Isthmian men was the guarantee that they would receive all rights and privileges if they joined the union and that they would pay only the original charter member initiation fee of \$17.50.

Hall's key men were on call 24 hours a day throughout the Isthmian Drive. He later complimented his staff for "one of the most important jobs ever accomplished in the cause of maritime labor."

In October of 1945, the Union advised the Isthmian Steamship Company that it held pledge cards from a substantial majority of its employees, designating the SIU as their collective bargaining agent and that the Union demanded full recognition as "the sole representative of the men in contract negotiations." This was accomplished in only five months of work aboard a fleet whose ships were ranging all over the world! But the drive did not slacken.

Said a Log story of January 4, 1946:

"Calling all SIU men. Now is the time to come to the aid of your union. We are engaged in an all-out effort to make Isthmian a union outfit. This can be done only with the help of every rank and file SIUer afloat. When you tie up alongside an Isthmian ship, board her and give the crew the score on waterfront unionism. Show them a copy of our contract and tell them how we settle beefs, prove to them that unionism, the SIU way, means more pork chops for them."

The men did come to the aid of the union.

SIU vice president Angus "Red" Campbell rode Isthmian's Steel



The crew of the old Isthmian Line Cape Junction lets the world know who they want for their Union. (circa 1947).

Inventor as a volunteer organizer on a five-month trip from New York to Shanghai and back. He remembers having all of 28 hours in overtime and paying off with \$750. He was an AB at the time.

On the 18th of January, 1946, the Log reported that the Isthmian freighter Alamo Victory had pledged SIU almost one hundred percent to volunteer organizers Yulin Blomgren, carpenter, Frank Fromm, deck maintenance, and Edward Walsh, AB.

Other Isthmian ships reported preference for the SIU in quick succession as SIU organizers infiltrated the fleet and talked up the benefits of SIU representation.

One after another Isthmian ships pledged SIU... Sea Phoenix... Hawkins Fiske... Horace Wells... William Whipple... Edmund Fanning... Cape Junction... Marine Fox... Steel Inventor.

The Election Begins

The tide was now rolling so strong for the SIU over the rival NMU and the company union that the SIU petitioned the NLRB for an election. On the 19th of March, 1946, little more than six months after the organization drive had been put into full gear, NLRB ordered an election on Isthmian ships.

Voting on Isthmian ships began March 29, 1946. First vessel to be voted, with observers of the NLRB attending, was the S.S. Mobile City in New Orleans. Within a few days ballots had also been cast on the steamers William N. Byers in Galveston, the Nicaragua Victory and the Mandan Victory in Baltimore, the Marine Fox in Seattle, and the Thomas Cresap in New York.

SIU dominance in the voting was soon evident. In the Log of May 10, 1946 was this typical report:

"The East Point Victory is SIU by 70 Percent."

Similar triumphs were recorded issue by issue.

By June of 1946 about 80 percent of the Isthmian Fleet had voted, with the SIU, as the Log rightly declared, "far out in front".

waterfront organization which does the most for seamen."

The NMU tried to nullify the election by complaints to the NLRB but none of these complaints were held valid and the voting was declared final.

On August of 1947, Isthmian capitulated and signed a full SIU contract.

But the company still saw one legal loophole and decided to obstruct fulfillment of the contract by refusing to ship its crews through the union hiring hall.

The union immediately struck all Isthmian ships in all ports on August 13 of 1947. It was an eight day strike that quickly tied up 25 freighters. With its other 75 ships facing the prospect of tie-up as soon as they reached an American port and with the imminent loss of cargoes to other lines, which were not affected, Isthmian again capitulated after eight days. The union had won a complete victory.

The late Paul Hall summed up the Isthmian drive in these words:

"Never before had a maritime union tackled an organization that was as large or which had its ships in such extensive world-wide operation, or which was backed by a parent company (U.S. Steel) with such vast resources."

"We did the job because we made careful plans beforehand... because we analyzed our strategy, monitored our tactics until we knew what would work and what didn't, and enthused our membership with the importance of the job. We weren't daunted by the opposition."

"Needless to say, we had a hard-hitting and dedicated first team. And we had troops who believed in what they were doing."

"Planning...organization... courage and determination. When you've got that and you're willing to work, you've got the battle half won."



At the old hall on Beaver St. in downtown Manhattan, onboard organizers meet to discuss strategy.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PMA PENSION PLAN

This is a summary of the annual report for the SIU Pacific District-PMA Pension Plan. Employer Identification No. 94-6061923, for the year ended July 31, 1980. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA.)

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$21,444,363. These expenses included \$812,185 in administrative expenses, \$15,526,347 in benefits paid to participants and beneficiaries, and \$5,105,831 for partition of net assets to the MSO-PMA Pension Plan. A total of 10,258 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$103,393,588 as of the end of the plan year compared to \$113,499,572 as of the beginning of the plan year.

During the plan year, the plan experienced a decrease in its net assets of \$10,105,984, which includes the partition of net assets to the MSO-PMA Pension Plan as referred to above. This decrease included unrealized depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of the assets acquired during the year. The plan had total income of \$18,184,431, including

employer contributions of \$9,618,232, losses of \$1,995,768 from the sale of assets, earnings from investments of \$10,559,472, and miscellaneous income of \$2,495.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

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Public Disclosure Room, N4677
Pension and Welfare Benefit
Programs
Department of Labor
200 Constitution Avenue, N.W.
Washington, D. C. 20216

Pensioner Gives \$400 to SPAD



When Francisco Costa (right) retired four years ago, he gave \$100 to SPAD. The next year he gave \$200 and last year he gave \$300. You guessed it. Brother Costa dropped by the Brooklyn hall recently and donated \$400 to SPAD. Coincidentally, it was SIU rep Johnny Dwyer's (left) last day on the job before he retired. The two oldtimers are good friends and got together for this photo. Thanks again to Pensioner Costa for his continued concern for his Union, and continued smooth sailing to both oldtimers.

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SIU Awards \$55,000 in College Grants

Continued from Page 3

been involved in a Pre-Medical Research Program at Barnard College in Manhattan.

Grace writes that "One of the most important reasons I want to be a practitioner of medicine is to aid people in preserving health."

Aside from medicine and her school studies, one of Grace's major interests is music. At the age of 15 she decided to take violin lessons. Grace did so well that she received a scholarship from Greenwich House Music School in New York City.

A student at Stuyvesant High School in Manhattan, Grace became a member of their Symphony Orchestra. She eventually was accepted into the All City High School Orchestra as a first violinist.

Reflecting her academic achievements are Grace's membership in Stuyvesant's honor society, Arista, as well as the National Honor Society.

Grace's father, Seafarer Sung Ming Hsu, retired in 1976 on an SIU pension. The 70-year old Seafarer who had joined the Union in 1948 in the port of New York, sailed as a cook in the Steward Department.

Brother Hsu and his wife have been a big influence on Grace's success. In her autobiography accompanying her application, she writes, "My parents have always taught me to value education; they have said that it is a precious gift given to humanity that all the earthly riches cannot buy; it can only be obtained through self-initiative and perseverance on the part of the person seeking this knowledge."



