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President's Report

by Frank Drozak

Record Speaks for Itself



THE record will indicate that the SIU has made every effort to be logical and reasonable in understanding and dealing with the problems of American-flag shipping. It has been our policy that matters of this sort be discussed openly in our membership meetings so that each Seafarer would fully understand the economics of the industry and his part in it.

Long ago we recognized that as the traditional shipping nations of the world captured an increasingly larger share of American foreign commerce—and as the developing nations began to create and expand shipping operations of their own—it was necessary for us to become more competitive and to allow the American-flag operator as much opportunity as we could to meet the competition.

This does not mean that the labor force alone can make the difference in whether or not our ships are competitive. There is a whole range of other factors which are at least equally and perhaps more important in determining the ability of the national fleet to acquire cargo. But the labor force is a factor in some measure and to the degree that it is, we have attempted to act responsibly toward the success of our contracted operators.

This policy has been effective—in the membership's best interests, and that of the industry and the nation.

With the move toward a new maritime program in the late 60's and early 70's it was necessary to offer some incentive to American investors. America's fleet was terribly overaged. New ships would have to embody the latest in technology to be competitive. To provide incentive to American operators and others to invest in new vessels, the SIU membership endorsed a policy allowing for realistic manning scales and other contract matters that were vital to attracting money into the business.

As the membership knows, we were successful thereby in maintaining

and even increasing the job opportunities for SIU men. We were subjected to criticism and abuse because of our willingness to blaze a new trail that was so vital to the welfare of American seafaring people.

We have made sacrifices and we understand a good deal about the problems of shipping management. It must be pointed out very strongly that when we did work out collective bargaining agreements with management that offered incentive and realistic manning scales based on the new technology, management itself and government both did their shares in enabling the new operations to be successful. It was not a one-sided affair.

And so when, on June 23, Maritime Administrator Harold Shear called the heads of the various maritime unions to a meeting in his office and asked us to roll back the wage increase that became effective June 16, we of the SIU flatly refused his request. We were joined in that position by the National Maritime Union whose president, Shannon Wall, attended the meeting. Others present were Capt. Robert Lowen, International Organization of Masters, Mates and Pilots; William Steinberg, American Radio Association; Jesse Calhoun, Marine Engineers Beneficial Association; Raymond McKay, Marine Engineers Beneficial Association District 2; and Charles Calhoun, Radio Officers Union.

A few days later, the SIU and the NMU issued a joint statement commenting on the Admiral Shear proposal and the unions' rejection of it.

We were surprised by the bluntness of the request, which was made on the basis of the allegation that American seamen were overpaid. There had been no previous discussion or communications on the subject other than the repeated references by the Office of Management and Budget Maritime Task Force and various Department of Transportation comments that alleged that American seamen are highly paid. As one OMB interim report to the President's Cabinet Council puts it, "American crew costs are the highest in the world." I think we should remind the maker of that statement that Americans in almost every calling are higher paid than their counterparts elsewhere. (American doctors, American corporate presidents, American college professors and economists, American legislators and American bureaucrats are the highest paid in the world.)

We pointed out to Admiral Shear that we are prepared to make sacrifices but we would like to know that they would not be in vain, that they would be part of a carefully considered objective. Admiral Shear could offer no assurance, not even a vague promise, that acceptance of the proposal would produce any cargo, and consequently ships and jobs. Under those circumstances we had no choice but to reject the request.

As an organization of professional seamen, we are always ready and open to proposals that will improve our lot and the state of American shipping. But we want a little more in return than being referred to as "nice guys." We want something tangible and we want all who will benefit from our sacrifices to make similar sacrifices for the common good.

U.S. Claims Court Rules:

Carter Had Right to Limit Wages of Gov't Employed Seamen

Washington, D.C.—The U.S. Court of Claims here has ruled that the Carter Administration acted within its rights when it imposed wage caps on seamen, employed by the Federal Government. This decision adversely affects many seafarers (members of the former Military Sea Transport Union).

Acting under President Carter's directive in fiscal year 1979 and 1980, government agencies employing merchant seamen imposed the same wage hike caps on the mariners as were imposed on other federal employees.

A law suit was then filed against the government. It argued that the merchant seamen, though working for the federal government, (such as the National Oceanic and Atmospheric Administration and the Military Sealift Command) were covered by prevailing wage rate laws and should not have been subject to wage caps.

The June 16 court ruling, by a majority of the three-judge court "affects between 1500 and 1700 unlicensed personnel," said Roy "Buck" Mercer, SIUNA vice president who

added that "the ruling means government employed seamen will probably never get the same wages as commercial seamen again." Mercer who was head of the former MSTU noted, however, that an appeal to the Court of Claims' decision was under study and would probably be filed.

The suit was originally brought "to decide whether the executive branch... may limit pay increases of certain prevailing rate employees to the rates of increase imposed on other federal employees by statute."

Prevailing rate employees are employees whose wages are set "in accordance with wages in comparable private industry jobs in the particular locality..."

However, as part of his "anti-inflation effort" President Carter directed all federal agencies "to place a 5.5 percent ceiling on pay increases... for all employees during fiscal years 1979 and 1980."

"There is no escaping the fact that federal mariners are federal employees," the Court said, concluding that the

Carter Administration therefore had the right to limit the government service mariners' pay hikes and that the "plaintiffs are not entitled to additional wages based on the decision of NOAA and MSC to limit their fiscal 1979 and 1980 base pay in accordance with executive directives."

In a strong dissenting opinion Judge Wilson Cowen wrote that "the government acted without statutory authority in imposing a cap on plaintiffs' wages... because, in doing so, the Executive Department completely ignored the guidelines set by Congress."

Under the separation of powers established by the Constitution, Judge Cowen wrote, "... the President has no authority to alter policy and principles declared by Congress..."

In a related decision, the court ruled on a challenge to "certain overtime and premium pay practices of NOAA in connection with the pay ceilings. In fiscal 1979 and fiscal 1980," the court ruling explains, "MSC increased premium pay by 7.5 percent and 12.83 percent (the industry rate) while NOAA

did not. MSC also paid overtime at these above-ceiling rates while NOAA did not."

The court ruled that "those plaintiffs who were employed by NOAA are entitled to additional overtime and premium pay in accordance with prevailing rates..."

Note to Ship Secretary

All SIU ship's secretary-reporters are reminded of the necessity of sending the ship's crew list regularly to Headquarters for important record keeping purposes and emergencies.

When on foreign articles, the ship's secretary should send the crew list in from the first foreign port.

On domestic runs, the crew list should be sent every 30 days, or after each payoff, whichever is shorter. Send crew lists to SIU, 675 4th Ave., Brooklyn, N.Y. 11232. ATTN: Vice president "Red" Campbell.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 44, No. 7, July 1982. (ISSN #0160-2047)

SIU, NMU Reject Request for 7½% Wage Rollback

THE SIU and the National Maritime Union have jointly rejected a Reagan Administration request for a rollback of the 7½ percent deep sea wage increase which went into effect June 16, 1982.

The Administration request was relayed to the heads of the nation's deep sea unions at a meeting in Washington, D.C. on June 23, 1982, called by Maritime Administrator Adm. Harold Shear. (see "President's Report" page 2 for more information on this meeting.)

Those in attendance were: SIU President **Frank Drozak**; NMU President **Shannon Wall**; MM&P President **Robert Lowen**; MEBA District 1 President **Jesse Calhoun**; MEBA District 2 President **Ray McKay**; American Radio Association President **William Steinberg**

and Radio Officers Union President **Charles Calhoun**.

After soliciting support from the unions for President Reagan's proposed maritime program, Adm. Shear made the request for the wage rollback stating that, "official Washington is nearly unanimous in its belief that American seamen and officers are too highly paid in relation to the remainder of the American economy."

SIU, NMU Meet at SHLSS

The joint SIU-NMU decision to reject the Administration's wage rollback request came after much discussion at a meeting of the SIU-NMU Committee on Cooperation at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, MD. on June 30, 1982.

The SIU-NMU Committee

(chaired for the SIU by President Frank Drozak) drew up a statement of rejection, which was promptly sent to all SIU and NMU contracted deep sea vessels.

The statement noted that unlicensed seamen had already made great sacrifices in recent years in the loss of jobs due to automation, while at the same time cooperating with management to increase productivity on the ships.

The statement also pointed out that although total U.S. crew cost (including officers) are higher than Japan and Western nations, wages of unlicensed seamen "are more than competitive with our counterparts on the national flag fleets of other Western nations and Japan."

The joint statement further noted that, "the SIU and NMU are willing to look at any program that will

revitalize the U.S. maritime industry." But in the absence of a national cargo policy which would significantly increase the number of ships and jobs available to American seafarers, the SIU and NMU had no choice but to "emphatically reject" a wage rollback.

SIU officers in attendance at the Piney Point meeting were: SIU President Drozak; Vice President Mike Sacco; Legislative Director Frank Pecqueux; Exec. Asst. to the President Jack Caffey, and Jacksonville Agent and Deputy Plans Administrator Leo Bonser.

On the NMU side were: Secretary-Treasurer Tom Martinez; Vice Presidents Lou Parise and James Paterson; Legislative Director Elwood Hampton; Social Services Director Al Zeidel, and legislative representative Tal Simpkins.

Conventions-At-Sea Tax Bill Moves Up in House

WASHINGTON, D.C.—A shipboard convention bill, strongly supported by the SIU, was passed this month by a House Subcommittee.

The legislation, H.R. 3191, was very favorably marked up by the Select Revenue Subcommittee, chaired by Rep. Pete Stark (D-Calif.), and was sent on to the full Committee, Ways and Means.

Originally introduced by Rep. Frank Guarini (D-N.J.), the bill would allow conventions that are held on U.S.-flag cruise ships to be tax deductible in the same way that land-based conventions are tax write-offs.

Current tax laws allow deductions for conventions in Canada and Mexico as well as in the U.S. Tax deductions for conventions held aboard cruise ships, regardless of their registry, were disallowed in late 1980 when Congress revised

the Internal Revenue Code.

Guarini's original bill simply called for tax deductions for conventions when they are held aboard U.S.-flag passenger ships that stop in North American ports. However, the bill as marked by the Subcommittee was amended to permit an American-flag vessel to travel to any port, whether domestic or foreign, and still be able to host conventions which qualify as a tax deductible business expense.

Another amendment adopted by the Subcommittee would require the Convention attendee to provide proof of participation at the convention's daily sessions. A similar requirement is contained in a Senate version of this legislation.

During the mark-up process the Treasury Department did not reverse any of its earlier objection to H.R. 3191. The Department still contends that cruise line vessels are

inappropriate sites for holding business meetings.

The SIU believes that this bill is extremely important to the survival of the fledgling American-flag passenger industry and is a necessity for its continued growth.

H.R. 3191 still has a long way to go for final approval. If the House

Ways and Means Committee acts favorably on it, the legislation must still go to the full House, be passed by the Senate, and signed by the President.

The SIU's legislation team will continue to monitor and fight for this bill that could so favorably effect the livelihood of America's merchant seamen.

The Spirit of Texas Is Launched



Another brand new bulk carrier, the 36,000 dwt *M/V Spirit of Texas* (Titan Navigation) was launched early this month in the Livingston Shipyard, Orange, Tex.

The \$40-million, 590-foot bulker, the last to be built for the Asco-Falcon Shipping Co. fleet, will shortly join her two sisterships, the *M/V Pride of Texas* (delivered in May 1981) and the *M/V Star of Texas* (delivered in January 1982.)

The *Spirit of Texas* is powered by twin diesel engines with a combined

horsepower of 15,400 moving at a service speed of 16 knots. She has a beam of 93 feet and a draft of 50 feet.

Last year the *Pride of Texas* made her maiden voyage to Mainland China with a cargo of grain. Early this year, the *Star of Texas* made her maiden voyage to Egypt. In September, the *Star* will haul a cargo of phosphate from Morehead City, N.C. to Karachi, Pakistan.

The *Spirit of Texas* will probably be crewed up this fall.

As of Aug. 1, Seamen Must Use SIU Clinics for 'Duty' Slips

The Board of Trustees of the Seafarers Welfare Plan ruled that, effective August 1, 1982, seamen must use the SIU's Welfare Plan clinics and contracted physicians for examinations to obtain "Unfit For Duty" slips.

The United States Public Health Service, which was shut down Oct. 1, 1981, formerly provided this service for seamen. However, since the USPHS closures, seamen have been using private physicians, which has led to undue confusion and an inordinate financial drain on the Seafarers Welfare Plan.

In other words, as of August 1, 1982, the Welfare Plan will no longer accept private physician's determinations of "Fit for Duty" or "Unfit for Duty".

The Trustees took this action to insure an efficient, cost effective procedure to determine duty status. The SIU Clinics, like USPHS, are acutely aware of the health problems and needs of seamen, and are in a much better position to fairly and accurately determine the seaman's health status in relation to the physical requirements of his job.

Senate OKs Reagan Version of Marad Budget

Washington, D.C.—The Senate has passed a Maritime Authorizations Bill for Fiscal Year 1983 that incorporates most of the Reagan Administration's austere budget recommendations. The Senate bill differs substantially from the SIU-supported House version of the bill.

If the Senate bill is enacted in its present form, several important maritime programs would be frozen or killed. The Construction Differential Subsidy Program, which has made it possible for operators to build their vessels in American shipyards, would be totally eliminated.

The Senate also voted to permit subsidized U.S. operators to build their vessels in foreign shipyards for at least two more years. The original decision to allow U.S. operators to build foreign was reached last year. It was intended to be a stop-gap measure. The plan was to give the Administration time to come up with a plan to stimulate

construction of American vessels in American yards.

Shipyards Will Suffer

According to "Businessweek," one of this nation's leading business journals, 12 to 14 of this nation's shipyards would probably fold if U.S. operators were allowed to build foreign. The rest would subsist on Navy work. Few if any private flag vessels would be built in this country.

In addition to cutting the CDS program and extending the build foreign provisions for two more years, the Senate also decided to freeze the Title XI loan guarantee program at \$12 billion. In keeping with that ceiling, new commitments for loan guarantees will be limited to \$675 million in 1982 and \$600 million in 1983.

The Title XI Program has become very important to American operators in light of recent economic conditions. Continuing high interest

rates make it very difficult for U.S. operators to secure bank loans to build American flag vessels without some kind of government backed loan program.

The Senate bill also contains language that would give direct aid to certain owners of foreign flag vessels. Under its terms, those foreign flag vessels already carrying toxic waste could continue to remain in the trade, even though the Jones Act has been redefined to exclude foreign flag participation in the toxic waste industry.

The Maritime Authorizations Bill covers a wide range of maritime activity. Other monies allotted for Fiscal Year 1983 include \$454 million for Operating Subsidies; \$16.8 million for Research and Development, and \$71 million for government training schools.

House Differences

The House version of the Mar-

itime Authorizations Bill differs from its Senate counterpart in four ways. It contains no build-foreign provision. It raises the Title XI ceiling by \$3 billion, from \$12 billion to \$15 billion. It would not allow any foreign flag incinerator vessels to be "grandfathered" into the American toxic waste industry. It would retain the Construction Differential Subsidy at a \$100 million level in Fiscal Year 1983.

A number of high-ranking Congressmen have expressed displeasure with the Senate version of the bill. Rep. Mario Biaggi (D-NY) said that "the more I listen, the more I get the impression... that there is no real intention of preserving the merchant marine."

The House Bill has been reported out of the House Merchant Marine Committee. It awaits floor action. There is expected to be a spirited fight between supporters of the House Bill, and those who favor the Senate version.

New Shipdocking Tug Joins SIU Fleet in Charleston, S.C.

THE Marine Contracting and Towing Co. of Charleston, South Carolina has added a new shipdocking tug, the *South Carolina*, to its SIU-contracted fleet. Purchased from the U.S. Navy at an auction held in Norfolk, Va., the newly acquired vessel was just about ready to go into service.

The *South Carolina* received a good deal of streamlining and refurbishing, not to mention a fresh

coat of paint. She certainly looks better in the colors of Marine Towing than she did in battleship grey. At the time of the LOG's visit to historic Charleston, the *South Carolina's* overhaul was nearly complete and she will be in service by the time this issue goes to press. Some equipment not usually found on commercial tugboats but utilized by the Navy, such as a sophisticated firefighting system, will be retained on the boat. This firefighting system should make the *South Carolina* a valuable asset in the Charleston harbor.

Two GM diesel electric motors with a combined output of 1200 horsepower will provide the *South Carolina* with the necessary muscle for its shipdocking chores.

A second tug, also purchased

from the Navy, the *America*, is now being refurbished. She should follow the *South Carolina* into

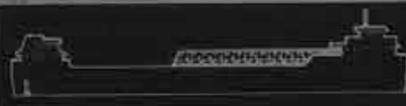
service in about six weeks. *America* will bring Martoco's SIU-contracted fleet to eight vessels.



The refurbished *South Carolina*.



Here's the crew of the *South Carolina*, from the left: Bob Mazyck, captain; Norton White, engineer; H. P. White, and Mike Sistare, deckhands.



JUNE 1-30, 1982

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
Algonac	46	5	1	47	14	1	63	12	4
Port				DECK DEPARTMENT					
Algonac	24	2	0	22	2	0	33	8	0
Port				ENGINE DEPARTMENT					
Algonac	8	1	0	14	2	0	13	5	1
Port				STEWARD DEPARTMENT					
Algonac	29	14	3	0	0	0	56	47	19
Port				ENTRY DEPARTMENT					
Totals All Departments	107	22	4	83	18	1	165	72	24

***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.

Strong Measures Needed to Enforce Cargo Laws

Washington, D.C.—Unless Congress takes "strong measures" to put some muscle into U.S. Cargo Preference Laws, "we will continue to witness the undermining of cargo preference programs," which, SIU President Frank Drozak told a Senate Subcommittee, "are one of the last things keeping this industry alive."

Testifying at hearings held June 16 by the Senate Merchant Marine Subcommittee of the Commerce, Science & Transportation Committee, chaired by Sen. Slade Gorton (R-Wash.) Drozak spoke bluntly about cargo preference, echoing the statement he made before a House Merchant Marine & Fisheries Committee hearing earlier in June.

"It is one thing to have cargo preference laws on the books," said Drozak who is also president of the AFL-CIO Maritime Trades Department. "But it is an entirely different matter to have these laws obeyed. Over the years," he added, "there have been repeated actions by government agencies to avoid complying with this law."

The subject of the Senate Subcommittee hearings was to receive comments on the status and work-



SIU President Frank Drozak testifies at Congressional hearings recently.

ability of the Cargo Preference Act of 1954. Known as Public Law 664, the Act requires at least 50 percent of all government-generated cargo to be shipped on U.S.-flag ships. The major programs under P.L. 664 are the Food for Peace program (PL-480), the Agency for International Development's Loans & Grants program and the Strategic Petroleum and Minerals stockpiles.

During two days of hearings maritime spokesmen, including Drozak, Adm. Harold Shear of the Maritime Administration, Peter Luciano, executive director of the Transportation Institute and Philip J. Shapiro of Apex Marine Corp., among others, spoke strongly in favor of the Cargo Preference laws.

Wayne Nelson of the National

Association of Wheat Growers testified against continuing U.S. cargo preference as did George L. Berg Jr. of the American Farm Bureau who said cargo preference is "costly to the American taxpayer... contrary to our foreign policy... constitutes a policy of protectionism and... inhibits exports."

Expressing the view of the majority of witnesses before the Senate Subcommittee, Adm. Shear said "it would be difficult to exaggerate the importance of government cargo preference to U.S.-flag operators. For some carriers," Shear continued, government-generated "cargoes represent the difference between operating and going out of business."

In his testimony, SIU President

Drozak went a step further with his views on cargo preference. After citing several recent instances of non-compliance with PL 664 by the Dept. of Energy, the Agriculture Dept., and the General Services Administration, as the latest in an ongoing series of examples, Drozak charged Congress to take "corrective steps... before it is too late."

Compliance with cargo preference laws must be beefed up, Drozak said, by:

- having the President issue "an Executive Order directing all agencies to comply with the letter and the intent of cargo preference laws. Agencies must be put on notice that the President will not tolerate violations of the law;"
 - amending section 901 (b) of the Merchant Marine Act to clarify those programs which are covered by cargo preference, making it more difficult for agencies to evade the law;
 - giving Marad the authority and the manpower to oversee compliance.
- "Without teeth to enforce them," Drozak told the Senators, "cargo preference laws will continue to be ignored."

House Unit Slips Changes Into P.R. Passenger Ship Bill

WASHINGTON, D.C.—The SIU has strong objections to sections of a Puerto Rican passenger ship bill that was passed this month by the House Merchant Marine Subcommittee.

The legislation, H.R. 1489, would waive an 1886 U.S. law in order to allow foreign-flag ships to carry passengers between the American mainland and Puerto Rico—unless the Secretary of Transportation determines that U.S.-flag passenger vessels are available.

When the bill was introduced the SIU said it would not oppose the legislation as long as certain provisions were met.

These were:

1.) The Subcommittee should clearly note that the bill that is being waived by H.R. 1489 is an 1886 law and not the Jones Act of 1920 which deals with the carriage of cargo between U.S. ports. The SIU would oppose any effort to weaken the Jones Act.

2.) The qualifying clause concerning the entry of U.S.-passenger ships must not be dropped.

Language Changes

As the bill stood originally, it was stated that if an American-flag passenger ship became available, no foreign-flag vessels will be allowed to continue to operate between

Puerto Rico and the U.S. mainland.

However, the wording of the bill, as passed by the Subcommittee, leaves much to be desired.

For one thing, when the bill mentions foreign-flag ships leaving the run when American ships are available, the term "comparable service" is used. The Union sees this as presenting many difficulties.

Also, the bill allows foreign-flag ships one year to get out of the service. The SIU feels that this time frame is too long.

Because of consideration for the residents of Puerto Rico, the SIU had refrained from opposing H.R. 1489.

As SIU President Frank Drozak had pointed out in a statement submitted to the Subcommittee last month, "because Puerto Rico is an island, Puerto Rican citizens who have a fear of flying or who are unable to fly for medical reasons have no readily available alternate method of transportation to the United States mainland."

However, it appears that the original intent and proposed protections of the bill have been altered.

The Union will be taking a closer look at the bill as passed by the Subcommittee in order to insure that American-flag interests are protected.

Sen. Tower to Navy: 'We Need Merchant Marine, Too'

SENATOR JOHN TOWER (R-Tex), head of the Armed Services Committee, surprised an audience at the U.S. Naval Academy in Annapolis by issuing a strong challenge to the United States government to come up with a comprehensive national transportation policy that would take into account the needs of the American flag merchant marine.

Tower had been expected to applaud the military and naval build-

up that the government has called for, and he did. He had also been expected to praise Tom Hayward, the new chief of naval operations, and he did. What he was not expected to do was remind the Navy brass that American security is inadequate without a strong American flag merchant marine.

In defending the importance of the American flag merchant marine, Tower cited famous American military strategists from Admiral Alfred

Thayer Mahan to the late Dwight David Eisenhower.

Tower noted the role that merchant fleets played in the Falkland Islands dispute, the Vietnam and Korean Wars, and the rise of Soviet Naval Superiority during the past 20 years.

He also made the following assertion:

"I challenge our new Chief of Naval Operations to broaden the scope of

our thinking on naval policy to include our vitally important merchant marine and civilian shipbuilding assets. We must turn from spending all our time on purely naval programming concerns and insert ourselves into the making of a national maritime policy—a maritime policy that will serve this nation in war and peace and will reflect the concerns of the Navy, the maritime services, and the shipbuilding base."

129 Brit. Seamen Volunteers Get Pink Slips

THE passenger liner *Canberra* was one of 54 privately owned British merchant vessels that played an important role in the Falkland Islands dispute. Its owners have come up with a very special way to show their gratitude to Britain's latest war heroes. Now that the media coverage of the Falkland Islands dispute has died down, 129 crewmembers who risked life and limb for their country have been fired and replaced with foreign seamen who will be paid one-quarter their salary.

The incident offers an important lesson for the United States and for American seamen.

When war broke out between

Argentina and Great Britain, the British government called more than 50 privately owned vessels into service to provide the Royal Navy with adequate sealift capability. A few of the vessels had been staffed with foreign seamen. The British government, mindful of national security, refused to let those foreign seamen man British merchant vessels during what it considered to be a national emergency.

P&O, the company that owned the *Canberra*, hired 129 British seamen/volunteers for the duration of the Falkland Islands dispute.

The Falkland Islands dispute proved once and for all the importance that the merchant marine

assumes in any prolonged international dispute. Part of Britain's success lay in the ability of its merchant marine to carry supplies from the port of Southampton to the soldiers and navymen stationed in the South Atlantic.

The British are very serious about their maritime power. And, unlike the United States, they have gone to some trouble to maintain a fairly healthy merchant marine.

Since the end of World War II, the U.S. government has adhered to the "Effective U.S. Control Doctrine," which states that American maritime interests can be protected by foreign fleets, most notably those of Liberia and

Panama. The theory has been tested just one time.

During the 1973 Yom Kippur War, the United States was frantically searching for ways to bring supplies to Israel, its loyal and embattled ally. Despite pressure from the American government, William Tolbert, the late President of Liberia, issued an executive order that forbade Liberian flag vessels from carrying arms to the Middle East.

The firing of the 129 British seamen is not only in bad taste, it is a personal tragedy for the men involved. A far greater tragedy, however, is the fact that the United States does not have a viable merchant marine to rely upon.

Brand Makes Most of Shot at Nationwide Audience

HERB BRAND, chairman of the Board at the Transportation Institute, recently appeared on the "Larry King Show." Larry King is to late night radio what Johnny Carson is to late night television. His show is carried on 265 different stations nationwide, and has an audience of 20 million people.

Brand is an acknowledged expert on the maritime industry. He was the first president of the Transportation Institute, a widely respected non-profit organization aimed at promoting maritime research and development. Last year, he was named Chairman of the Board.

The Larry King Show follows a question and answer format. King is known for his direct style. His first question to Brand was, "what is the problem with the merchant marine?"

Brand told him! For many years, he said, the United States has followed a free trade policy. That was fine in the Nineteenth Century. However, we are the only country today that insists on "free trade" in the maritime sector. Other countries have strict cabotage laws. They subsidize their merchant marine. They promote bilateral trade agreements. Brand said that during the election campaign Ronald Reagan



Herbert Brand

issued an eight point program for the maritime industry. One of those points stated that it was essential for any American president to direct all government agencies to negotiate bilateral trade agreements. That has not been done by the Reagan people, said Brand.

Brand's discussion of maritime problems, was quite successful. An overwhelming number of calls were

quite sympathetic. They came from all over the country: from Mobile, from Detroit, from California. Thanks to Herb Brand, a lot of people who did not even know that the merchant marine existed are now aware of some of its problems.

From its inception, the maritime industry has been hurt by its relative obscurity. Most Americans take their merchant marine for granted. That's not their fault. The consequences of allowing the merchant marine to atrophy are hidden. Unlike irresponsible tax policies, which are imme-

diately apparent, people can go years without being aware that their government is following a bankrupt maritime policy. The real value of a merchant marine is most apparent during a national emergency. Unfortunately, by that time it is usually too late to reverse ineffective policies. For a top maritime figure to be able to talk to an audience of 20 million Americans is an important event, for it gives the maritime industry a chance to let the American people know just what is involved in allowing the American flag merchant marine to dwindle.

Karen Leslie Admitted to Jersey Bar



Proud daddy, Steve Leslie, first general vice president of the Operating Engineers, gives daughter, Karen, a kiss after she was admitted to New Jersey law practice in recent ceremonies in Trenton. Leslie, a former member of the SIU, also serves as vice president of the AFL-CIO Maritime Trades Department. He is also head of Local 25 of the Operating Engineers, which shares office space with the SIU at SIU Headquarters in Brooklyn, N.Y.

**Responsibility. Respect.
And more money, too.**

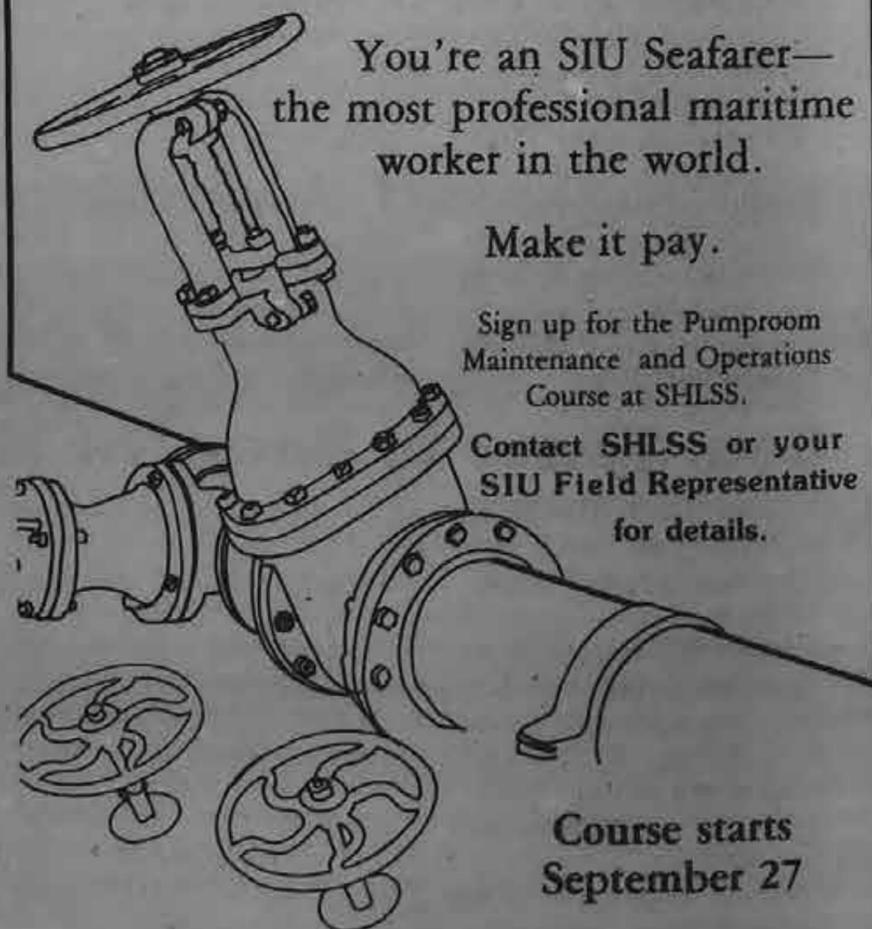
**THEY'RE THE THINGS YOU EARN
WHEN YOU'RE THE CHIEF PUMPMAN.**

You're an SIU Seafarer—
the most professional maritime
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Make it pay.

Sign up for the Pumproom
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Contact SHLSS or your
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for details.



**Course starts
September 27**

SIU Wishes Happy 300th Birthday to 'City of Brotherly Love'



America's Bicentennial? not this time. These tall ships sailed into the port of Philadelphia recently to celebrate the "City of Brotherly Love's" Tricentennial. With the able assistance of eight SIU-contracted tugs from Curtis Bay, Taylor and Anderson, McAllister and Sonat, which volunteered their capable services, the tall ships—about 20 in all—docked in Philly to help celebrate the city's 300th birthday. The tall-masted ships, many of which had participated in the 1976 "Op-Sail" spectacular in New York, raced from South America to Philadelphia. The SIU was well represented at the harbor festivities—from the crews aboard the tugs who donated their time to dock and undock the tall ships, to SIU Representative Mark Trepp who took these pix, to Mrs. John Gallagher, pictured above with AB Greg Newman. Mrs. Gallagher's husband, John, is a deep sea SIU member as are two of their sons, John Jr., and Leo.

Congress Overrides Reagan Veto of Copyright Act

WASHINGTON, D.C.—Even though there's a Republican majority in the Senate, President Reagan's veto is not indestructible.

For the first time, the Congress overrode a veto by President Reagan and thus prevented the further erosion of American jobs.

A 324-86 vote in the House and an 84-9 vote in the Senate saved the man-

ufacturing clause of the Copyright Act, which requires that most books by Americans and other printed material be produced in the United States or Canada to enjoy full copyright protection.

If the President's veto had been sustained, hundreds of thousands of U.S. jobs would have been wiped out by the shifting of printing to low-wage

countries of Asia. The Labor Dept. last year estimated that as many as 367,000 jobs would be wiped out, including jobs in paper mills and other printing-related industries.

The domestic manufacturing requirement, which has been part of the law since the year 1891, was scheduled to expire this month, and Congress approved a compromise bill extending it for another four years, until July 1986.

Reagan vetoed the measure with the explanation that "my Administration has placed a very high priority on strengthening free trade" and America's "trading partners objected to the manufacturing clause."

The AFL-CIO responded that "America's workers object even more strenuously to the loss of their jobs," and Legislative Director Ray Denison called on Congress "to stand up to its convictions and make sure the bill becomes law. To allow the veto to stand would be sharing responsibility for job destruction," he warned.

Before the vote, the AFL-CIO wrote members of Congress of labor's concern at the ripple effect of the job losses on top of already severe unemployment.

The original legislation had strong partisan support despite the Administration's opposition, and the vote changes didn't come close to blocking the two-thirds needed for the override.

In the House, 213 Democrats and 111 Republicans voted to override. Seventy-three Republicans and 13 Democrats supported the President. When the House first passed the bill, on June 15, only 40 Republicans and 7 Democrats voted against it.

The Senate had originally passed the bill by voice vote, and the Republican leadership had to drop far down on the seniority list—to New Hampshire's Sen. Gordon J. Humphrey—to find a floor leader willing to support the President's position.

Majority Leader Howard H. Baker, Jr. (R-Tenn.) voted to override the veto,

and Senate Judiciary Committee Chairman Strom Thurmond (R-S.C.) was a co-sponsor of the bill. All nine votes to sustain the veto came from Republicans.

WITH A Republican majority in the Senate and a strong conservative coalition in the House, Reagan has seldom had to veto legislation the Administration opposed in order to keep it from becoming law.

Of eight other vetoes, most were allowed to stand without an attempt to override.

That is exactly what happened recently with a Housing Stimulus Bill that included a program designed to cut mortgage interest rates by four percentage points for certain buyers of new homes.

The government was to bear only the administrative costs of the program because home buyers would have been required to pay back the subsidy. Nevertheless, the President vetoed the bill, and with a single stroke of his pen prevented the construction of 250,000 homes and creation of a half-million construction-related jobs.

Temporary Phone # for PMA Trust Funds

A temporary telephone system has been installed at the SIU Pacific District-PMA Benefits Trust Fund Office, located at 522 Harrison Street, San Francisco. Please make note of the following numbers in the event you need to contact a Fund Office representative regarding your pension and/or vacation benefits.

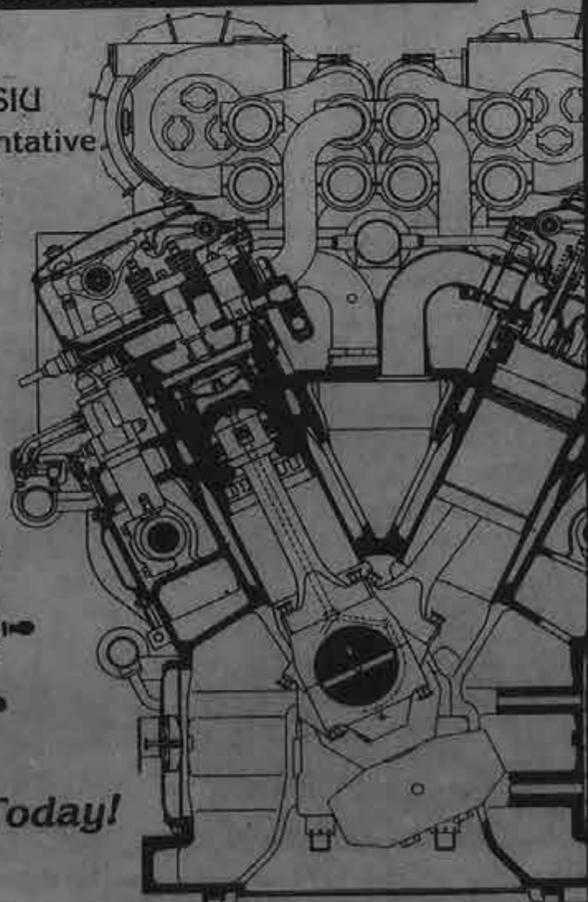
SIU Pacific District-PMA
Pension Plan
(415) 495-5949
SIU PD-PMA Supplemental
Benefits Fund
(415) 495-5949 or 495-6894

As soon as permanent numbers are assigned, new listings will be published.

Attention Seafarers . . .
Diesel Engineers are now in demand. Apply for the Diesel Engineer Course at SHLSS. It pays to get ahead in your career.