Anna Liisa Karttunen

Anna Liisa Karttunen's interest is foreign languages. And it's not hard to understand how that interest developed. Though she was born and raised in this coun-

try, Anna Liisa only understood and spoke Finnish until she was four years old.

As she herself writes, "my parents had preferred to teach me their native language, Finnish, rather than to subject me to an imperfect form of English. I, however, overcame my obstacle quite quickly, as this introduction to another idiom left a certain impact on me that has pursued me ever since."

Besides English and Finnish, Anna Liisa has studied Spanish, French, and Mandarin Chinese.

With the scholarship money she hopes to pursue her studies at Georgetown University in Washington, D.C. or Harvard or Radcliffe in Cambridge, Mass.

Anna Liisa feels that the knowledge of other languages "is so very important in today's society, especially as continuous contact outside our...nation becomes greater."

A student at Longwood High School in Middle Island, N.Y., Anna Liisa is a member of the National Honor Society, the Kiwanis Key Club, the Quill & Scroll Society, and many extracurricular activities.

Anna Liisa's father, Seafarer Leo Karttunen, joined the SIU in 1946 in the port of New York. Now sailing as a chief electrician, Karttunen, 59, walked the picket line in the 1962 Moore-McCormack—Robin Line beef. He also served picket duty in 1961.



John Edward Ludwicki

A resident of Dyer, Ind., John Edward Ludwicki, wants to follow a career in electrical engineering.

As he writes, "I chose electrical engineering because it is one of the fastest moving career choices today.... I have always been fascinated with new ideas. As an electrical engineer I will have the ability to develop these new ideas."

John hopes to attend either Rose-Hulman Institute of Technology in Terra Haute, Ind., or Purdue University in Indiana. He is currently attending Lake Central High School where he's a member of the German Club and the Yearbook staff. He is also a member of the National Honor Society.

John's father, Lakes Seafarer Stanley Chester Ludwicki, 55, joined the Union in the port of Chicago in 1971. He sails in the engine department as a fireman-oiler.

Miles Edward Midgette

Miles Edward Midgette, who resides in Manteo, N.C., will be attending the University of North Carolina at Chapel Hill this summer. In his own words, he is planning "to pursue a career in natural science, wildlife management, and environmental studies. I am considering a double major of either Chemistry/Biology or Biology/Ecology, appropriate channels, I believe, for accom-

plishing my goals of preserving the wilds, not only in my home area, but throughout the nation."

Miles attends Manteo High School where he participates in a variety of extracurricular activities, such as, football, wrestling, student government, and the drama club, to name a few. He has also been involved in community activities, such as, the Heart Fund Collection, and Multiple Sclerosis fundraisers.

In one of the letters of recommendation accompanying his application, it's pointed out that Miles was recently "selected to represent his school in competition for the prestigious Morehead Scholarship. He was selected a winner. He is also a National Merit Scholarship winner."

Miles' father, SIU Boatman Raymond Westcott, Jr., is a captain for Interstate Transport Co. aboard their tug *Driver*. The 42-year old Boatman joined the Union in 1968 in the port of Baltimore.

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book number _____

☐ Please send me an application and pretest packet.
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GED Department
Seafarers Harry Lundeborg
School of Seamanship
Piney Point, Maryland 20674





Pensioner Teodoro "Ted" Villanoria, 90, passed away from pneumonia in Bethany Hospital, Tacloban City, P.I. on May 18, 1980. Brother Urbina joined the SIU in 1942 in the port of Mobile sailing as a chief steward. He sailed 47 years. Seafarer Urbina attended Piney Point's Pensioners Conference No. 9 in 1970. Born in the Philippines, he was a resident of Tacloban City. Surviving are a daughter, Mrs. Nina Katou of Yokahama, Japan and a niece, Mrs. Filomena U. Arcenas of Tacloban City.



Pensioner Victor Arturo Valencia, 73, passed away from heart-lung failure in St. Luke's Hospital, San Francisco on Dec. 3, 1980. Brother Valencia joined the SIU in 1946 in the port of San Francisco. He sailed chief electrician for 25 years and in the steward department. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS De Soto*. Seafarer Valencia was born in Teofilo Romero, San Salvador, Central America. Burial was in Holy Cross Cemetery, Colma, Calif. Surviving are five daughters, Mrs. Rosario C. Robertson of San Francisco, Mrs. Regina Najarro of Fremont, Calif., Mrs. Cecelia Hibbert of Pacifica, Calif., Mrs. Anna Bourbeau, also of Pacifica and Mrs. Sofia Palacio of San Francisco.



Pensioner Emanuel Enousia Samuel Vatis, 65, died of heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on Nov. 3, 1980. Brother Vatis joined the SIU in 1939 in the port of Mobile sailing as a bosun. He sailed 33 years. Seafarer Vatis was born in Florida and was a resident of Texas City, Tex. Interment was in Galveston Cemetery, Hitchkok, Tex. Surviving are three daughters, Marguerite of Chickasaw, Ala., Mrs. Shirley Ann Griffin and Mrs. Dorothy May Pace and a sister, Anita of Pensacola, Fla.

William J. Gegorek, Sr., 50, died of heart disease in the South Baltimore (Md.) General Hospital on Oct. 20, 1980. Brother Gegorek joined the Union in the port of Baltimore in 1957 sailing as a captain for Curtis Bay Towing from 1961 to 1980. He was born in Baltimore and was a resident there. Burial was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Theresa; two sons, William Jr. and David and two daughters, Theresa and Rita.



William Everett Walker, 47, died of injuries in the 7th Ward General Hospital, Hammond, La. after his pickup truck overturned on Nov. 20, 1980.

Brother Walker joined the SIU in the port of New Orleans in 1956 sailing as a FOWT. He was a veteran of the U.S. Army in the Korean War. Seafarer Walker was born in Liberty, Miss. and was a resident of Hammond. Interment was in Holly Garden Cemetery, Hammond. Surviving are his widow, Beatrice; a daughter, Rachel Lynn; his mother, Edith of Hammond and a brother, Perry.



Pensioner Eusebio Padilla, 78, passed away from natural causes in Lutheran Medical Center, Brooklyn, N.Y. on Dec. 1, 1980. Brother

Padilla joined the SIU in 1946 in the port of New York sailing as a cook and baker. He was born in Puerto Rico and was a resident of Brooklyn. Burial was in Rosedale Cemetery, Linden, N.J. Surviving are his widow, Felipa; a son, Arnpardo and a daughter, Mrs. Esther Gronnestad.



Rafael Casiano Padilla, 60, died of lung failure in the New Orleans USPHS Hospital on July 29, 1980. Brother Padilla joined the SIU in

1943 in the port of New York sailing as a chief steward for the Robin Line. He also sailed inland. Seafarer Padilla sailed 36 years. Born in Puerto Rico, he was a resident of Bay St. Louis, Miss. Burial was in Cypress Hills Cemetery, Brooklyn. Surviving are three sons, Jose, Rafael Jr. and Victor; seven daughters, Mrs. Pilar Orlowsky, Mildred, Arabia, Sonia, Sandra, Sylvia and Gloria; his parents, Mr. and Mrs. Joao and Clara Padilla of San Juan, P.R. and a brother, Nelson of Brooklyn.