Courses start September 27 and October 25

To apply, contact your SIU Field Representative or fill out the application in this issue of the Log.



Sign Up Today!

Brand New Vessel Brings Jobs to SIU:

Orphan Golden Phoenix Adopted for Bulk Trade

Norfolk, Va.—It's been a long and unusual road but Seafarers have finally crewed a brand new bulk ship named the *Golden Phoenix*.

The 931 foot long-ship has a beam of 140 feet and is owned by Phoenix Bulk Ships. She's operated by SIU-contracted Titan Navigation.

Crewed here last month, the ship went to New Orleans to load soybean oil. Her next stop will be Pakistan. After that, she'll be heading to Korea for conversion.

Why convert a brand, new ship? That's part of the long, unusual story.

The *Golden Phoenix* was originally supposed to be the *El Paso Cove Point*, a liquid natural gas carrier owned by SIU-contracted El Paso Co. She and two sister ships were built at the Avondale Shipyard in New Orleans, La.

During gas trials two years ago, thousands of cracks were discovered—a very dangerous situation

for ships that are supposed to carry such volatile cargo as liquid natural gas.

However, the ships were still quite salvageable and an enterprising company saw the possibilities.

Phoenix will use at least two of those former El Paso ships as bulk carriers. The former *El Paso Savannah*, renamed the *Jade Phoenix*, took on her SIU crew in May. She is already in Korea for conversion.

Both the *Jade Phoenix* and the *Golden Phoenix* will have their LNG tanks removed so that they can be multi-purpose dry and liquid bulk carriers.

The third ship that was scheduled to be an LNG carrier, the *El Paso Columbia*, is currently in Norfolk. However, she may not be taken over by Phoenix since she suffered extensive damage while being towed from Boston, Mass. to Halifax, Nova Scotia.



SIU Norfolk representative Mark Evans (l.) gives AB Tom Mitchell a receipt for his quarterly dues payment.



Boatswain Luther Pate (l.) and AB Spiro Catechis take a moment to relax in the *Golden Phoenix's* mess hall.



Day QMED Spiros Perdakis enjoys a cup of coffee before turning to in the engine room.



AB Tom Holt in the crew mess.



A beshaded David Burgess, AB, checks a valve that has not seen much use in the past four years on the former 'El Paso Savannah's' deck.



Oiler Sam Morales checks a reading on the engine room console.



Ass't. Cook Kenneth Long (l.) and Chief Steward Bill Wroten handle a good portion of the galley chores aboard the *Golden Phoenix*.

The SIU in Washington

Seafarers International Union of North America (SIU-CIO)

July 1982

Legislative, Administrative and Regulatory Happenings

July Recess

The November elections are right around the corner. One-third of the Senate is up for re-election, and so is the entire House of Representatives. Most Congressmen are taking full advantage of the July recess to line up their support back home.

Needless to say, legislators have been preoccupied with the upcoming election and the traditional month long August recess. Aside from the budget, little legislative activity is expected until after the election.

Starting November 2, however, there will be a burst of activity. Congressmen and Senators will try to make up for lost time. They'll have to beat a January deadline, when a new Congress will have to start from scratch. Any legislation that has not been enacted by the end of the year will have to be re-introduced.

Following is a rundown of some of the Washington activities, pending at this time, which affect the jobs and security of SIU members.

Law of the Sea: The Reagan Administration has decided not to sign the Law of the Sea Treaty on grounds that it does not adequately protect American interests. Interim legislation mandating the use of American flag vessels in any deep seabed mining ventures will still be in effect. Industry experts are divided on the veto's consequences. Some predict that the refusal of the Administration to sign the treaty will lead to an uncertain international situation, thereby retarding the developing of an American seabed mining industry.

UNCTAD: The United States was one of four nations that voted against the United Nations Conference on Trade and Development Liner Code, as 130 nations voted in favor of it, while 17 abstained. The UNCTAD Treaty is supported by the SIU. We feel the treaty's bilateral trade provisions would stimulate American shipping.

Military Sealift Command: The Military Sealift Command recently unveiled plans for an ambitious new Sealift program that it con-

tends will help reverse the nation's declining sealift capability. The plan was well-received, except that most industry figures felt that it should be treated as a stopgap measure and that primary attention should be paid to rebuilding this nation's merchant marine.

Reagan's Maritime Program: After an unusually long delay, the Reagan Administration unveiled the details of its new maritime program last month. The Program aroused immediate and intense opposition from the SIU on the grounds it would destroy U.S. shipbuilding. Reagan called for an indefinite extension of temporary legislation permitting subsidized American operators to build foreign. He also wants to cut funding for research and development as well as totally eliminate the vitally important Construction Differential Subsidy Program. Reagan would put a ceiling on operating subsidy funds and the Title XI Loan Guarantee Program for building new ships in U.S. yards.

Port Development: More than 35 separate port development bills are before Congress. One, HR 4627, would reserve 40% of all dry bulk cargo for American flag shipping. The SIU fully supports this bill. HR 4627 was reported out of the House Merchant Marine Committee. The Water Resources Subcommittee of the House Public Works and Transportation Committee, which has primary jurisdiction, is expected to pass its own version. The Senate version of the bill has been bottled up in the Finance Committee. The Administration's decision to formulate a \$440 million system of user fees has complicated the picture. Uncertain of its effect, local ports are backing away from the ambitious plans for development. Modernization of this nation's antiquated port system is essential if we are to develop our coal resources.

Guarini Bill: This bill would make conventions on board American flag passenger vessels eligible for tax write-offs. The House Subcommittee on Internal Revenue Service marked up the bill. Passage of the Guarini Bill,

which would put American flag vessels on equal footing with landbased convention facilities, is essential to the development of the American flag passenger vessel industry, and the SIU fully supports it.

Strategic Petroleum Reserve: Amendments have been passed to the House and Senate versions of legislation dealing with Oil Anti-trust Exemptions (S.2332). Both the Senate and House versions would establish a mandatory fill rate for the nation's Strategic Petroleum Reserve to take advantage of the present oil glut. The House Amendment, introduced by Rep. Dannemeyer (R-Cal), would establish a 200,000 per day minimum. The Senate amendment, introduced by Sen. Jackson (D-Wash), would establish a 300,000 barrel per day minimum fill rate. U.S. ships must carry 50% of these cargoes, by law.

Maritime Authorizations Bill: The House version was reported out of the House Merchant Marine Committee recently. The Senate has already passed its version of the Maritime Authorizations Bill. The Senate version incorporates many of the Administration's recommendations, including the elimination of the CDS program and the indefinite extension of the build-foreign program, which was meant to be a stopgap measure. The House version of the bill which is much more sympathetic to maritime interests, awaits passage. The SIU supports the House version.

Towboat Operator, Diesel Engine Scholarship Students Visit D.C.



Winners of both the Towboat Operator, and Diesel Engine Scholarships offered jointly by the Transportation Institute and the SIU went to Washington recently for a visit to Transportation Institute and to the offices of their Union's legislative representatives. During their tour of the Congress, they paused for this photo on the steps of our nation's Capitol. Pictured from top right are Dennis Necaise, Benny Landry, Michael Halliburton, Robert Martin, Richard Cavalier, Gil Pruitt, Ben Elmore, David Hutching, Bill Noland, Rick Bauer, Melvin Ott and Eric Corgey. Continuing around, Curtis Allard, Steve Frantz, Jesse Barrera, Mark Pool, Don Toby, Roger Taylor, Robert Olivany, Greg Newman, Bill Harrott, Jasper Green, and SIU Legislative Representative Elizabeth Coker.

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

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

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

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

SUPPORT SPAD

Area Vice Presidents' Report

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



SIU-contracted operators in the Western Rivers continue to be hard hit by the nation's economic recession, which has deeply depressed the movement of coal and petroleum products along the Mississippi River System. However, there have been some positive signs since my last report.

Orgulf Transportation crewed up two boats recently which had been laid up. Orgulf now has 5 of 6 boats running, and they are building two new 8,400 hp towboats to go into service in November. In addition, SIU crews employed by Orgulf are anticipating contract negotiations. The present agreement with this company runs out in December.

Heartland Transportation also broke out a previously laid up boat, the *Harry Briendelle*, and transferred it from the Canal to the River. This represents a net gain of jobs since River crews are traditionally larger than Canal crews.

National Marine Service is running only 10 of 18 boats. The Union met with management recently to discuss the company's problems and the subsequent effect on unemployed SIU members. The meeting was very productive. As a result, management agreed to a temporary relief-job system to aid unemployed Boatmen with short term employment. All laid off National Marine employees should register at the halls servicing this company to take advantage of the temporary system.

On the Great Lakes, the maritime industry continues to suffer through one of its more difficult seasons. Nearly 50 percent of the Great Lakes fleet continues to be laid up due to the severely depressed auto industry.

There are no easy answers to the problems plaguing all Great Lakes industries. But one thing for sure, the Great Lakes situation will not cure itself. There must be action from Congress and the White House to reverse the decline of the Great Lakes.

Gulf Coast, by V.P. Joe Sacco



GULF area tug and barge companies involved in the carriage of petroleum products continue to operate below capacity due to the continuing recession in the U.S.

Deep sea shipping in the Gulf is also below normal, but we're holding our own nonetheless.

We have a number of laid up ships in the Gulf including four in Houston, three in New Orleans, two in Mobile, and six in the Jacksonville area, and three in Tampa.

Members who already have their seetime requirements in for 1982 would be wise to use this time constructively to upgrade their skills at Piney Point. Those with the top rated skills always have good shipping. It's something to think about.

In Mobile, SIU members crewed up the CATUG *Groton*, the second of six such brand new vessels to be put into service for Apex Marine.

In New Orleans, where shipping was fair last month, Port Agent Gerry Brown attended his first meeting as a member of Louisiana's Task Force on Deep Draft Vessel Access to the Mississippi River. This important committee will formulate a report to La. Gov. Treen on the feasibility of dredging certain sections of the Mississippi to allow deep draft sea vessels to call at New Orleans and Baton Rouge.

The SIU has remained extremely active in politics in the Gulf. On July 31, I'll be attending a statewide meeting in Austin, Tex. for the purpose of coordinating labor's support of candidates for the November elections.

The SIU will also be attending endorsement meetings in Jacksonville, Fla. And we are cooperating with the Florida labor movement to make Florida's "Solidarity Day" (Aug. 28, 1982) a success.

West Coast, by V.P. George McCartney



INTERNATIONAL events often have a direct and immediate impact on the American merchant marine. The recent war in the Falkland Islands between England and Argentina is such an event.

Since the crisis began last April, there has been a steady decline in the amount of cargo moving between the U.S. and Argentina. This has had a direct impact on the four Delta Line 'M' ships (combination passenger/cargo vessels) which call regularly at Argentinian ports. The ships have been sailing with considerably less than full loads. Just this week the *Santa Magdalena* paid off and laid up. We are hopeful that this situation is only temporary and that the flow of cargo between the U.S. and Argentina returns to its regular levels.

On another front we are eagerly awaiting the first West Coast-to-Hawaii voyage of the *SS Independence*. This beautiful passenger ship's operator, American Hawaii Cruises, is testing the waters to see if there is a sufficient market for running the *SS Independence* on regular West Coast to Hawaii trips. At the present time, the *Independence* is undergoing a 6-week sprucing up and minor repair period in anticipation of the "maiden" run.

From July 19-22, 1982, the California State Labor Federation, AFL-CIO, hosted an important meeting in Anaheim for the purpose of determining who labor will support in the upcoming November elections. The SIUNA was fully represented at this meeting by myself; SIU Exec. V.P. Ed Turner; SIUNA V.P. Roy "Buck" Mercer; SIU Wilmington Agent Mike Worley; UIW National Director Steve Edney; SIU San Francisco Field Representative John Ravnick, and SIU Wilmington Field Rep Scott Hanlon.

Deep sea shipping was good in Wilmington in June, however there was an overall increase in the number of people 'Registered-on-the-Beach.' We shipped 74 standby inland tankermen jobs last month here as well.

We have a new Field rep in Seattle, Rich Berkowitz, who is adapting nicely to his new surroundings. Shipping in Seattle was good, where we recently recrewed the *Sea-Land Philadelphia* and the *Santa Adela*.

East Coast, by V.P. Leon Hall



ACTIVITY was brisk in the port of New York in the past month with a total of 37 ships in the port for payoff. There were 14 signons in N.Y. and SIU patrolmen also visited 13 ships in transit. I'm happy to report that shipping was good in New York with a total of 334 jobs shipped through the hall in Brooklyn during the month of June.

In Baltimore, the SIU wrapped up a new contract with Harbor Towing, gaining wage increases of 8 percent, 7 percent, and 6 percent, respectively in the three years of the pact. We also gained provisions for COLA increases for the 2nd and 3rd years of the contract.

Baltimore had two payoffs during the month of June with 18 SIU ships coming through in transit. The *Bayamon* is laid up at Maryland Drydock, but she is expected out by August 1, 1982.

Seafarers crewed a new vessel, the *Golden Phoenix*, in the port of Norfolk recently. The ship, initially intended to operate as an LNG, will instead enter the bulk trade after conversion in Korea. The SIU crew on her now will operate the vessel for a short time before taking her to the Far East, where conversion will take about six months. The important thing, though, is that this vessel represents a gain in job opportunities for Seafarers in the long run.

SIU Boatmen in Philadelphia donated their time and talents last month to help the "City of Brotherly Love" celebrate its 300th Birthday. Eight SIU tugs docked and undocked nearly a score of "Tall Ships" which sailed into Philadelphia harbor for the celebration. The beautiful sailing vessels were a big hit during the festivities.

Baby Doing Fine, With Help of God, and \$47,000 in Medical Care

SHE was only one pound, nine ounces at birth. Because she was so small, she couldn't breathe on her own.

That was nine months ago. Today, baby Theresa Gail Sumrall, daughter of Seafarer Nathan Sumrall, is doing just fine.

However, the road to her recovery was paved with huge expenses. Her three-month stay in Forrest General Hospital in Hattiesburg, Miss. cost over \$47,000.

Since Brother Sumrall and his dependents are covered by the Sea-

farers Welfare Plan, that \$47,000 bill was paid in full! It's one of the outstanding examples of the excellent coverage that is provided by the Plan.

The baby's mother, 26-year old Theresa Sumrall, told the *Log* that the family "would have been ruined" financially if the Seafarers Welfare Plan had not taken care of the bills. She particularly wanted to thank Debbie Beckerman in the Seafarers Claims Department "for her kindness and patience."

Mrs. Sumrall also had a special

request for the *Log*—a statement that she asked be put in this article. "I want to give Jesus Christ the praise for our baby girl being so perfect and in such good health. Only He could turn what could have been a nightmare of debt and sickness into such a beautiful blessing."

Baby Theresa was born on Aug. 26, 1981—three months premature. Because she was too little to suck a bottle, a tube had to be put down her in order to feed her milk. She suffered from respiratory troubles—at first needing mechanical devices to help her breathe. She also developed pneumonia.

Now Baby Theresa is 14 pounds, 7 ounces and lives with her parents and six-year old brother, Ian, in their home in Sumrall, Miss.

The southern Mississippi town of Sumrall was named around the turn of the century after Dan Sumrall, an ancestor of Brother Sumrall. Dan Sumrall ran a small grocery and post office in the area.

Mrs. Sumrall found out some of these early details about the town from a 92-year old resident of Sumrall, Cora Russell.

Seafarer Nathan Sumrall, who is



Baby Theresa

28 years old, sails with the SIU as an able seaman.

A 1970 graduate of the Seafarers Harry Lundeberg School of Seamanship, Brother Sumrall completed the Union's "A" Seniority Upgrading course in December of 1976.

The Seafarers Welfare Plan, which provided the coverage for Brother Sumrall's baby, was established to help seamen and boatmen and their families meet their medical needs. Medical science does wonders nowadays but the financial cost is often high. A good medical plan, like the Seafarers Welfare Plan, can make a big difference in your life. Just ask the Sumralls.



Baby Theresa doing fine today with mom and big brother.

Transcolumbia Crew Gets Kudos for Space Shuttle Wings Run

A complimentary letter gave high praise to the SIU crew and master of the *SS Transcolumbia* (Hudson Waterways) recently for their part in the safe delivery of the 58-foot, 50,000 pound fragile wings of the NASA 1985 Space Shuttle Discovery from Bayonne, N.J. to the port of Los Angeles. (See *LOG* story of Apr. 23, 1982: "Wings of New Space Shuttle Hitch a Ride in Inner Space on Transcolumbia.")

The letter from the Shuttle Orbiter Division of Rockwell International in

California to Hudson Waterways said in part: "On Apr. 28, 1982, your vessel *SS Transcolumbia* successfully delivered the Space Shuttle wings for the Orbiter Vehicle Challenger from Bayonne, N.J. to the port of Los Angeles.

"Part of the success should be contributed to Capt. Robert L. Edmonds' fine performance and the total cooperation he provided during the voyage."

"Edmonds dedication, coupled with the cohesiveness of the *Trans-*

columbia crew, has been a shining example of how a highly delicate space article was delivered safe and on schedule.

"...Edmonds has extended his responsibilities beyond his assigned duties and both Rockwell and NASA have benefitted by his dedication."

It took a year to build the wings at the Grumman Aerospace Corp. in Long Island, N.Y.

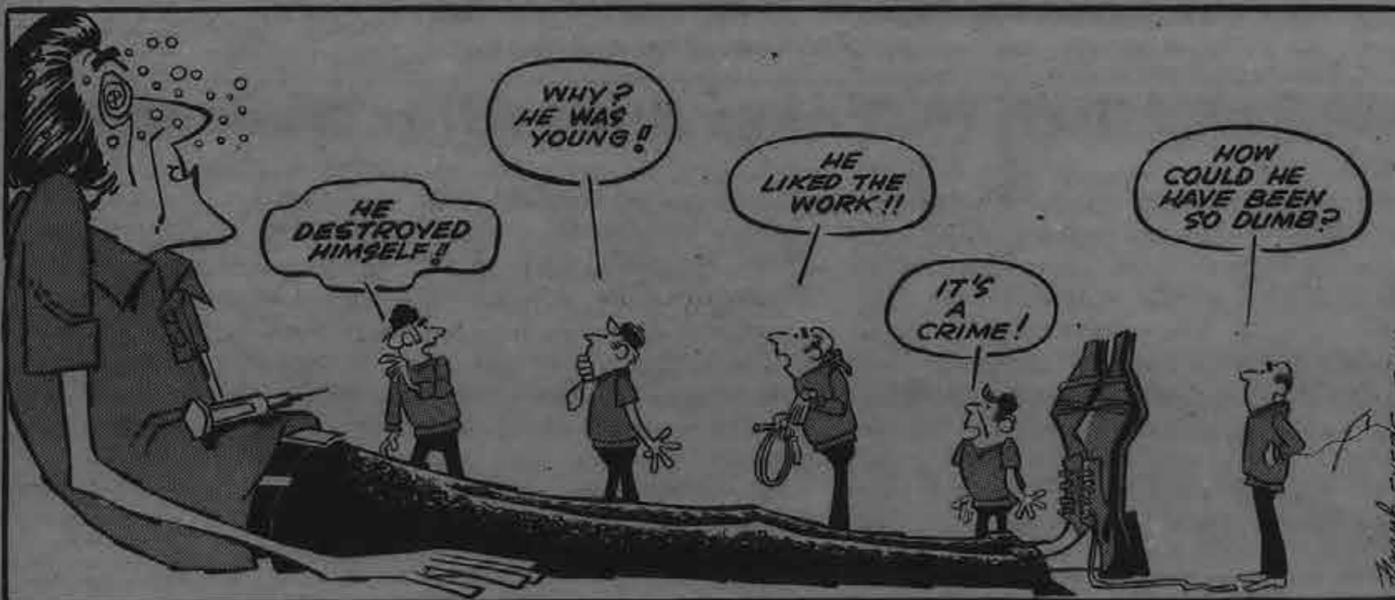
Picked to transport the wings to California was the SIU-manned 523-

foot *Transcolumbia* because of her 71½ foot beam, unusually large cargo hatches and three 100-foot cargo booms which weigh 45 tons each and can reach 50 feet over the side.

From the port of Los Angeles, the wings were carried 95 miles to their final destination in Palmdale, Calif.

Before arriving in Bayonne, the wings were towed to a dock in Oyster Bay, L.I., loaded aboard a flat deck barge and sailed 50 miles across Long Island Sound to the East and Hudson Rivers to Bayonne.

A MESSAGE FROM YOUR UNION



**NARCOTICS ?
THEY DESTROY YOU AND END YOUR CAREER AT SEA**

SIU Joins N.Y. Unionists at Albany Jobs Rally



What do we want? Jobs! When do we want them? Now!



The rain pooped out some of the younger demonstrators. Dad tries to keep her dry.



The SIU banner is prominent as Lieutenant Gov. Mario Cuomo, (center with umbrella) who is running for governor of New York, greets demonstrators.

Albany, N.Y.—More than 3,000 trade unionists marched on the State Capitol in a soaking rain here last month in an AFL-CIO sponsored "Rally for Jobs." The June 29 demonstration, organized by the N.Y. State Federation of Labor, was timed to coincide with the end of the 1982 legislative session.

"The rally for jobs," said N.Y. State AFL-CIO President **Ray Corbett**, is for working people "to collectively express their opinions on the economy, jobs, social insurance benefits and other issues that affect workers. Organized labor in New York State is angry," Corbett said, "and the unemployment situation must not be tolerated by government leaders."

A fleet of chartered buses and vans brought the demonstrators to Albany from all corners of New York State. A contingent of SIU members—including a recent group of "A" Seniority upgraders made the trip from Union headquarters in Brooklyn, N.Y.

In his keynote speech to the demonstrators AFL-CIO Secretary-Treasurer **Thomas R. Donahue** blasted the Reagan Administration's economic policies, charging the Administration with "using the same

Republican policies that brought about the Great Depression of the 1930's."

Donahue angrily denounced the Administration's promise that "prosperity is just around the corner" as long as the U.S. stops funding "all the programs that elevate the quality of life for plain people."

Coupled with cutbacks in crucial health, education, housing, job training and unemployment benefit

programs, among others, Donahue said, are the "tax gimmicks and trade concessions that make it so much more profitable" for companies to "close plants here and open new ones overseas . . . to sell out American workers and import the products of others."

Concentration of all "the country's physical and financial assets in the hands of the smallest number of corporations . . . (is) the kind of country that Ronald Reagan and

his supporters want us to have," Donahue charged.

Also speaking at the June 29 rally were: **William G. Lindner**, president, Transport Workers; **Edward J. Carlough**, president, Sheet Metal Workers; **Michael Mann**, director, AFL-CIO Region VII; **Harry Van Arsdale** of the New York City Central Labor Council and **Ed Cleary**, secretary-treasurer, New York State Building & Construction Trades Council.



Part of the huge crowd of unionists who attended the Albany rally for jobs.



New York State Federation of Labor President Ray Corbett addresses the rally.

Wage Dispute on Liberian Tanker Ends After Near Mutiny

FLAG-OF-CONVENIENCE ships are notorious for their poor working conditions and low wages.

Recently a wage related labor dispute aboard a Liberian registered tanker almost led to a mutiny.

Twenty-two crewmen kept the 890-foot *Ypapanti* at anchor 17 miles off Delaware for over a month because they had not received their pay.

The ship's owner is Astrolabe Bay Shipping Corp., a Liberian

registered company based in London with Greek and British principals.

Astrolabe wanted to send its own team of men aboard the ship to handle the situation. But the U.S. Coast Guard refused to let them put to sea from Cape May, N.J.

It was the company's plan to fine the crewmen, who were mainly Pakistanis and Indians, and to take them to Liberia for punishment.

But President Reagan stepped into the dispute and Astrolabe agreed to

repatriate the men to New Delhi, India and Karachi, Pakistan.

Officers from the Coast Guard and the FBI stormed the *Ypapanti* last month to take the crewmen off.

According to the company the crew had wanted to delay payment of their wages until they came to an American port and could be paid in dollars.

But when the ship, carrying 12 million gallons of crude oil, tried to dock in Philadelphia, she was

denied entry because she lacked certain safety equipment.

After the 22 crewmen left the vessel, some replacements were put on board and the ship was taken to the Bahamas.

Because of unsafe and unsanitary working conditions, and the lack of respect for a seaman's basic right to be paid what he was promised, incidents of angry and unhappy crews aboard "flag-of-convenience" ships are not uncommon.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Towboat Scholarship Program

Trains Boatmen For Inland Waterways Industry

One of the many unique training programs at SHLSS is the Towboat Operator



Donald Toby, who works for New York Dock Railway, handles the controls of the *Susan Collins* during an on-the-job training session of the T.I./SIU Towboat Operator Scholarship Program at SHLSS.

Scholarship Program, a pioneering industry and labor effort to upgrade the skills of inland waterways boatmen, and to make the inland waterways transportation system a more efficient and profitable operation.

In this program, the **Transportation Institute**, a research and education organization consisting of some 150 deep sea and inland waterways companies, together with the SIU underwrites the costs and administers a program to offer training scholarships to employees of the companies. These scholarships enable eligible boatmen to take seven weeks off to come to SHLSS and participate in a thorough course which fully-qualifies them to hold a Towboat Operator's license.

The next course will begin

Oct. 25 and will run through Dec. 10. SIU Boatmen who are interested in applying for the Scholarship Program can write to: Seafarers International

Union, 4581 Gravois Ave., St. Louis, Mo.; or write to: Seafarers Harry Lundeborg School of Seamanship, Piney Point, Md. 20674.



Jesse Berrera navigates the *Susan Collins* in the St. George's River under the guidance of SHLSS Instructor Ben Cusic. In-the-wheelhouse training is a vital part of the upgrading curriculum for towboat operators. Jesse, who works for Moran Towing out of Port Arthur, is completing the Towboat Operator Scholarship Program which is jointly sponsored by Transportation Institute and the SIU.

QMED Courses Offer Solid Base In Engineering

The course is 12 weeks long, and when the students complete it they have acquired a solid

understanding of basic marine engineering which will enable them to perform their jobs more efficiently.

The course is QMED Any Rating, and it consists of training in seven basic marine engineering responsibilities: pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer, and deck engine mechanic. The courses in each of these areas are thorough and provide the students with a sound basic understanding of the theories and practical applications of the principles involved.

The use of hand tools and test equipment, the reading of schematics and diagrams, and the safe use of all equipment is learned both in the classroom and in the machine shop or aboard one of the ships of the SHLSS fleet.

This QMED course will give the students confidence in their skills, and will enable them to perform their duties aboard ship more effectively, more efficiently, and more safely.

The next 12-week course for QMED—Any Rating will begin Sept. 27 and will run through **Dec. 16.**



Seafarer Edward Marks of Seattle learns maintenance procedures on the coolant system of reefer boxes as a part of the QMED upgrading program at SHLSS.



Leslie "Butch" Bell of Duluth works on an electric control panel during a shop training period in the QMED upgrading course.



Great Lakes Seafarers Chester Christenson of Duluth, and Daniel Oberle of Algonac work on a diesel engine as a part of the 12-week QMED upgrading program.



Seafarer Ernest Wise of Seattle checks on the meat loaf as dinner-time nears. Careful preparation of foods, sanitation, and cost efficiency are all stressed during the training of cooks and bakers.



Arbie Ray, who ships out of the Port of Wilmington, takes a roast out of the oven in the SHLSS galley in preparation for the evening meal. All of the on-the-job training is closely supervised by experienced sea-going cooks and bakers.

Cooks and Bakers Learn New Culinary Skills

Whatever the job, the individual culinary skills of each upgrading student at SHLSS is encouraged.

Upgraders are taught the

basics of food and pastry preparation, the importance of sanitation, careful attention to recipes, work organization, and cost efficiency. Both classroom

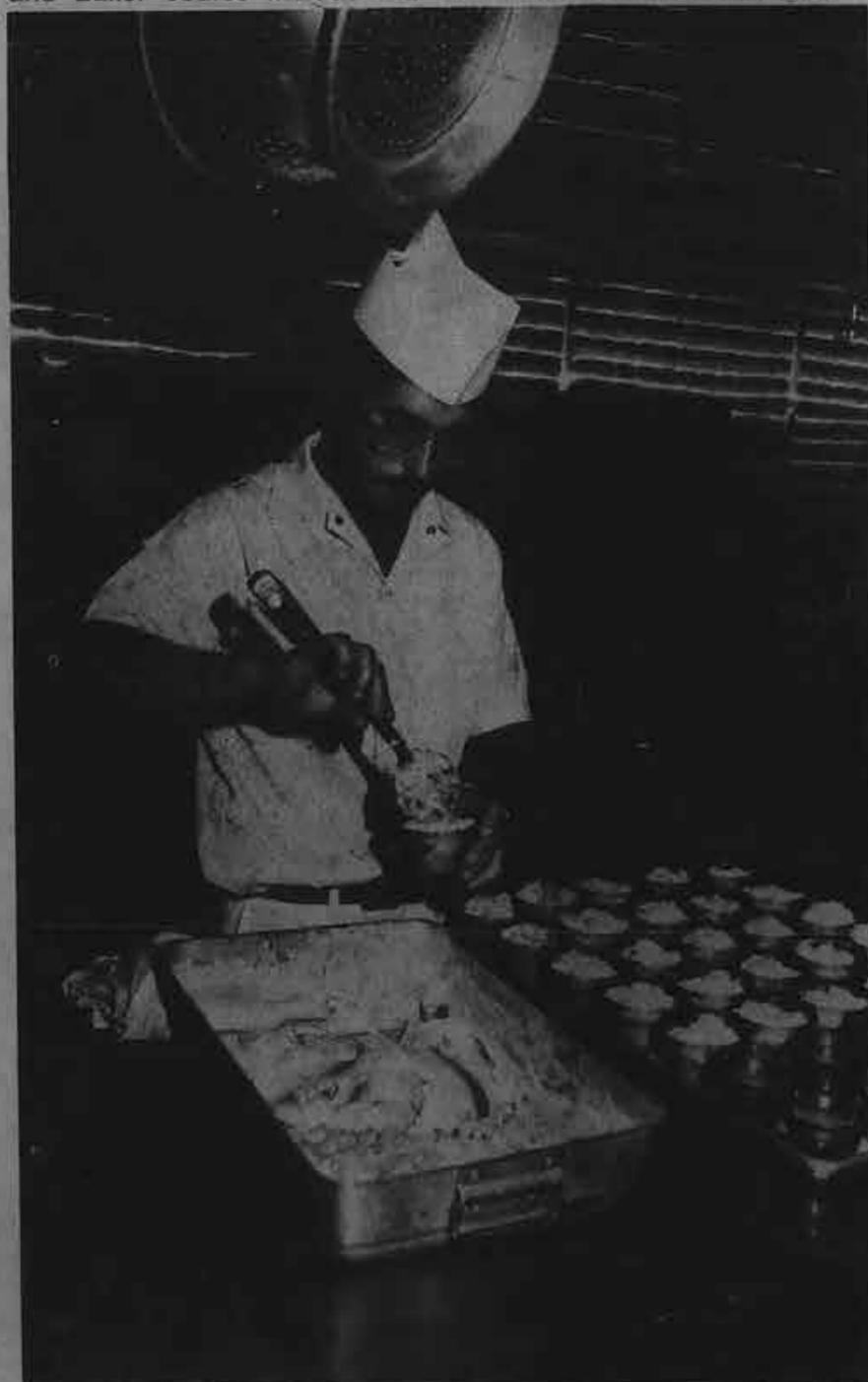
work on nutrition and on-the-job training in actual food preparation are stressed.

Topics covered in the Cook and Baker course include the

baking of bread, rolls, pies, cakes, cookies and breakfast pastries. Students will also concentrate on preparation of other desserts and breakfasts.



Great Lakes Seafarer Robert Enochs of Algonac prepares some goodies in the bake shop as part of the SHLSS upgrading program for Cook and Baker.



Mark Simpson prepares desserts in the pantry of the SHLSS main galley. Brother Simpson, who sails out of New York, is enrolled in the Cook and Baker upgrading program.

Able Seaman Upgraders Learn the Ropes

Working in the rigging loft, on board the *M/V Earl "Bull" Shepard*, and in the classroom students in the Able Seaman upgrading course at SHLSS are getting the best advanced seamanship training available anywhere in the nation.

Instructors are experienced seamen and qualified teachers. The course material is kept up to date. The equipment is the same as the students will encounter when they go back to their ships.

In the classroom and on the job, upgrading Able Seamen learn to use both the magnetic and gyro compasses, the Rules of the Road, wheel commands, wire and rope splicing, cargo boom rigging, first-aid and firefighting.

The course is four weeks, and candidates must have one year of seetime on deck and be able to meet minimum Coast Guard physical requirements. The next class begins **Nov. 8**.



Splicing nylon line requires skill and patience . . . and a lot of practice. Seafarers enrolled in the Able Seaman class at SHLSS learn and acquire all of the above. Here, from left, are Daniel Bertoldo, of San Francisco, John Caswell, from New York; Jeffrey Davis, from Algonac, and in the background Ralph Damron from Port Arthur, Tex.



Classroom instruction is a part of the daily schedule for SIU members upgrading to Able Bodied Seamen. Here, Instructor Abe Easter explains the Rules of the Road.



The ancient skill of "boxing the compass" is still in the lexicon of deck seamanship, and these young Seafarers are learning that skill under the tutelage of Abe Easter, a seasoned deck officer and instructor at SHLSS. His students are, from left, Marisa Stevens of San Francisco, and Kevin Sullivan, Archie Ware and Peter Ryerson, all from New York.

Coast Guard Commander Visits SHLSS



Admiral John D. Costello, Commander of the Fifth Coast Guard District at Portsmouth, Va., expressed his admiration of both the quantity and the quality of the training operations at the Seafarers Harry Lundeberg School of Seamanship. The Admiral spent a day at the school earlier this month, and has visited the school's training facilities twice before. In the photo above, Admiral Costello talks with SHLSS Vice President Frank Mongelli, left, and SHLSS Deck Instructor Tom Doyle aboard the school's newly-acquired at-sea replenishment vessel, the *M/V Earl "Bull" Shepard*. The *Shepard* will be used to train Seafarers to operate replenishment-at-sea merchant ships safely and efficiently as a needed adjunct to the U.S. Navy's line ships.



Upgrading Course Schedule Through December 1982



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

Course schedules for the remainder of 1982 are announced by the Seafarers Harry Lundeberg School of Seamanship. Once again, the course offerings are designed to upgrade the skills of SIU Seafarers and Boatmen, and to promote America's maritime industry by providing it with the best trained and most highly skilled workers in the maritime world.

For convenience of the membership, the course schedule is separated into four categories: **engine department** courses; **deck department** courses (*inland waters*); **deck department** courses (*deep sea*); and **steward department** courses.

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

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

Class schedules may be changed to reflect membership demands.

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

Engine Department Courses

Course	Check-in Date	Completion Date	Length of Course
Marine Electrical Maintenance	July 19	Sept. 9	8 weeks
	October 25	Dec. 16	8 weeks
Marine Electronics	Sept. 13	October 21	6 weeks
Automation	August 30	Sept. 23	4 weeks
	Nov. 8	Dec. 2	4 weeks
Pumproom Maintenance & Operations	July 19	August 26	6 weeks
	Sept. 27	Nov. 4	6 weeks
Refrigeration Systems Maintenance and Operations	October 25	Dec. 2	6 weeks
Basic Welding	Sept. 27	October 21	4 weeks
	October 25	Nov. 18	4 weeks
	Nov. 22	Dec. 16	4 weeks
QMED—Any Rating	Sept. 27	Dec. 16	12 weeks
Third Assistant Engineer	August 16	October 14	10 weeks
Diesel—Regular	Sept. 27	October 21	4 weeks
	October 25	Nov. 18	4 weeks
	Nov. 22	Dec. 16	4 weeks

Deep Sea Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Lifeboatman	August 2	August 12	2 weeks
	October 25	Nov. 4	2 weeks
Able Seaman	Nov. 8	Dec. 16	6 weeks
Quartermaster	July 5	August 12	6 weeks
Third Mate	August 9	Sept. 24	7 weeks
	October 12	Nov. 26	7 weeks
Third Mate/Celestial Navigation (10)	July 19	August 6	3 weeks
	Sept. 20	October 8	3 weeks
	Nov. 22	Dec. 17	3 weeks

Steward Department Courses

Assistant Cook	open-ended
Cook and Baker	open-ended
Chief Cook	open-ended
Chief Steward	open-ended
Towboat Cook	open-ended

Inland Deck Department Courses

Towboat Operator Scholarship	*Oct. 25	Dec. 10	7 weeks
Celestial Navigation	August 9	Sept. 16	6 weeks
	*Sept. 13	Oct. 22	6 weeks
Inspected Towing Vessel	July 19	Sept. 3	7 weeks
Tankerman	Sept. 13	Sept. 23	2 weeks
	Nov. 8	Nov. 18	2 weeks

*Note change of starting dates

Gallon Donor Makes Blood Bank Richer



QMED (1st Class) Richard Parrish has joined the honor roll of SIU members who have donated a gallon or more of blood to the SIU Blood Bank. Rich dropped by the SIU clinic in Brooklyn to give his eighth pint after returning to the States from a tour on the *M/V Rover*. Nurse Carole Brown did the honors. Thanks Rich!