Pensioner Early Antoine Punch, 67, died of lung failure in the San Francisco USPHS Hospital on Oct. 5, 1980. Brother Punch joined the SIU in

1945 in the port of New York sailing as an OS. He was born in La Fourche Parish, La. and was a resident of San Francisco. Cremation took place in the Cypress Lawn Cemetery, Colma, Calif. Surviving are a brother, Loveless of Lockport, La. and two sisters, Mrs. Earline P. Montalbano of New Orleans and Mrs. Leota Page.

Loran Eugene Haynie, 66, died on Feb. 6, 1980. Brother Haynie joined the Union in the port of Norfolk in 1972 sailing as a chief engineer for NBC Lines and the Virginia Pilots Assn. Boatman Haynie was born in Fairport, Va. and was a resident of Weems, Va. Surviving is his widow, Virginia.



Pensioner Gregorio Mirabueno, 89, passed away from asthma at home in San Jose, Calif. on Aug. 8, 1980. Brother Mira-

bueno joined the SIU in 1938 in the port of New York sailing as a chief cook. He sailed for 42 years. Seafarer Mirabueno also sailed during World War II and rode the Bull Line. He was a veteran of the U.S. Navy in World War I. Mirabueno was born in the Philippines. Burial was in Roman Catholic Cemetery, Bolinao Pangasinan, P. I. Surviving are his widow, Francisca of Bolinao Pangasinan; four sons, Angel, Jorge, Ramon and Louis; three daughters, Mrs. Carmen del Pilar de Juses of Catano, P.R., Carmen Eva and Milagros; and a sister, Victoria of San Francisco.



Robert Emerson Prentice, 62, died of multiple injuries in Prince George General Hospital, Cheverly, Md. after his car was hit by a truck in Prince

Frederick, Md. on Aug. 6, 1980. Brother Prentice joined the SIU in the port of San Francisco in 1967 sailing QMED. He was a veteran of the U.S. Navy in World War II. Seafarer Prentice was born in Stoneham, Colo. and was a resident of Tampa. Prentice earned an engineering degree from Washington University, St. Louis, Mo. And he was a machinist and instrument maker for the U.S. Naval Gun Factory and Geophysical Institute. Cremation took place in the Cedar Hill Crematory, Suitland, Md. Surviving are a daughter, Joerene of New Orleans; his mother, Mrs. Ellen E. Custer of Denver, Colo. and two brothers, Robert of Annandale, Va. and William of Palmetto, Fla.



Rocco Joseph Tomeo, 54, succumbed to cancer in the Lyman-Roberts Hospital, Aransas Pass, Tex. on Dec. 28, 1980. Brother

Tomeo joined the SIU in the port of New York in 1971 sailing as a QMED. He was a veteran of the U.S. Navy in World War II. Seafarer Tomeo was born in Freeport, L.I., N.Y. and was a resident of Rockport, Tex. Interment was in Rockport Cemetery. Surviving are his widow, Betty; a daughter, Mrs. Cindy M. Golofaro of West Babylon, L.I., N.Y.; a grandson, Anthony of West Babylon and his parents, Mr. and Mrs. Dominick and Frances Tomeo.

Leonard Anthony Roman, 55, died of kidney failure in Church Hospital, Baltimore on July 18, 1980. Brother Roman joined the Union in the port of Baltimore in 1957 sailing as a mate and pilot for Curtis Bay Towing from 1946 to 1980. He was a former member of the ILA Local 1337. Boatman Roman was a veteran of the U.S. Navy in World War II. Born in Nanticoke, Pa., he was a resident of Baltimore. Burial was in Oaklawn Cemetery, Baltimore. Surviving are his widow, Frances; three sons, Leonard Jr., Ronald and Anthony and a daughter, Patricia.



Albert Ross Hickenbotam, 48, succumbed to cancer in the Willis - Knight Medical Center, Shreveport, La. on Sept. 6, 1980. Brother Hicken-

botam joined the SIU in the port of Houston in 1974 sailing as a QMED. He was a former member of the UAW Teamsters and Carpenters and Cabinet-makers Unions. Seafarer Hickenbotam was a veteran of the U.S. Air Forces during the Korean War. Born in Shreveport, he was a resident there. Burial was in Mt. Zion Cemetery, Coushatta, La. Surviving are three daughters, Cynthia of Shreveport, Celia and Alice Sue; his mother, Allie and a brother, C.L. Hickenbotam of Shreveport.



Pensioner Paul Sing Howe, 80, passed away from heart disease in New York City on Nov. 2, 1980. Brother Howe joined the SIU in

the port of New York in 1955 sailing as a chief steward. He sailed 25 years. Seafarer Howe was a veteran of the U.S. Army in World War II. A native of China, he was a naturalized U.S. citizen and a resident of Baltimore. Interment was in the Baltimore Cemetery.



Pensioner John Joseph Kearney, 85, passed away from heart failure at home in Hampton, Va. on Oct. 14, 1980. Brother Kearney joined the SIU in 1938 in

the port of Norfolk sailing as a bosun. He sailed for 41 years. Seafarer Kearney was born in Ireland. Burial was in Parklawn Cemetery, Hampton. Surviving is his stepdaughter, Mrs. Lillian E. Parker of Hampton.



Pensioner John Pennino, 68, died of a heart-lung failure in the New Orleans USPHS Hospital on Aug. 18, 1980. Brother Pennino joined the SIU in

1942 in the port of New Orleans sailing as a bartender and in the steward dept. He was born in New Orleans and was a resident there. Interment was in St. Vincent de Paul Cemetery No. 2, New Orleans. Surviving are his mother, Mary and a sister, Mrs. Frances R. Pluche of New Orleans.



Ronald Joseph Parker, 45, died of a liver ailment at home in Wilmington, Calif. on Oct. 27, 1980. Brother Parker joined the SIU in the port of

Wilmington in 1978 sailing as a GSU. He was born in Louisiana. Burial was in Rest Haven Cemetery, New Orleans. Surviving are a daughter, Jessica and his parents, Mr. and Mrs. George and Marguerite Parker.



Pensioner Teodoro Urbina, 90, passed away from pneumonia in Bethany Hospital, Tacloban City, P.I. on May 18, 1980. Brother Urbina joined the SIU in 1942 in the port of Mobile sailing as a chief steward. He sailed 47 years. Seafarer Urbina attended Piney Point's Pensioners Conference No. 9 in 1970. Born in the Philippines, he was a resident of Tacloban City. Surviving are a daughter, Mrs. Nina Katou of Yokohama, Japan and a niece, Mrs. Filomena U. Arcenas of Tacloban City.



Pensioner Victor Arturo Valencia, 73, passed away from heart-lung failure in St. Luke's Hospital, San Francisco on Dec. 3, 1980. Brother Valencia joined the SIU in 1946 in the port of San Francisco. He sailed chief electrician for 25 years and in the steward department. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS De Soto*. Seafarer Valencia was born in Teofilo Romero, San Salvador, Central America. Burial was in Holy Cross Cemetery, Colma, Calif. Surviving are five daughters, Mrs. Rosario C. Robertson of San Francisco, Mrs. Regina Najarro of Fremont, Calif., Mrs. Cecelia Hibbert of Pacifica, Calif., Mrs. Anna Bourbeau, also of Pacifica and Mrs. Sofia Palacio of San Francisco.