Apply Now for an SHLSS Upgrading Course

(Please Print) Seafarers Harry Lundeborg School of Seamanship (Please Print)

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member

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 _____ Endorsement(s) or License Received _____
(dates attended)

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) _____

- | <u>DECK</u> | <u>ENGINE</u> | <u>STEWARD</u> |
|---|---|--|
| <input type="checkbox"/> Tankerman | <input type="checkbox"/> FOWT | <input type="checkbox"/> Assistant Cook |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> QMED - Any Rating | <input type="checkbox"/> Cook & Baker |
| <input type="checkbox"/> AB Limited | <input type="checkbox"/> Marine Electronics | <input type="checkbox"/> Chief Cook |
| <input type="checkbox"/> AB Special | <input type="checkbox"/> Marine Electrical Maintenance | <input type="checkbox"/> Steward |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Pumproom Maintenance and | <input type="checkbox"/> Towboat Inland Cook |
| <input type="checkbox"/> Towboat Operator Inland | <input type="checkbox"/> Operation | |
| <input type="checkbox"/> Towboat Operator Not More Than 200 Miles | <input type="checkbox"/> Automation | |
| <input type="checkbox"/> Towboat Operator (Over 200 Miles) | <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems | |
| <input type="checkbox"/> Celestial Navigation | <input type="checkbox"/> Diesel Engines | |
| <input type="checkbox"/> Master Inspected Towing Vessel | <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) | |
| <input type="checkbox"/> Mate Inspected Towing Vessel | <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) | |
| <input type="checkbox"/> 1st Class Pilot | <input type="checkbox"/> Third Asst. Engineer (Motor Inspected) | |
| <input type="checkbox"/> Third Mate Celestial Navigation | | |
| <input type="checkbox"/> Third Mate | | |
- ALL DEPARTMENTS**
- LNG
 - LNG Safety
 - Welding
 - Lifeboatman
 - Fire Fighting
 - Adult Basic Education

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

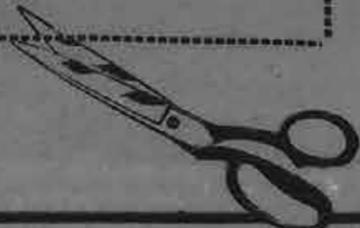
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

Please Print

RETURN COMPLETED APPLICATION TO:
 Seafarers Lundeborg Upgrading Center
 PINEY POINT, MD. 20874

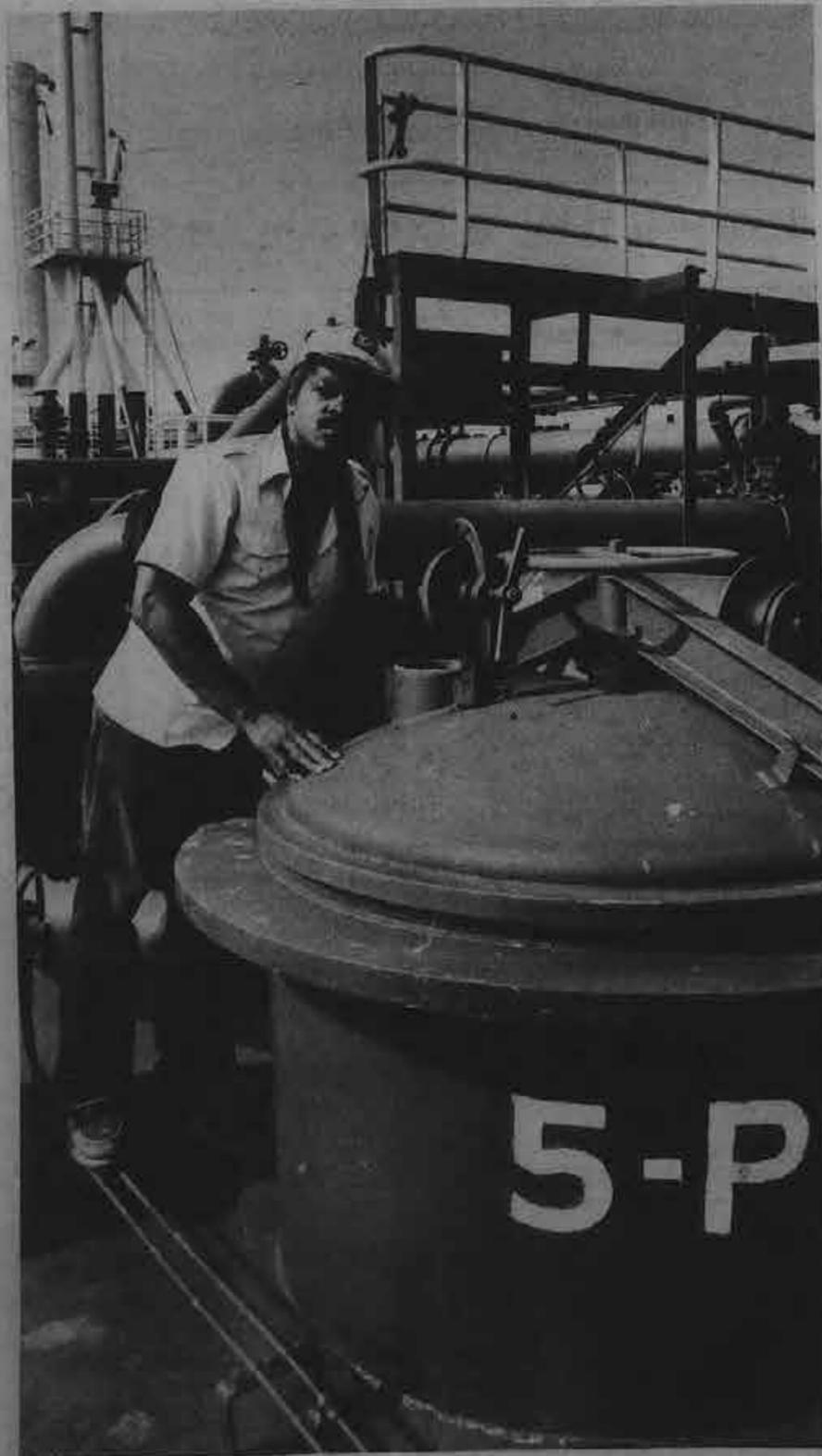




Captain William Tender of the *Groton* (2nd from right) stands with members of the CATUG's SIU committee. They are (l. to r.): Edward Singleton, steward del./Chief cook; Henry W. Roberts, ship's sec'y/Chief Steward; Jerome Sumlin, engine del./oller; Patrick Rankin, deck del./AB and Fred Cooper, ship's chairman/Bos'n.



AB Patrick Rankin stands a watch in the *Groton's* wheelhouse.



QMED/Pumpman William King checks the level in a tank on the barge section of the CATUG. *Groton* was carrying a load of diesel.

CATUG M/V *Groton*

THE *M/V Groton*, number two in Apex Marine's series of six new CATUG's, crewed last month and now she's purring along on a regular run between St. Croix and the East Coast.

Like the *Jacksonville* before her and the *Mobile*, *Philadelphia*, *New York* and *Baltimore* to follow later this year or in 1983, the *Groton* is an integrated tug/barge unit.

Built at two separate shipyards, the tug and barge units measure 691 feet when connected. The barges,

equipped with modern hydraulic pumping systems were constructed by Bethlehem Steel in Sparrows Point, Md. The tugs, built by Halter Marin in Chickasaw, Ala., measure 133 feet and are powered by 18,000 hp twin diesel engines that reach cruising speeds of 16½-17 knots.

Diesel is one of the keys to the CATUG's success. The tug/barges are fuel efficient and cheaper to run than most ships of comparable size.

The CATUG's carry a crew of 16—eight officers and eight unli-



Chief Cook Edward Singleton (l.) stands by as Chief Steward Henry W. Roberts stirs things up in the galley.



The bow of the CATUG Groton points up river as the vessel lighters from its anchorage in New York's Narrows Bay.



This trio is the picture of harmony as they pose on the barge's deck, (from l. to r.) they are: Fred Cooper, Bos'n; Gary Gehring, Second mate and Charlie Duncan, Chief Mate.

Joins the SIU Fleet

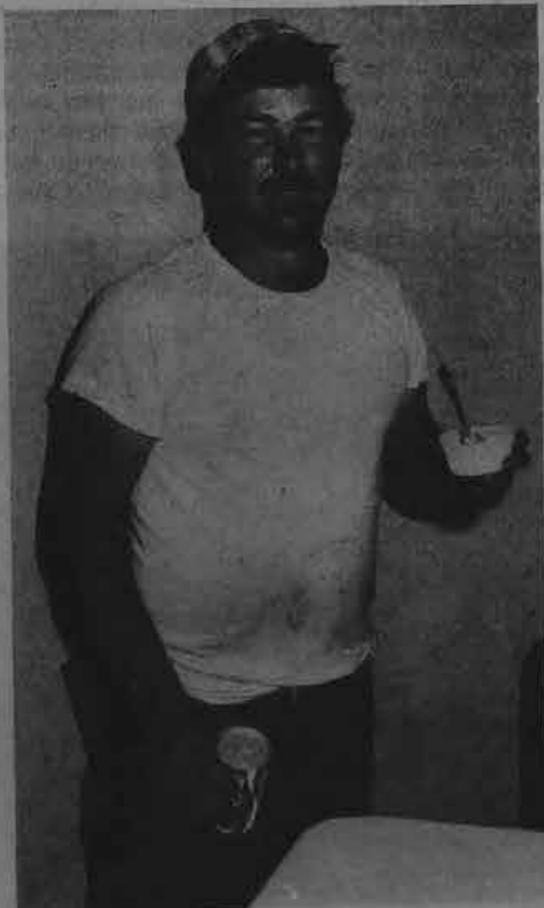
censed SIU members. All six tug/barge units have been named for East Coast and Gulf ports (Groton is near New London, Conn.)

Apex plans to take delivery of one more CATUG this year, probably in late September. The last three are due during 1983. All six are "all product carriers" capable of handling oil, gas, jet fuel or No. 2 diesel fuel.

Since all six tugs and all six barges were built to exactly the same spec-

ifications, they are all interchangeable. But the units will be disconnected only if repairs or drydocking are necessary.

The first Apex CATUG, the *Jacksonville*, began running between the East Coast and the Amerada Hess plant in St. Croix in early June. While the discharge points for the *Jacksonville* and the *Groton* may change, the "load port will always be St. Croix" an Apex spokesman said.



AB Billy Joe Lockhart is about to have a little refreshment of soda pop and ice cream.



This crew of oilers three keep the Groton's engine room running smoothly by night and by day. They are (l. to r.): Arnaldo Orellana, Jerome Sumlin and Charley Smith.



Even before the race, the SHLSS team of rowers (and two family members at left) were confident of victory.



A booming cannon salute starts the race.



The boats are neck and neck (SHLSS in middle) at start of grueling first heat.



The SHLSS oarsmen raise arms in victory after very close first heat.

SHLSS Rows to Victory in 'Big Apple's' July 4th Int'l Lifeboat Race



The second and deciding heat was no contest as SHLSS won the race-off easily.

New York, N.Y.—Under sparkling blue skies the lifeboat team of SIU trainees from the Seafarers Harry Lundeberg School of Seamanship pulled to a first place finish in the 29th Annual International Lifeboat Race, held here on a picture perfect Fourth of July. It was an SHLSS team's second victory in four tries (with two seconds) since 1979.

Dipping their oars into the glittering Hudson River to the rhythmic "Pull, Pull, Pull" call of Coxswain **Mike Meredith**, the nine oarsmen in the SHLSS boat glided to an easy victory in the finale over a Marine Transport Lines boat, crewed by NMU members, after a tough race in their first heat.

But as they sped over the mile-long race course between the twin towers of the World Trade Center and Battery Park in lower Manhattan, the crew from Piney Point were really racing against the ghost of their "archrivals," England's Royal National Lifeboat Institute which was unable to compete in this year's

race.

The first meeting between an SHLSS lifeboat crew and the British team, which specializes in lifeboat rescues, took place on Independence Day 1979, with the SIU trainees scoring an upset over the Englanders.

At the 1980 re-match, the British triumphed by a single boat length over the Union's team in the final heat, winning again by the same margin in the first heat at the 1981 international competition.

This year, the Lundeberg School team was determined "to avenge last year's loss," in the words of one crewman. They worked rigorously at Piney Point over the last month, rowing every evening over a course similar to the official mile with a single turn which they would be facing on July 4.

Trained Hard

During the last two weeks, the training sessions intensified and the Lundeberg crew raced the clock, consistently bettering the British

team's 1981 winning time. It was, therefore, disappointing when the British oarsmen were unable to travel to New York for this year's competition. But the time trials paid off anyway, as the SHLSS lifeboat clocked the best time of the day at this year's race, crossing the finish line in 7:03.

In addition to coxswain Meredith, a Towboat Instructor at SHLSS, the Union's nine-man lifeboat included: **Darrell McDonald, Rick Bumstead, Philip Knowles, Jerry Jones, Randy Santucci, David Cuffee, Randy Cook, Gregg Hubley and Tom Gilliam.** The 1982 team was chosen from more than 20 trainees who volunteered to bear the SIU standard.

They were matched against teams representing Smith-Stockley of Canada and Service Engineering of San Francisco, Ca., in the first heat of the race. Marine Transport Lines, victor in the second heat, beat out the Canadian Coast Guard and a National Maritime Union team

before losing to the SIU in the third and final heat.

Also part of the 1982 Lifeboat competition were the "City Heats," won by the Baldwin Bay Colony Rowers. Other city-based teams competing were the New York State Legislature, Norton Lilly & Co., the McSorleys Ale House Nine and the South Street Seaport Museum.

Sponsors of the popular July 4th event, which drew thousands of spectators to the lower Manhattan waterfront, was the Maritime Association of the Port of New York, a 110 year old non-profit organization.

On the night before the big race, all competing teams were invited to a bash held at the Manhattan disco Les Mouches. The victorious SHLSS team was also feted when they returned with their trophy to Piney Point. Treated to a party and a hero's welcome, each crewman was given an SIU jacket and hearty congratulations from **Frank Mongelli**, vice president of the Lundeberg School.



Karen Wierfrat, chairperson of the San Francisco Whaleboat Races, congratulates Mike Meredith, coxswain of the SHLSS boat, on victory and invited a team from SHLSS to participate in the races in the 'City By the Bay' next year. Karen works for Sea-Land in Frisco.



The SHLSS victorious rowers salute the crowd of onlookers with raised oars.



The SHLSS team rows back to starting area as big crowd looks on at the Battery in New York Harbor.



The SHLSS winning rowers are all smiles as they raise their trophies at awards ceremony at the Seamen's Church Institute.



Back home in Piney Point, MD., coxswain Mike Meredith, left, presents SHLSS Vice president Frank Mongelli with winning plaque, which will be prominently displayed at the School.



Dispatchers Report for Deep Sea

JUNE 1-30, 1982

Port	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	4	4	0	1	5	0	9	11	1
New York	109	33	2	76	46	0	182	70	5
Philadelphia	0	2	0	0	1	0	9	8	0
Baltimore	27	7	0	20	11	0	34	11	2
Norfolk	15	14	1	13	22	0	16	18	1
Tampa	0	0	0	0	0	0	12	9	0
Mobile	15	4	0	18	8	0	36	10	0
New Orleans	72	22	1	65	12	0	135	55	5
Jacksonville	33	16	0	14	18	0	50	26	0
San Francisco	36	14	3	20	8	0	79	37	11
Wilmington	26	9	2	20	13	0	64	28	8
Seattle	38	17	0	33	17	0	62	30	8
Puerto Rico	13	9	0	17	10	0	14	4	0
Houston	54	27	1	54	29	0	84	35	2
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	442	178	10	351	204	0	786	352	43
ENGINE DEPARTMENT									
Boston	2	2	0	1	3	0	4	5	0
New York	88	31	0	81	30	0	163	57	0
Philadelphia	3	1	0	1	0	0	6	6	0
Baltimore	24	3	0	13	8	0	33	11	0
Norfolk	16	7	0	9	13	0	20	14	0
Tampa	0	0	0	0	0	0	10	8	1
Mobile	15	6	0	11	8	0	32	8	1
New Orleans	44	18	0	37	13	0	89	26	0
Jacksonville	22	16	1	24	19	1	35	17	0
San Francisco	32	13	3	18	17	1	63	26	7
Wilmington	20	10	0	14	7	0	28	16	3
Seattle	35	14	2	26	4	0	50	26	4
Puerto Rico	7	5	0	9	9	0	11	5	0
Houston	41	14	0	37	16	0	83	25	1
Piney Point	0	1	0	0	7	0	0	1	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	349	141	6	281	154	2	627	251	17
STEWARD DEPARTMENT									
Boston	2	3	0	1	2	0	2	6	0
New York	55	21	1	56	45	0	74	60	1
Philadelphia	0	0	0	0	0	0	1	3	0
Baltimore	8	1	0	15	5	0	10	5	0
Norfolk	12	5	0	7	12	0	13	5	1
Tampa	0	0	0	0	0	0	4	5	0
Mobile	10	1	0	10	4	0	24	1	0
New Orleans	32	6	0	26	11	0	67	7	0
Jacksonville	12	2	0	5	5	0	20	8	0
San Francisco	17	20	3	13	29	2	26	52	16
Wilmington	10	6	3	10	7	0	12	10	5
Seattle	25	4	0	21	20	0	34	5	3
Puerto Rico	8	3	1	5	6	0	13	4	1
Houston	20	1	0	15	14	0	46	7	1
Piney Point	0	1	0	0	16	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	211	74	8	184	176	2	346	178	28
ENTRY DEPARTMENT									
Boston	0	5	1				1	16	1
New York	27	129	12				37	278	45
Philadelphia	0	1	0				2	18	0
Baltimore	12	17	2				17	38	5
Norfolk	9	22	1				5	43	4
Tampa	0	0	0				2	21	0
Mobile	3	14	0				7	27	1
New Orleans	31	48	6				51	90	10
Jacksonville	7	30	1				12	60	3
San Francisco	17	39	45				21	108	108
Wilmington	3	34	7				7	63	29
Seattle	15	42	10				9	60	25
Puerto Rico	13	27	3				15	31	5
Houston	19	56	0				27	80	7
Piney Point	0	25	0				0	0	0
Yokohama	0	0	0				0	0	0
Totals	158	489	88				213	933	243
Totals All Departments	1,158	882	112	816	534	4	1,972	1,714	331

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

Shipping in the month of June was up considerably over the month of April. A total of 1,354 jobs were shipped in June to SIU contracted deep sea vessels; that's more than 300 more jobs than the previous month. Of the 1,354 jobs shipped, 816 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.