Pensioner Emanuel Enousia Samuel Vatis, 65, died of heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on Nov. 3, 1980. Brother Vatis joined the SIU in 1939 in the port of Mobile sailing as a bosun. He sailed 33 years. Seafarer Vatis was born in Florida and was a resident of Texas City, Tex. Interment was in Galveston Cemetery, Hitchkok, Tex. Surviving are three daughters, Marguerite of Chickasaw, Ala., Mrs. Shirley Ann Griffin and Mrs. Dorothy May Pace and a sister, Anita of Pensacola, Fla.

William J. Gegorek, Sr., 50, died of heart disease in the South Baltimore (Md.) General Hospital on Oct. 20, 1980. Brother Gegorek joined the Union in the port of Baltimore in 1957 sailing as a captain for Curtis Bay Towing from 1961 to 1980. He was born in Baltimore and was a resident there. Burial was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Theresa; two sons, William Jr. and David and two daughters, Theresa and Rita.



William Everett Walker, 47, died of injuries in the 7th Ward General Hospital, Hammond, La. after his pickup truck overturned on Nov. 20, 1980. Brother Walker joined the SIU in the port of New Orleans in 1956 sailing as a FOWT. He was a veteran of the U.S. Army in the Korean War. Seafarer Walker was born in Liberty, Miss. and was a resident of Hammond. Interment was in Holly Garden Cemetery, Hammond. Surviving are his widow, Beatrice; a daughter, Rachel Lynn; his mother, Edith of Hammond and a brother, Perry.



Pensioner Eusebio Padilla, 78, passed away from natural causes in Lutheran Medical Center, Brooklyn, N.Y. on Dec. 1, 1980. Brother Padilla joined the SIU in 1946 in the port of New York sailing as a cook and baker. He was born in Puerto Rico and was a resident of Brooklyn. Burial was in Rosedale Cemetery, Linden, N.J. Surviving are his widow, Felipa; a son, Armparo and a daughter, Mrs. Esther Gronnestad.



Rafael Casiano Padilla, 60, died of lung failure in the New Orleans USPHS Hospital on July 29, 1980. Brother Padilla joined the SIU in 1943 in the port of New York sailing as a chief steward for the Robin Line. He also sailed inland. Seafarer Padilla sailed 36 years. Born in Puerto Rico, he was a resident of Bay St. Louis, Miss. Burial was in Cypress Hills Cemetery, Brooklyn. Surviving are three sons, Jose, Rafael Jr. and Victor; seven daughters, Mrs. Pilar Orliwsky, Mildred, Arabia, Sonia, Sandra, Sylvia and Gloria; his parents, Mr. and Mrs. Joao and Clara Padilla of San Juan, P.R. and a brother, Nelson of Brooklyn.



Pensioner Early Antoine Punch, 67, died of lung failure in the San Francisco USPHS Hospital on Oct. 5, 1980. Brother Punch joined the SIU in 1945 in the port of New York sailing as an OS. He was born in La Fourche Parish, La. and was a resident of San Francisco. Cremation took place in the Cypress Lawn Cemetery, Colma, Calif. Surviving are a brother, Loveless of Lockport, La. and two sisters, Mrs. Earline P. Montalbano of New Orleans and Mrs. Leota Page.

Loran Eugene Haynie, 66, died on Feb. 6, 1980. Brother Haynie joined the Union in the port of Norfolk in 1972 sailing as a chief engineer for NBC Lines and the Virginia Pilots Assn. Boatman Haynie was born in Fairport, Va. and was a resident of Weems, Va. Surviving is his widow, Virginia.



Pensioner Gregorio Mirabueno, 89, passed away from asthma at home in San Jose, Calif. on Aug. 8, 1980. Brother Mirabueno joined the SIU in 1938 in the port of New York sailing as a chief cook. He sailed for 42 years. Seafarer Mirabueno also sailed during World War II and rode the Bull Line. He was a veteran of the U.S. Navy in World War I. Mirabueno was born in the Philippines. Burial was in Roman Catholic Cemetery, Bolinao Pangasinan, P. I. Surviving are his widow, Francisca of Bolinao Pangasinan; four sons, Angel, Jorge, Ramon and Louis; three daughters, Mrs. Carmen del Pilar de Juses of Catano, P.R., Carmen Eva and Milagros; and a sister, Victoria of San Francisco.



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United Auto Workers Coming Back Home

When he succeeded George Meany as AFL-CIO president in November, 1979, Lane Kirkland made it clear that he wanted those labor unions which are not now affiliates of the Federation back in the AFL-CIO. "All workers belong in the unions of their trade or industry," Kirkland said in his first speech as AFL-CIO president, "and all true unions belong in the AFL-CIO."

The first giant step towards that goal was taken last month as the 1.2 million member United Auto Workers, which left the AFL-CIO in 1968, voted to reaffiliate.

Announcing that UAW rank-and-file convention delegates had approved the reaffiliation motion, UAW President Douglas A. Fraser said "this is a time to unify ... to work together and fight together with our brothers and sisters in the labor movement."

Rank-and-file UAW delegates voted on reaffiliation during 17

regional union conferences held in April. The total tally was 7,785 for reaffiliation; 4,527 against.

Formal reaffiliation of the Auto Workers with the AFL-CIO is expected to take place during the Federation's next Executive Council meeting in August. Many observers agree that the reaffiliation comes at a crucial time for both the UAW and the Federation.

The UAW, which has been fighting tooth-and-nail to keep the U.S. auto industry afloat, has lost 300,000 members to industry slowdowns in the last 18 months. Reaffiliation will give the auto workers added muscle in battles to win support for the industry.

In addition, the Federation wants a unified voice in the fight to save key Federal aid programs such as unemployment and trade adjustment assistance, among others, from falling under the Administration's budget ax.

Speaking about the reaffilia-

tion, a UAW spokesman said "the situation in Washington, with an extremely conservative White House, a conservative Senate and Republican economics makes labor unity essential." He added that "corporate union-busting and takeaways at the bargaining table," could be fought more effectively by a strong, united labor movement.

The UAW disaffiliated from the AFL-CIO in 1968 over differences in internal labor policies as well as labor's stand on national and international issues. Clashes between two strong personalities—that of AFL-CIO President Meany and UAW President Walter P. Reuther—over a wide range of issues fueled the split.

Del Viento Committee



At a payoff at Port Newark, N.J. on Mar. 10 is the Ship's Committee of the *SS Del Viento* (Delta Line) with a crewmember. Seated (l. to r.) are Engine Delegate Dick Glaze, Deck Delegate Tom Davis, Steward Delegate James Gard and Chief Steward Johnny W. Gibbons, secretary-reporter. Standing (right) is AB Joe Mele.

Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

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

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

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

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

Alcoholic Rehabilitation Center

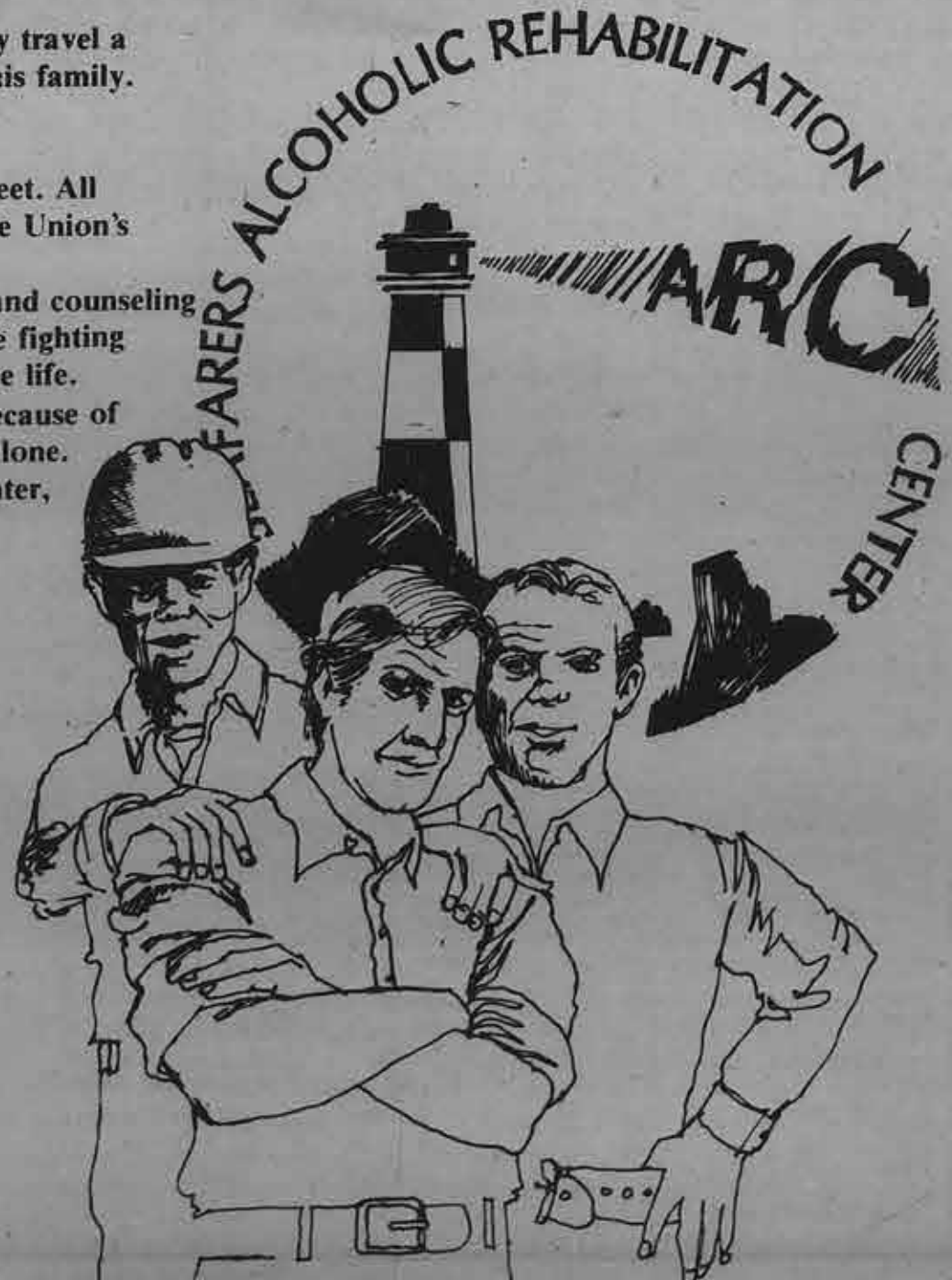
I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name Book No.

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

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692
or call, 24 hours-a-day, (301) 994-0010



SIU Tugs, Barges Service Guantanamo

The Military Sealift Command (MSC) has awarded a \$10 million, two-year contract to SIU-contracted Trailer Marine Transport to lift military supplies to the Naval Base at Guantanamo Bay, Cuba. The first shipment left earlier this month.

The contract calls for overland and ocean movement of containerized and breakbulk cargo principally between Norfolk, Va., and Guantanamo Bay. MSC solicited bids from 36 companies.

The service is operated in connection with TMT's commercial service to Puerto Rico. Military supplies are shipped by railroad from Norfolk to Jacksonville, where they are loaded aboard triple-deck barges.

First stop is Puerto Rico and then Cuba. Service from Jacksonville is bi-weekly.

Each shipment includes 50 to 60 trailer loads of dry and refrigerated cargo plus automobiles. The 4½-day transit time will allow fresh meat, produce and fruit to be purchased in Florida and other southeastern

states and shipped directly to Guantanamo via Jacksonville.

"This will provide the Naval Base with produce as fresh as that available from a local market," said George E. Rieber, director of MSC Liner Agreement Division of the Contracting Office.

"The Guantanamo service closely resembles a total transportation package in that it combines road and rail transport and waterborne services," Mr. Rieber added.

This is the second straight two-year agreement won by TMT to provide this service.

San Juan Committee



Here's a crewmember and most of the Ship's Committee of the SS San Juan (Puerto Rico Marine) at a payoff at Port Elizabeth, N.J. on Mar. 4. They are (l. to r.) Steward Delegate George Montgomery, Chief Steward F. E. Smith, holding February's LOG, secretary-reporter, AB Fred Nunez and Engine Delegate C. Garcia.

Dispatchers Report for Inland Waters

MAR. 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	9	1	1	0	0	0	14	7	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	8	1	3	2	1	1	11	3	6
Mobile	1	0	0	0	0	0	1	1	0
New Orleans	5	3	1	2	2	0	6	5	9
Jacksonville	2	1	0	1	1	0	3	4	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	5	5	2	2	1	5	13	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	2
Houston	4	1	2	1	3	0	10	6	9
Port Arthur	16	3	2	9	1	0	48	6	14
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	5	1	7	2	2	1	7	4	16
Piney Point	9	1	1	9	0	0	2	0	1
Paducah	1	3	19	1	0	1	7	3	67
Totals	61	20	41	29	12	4	114	52	135
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	0	0	0	0	0	3	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	0
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	0	1
Jacksonville	1	0	1	3	0	1	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	1
Port Arthur	0	0	0	0	0	0	1	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	2	0	0	1	0	1	2	1	2
Totals	6	0	1	4	0	2	8	1	8
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	1	2	0	0	5	0	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	1	0	1	1	0	2	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	0	0	0	0	2
Port Arthur	1	0	1	1	0	0	1	0	3
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	3	0	1	0	0	0	3	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	1	6	0	0	0	1	1	9
Totals	7	2	11	5	1	1	13	2	19
Totals All Departments	74	22	53	38	13	7	135	55	162

*"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.

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, N.Y.

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

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

Hamilton & Douglas, P.A.
2620 W. Kennedy Blvd.
Tampa, Florida 33609
Tele. # (813) 879-9482

SAN FRANCISCO, CALIF.

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

Philip Weltin, Esq.

Weltin & Van Dam
No. 1 Ecker Bld.
San Francisco, Calif. 94105
Tele. # (415) 777-4500

ST. LOUIS, MO.

Gruenberg & Sounders
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

Fogel, Julber, Reinhardt &
Rothschild
5900 Wilshire Boulevard
Los Angeles, California 90036
Tele. # (213) 937-6250

MOBILE, ALA.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

Orlando & White
Two Main Street
Gloucester, Massachusetts 01930
Tele. # (617) 283-8100

SEATTLE, WASH.