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) 499-6600

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
 (218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
 (617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
 (808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
 (713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
 (904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
 (201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
 (504) 529-7546

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) 336-3818

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.

1057 Fernandez, Juncos,
 Stop 20 00909
 (809) 725-6960

SEATTLE, Wash.

2505 1 Ave. 98121
 (206) 623-4334

ST LOUIS, Mo.

4581 Gravois Ave. 63116
 (314) 752-6500

TOLEDO, Ohio

935 Summit St. 43604
 (419) 248-3691

WILMINGTON, Calif.

408 Avalon Blvd. 90744
 (213) 549-4000

At Sea/Ashore

Point Margo to Sail to Mombasa

From a Gulf port late this month the *St Point Margo* (Point Shipping) will sail to Mombasa, Kenya with a cargo of 32,500 metric tons of wheat.

Ex-SIUer's Art Work on Exhibit

The artist and veteran ex-Seafarer, Norman Maffei, who drew the famous Paul Hall portrait in pencil which appeared in the *LOG* last year, has an exhibit of his realistic, pen-and-ink World War II combat sketches on display now in Oklahoma City, Okla.

The 1982 exhibit in the 45th Inf. Thunderbird Div. Museum shows sketches drawn by the then 18-year-old private of the 158th Field Artillery Battery of the 179th Inf. Reg. in the Sicily, Anzio and Salerno Campaigns in 1943 and 1944.

Maffei drew the sketches depicting Nazi prisoners in tow and medics and ambulances carrying wounded, on lined tablet paper, wrapping paper and V-Mail stationery from the beds of moving Army trucks and the bottom of roadside ditches.

Today, he's a Franklinville, N.Y. art dealer. His war work appeared in the 45th Div. News and was featured at the division's 1981 reunion last August.

Beside the Hall portrait, Maffei has sketched and painted in oil many of the SIU ships he sailed on.

To Israel for the Tamara Guilden

From Aug. 1 to Aug. 15, the bulk carrier *Tamara Guilden* (Transport Commercial) will haul 22,000 long tons of grain to Haifa or Ashdod, Israel.

Independence Softballers Bury Coast Guard 14-2

Last month under the experienced hard-ball eye of Recertified Bosun Maurice C. "Duke" Duet, the *SS Independence* (American Hawaii Cruises) Softball All-Stars of the ship's Deck Blues and Stewards Reds teams whipped the Coast Guard's Nawiliwili (Hawaii) Chiefs 14 to 2.

Previously, "Hawaii's Floating Island" Blues edged the Reds 3 to 2.

Del Valle, Monte Off to Monrovia

In early August, from a Gulf port the *SS Del Valle* (Delta Line) will sail to Monrovia, Liberia as will the *SS Del Monte* with cargoes of bagged rice.

300th Load for LNG Virgo in Bontang

Late last month, all hands aboard the *LNG Virgo* (Energy Transportation) celebrated with a pool party for carrying the 300th load of LNG out of the port of Bontang, Indonesia.

Good food and drink was served under the supervision of Chief Steward Charles L. Shiral.

Overseas Marilyn to Haifa

Next month the *ST Overseas Marilyn* (Maritime Overseas) will transport 23,500 long tons of grain to Haifa or Ashdod, Israel.

Converted Lurline Resumes Service

The *SS Lurline* (Matson Line) converted from a R/O R/O trailership to a combination container carrier left for the port of Honolulu on July 2 from the West Coast.

She will team up with the containership *SS Manulani* at the port of Oakland in August when the *SS Maui* completes drydocking. The *SS Maunawili* and the *SS Maunalei* will then be placed in the reserve fleet.

The *Lurline's* \$42 million conversion involved a 126.5 foot midbody insertion which increased her length to 826.5 feet. Cargo capacity was hiked from 434 to more than 1,100 containers.

Kirkland: 'Among Friends With the Boys in White Caps'



AFL-CIO President Lane Kirkland (3rd left) in the port of Wilmington, Calif. early last month with (l. to r.) SIU AB Paul Grepo, Patrolman Jess Solis, Field Rep Scott Hanlon, Port Agent Mike Worley and FOWT Ricardo Gill. Earlier Kirkland told 2,500 Southern California trade unionists in the Hollywood Palladium that Reaganomics was a "failure" and called for a change on Election Day Nov. 2. Kirkland remarked that whenever he sees "the boys in white caps, I know I'm among friends." Twenty-four SIU members provided security for Kirkland while he was in Los Angeles.

'Brotherhood of the Sea' Always



Aboard fantail of *SS Independence* (American Hawaii Cruises) on National Maritime Day, crewmembers and (right) Recertified Bosun Maurice "Duke" Duet listen to their captain read a memorial service for merchant seamen lost in wartime before the memorial wreath (right) was consigned to the deep. (The Log regrets not being able to run this photo with our Maritime Day coverage in the June issue.)

Seafarers Back Striking Teachers



SIU members (center) show their support with the SIU banner last month backing year-long striking civilian teachers of the United Federation of Teachers Union at Christ the King High School, Middle Village, Queens, N.Y.C. Also demonstrating were members of the Central Labor Council, Meat Cutters and Food Stores Union and Jewelry Workers Union.

From Humble Beginnings, SIU Training

by John Bunker

ONE of the most successful training programs in the history of the maritime unions was conceived on a waiting room bench in New York's Pennsylvania Station.

It was back in 1953 and it came about in this way.

Ed Turner, president of the San Francisco-based Marine Cooks and Stewards Union and Paul Hall, late president of the Seafarers International Union, had been trying to coordinate their schedules to talk about organizing and crewing new passenger ships that were to come out of shipyards and go into the various Pacific trades.

"I had to catch a train for Washington," Turner recalls, "and Paul was coming to New York from Washington, so we decided to meet at Penn Station and then have dinner somewhere nearby. But we never got to dinner. We sat on a bench at the station for three or four hours and talked. Out of it all came the Marine Cooks and Stewards training school at Santa Rosa, California."

From the time of its opening to the merger of the Marine Cooks and Stewards with the SIU-AGLIWD in June of 1978, this school trained 5,000 steward department people, a record of which Turner, now SIU-AGLIWD Exec. Vice President, is rightfully proud.

But he likes to point out that the school was Hall's idea.

"First of all," he says, "we talked that night about the many passenger ships that would be coming out of the shipyards in the next several years and the importance of getting them under contract. To do that meant furnishing capable personnel for the steward departments on these ships. We considered the possibility of recruiting men from the East and Gulf coasts and the Lakes. But there was the problem of robbing ships in these areas to get enough good men and keeping them out in the Pacific once they got there."

Then Hall said, "Start a school. Train your own West Coast people. That way you'll have a dependable supply of skilled men who want to ship from West Coast ports."

Before I got the last train to Washington that night we had drafted a rough plan for the school, including buildings, staffing and curriculum."

Turner sold the plan to his membership and the school opened in May of 1957. It ran for 21 years.

Helped in Banner Line Beef

The school turned out to be a great thing for the SIU's Atlantic Gulf and Inland Waters District, too. When the SIU was trying to put a crew on the new Banner Line passenger ship *Atlantic* at Mobile in May of 1958, a chartered plane brought men from the Santa Rosa school to apply for jobs on the new liner, which was then unorganized. Later, when some 50 steward



The SIU and District 2 MEBA-AMO set up a joint training program for the upgrading of unlicensed deck and engine department personnel to licensed engineers and deck officers in 1966. Above pic shows early class of SIU upgraders in Jan. 1967.

department men from the National Maritime Union walked off the *Atlantic* before its maiden voyage from Brooklyn, hoping to tie up the ship, another draft from the Santa Rosa school were flown to New York to take their place and the *Atlantic* left for Europe on schedule.

Enabling SIU men to improve their skills and earning capacity and achieve

meeting in New Orleans to introduce a resolution calling for a union training program for entry ratings and upgraders. The resolution was overwhelmingly endorsed there and at meeting in the other ports.

In 1952, this program was initiated with an upgrading school at the New York headquarters, to be followed later by similar schools at Baltimore,

things essential for an able seaman. Lifeboat training, of course, was an essential part of the program, preparing men for the Coast Guard AB exams. In New York lifeboat handling was done at the Bull Line pier on the Brooklyn waterfront.

Humble Beginnings

The SIU's training programs have operated under several names: Seafarers Training School, Maritime Advancement Training Program, Andrew Furuseth Training School, Harry Lundeborg School of Seamanship, and now the Seafarers Harry Lundeborg School of Seamanship.

It is interesting to recall that the New York school had a humble beginning

History of the SIU, Part XIX

the self-respect that comes with education was a life-long objective of SIU President Paul Hall.

As far back as 1946, Hall and several others took the floor at a membership

Mobile, Houston and New Orleans. Called originally the Seafarers Training School, it was devoted to deck training, with such things as knot tying, rigging of staging and bosun's chairs and other



Lifeboat training was emphasized in the SIU's early training courses of the Andrew Furuseth Training Program. Above photo shows Seafarers taking lifeboat class at Mill Basin, Brooklyn more than 20 years ago.

Programs Develop Into Best in Nation

in 1951 when Frank Mongelli, now head of the Seafarers Harry Lundeberg School of Seamanship, started a lifeboat class in the old gym at headquarters. There were no lifeboats available there, so he set up a simulated boat with chairs and broomsticks instead of thwarts and oars, teaching youngsters how to respond to such elementary lifeboat commands as "oars", "make way," "trail oars" and "hold water."

Later on, the SIU schools were expanded to include upgrading for steward and engine department people as well. SIU contracted companies cooperated by allowing engine upgraders to practice in the engine rooms of their ships in port. Steward department people used the various SIU cafeterias, with their bakeries and butcher shops. They also received refresher training in food handling and storage, menu preparation and sanitation.

From the very beginning, the various union training programs were joint ventures of the union and its contracted companies.

The training program was vital to SIU manning needs during the Korean War when a large number of ships were taken out of reserve fleets and needed full crews.

SUP School for WWII

Training for entry ratings and upgraders in the SIU goes back to 1941 when the affiliated Sailors Union of the Pacific foresaw the need for men to sail the wartime emergency fleet and started a school at its headquarters on Clay Street in San Francisco. This school was soon expanded and became the Andrew Furuseth School of Seamanship, with both shore facilities and the 136 foot, two-masted schooner *Invader* for teaching the arts of "hand, reef and steer." During the peak of World War II, the Furuseth school turned out 1,000 trainees and up-graders every month.

The SUP still maintains a seamanship school at its San Francisco headquarters under direction of the well known Tommy Zee.

In 1955, the SIU's Atlantic and Gulf District opened a school of entry ratings and up-graders at Bayou La Batre near Mobile and operated it there for a brief period. This was also known as the Andrew Furuseth Training School and used a two masted schooner named Andrew Furuseth, skippered by Capt. Al Urbelis, a veteran bosun who learned his trade in square riggers. The school was set up for two week courses, turning out 30 men in each class. Lifeboat training was included.

Training programs were continued, meanwhile, at the other ports, with the emphasis on lifeboat handling to qualify for the Coast Guard exam.

A big jump forward in training was made in 1963 when the union leased space at Mill Basin in Brooklyn and



The Santa Rosa training school for stewards was operated by the former Marine Cooks and Stewards Union. The school provided trained manpower for U.S. ships including passenger liners. Above photo shows the steward department from the old passenger liner *Atlantic*. Many of those shown upgraded at the Santa Rosa school. Among those in photo (1958) are Otto Mueller, Johnny Nash, Carl Schmidt, Leonard Cameron, Phil Phillips, Steve Juretic, Fritz Kreiss, Ernie Fox, Harry Levy, Johnny Hummel, Maurice McCarty, "Spaghetti" Joe Righetti, Perry "Bankroll" Edwards, Walter Grosvenor, Chuck Vomester, Peter Marti (who supplied this photo), Dick Grant, Frank Schumacher, Danny Gemmer, "Pipes" Brennan, Frank Semple, Cecil Rush, Mike Vadale, Johnny "Jojo" Jordan, Jerry Pow and Harold Monplaisir.

invested about \$200,000 in converting three large, decked New York harbor cargo barges into floating school houses, with classrooms, a machine shops, galley and lifeboat facilities. Lifeboat training was emphasized here.

Piney Point Opened

This school was phased out when the union opened the Harry Lundeberg School of Seamanship at Piney Point, Md.

Union training activities were incorporated under the name Harry Lundeberg School of Seamanship, honoring the first president of the SIUNA. A joint union-employer trust for this school dates from September 30, 1965.

For licensed ratings, the SIU and the Marine Engineers Beneficial Association, District 2, have cooperated since 1966 in a joint program whereby SIU engine and deck personnel can study for original or advanced licenses at MEBA's School of Marine Engineering and Navigation.

"This school," said Paul Hall, "is an example of what trade union cooperation can accomplish for the benefit of workers and the security of the industry and the nation." In 1966 alone, 188 men obtained original third assistant engineer licenses through this joint program.

From 1966 to 1969 this school also turned out 5,000 engine room endorsements. So far, more than 500 SIU men have obtained original engineer licenses through this school, with about 75 of them now sailing as chief engineers. Of the 135 SIU men who have gone through the deck officers program, no less than 30 are now sailing as master.

'Opportunity Is Here'

When he was president of the SIU, Paul Hall seldom missed an opportunity to meet with seniority upgraders and present them with their "A" books during a graduation session at headquarters in Brooklyn.

These were informal get-acquainted

meetings and pep talks at which Hall learned something about the hometown and background of each upgrader, why he started going to sea and what he thought of the union's training programs.

He always used these get-togethers to stress the value of education and self-improvement. He would tell the men about his own lack of higher education and how he had earned a second engineer's license by struggling with the books during off-watch hours at sea.

"This union," he would say, "has provided the best in educational programs and facilities for its members. The opportunity is here. It's up to you to take advantage of it. The future is wide open. You can go straight to the top."

Providing the means whereby SIU men could go to the top was a proud achievement of Paul Hall, former prize fighter, merchant seaman, union organizer, and long-time leader of the SIU.



The SIU set up the Harry Lundeberg School of Seamanship in 1965 to bring young people into the maritime industry, as well as provide facilities for upgrading for SIU members.



The SS *Constitution* (right foreground) of American-Hawaii Cruises berthed last month in the port of Honolulu.



Chief Purser Barbara Biondi (center) takes time out to pose with her Asst. Purser Janice Matsushima (left) and Jamie Kimbrew.

Constitution a Hit in Hawaii

AFTER more than a month in operation, America's second full service passenger ship, the SS

Constitution, continued to run smoothly on her weekly cruises of the Hawaiian Islands.

For both the crew and the passengers aboard the SIU-contracted ship, which is run by American Hawaii Cruises, the seven day trips are proving very successful.

With her inaugural Hawaiian voyage on June 6 (see June 1982 *Log*), the *Constitution* joined her sistership, the *SS Independence*, in the revival of the American-flag passenger ship business. Both ships leave from Honolulu, one on a Saturday night and the other on a Sunday night.

Riding on that first trip of the *Constitution* was SIU Vice President Mike Sacco who helped to work out the minor problems that are bound to arise on a first voyage.

The delegate structure is firmly in place among the crew now and when beefs arise, they are often handled aboard ship.

Among the more than 300 SIU members aboard the *Constitution* is the first female purser in the U.S. Merchant Marine, Barbara Biondi.

Between the *Constitution* and the *Independence* (formerly the *Oceanic Independence*) there are well over 600 SIU jobs. If these ships continue to be as successful as they are now, they mean a steady flow of work over the years for thousands of Seafarers.

On this page you'll find some photos taken on the *Constitution's* first Hawaiian voyage.



Musician David Trask III gives a ukulele lesson to some of the passengers for the vessel's amateur night talent show.



Machinist William "Gus" Gustafson works the lathe.



Laying in the stores is Asst. Storekeeper Elcid Oimos.



FOWT Kelly Horn turns a valve.



Like hors d'oeuvres? Larder/Pantryman James Richardson prepares the appetizers.



Living it up with a good meal in the Steward Department Messhall are some of its young personnel, all SIU members.



Steering the passenger liner is Quartermaster Robert Henke.



If you have a sweettooth, here's the desserts for the upperdeck buffet prepared by (left) Sous Chef Scotty Anderson. Waiters Ken Lee (center) and Lee Porter (right) do the serving.



On the bridge checking the ship's bow thruster console are (l. to r.) 3rd Mate Steve Baker who was an AB on the sistership SS Independence, Chief Electrician Sam Beattie and 2nd Electrician John Blatchford.

A New Name for Sister ship



The former *Oceanic Independence* was renamed simply the SS *Independence* at recent ceremonies in Hawaii. One of the speakers at ceremony was Sen. Dan Inouye (D-Hawaii).



WILLIAM HOOPER (Waterman Steamship), May 9—Chairman, Recertified Bosun J. Thrasher; Secretary W. H. Todd; Educational Director Ray Matthews; Deck Delegate W. Adams; Engine Delegate L. Shaw. Some disputed OT in engine department. Secretary reported that a collision occurred with a Greek ship, the SS *Solidarity*, in Jeddah. The ship was at anchorage. There were no injuries reported and the ship was towed to safety and settled on shoals. Observed one minute of silence in memory of our departed brothers and sisters. Next port New York.

SEA-LAND INNOVATOR (Sea-Land Service), May 2—Chairman, Recertified Bosun Jim Pullam; Educational Director R. Allen; Secretary Yung Kong Ho; Deck Delegate T. Howard; Engine Delegate M. McKnight; Steward Delegate L. Lelohex. No disputed OT. Chairman reported that on the payoff in Oakland, Steve Troy held a meeting and discussed just what is happening in the SIU. He left some stories and articles for us to read and talk about. We have a good crew here. Observed one minute of silence in memory of our departed brothers and sisters. Next port Hong Kong.

BORINQUEN (Puerto Rico Mgt.), May 9—Chairman, Recertified Bosun A. Armada; Secretary Cassie B. Carter, Jr.; Educational Director W. R. Thomas; Deck Delegate R. D. Minutello. \$71 in ship's fund. No disputed OT. Chairman reported that this has been a good trip. The crew extended a vote of thanks to George Ripol, New York patrolman, for the way in which he came on the ship and stayed to straighten out beefs and explain the new dental and medical benefits. We the crewmembers of the SS *Borinquen* appreciate that. A vote of thanks to the steward department for a job well done. Next port Elizabeth.

SEA-LAND INDEPENDENCE (Sea-Land Service), May 9—Chairman, Recertified Bosun A. E. Whitmer; Secretary Roy R. Thomas; Educational Director R. V. Panos. No disputed OT. \$14.50 in ship's fund. Recertified Bosun, Al Whitmer, gave a talk on the advisability of paying attention to what is going on in our Union through the many newsletters and communications received. The best source of information is the **LOG**. This is the only way we can be sure of what is happening. Read, listen and be involved. Support our Union and its many on-going progressive programs that are designed to make life at sea and ashore better for us. Fight for what you believe is right! Complain when you don't like what is happening, and you can be assured that your Union will listen to you. The crew was praised for their on-going cooperation, their willingness to work together and for being a fine bunch of shipmates. This ship's crew is a credit to the world's best merchant marine. A vote of thanks to the steward department for fine food and service. Observed one minute of silence in memory of our departed brothers and sisters. Report to **LOG**: "I would like to take this opportunity to voice a statement of appreciation to Chief Steward Roy Thomas and all his department for a job well done. I am confident that I speak for all the officer complement aboard. J. H. Du Bose, Third Officer." Next port Elizabeth.

OGDEN CHALLENGER (Ogden Marine Inc.), May 23—Chairman Elwell James; Secretary W. Robles; Educational Director E. Macorn; Deck Delegate Robert B. Taliman; Engine Delegate A. Cooper; Steward Delegate R. S. Pinion. No disputed OT. Bosun advised all members to read the **LOG** as often as you can to keep up with the changes being made in the Union. Every member, who is qualified, should take the time to upgrade and take advantage of the courses offered in Piney Point. This effort, on your part, will only help to secure future for jobs and better pay. Brother James stressed the need to work together and do the best we can at our jobs, write to Congress when necessary, realize the importance of SPAD to keep the maritime industry strong for all our brothers and their families. A vote of thanks to the steward department for a job well done. A special thank you to Chief Cook Rudy for a fantastic Mexican dinner. Next port Freeport.

LNG LEO (Energy Transport), May 16—Chairman, Recertified Bosun Joe Morrison; Secretary H. Jones, Jr.; Educational Director W. Slien. \$50 in ship's fund. No disputed OT. Chairman reported that this has been a smooth trip so far and again reminded all members to wear proper foot wear on deck at all times. Educational Director gave a vote of thanks for the softball game in Bontang, "next time we win." A vote of thanks to the steward department for the pool parties and also for the food given out when we play softball. Observed one minute of silence in memory of our departed brothers and sisters. Next port Himeji, Japan.

SANTA JUANA (Delta Lines), May 16—Chairman, Recertified Bosun A. J. Palino; Secretary W. Higgs, Sr.; Educational Director H. Welch. Some disputed OT in deck and engine departments. Chairman gave a report on several articles that appeared in the **LOG**: "The crew would like to thank the steward department for a job well done. The steward department thanked the crew for making this trip as comfortable and as enjoyable as it has been."

EDWARD RUTLEDGE (Waterman Steamship), May 21—Chairman, Recertified Bosun Alejandro T. Ruiz; Secretary Paul L. Hunt; Educational Director H. Sanders. No disputed OT. Chairman gave a report on time off. He also discussed the new pay rates and told the crew to see him if they did not understand the rates. All communications received and applications that are available were made accessible for those who are interested. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Next port Colombo.

SEA-LAND OAKLAND (Sea-Land Service), May 2—Chairman, Recertified Bosun Thomas L. Self; Secretary S. Kolase; Educational Director Alfred H. O'Krogly. Some disputed OT in engine department. Brother O'Krogly, educational director, advised everyone to take advantage of the upgrading courses at Piney Point to benefit themselves and their families. Also, if you want to keep up with the latest in Union activities, read the **LOG**. A recent issue had a fine article in the **Beef Box** about trip reliefs for key ratings. The steward department was thanked for a job well done. Next port Oakland.

SEA-LAND HOUSTON (Sea-Land Service), May 21—Chairman, Recertified Bosun Joseph Donovan; Secretary H. Ortiz; Steward Delegate Richard Pickett. No disputed OT. Chairman discussed the coming lay up and explained that the company will give letters to all members for unemployment purposes. Secretary's report was on the effect the closing of the U.S. Public Health clinics and hospitals has had on the membership. A vote of thanks to the steward department for a job well done.

SEA-LAND CONSUMER (Sea-Land Service), May 2—Chairman, Recertified Bosun Gene Weaver; Secretary Lee de Parlier; Educational Director R. Villagran. Some disputed OT in steward department. Secretary reported that applications for Piney Point upgrading, vacation and welfare benefits were available to the crew. The **LOG** was received and distributed and all members were urged to read the articles to know what is going on in the Union. The Educational Director gave a talk on two films that are in the Video library in the Steward's office. One film is on the inflatable life raft and the other is on burns. Everyone should view these for their own benefit. There was a general discussion on crew behavior and custom searches. A vote of thanks to the steward department.

LNG AQUARIUS (Energy Transport), May 23—Chairman, Recertified Bosun M. B. Woods; Secretary Pat Geary; Deck Delegate Leggett Jones; Engine Delegate Charles Dalhaus; Steward Delegate William Christmas. \$80 in ship's fund. No disputed OT. At this meeting, Chairman Woods discussed the advantages of upgrading at Piney Point to insure more jobs and higher pay in the future. To keep up with Union activities the best source of information is the **LOG**. Report to **LOG**: "A pool party was held on May 19, 1982 much to the delight of all on board. The menu consisted of the following: fruit salad, Bar-B-Q Chicken, Bar-B-Q Ribs, steamed fresh shrimp, potato salad, cole slaw, macaroni salad, stuffed franks, baked beans, fresh pizza, deviled eggs and stuffed celery." Next port Nagoya.



OGDEN LEADER (Ogden Marine), May 17—Chairman, Recertified Frank J. Smith; Secretary R. Educational Director C. O. Jordan. In ships fund. Some disputed deck department. Bosun, Frank stressed the importance of being shipmates to each other and the job done. He thanked the crew for a pleasant voyage. The need to upgrade as soon as possible was explained. Brother advised all members to upgrade from the crew and for all to have their lifeboat tickets for the American Merchant Marine Library for all the books they have brought to the ship. A vote of thanks to the steward department for a job well done.

OVERSEAS HARRIETTE (Maritime Overseas), May 10—Chairman Anthony Maren; Secretary R. A. Cobb; Educational Director P. Phillips; Engine Delegate C. Brannan. No disputed OT. Chairman gave a lecture on the need to practice safety habits aboard ship at all times. The importance of donating to SPAD and the benefits to be derived from upgrading were also discussed. 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 Rotterdam.

Official ship's minutes were also received from the following vessels:

- Bayamon
- Del Rio
- Benjamin Harrison
- Transcolumbia
- LNG Gemini
- Sea-Land Voyager
- Sea-Land Venture
- LNG Virgo
- Mobile
- Long Beach
- Walter Rice
- Seattle
- Sea-Land Adventurer
- Ogden Champion
- Worth
- Ranger
- Mount Washington
- Del Monte
- Coastal Kansas
- Westward Venture
- Ogden Dynachem
- Inger
- Overseas Marilyn
- Patriot
- Mount Polier Victory
- Maryland
- Williamsburgh
- Beaver State
- Point Manatee
- Cove Sailor
- Sea-Land Leader
- Cove Navigator
- Point Margo
- Del Valle
- Golden Monarch
- Cove Liberty
- Cove Trader
- Sea-Land Producer
- Del Campo
- Santa Isabel
- Del Viento
- Philadelphia
- Overseas Chicago
- American Heritage
- Del Sol
- St. Louis
- Sea-Land Mariner
- Sea-Land Economy
- Santa Magdalena
- Baltimore
- Jacksonville
- Ogden Wabash
- Santa Cruz
- Caguas
- Mayaguez
- Tampa
- Santa Elena
- Coastal California
- Senator
- Ambassador
- Ogden Connecticut
- Sea-Land Galloway
- San Juan
- Arecibo
- Sea-Land San Pedro
- Pride of Texas

Ogden Willamette Expected Back Soon After Close Shave

THE SIU-contracted tanker *Ogden Willamette*, which luckily did not make it to Davy Jones' locker, should be back into service by the end of the summer, according to her owners.

Ogden Marine Corp., which built the 38,000-ton ship in 1969, said that the tanker will need about two months for repair work following her troubles in the Caribbean last month.

Early on the morning of June 16, the *Ogden Willamette's* 33-man crew (plus one cadet) had to abandon ship when it was discovered that she was taking on water about 35 miles off the coast of Jamaica.

It was feared that the fully loaded ship, whose decks were awash,

might sink or explode. However, two Dutch tugs, a few days later, managed to take her to a bay in Cayman Islands. There the Alaskan crude oil she had taken on in Panama was unloaded and the water that had flooded the engine room was pumped out.

While in the Islands, the U.S. Coast Guard boarded the vessel to investigate the cause of the flooding. The Coast Guard's report will probably take several months before it is issued.

None of the crew, 22 of whom were under SIU contract, was injured during evacuation of the ship into one lifeboat, in the dark, in rough seas with four foot swells. (One engineer who became ill was

taken off the rescue ship by helicopter and brought to Jamaica.)

Both Seafarer **Joe Justus**, bosun on the *Ogden Willamette*, and Seafarer **Rudy DeBoissiere**, chief steward, had high praise for the competence with which their fellow Seafarers handled the lifeboat.

Justus said the crew was an "exceptionally good one" and DeBoissiere said he was "proud of the SIU crew." He attributed much of their lifeboat ability to the training that is given at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

As related by the bosun and steward, the general alarm on the *Ogden Willamette* went off shortly after midnight on June 16. There

had been no explosion or crash but the engine room was flooded and the cause unknown.

The crew abandoned ship at about 1:30 a.m. The fear was that the ship might explode if the water hit the boilers or through ignition by a spark.

Because of rough seas on the starboard side and trouble with a lifeboat there, the crew all entered a lifeboat on the port side.

The Chilean freight ship, *Copiapo*, rescued the crew a short time later. According to the Steward, the Chilean ship maneuvered between the *Ogden Willamette* and the lifeboat so that, if the tanker sank, the suction wouldn't pull down the lifeboat.

LASH Edward Rutledge Bound for Mid East

WATERMAN Steamship's newest LASH, the 18 month-old *Edward Rutledge* made an infrequent appearance in the port of New York last month. The vessel was just up from its home port of New Orleans

and was taking on cargo bound for the Middle East.

Chief Steward Paul Hunt made note of the "really good personnel" aboard, "especially my department (Steward)," he said. Hunt added, "generally on a

ship, closeness breeds contempt but, this ship is unusual in that everyone is compatible."

The *Rutledge* is out to sea for 90-120 days per voyage with a lot of ocean between ports.

The *Edward Rutledge* left New York on June 26th and will spend the summer traveling to ports in the Middle East, Ceylon, India, Arabia and the Persian Gulf before returning to New Orleans in the fall.



GSU Raoul "Fonzee" Inglesias Jr. aboard the *Edward Rutledge*.



Taking a break last month is AB Eugene Kyzar.



QMED James McGinty reads a copy of the LOG.



Coming down the gangway is Recertified Bosun Alejandro T. Ruiz.



Shipmates on the *Edward Rutledge* are (l. to r.) QMEDs C. Langley and Mike King.



In the galley of the LASH are (l. to r.) Chief Cook Calvin Troclair, Saloon Messman Enrique Agosto and Chief Steward Paul Hunt.



The *Edward Rutledge* loading cargo in port of N.Y.



Pensioner Fredrick John Dunn, 69, succumbed to a heart attack on arrival at the Paul Kimball Hospital, Lakewood, N.J. on Apr. 29. Brother Dunn joined the SIU in 1943 in the port of Boston sailing as a junior engineer and chief electrician. He sailed 43 years and in World War II. Seafarer Dunn was on the Sea-Land Shoregang at Port Elizabeth, N.J. from 1967 to 1979. And he hit the bricks in the 1962 Robin Line beef and the 1965 District Council 37 strike. A native of St. John's Newfoundland, Canada, he was a resident of Lakewood. Interment was in St. Mary's Cemetery, Lakewood. Surviving is his widow, Agnes.



Bobby Fletcher Bryant, 51, died of heart-lung failure in St. Luke's Hospital, Jacksonville on Mar. 5. Brother Bryant joined the SIU in the port of Jacksonville in 1970 sailing as a QMED. He sailed for 23 years. Seafarer Bryant was a veteran of the U.S. Army in the Korean War. And he studied Business Administration at the Florida State University for three years. A native of Blountstown, Fla., he was a resident of Jacksonville Beach, Fla. Burial was in the Nettle Ridge Cemetery, Calhoun County, Fla. Surviving are his father, Leon; his mother, Mrs. Ethel Stanfill of Jacksonville and a sister, Mrs. Latrelle White.



Pensioner Dionisious Loukas, 81, passed away recently in Salamis Is., Greece. Brother Loukas joined the SIU in the port of New York in 1955 sailing as an AB. He sailed 19 years and walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Loukas was born in Greece, was a naturalized U.S. citizen and was a resident of Salamis Is. Surviving are his widow, Helen, and two brothers, Pangiotis of New York City and Peter of Salamis Is.



Pensioner Robert E. Donnelly, 60, died of a heart attack on arrival at the Jersey Shore Medical Center, Neptune, N.J. Brother Donnelly joined the SIU in the port of New York in 1950 sailing as a chief steward. He was on the picketline in the 1965 District Council 37 strike. And he was a veteran of the U.S. Army in World War II. Born in Irvington, N.J., he was a resident of Bricktown, N.J. Interment was in the Ocean County Cemetery, Dover Twp., N.J. Surviving is his widow, Gladys.



Recertified Bosun Felix Rafael Bonefont Sr., 43, became stricken aboard the SS *George Wythe* (Waterman) and died in the Colombo (Sri Lanka) General Hospital on Apr. 26. Brother Bonefont joined the SIU in the port of New York in 1960. He graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. that year and walked the picketline in the 1965 District Council 37 beef and the 1971 maritime strike. Seafarer Bonefont was an aviation mechanic veteran of the U.S. Air Force after the Korean War. Born in Ponce, P.R., he was a resident of the Bronx, N.Y. Surviving are his widow, Eliza; six sons, Felix Jr., Jose, Dennis, David, Ramon and Hector; three daughters, Yolanda, Evelyn and Debra and his mother, Mrs. N. Bonilla Bonefont of Bayamon, P.R.



John Sidney Burke Jr., 29, aboard a Delta Line vessel died in Lome, Togo, West Africa on Mar. 8. Brother Burke joined the SIU in the port of Mobile in 1974 sailing in the steward department. He was a veteran of the U.S. Army in the Vietnam War. Born in Mobile, he was a resident there. Surviving are his widow, Blonda; a daughter, Nalishia and his father, John Burke Sr. of Mobile.



Pensioner William Clyde Farmer, 71, passed away on Apr. 16. Brother Farmer joined the SIU in the port of San Francisco in 1968 sailing as a bosun. He upgraded to quartermaster at Piney Point in 1974. A native of McCurtain, Okla., he was a resident of Eureka, Calif. Surviving are his widow, Ruth; a son, Kevin and a daughter, Celeste.



Pensioner Stanley Curry Fautleroy, 61, died of heart-lung failure in the University of Maryland Hospital, Baltimore on Feb. 20. Brother Fautleroy joined the SIU in the port of New York in 1955 sailing as a cook for 38 years. He was born in Baltimore and was a resident there. Interment was in Arbutus Cemetery, Anho, Md. Surviving are his widow, Jda Mae and two sons, Wadell and Parnell.



Pensioner Lewis E. Hartley Sr., 65, died on May 18. Brother Hartley joined the SIU in 1946 in the port of Mobile and sailed as a QMED. He sailed 31 years. Seafarer Hartley was a veteran of the U.S. Army Corps of Engineers in World War II. Born in Wilmer, Ala., he was a resident of Mobile. Surviving are his widow, Muriel; two sons, Lewis Jr. and Daniel and a brother, Lonnie of Mobile.



Recertified Bosun Burton Hirsh, 65, succumbed to cancer in Gibsonton, Fla. on Mar. 25. Brother Hirsh joined the SIU in 1939 in the port of Mobile. He graduated from the Union's Recertified Bosuns Program in April 1975. Born in Philadelphia, he was a resident of Gibsonton. Cremation took place in the West Coast Crematory, Clearwater, Fla. Surviving are his widow, Juanita of Tampa; two sons, Joseph and Michael of Camden, N.J. and two daughters, Andrea and Lauren.



Thaddeus Jefferson Jones, 68, died of cancer in the Monroe County Hospital, Monroeville, Ala. on Feb. 2, 1980. Brother Jones joined the SIU in the port of Mobile in 1959 sailing as a FOWT and 2nd assistant engineer. He sailed 33 years and in World War II aboard the U.S. Army transport SS *Puebla* in the Southwest Pacific. A native of Frisco City, Ala., he was a resident of Bay Minette, Ala. Interment was in Shiloh Cemetery, Monroe County. Surviving is his widow, Letha.



Pensioner William Edward Leuschner, 71, passed away from a stroke in Seaside Hospital, Crescent City, Calif. on Apr. 30. Brother Leuschner joined the SIU in 1946 in the port of Philadelphia sailing as a bosun. He was born in Posen, Poland, was a naturalized U.S. citizen and was a resident of Crescent City. Cremation took place in the Ocean View Crematory, Eureka, Calif.



Pensioner Terral McRaney, 68, died of heart-lung failure in the Ben Taub Hospital, Houston on May 10, 1981. Brother McRaney joined the SIU in 1942 in the port of Mobile sailing as an oiler. He was a veteran of the U.S. Navy in World War II. Born in Mississippi, he was a resident of Houston. Cremation took place in the Brookside Crematory, Houston. Surviving are his widow, Dorothy and two daughters, Erment and Villanie.