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

CHICAGO, ILL.

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

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Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	61	20	41	29	12	4	114	52	135
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	6	0	1	4	0	2	8	1	8
STEWARDS DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	7	2	11	5	1	1	13	2	19
Totals All Departments	74	22	53	38	13	7	135	55	162

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***Registered on the Beach means the total number of men registered at the port at the end of last month.

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, N.Y.
Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tele. (212) 279-9200

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

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

TAMPA, FLA.
Hamilton & Douglas, P.A.
2620 W. Kennedy Blvd.
Tampa, Florida 33609
Tele. (813) 879-9482

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

Philip Welin, Esq.
Welin & Van Dam
No. 1 Ecker Bld.
San Francisco, Calif. 94105
Tele. (415) 777-4500

ST. LOUIS, MO.
Gruenberg & Sounders
721 Olive Street
St. Louis, Missouri 63101
Tele. (314) 231-7440

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

LOS ANGELES, CALIF.
Fogel, Julber, Reinhardt & Rothschild
5900 Wilshire Boulevard
Los Angeles, California 90036
Tele. (213) 937-6250

MOBILE, ALA.
Simon & Wood
1010 Van Antwerp Building
Mobile, Alabama 36602
Tele. (205) 433-4904

DETROIT, MICH.
Victor G. Hanson
19268 Grand River Avenue
Detroit, Michigan 48822
Tele. (313) 532-1220

GLOUCESTER, MASS.
Orlando & White
Two Main Street
Gloucester, Massachusetts 01930
Tele. (617) 283-8100

SEATTLE, WASH.
Vance, Davies, Roberts, Reid & Anderson
100 West Harrison Plaza
Seattle, Washington 98119
Tele. (206) 285-3610

CHICAGO, ILL.
Katz & Friedman
7 South Dearborn Street
Chicago, Illinois 60603
Tele. (312) 263-6330



Port Arthur

The crew of the tug *E. M. Black* (Moran Towing) forced two alleged armed male hijackers to surrender to her captain and four-man crew here.

Armed with a shotgun and knife, the perpetrators climbed aboard the tug ordering the SIU crew to head for the Gulf and reportedly Florida.

But 40-miles out, the boat started taking on water and listing. After a bout at the rails, the intruders gave up.

The crew then radioed the Coast Guard reporting they were lost due to a broken compass. An offshore crewboat picked up the message to give the tug a heading back to Sabine Pass.

The hijackers were held for robbery and kidnapping.

A new Moran of Texas deep-sea tug, the *Stella II* was crewed. More of the company's new tugs will be crewed this summer.

A new Sabine Towing tug now under construction is expected to be delivered in the near future.

Great Lakes

Peter Kiewit Sons & Co. was awarded a \$6.5-million breakwall repair job in the port of Ashtabula, Ohio.

The contract calls for approximately 200,000 tons of cut stone. And it is expected to take two seasons to complete the job.

Algonac rep, Byron Kelley explained that it takes awhile for the stone to be cut to size inspected and okayed by the U.S. Corps of Engineers for installation.

Great Lakes Dredge & Dock Co. has signed a \$60-million contract with Argentina to dredge the Buenos Aires approaches to the harbor.

She'll have two 3,000 hp engines with delivery expected in December.

Norfolk

Contract negotiations at Carteret Towing have been agreed upon with signatures expected from both sides of the table.

Negotiations at American Towing are still ongoing.

St. Louis

Two or three new tugboats are expected here for delivery for Heartland Towing and Orgulf.

New Orleans

Crescent Towing has acquired another rebuilt and repowered tug from the East Coast. She's the 115 by 25-foot, 1,740 hp tug *Doris Moran* which was renamed the tug *Sparta*.

Mount Washington Committee



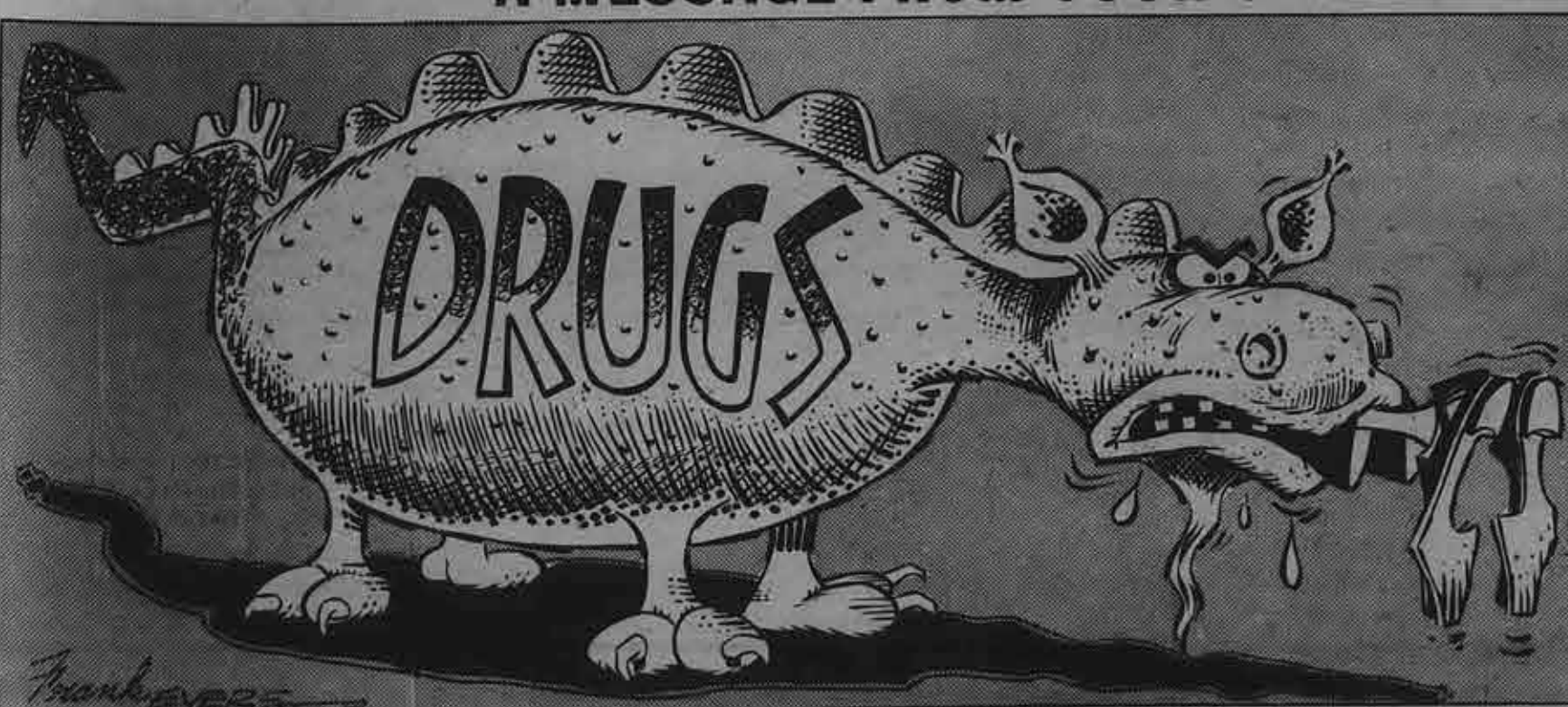
N.Y. Patrolman Carl Peth (left) talks to the Ship's Committee of the ST Mount Washington (Mount Shipping) on Mar. 20 at a payoff at the Northville Industries Dock, Linden, N.J. They were (l. to r.) Chief Steward Paul Cox, secretary-reporter, Bosun Marvin McDuffie, ship's chairman, Chief Pumpman Carlos I. Coello, educational director, Cook and Baker Herb Johnson, steward delegate and SIU Rep Terry Bader. Seated (right) is OS Ben Berbereno, deck delegate.

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
Algonac (Hdqs.)	31	13	9	12	13	1	63	19	11
Algonac (Hdqs.)	16	8	5	11	10	0	41	13	8
Algonac (Hdqs.)	6	3	1	5	7	0	13	8	2
Algonac (Hdqs.)	32	56	28	0	0	0	75	94	44
Totals All Departments	85	80	43	28	30	1	192	134	65

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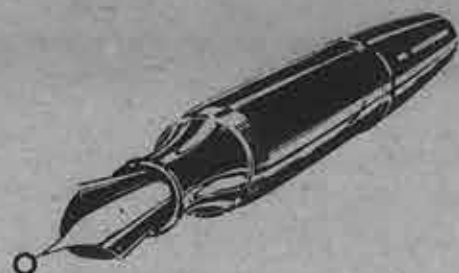
A MESSAGE FROM YOUR UNION



**NARCOTICS
WILL
EAT
YOU UP
AND
YOU'LL LOSE
YOUR
PAPERS
FOR
LIFE!**

LETTERS

TO THE EDITOR



A Stroke of the Pen!

It's been a couple of years since I retired from my job as SIU Headquarters Representative and moved out here to the beautiful state of Washington. However, like most SIU retirees, I can't stay away from the action for any length of time. I still come down to the hall in Seattle, and make it a practice to rub elbows with the politicians to keep the needs of the SIU and the maritime industry in their minds.

What has really hit home with me since my retirement is the ever growing need for political action by our Union. Not only political action on the Washington, D.C. level. But political action at all levels of state, city and local community affairs.

Another thing I have found out is that the Union can't do it all alone. More now than ever before, the Union needs the active participation by the membership in all ports to help the cause. That might mean handing out literature for a candidate supported by the union, or it might mean writing a letter concerning a specific maritime issue to a Congressman or Senator.

The bottom line today is that everything we have gained over the years can be wiped out by the stroke of a legislator's pen. If that happens, we have no one to blame but ourselves. So let's all pitch in to help out the organization in its political efforts. Every little bit helps.

Fraternally,
Edward X. Mooney
Kirkland, Wash.

Farewell to Brother Johnny

It isn't every day you are called upon to send over the ashes of a childhood friend and a good seafaring Brother. But I had this task to follow through with for Brother John Hogge last voyage.

Johnny and I were talking about a lot of things a few months ago while off watch aboard the *SS Point Revere*, one of which was on where we wanted to be buried if and when we died. I told Johnny I wanted to be cremated in my USMC dress blue and buried at sea. Brother John said, "I want to be cremated and my ashes sent over the side in warm blue waters."

John was a fun-loving care-free type of a guy who seemed to have a gift of making people around him laugh and feel good. He never got mad on deck. He would just give his grin and shrug off anything that might go wrong. He was a year round sailor who stood by his sea brothers at all times, never avoiding responsibility and almost always ended up Deck Delegate as he knew the contract and constitution well. He sailed AB and Day Man for 13 years. He was a good Union Man and supported Piney Point by attending almost all courses offered at the Point for deck. He used to say, "I'd rather be at the Point today preparing to sail tomorrow than sailing today not having the skills to sail tomorrow."

In summary, we lost a good friend and brother.

Johnny lived like a seaman and was buried with all the honors of a seaman. His ashes were scattered freely over the warm blue waters of the Panama Canal Zone aboard the *SS Inger* with flag at half mast and familiar faces of friends who had sailed with him many times before. Johnny was buried at sea on Feb. 23, 1981.

Fraternally,
A. Caulder—Gyrene
Carlos Diaz
N. Zepela

Wow! \$642.65 Cab Fare

Recently, one of the crewmembers missed this ship in Puerto Armuelles, Republic of Panama. We are in the Alaska oil trade, running from Puerto Armuelles to the U.S. Gulf.

Shortly after sailing, we received a telegram from the agent in Puerto Armuelles that the man was being advanced cab fare and would rejoin the vessel in Balboa before the ship transited the Panama Canal. To my shock, the cab fare along with a fine by customs and an Immigration escort tax, plus the loss of a day's wages came to an incredible total of \$642.65.

I feel this is a gigantic rip-off, and I want to warn your readers that if they are going to miss a ship, don't miss it in Puerto Armuelles.

Fraternally,
Capt. A. Jensen
Master, Monticello Victory

Burial at Sea Rites

At 1600 hours, March 16, 1981, in position 36°-41' N. Lat. 046°-14' W. Long. this vessel was stopped. Burial service was held on stern of the vessel for Mrs. Verdella Anne Howser, beloved wife of Captain Homer L. Howser. Vessels engines were put on dead slow ahead. Service was read, as per Mrs. Howser's request from pages 324 and 325, the book of common prayer of the Protestant Episcopal Church. Her ashes were then committed to the four winds. Carnations were scattered over the site of her burial. May God rest her soul. After a reading of the 23rd Psalm, and crossing the bar, all hands bowed their heads in silent prayer. Vessel then made round turn and final salute of three long blasts of ships whistle. At 1620 hours, sea speed was resumed. Services were attended by all ships personnel off duty and conducted by Captain L. O. Warren, Master *M/V Overseas Marilyn*.

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Success Story from ARC

I would like to take a few minutes, to thank the Union for founding the Seafarers Alcoholic Rehabilitation Center (A.R.C.) near Piney Point. And a special thanks to those that run it.

Five years ago on March 17, and I still don't believe it, I went to the A.R.C. for a drinking problem. With the help of the people at the A.R.C. and the people I've met at A.A. meetings, I've overcome my problem. I haven't had a drink since March '76 and have no desire for one. I want to thank the officials in the port of Seattle, and my shipmates for respecting my sobriety and helping me remain that way. If anyone has a drinking problem and needs help just ask me.

Thank God for the A.R.C. and A.A. and the SIU.

John A. Sullivan
Federal Way, Wash.

Overseas Chicago Crew Real Pros

During the *ST Overseas Chicago's* last call in Baton Rouge on March 25th, the U.S. Coast Guard conducted a certification test to determine if the vessel complies with the new rules and regulations pertaining to crude oil washing and inert gas.

The certification was carried out over a 72-hour period and during that time the unlicensed crew performed exceptionally.

The deck department under bosun James Thompson displayed a high degree of professionalism and a dedication to duty that was a major factor in obtaining this Coast Guard certification.

The QMED/pumpman, Mr. Tomme Cook, did an exceptional job in handling the pump room and cargo control room.

It was a pleasure to watch this crew perform their duties in a highly professional and skilled manner.

Very truly yours,
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R. E. Johnston
Assistant Vice-President

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R. E. Johnston
Assistant Vice-President

Ready Reserve Fleet Key to Sealifts

THE United States relies for national defense and security on many sources. Obviously, the U.S. Armed Forces are the primary caretakers of the nation's security needs. But the overall defense of the nation in the event of an emergency depends on the well-oiled functioning and cooperation of many different components.

A key factor in the U.S. ability to defend her citizens and interests is the Ready Reserve Fleet (RRF). Run under the control of the Maritime Administration and the Military Sealift Command, the 31-ship Ready Reserve Fleet consists largely of older general cargo, breakbulk vessels which are best suited to carry heavy military equipment. The ships are operated for Marad by various U.S. companies, including several under SIU contract.

Kept in a state of semi-readiness, the fleet can be mobilized in a matter of days, should a military emergency arise.

Crucial to the nation's ability to conduct an emergency military sealift, the Ready Reserve Fleet plays a role of real strategic importance for the U.S. And the SIU, along with 11 other U.S. maritime unions, plays an equally strategic role because the manpower for the Ready Reserve Fleet comes right out of the union halls.

Recently Marad asked for, and received, a written statement from the SIU and the other 11 maritime unions guaranteeing "a prompt response to RRF manning requirements for both defense exercises and actual emergency contingencies."

Marad acknowledged that "the written agreements are simply documented reaffirmation of the maritime labor unions historical support." U.S. maritime labor has already demonstrated, Marad added, that they "stand ready to serve the needs of the U.S. government by supplying highly trained, well-qualified professional seamen... in a timely manner."

To test the ability of the maritime unions to supply qualified crews for the RRF as quickly as possible, Marad holds an annual practice run. Duplicating as far as possible a real emergency situation, the annual RRF exercise is held at different times, often on holidays, with no advance notice to the unions.

Last year's exercise, called "Operation Reforger," involved the SIU-contracted *SS Washington*.

The SIU, in cooperation with other maritime unions and Marad, proved ready, willing and able to get qualified crews aboard the vessel and get her ready for action in a hurry.

In the past, however, RRF exercises involved just one ship. Now, in the interests of stepped-up national security, Marad has decided to hold multi-ship tests.

The multi-ship RRF exercise is another test of the ability of the SIU and other maritime unions to supply experienced, qualified manpower for the defense of the nation.

The SIU recognizes the crucial implications for national security of getting the RRF manned and operational without any delay. The Union and Marad also recognize that one of the problems for crews on RRF ships has been loss of seniority on the shipping list.

To eliminate this problem and to ensure, at the same time, that the seamen employed on RRF vessels have the training and experience to do the maintenance work required by the older RRF vessels, the Seafarers Appeals



Board took the following action. On September 1, 1980 the SAB amended shipping rule 5.A.1 which said "a seaman... whose vessel lays up less than 15 days after his original employment date shall receive back the original shipping registration card on which he was shipped."

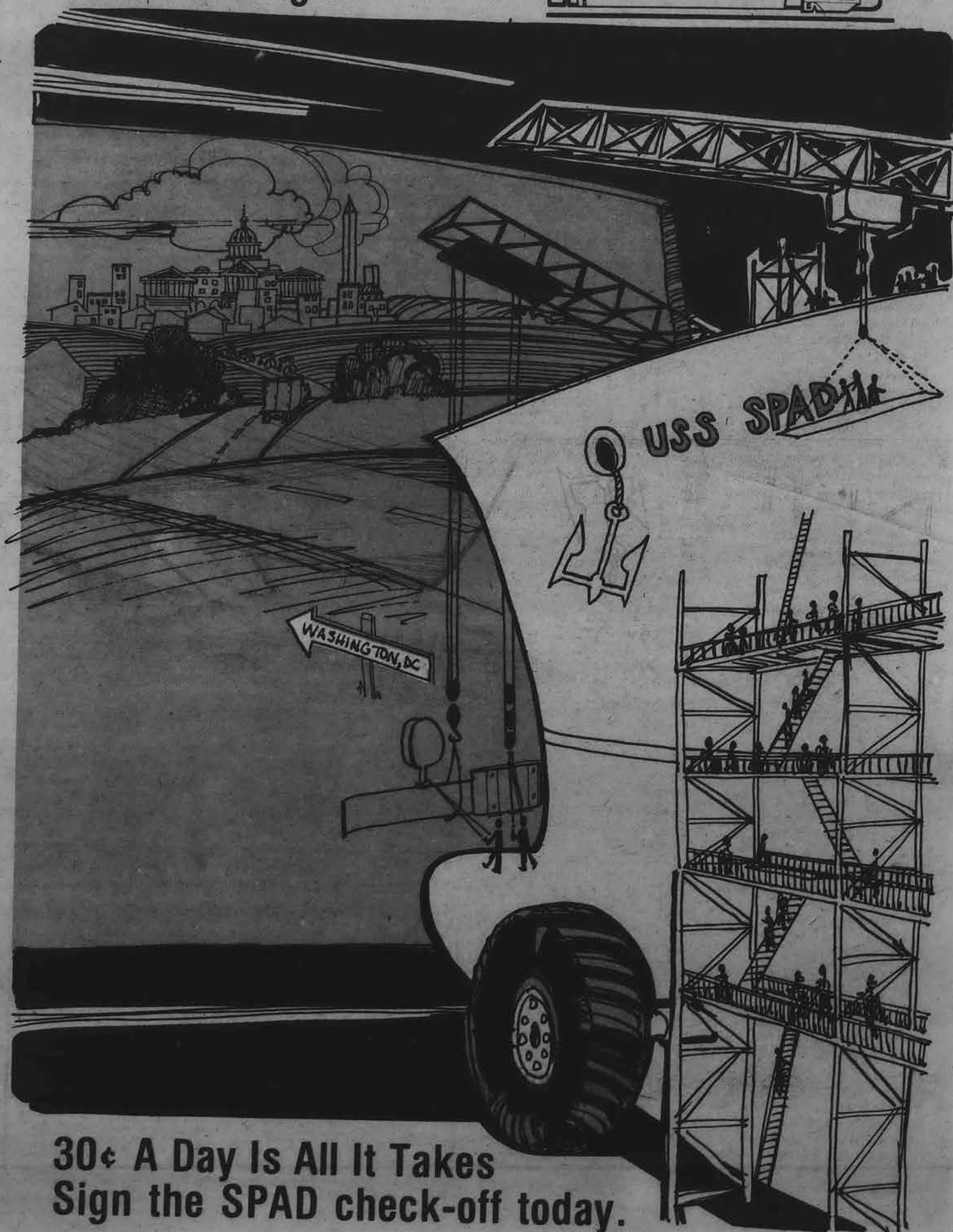
The amended version of Rule 5.A.1 extends the 15-day period to 30 days for "vessels assigned to

a contracted employer by any Federal Agency for assistance to the military on a limited basis..."

The amended rule was in effect during last year's RRF exercise "Operation Reforger" and "the effect," said Marad, "was both immediate and positive... The majority of the seamen joining the *SS Washington*," Marad added, were "oldtimers with many years of experience on vessels," like the *Washington*.

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Keep US Shipshape We Need A Space In Washington



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