Pensioner Ivar Johannes Kalroth, 79, succumbed to a heart attack in Sailors Snug Harbor Hospital, Sea Level, N.C. on Apr. 4. Brother Kalroth joined the SIU in the port of New York in 1951 sailing as an AB. He sailed 43 years and hit the bricks in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. A native of Finland, he was a resident of Sea Level. Burial was in Carteret Gardens Cemetery, Beaufort, N.C. Surviving are a daughter, Mrs. Aeilah Dahlin of Labbes, Dragsfjord, Finland and a sister, Mrs. Edith Dahlin, also of Labbes.



Pensioner Marian Lubiejewski, 74, passed away on Jan. 4. Brother Lubiejewski joined the SIU in 1943 in the port of New York sailing as a bosun and ship's delegate. He sailed for 47 years and in World War II. Seafarer Lubiejewski upgraded at Piney Point in 1970. Born in Poland, he was a naturalized U.S. citizen and was a resident of Warsaw, Poland. Surviving are a son, Wayne and two daughters, Mrs. Sophie Lisicka of Gydna, Poland and Mrs. Paula M. Rocchio.



Pensioner Florentino Crespo Sayo, 61, died on May 23. Brother Sayo joined the SIU in the port of New York in 1955 sailing as a chief electrician and 3rd assistant engineer. He sailed 36 years. He hit the bricks in the 1961 N.Y. Harbor beef. Seafarer Sayo also worked as an electrician at the Erie Basin Todd Shipyard, Brooklyn, N.Y. He was also an electronic technician. A native of Manila, P.I., he was a resident of Daly City, Calif. Surviving is a brother, George of Clarmont, Del.



Pensioner Robert William Schoolcraft, 73, passed away recently. Brother Schoolcraft joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. He sailed 52 years. Seafarer Schoolcraft was a wounded veteran of the U.S. Navy in World War II. Born in St. Paul, Minn., he was a resident of Wilmington, Calif. Surviving are two brothers, John of Morristown, N.J. and Robert of Whippany, N.J.



William Edward Kirven Jr., 29, died on Mar. 25. Brother Kirven joined the SIU after his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1972. He sailed as an OS. Born in Mobile, he was a resident there. Surviving are his parents, Mr. and Mrs. William E. and Margaret Kirven Sr. of Mobile and two sisters.



Grant Vick Warmboe, 43, was dead on arrival at the Memorial Hospital, Iron Mt., Minn. from carbon monoxide poisoning sustained in a house fire on Apr. 2. Brother Warmboe joined the Union in the port of Detroit in 1971 sailing as a FOWT for Kinsman Marine. He was a veteran of the U.S. Navy after the Korean War. A native of Duluth, Minn., he was a resident of Crystal Falls, Mich. Cremation took place in the Memorial Crematory, Green Bay, Wis. Surviving are his father, Lloyd of Crystal Falls and a brother, Stewart of Sagola, Mich.



Donald Eugene Sidney, 49, was lost at sea aboard the *SS Golden Dolphin* (Westchester Marine) which sank on Mar. 6. Brother Sidney joined the SIU following his graduation from Piney Point in 1969 sailing from the port of Seattle. He last sailed as a chief electrician, pumpman and QMED. Seafarer Sidney was a veteran of the U.S. Navy in the Korean War. A native of Littleton, N.H. he was a resident of New Orleans. Surviving are his widow, Gloria; three daughters, Brandi Lyne, Denise and Barbara and his mother, Gertrude of St. Cloud, Fla.



Keith Joe Swille, 34, was lost at sea off the *SS Stonewall Jackson* (Waterman) on Apr. 8. Brother Swille joined the SIU in the port of New York in 1971 sailing as a FOWT. He was born in Green Bay, Wis. and was a resident of Little Suamico, Wis. Surviving is his mother, Mrs. Violet Elliot of Little Suamico.



Eino Arvid Salo, 70, died in May. Brother Salo joined the Union in the port of Duluth, Minn. in 1960 sailing as an oiler for 43 years and during World War II. He upgraded at Piney Point in 1977. Laker Salo was also a machinist. Born in Superior, Wis., he was a resident of Wentworth, Wis. Surviving are his widow, Helmi; two sons, Richard and Reino of Poplar, Wis. and two daughters, Terry and Mrs. Jean D. Sloan of Superior.



Pensioner Manuel Barros Silva, 66, died on May 18. Brother Silva joined the SIU in the port of New York in 1959 sailing as a BR utility and AB. He sailed 41 years. And was a former member of the Teamsters Union and the MC&S. Born in Hawaii, he was a resident of Milledgeville, Ga. Surviving in his widow, Mabel.



Steve Ivan Kotovich, 58, succumbed to a hemorrhage in the Mercy Hospital, Cadillac, Mich. on Mar. 22. Brother Kotovich joined the Union in the port of Detroit in 1965 sailing as an AB for the Gartland Steamship Co. in 1964. He was a former member of the Iron Bridge Workers Union. And he was a veteran of the U.S. Army. A native of Michigan, he was a resident of East Jordan, Mich. Burial was in Mt. Bliss Cemetery, East Jordan. Surviving are a brother, John of East Jordan and a sister, Mrs. Mary A. Bloomfield of Southfield, Mich.



Pensioner Guy Sorenson, 76, passed away on May 8. Brother Sorenson joined the Union in the port of Elberta, Mich. in 1953. He sailed as a coal passer during World War II. He was born in Arcadia, Mich. and was a resident of Frankfort, Mich. Surviving are three sisters, Mrs. Anna Mack of River Rouge, Mich., Mrs. Bertha Blue of Manistee, Mich. and Mrs. Ethel Kittleson of Frankfort.



Pensioner John Henry Calvin Ratliff, 69, died of heart failure in the Benson (Ariz.) Hospital on Mar. 21. Brother Ratliff joined the SIU in the port of Galveston, Tex. in 1951 sailing as a chief steward. He was born in Houston and was a resident of Benson. Burial was in Benson Cemetery. Surviving is his widow, Gertrude.



Pensioner Billy Sing, 78, passed away on Apr. 5. Brother Sing joined the SIU in 1948 in the port of New York sailing as a chief cook. He also sailed in World War II. Seafarer Sing was born in China and was a resident of San Francisco. Surviving is his widow Fang Jun of Yokohama, Japan.



Cecil Edward Morey Jr., 54, died of heart failure in St. Vincent's Hospital, Toledo, Ohio on Dec. 13, 1981. Brother Morey joined the Union in 1948 in the port of Detroit sailing as a chief steward for the National Gypsum Co. He was born in Alpena, Mich. and was a resident of Toledo. Interment was in Forest Cemetery, Toledo. Surviving are his widow, Dorothy and his mother, Mrs. Cecil Morey Sr. of Alpena.



Pensioner Harold Brooks Vincent, 73, passed away on Apr. 30. Brother Vincent joined the SIU in the port of Baltimore in 1955 sailing as a ship's delegate and chief pumpman. He sailed 22 years. He attended Piney Point's Pensioners Conference No. 6. Seafarer Vincent was a veteran of the U.S. Marine Corps before World War II. He was also a machinist and painter. A native of West Virginia, he was a resident of Dundalk, Md. His remains were donated to the Anatomy Board of Maryland. Surviving is his widow, Pearl.



Pensioner Juan Patino Taboada, 84, passed away recently. Brother Taboada joined the SIU in 1946 in the port of New York sailing 25 years and in World War II. He was born in Spain, was a naturalized U.S. citizen and was a resident of Milan, Italy. Surviving are his widow, Elma; a daughter, Mrs. Rafaela P. Gonzales of La Coruna, Spain and a sister Mrs. Betty Ward of Baltimore.



Recertified Bosun Frank J. Smith, 56, died of a heart attack aboard the *SS Ogden Leader* (Ogden Marine) on May 20. Brother Smith joined the SIU in the port of New York in 1961 and graduated from the Union's Recertified Bosuns Program in February 1981. He was a wounded veteran (Tawara) of the U.S. Marine Corps in World War II. Born in Mt. Vernon, Ala., he was a resident of Chalmette, La. Surviving are his widow, Lorraine; a son, Stephen of Houston; a daughter, Carol Joyce, also of Houston and his mother, Henrietta of New Orleans.



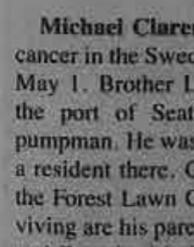
Pensioner Raymond Francis Paler, 68, died of a heart attack in the Northwoods Manor Annex Hospital, Escanaba, Mich. on Aug. 20, 1981. Brother Paler joined the Union in the port of Detroit in 1960 sailing as an oiler for 46 years. He was born in Escanaba and was a resident there. Burial was in Holy Cross Cemetery, Escanaba. Surviving are his widow, Priscilla and a daughter, Jeanne.



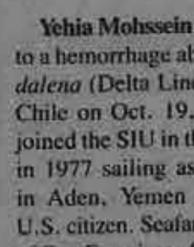
Pensioner Newt Williams, 71, succumbed to cancer in Mercy Hospital, New Orleans on May 3. Brother Williams joined the SIU in 1938 in the port of Baltimore sailing as a chief steward. He sailed 39 years and in World War II. And he was a veteran of the U.S. Army. Seafarer Williams was born in Poplarville, Miss. and was a resident of New Orleans. Burial was in Providence Park Cemetery, New Orleans. Surviving are his widow, Marguerite; two daughters, Sefreda and Janice and a sister, Mrs. Lily M. Bailey of Detroit.



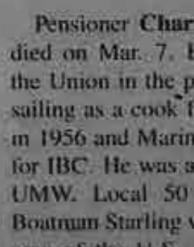
John Valladares, 62, died in the Elmhurst Hospital, Queens, New York on Mar. 30. Brother Valladares joined the SIU in the port of New York in 1952 sailing as a FOWT. He was a veteran of the U.S. Army in the Korean War. Born in Ecuador, he was a resident of Flushing, N.Y. And he was a naturalized U.S. citizen. Cremation took place in the Trinity Crematory, New York City. Surviving are his mother, Mrs. Rudesinda Cuelle of Chimbarazo, Ecuador; a sister, Carmen of Flushing and a nephew, Julio Valladares, also of Flushing.



Michael Clarence Linde, 41, died of cancer in the Swedish Hospital, Seattle on May 1. Brother Linde joined the SIU in the port of Seattle sailing as a chief pumpman. He was born in Seattle and was a resident there. Cremation took place in the Forest Lawn Crematory, Seattle. Surviving are his parents, Mr. and Mrs. Gene and Dorothy Linde.



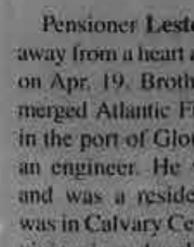
Yehia Mohssein Meftah, 37, succumbed to a hemorrhage aboard the *SS Santa Magdalena* (Delta Line) enroute to Valpariso, Chile on Oct. 19, 1981. Brother Meftah joined the SIU in the port of San Francisco in 1977 sailing as a wiper. He was born in Aden, Yemen and was a naturalized U.S. citizen. Seafarer Meftah was a resident of San Francisco. Surviving are his widow, Muznih; five sons, Nabr, Abdul, Musid, Mohammed and Qassim; two daughters, Malkeh and Muniera and a brother, Ahmed of San Francisco.



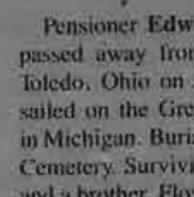
Pensioner Charles Gay Starling, 68, died on Mar. 7. Brother Starling joined the Union in the port of Norfolk in 1961 sailing as a cook for McAllister Brothers in 1956 and Mariner Towing in 1973 and for IBC. He was a former member of the UMW Local 50 from 1957 to 1961. Boatman Starling was a chief steward veteran of the U.S. Coast Guard in World War II. A native of Rocky Mountain, N.C., he was a resident of Norfolk. Surviving are his mother, Molly of Norfolk; a brother, Henry of Tampa; a sister, Mrs. Sally Hallowell Powell of Norfolk; two sons, Charles Jr. and Robert and three daughters, Linda, Cassandre and Olena.



Recertified Bosun and Pensioner John Leonard Worley, 50, succumbed to cancer on June 20. Brother Worley joined the SIU in 1949 in the port of New York. He graduated from the SIU Bosun Recertification Program in June 1975. Seafarer Worley participated in the Bull Line, Cities Service and Farmworkers Union beels. He also served as UIW business agent in the port of San Francisco. From 1968 to 1972, he was bosun-mate of the Sea-Land Shoregang in Oakland, Calif. From 1972 to 1975 he was on the Waterman Shoregang in San Francisco. Born in Florida, he was a resident of Daly City, Calif. Cremation took place in California and his ashes were scattered over Finnia Lake, his favorite fishing spot, in Northern California. Surviving are his widow, "Mickie"; two sons, John L. Jr. and Richie; two daughters, Anna and Joy; his mother, Zora of Pensacola, Fla. and five brothers, SIU Wilmington Port Agent Mike Worley, Seafarer Richard Worley, John, Hobart and Aughtley.



Pensioner Lester M. Gray, 71, passed away from a heart attack in Rockport, Mass. on Apr. 19. Brother Gray joined the SIU-merged Atlantic Fishermen's Union (AFU) in the port of Gloucester, Mass. sailing as an engineer. He was born in Gloucester and was a resident of Rockport. Burial was in Calvary Cemetery, Gloucester. Surviving is a daughter, Mrs. Gloria Quinn of Rockport.



Pensioner Edward Henry Smith, 80, passed away from a stroke at home in Toledo, Ohio on Jan. 11. Brother Smith sailed on the Great Lakes. He was born in Michigan. Burial was in the Toledo Park Cemetery. Surviving are his widow, Linda and a brother, Floyd of Port Huron, Mich.



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Dispatchers Report for Inland Waters

JUNE 1-30, 1982

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	4	0	0	0	0	0	12	2	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	1	0	0	0	1	0	3	0	0
New Orleans	1	0	0	0	0	0	3	2	2
Jacksonville	6	5	2	2	3	0	8	5	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	0	0	0	0	0	21	1	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	5	0	1	0	0	0	10	6	4
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	2	5	2	2	2	7	3	20
Piney Point	0	0	0	0	0	0	0	0	0
Totals	23	7	8	4	6	2	64	19	31
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	1	0	0	0	0	0	1
Norfolk	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	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	0	0	0	0	4	1	3
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	1	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	3	0	2	1	0	0	5	1	5
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	1	0	0	0	0	1	1	0
Norfolk	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	1	0	1	1	0	0	0	2
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	1	0	0	0	1
Houston	0	1	0	0	0	0	0	1	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	3	1	0	4	1	1	2
Piney Point	0	0	0	0	0	0	0	0	0
Totals	1	3	3	2	2	4	2	3	5
Totals All Departments	27	10	13	7	8	6	71	23	41

***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.

Personals

Harold Berggren

Your mother asks that you contact her.

Warren Raymond Hodges

Please contact, Captain Evans at Puerto Rico Marine Inc., P.O. Box 1910, Elizabeth, N.J. 07207.

Dan Kingkorn

Please contact Robert Derke at 9537 48th Ave., N.E., Seattle, Wash. 98115, or phone (206) 523-4862.

Herbert Wesley Davis

Your daughter, Kathy Davis Dupuis, wishes you to get in touch with her at Rt. 2 Box 41, Lot 21, Lafayette, Louisiana 70507.

General

If you sailed on the SS Poet please contact Robert J. Pessek at 1298 Commonwealth Ave., Apt. 22, Boston, MA 02134. Telephone (617) 735-0279. Pessek is a writer who is gathering information on the Poet. He also spent three years as a salt water merchant seaman and three summers on the Great Lakes.

Mike Shaw

Please contact, Malea Guiriba, 10913 Bonnelly Dr., Jacksonville, Fla. 32218.

Ashley Melvin Toffelmire

Please contact, Amos Grooms. Urgent! Tel. (219) 362-4174.

Mark Thomas (Popeye)

Please contact, Rhonda McKinley, 8345 Triola, Apt. 32, Houston, Texas 77036. Tel. (713) 981-0884. Urgent!

Eugene Frederick Lillard

Please contact, Clara Huffman, Tel. (313) 464-0873 or Juanita Shores, Tel. (501) 237-4462.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

BOSTON, MASS.

Stephen J. Abarbanel
Latti Associates
30-31 Union Wharf
Boston, Mass. 02109
Tele. # (617) 523-1000

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

PHILADELPHIA, PA.

Kirschner, Walters, Willig, Weinberg & Dempsey Suite 1100
1429 Walnut Street
Philadelphia, Pa. 19102
Tele. # (215) 569-8900

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

Davies, Roberts, Field, Anderson & Wacker
100 West Harrison Plaza
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

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

LNG Aries Plucks 'Boat People' From 15 Ft. Seas

THE crew of the S.S. *LNG Aries* (Energy Transportation) has had a lot of practice with at-sea rescues.

On her maiden run to Osaka, Japan, the *Aries* rescued 21 crewmen from a lifeboat after they were forced to abandon their sinking Panamanian-flag ship.

In late 1980, when the *Aries* was underway in the South China Sea, en-route from Tobata to Arun, Indonesia, the SIU crew rescued a boatload of Vietnamese refugees. That rescue earned Chief Mate Bill "Doctor" Gatchell and Cargo Engineer Randy "Skip" Doty a reputation as a crack "medical team."

That reputation was confirmed last month, as the *LNG Aries* performed another dramatic sea rescue in the South China Sea.

En-route, once again, to Arun, the third mate spotted a boat which held 40 Indochinese refugees on the afternoon of June 24. Conditions were hazardous with winds running at 35 knots and 12-15 foot seas.

"The transfer of refugees was difficult and very hazardous," said Captain Spence, master of the *Aries*. "The transfer of the smallest children was done with danger to Amin Rajab, AB, and Randy Doty, cargo engineer. These two seamen," Capt. Spence added "hung onto the bottom gangway platform and pulled four small children up onto the gangway."

AB Bill Mullins, deck delegate aboard the *Aries*, reported in a letter to the *Log* that "it was truly a team effort all around. It didn't stop until 11:00 that night," said Mullins, noting that the boat had been spotted at 3:00 that afternoon. "The crew

worked into the night treating the sick, bathing the children and feeding the babies."

Out of Food, Water

The refugees picked up on June 24 were not in good condition having spent seven days in their small boat without food or water. When they came aboard, Mullins said, "it seemed like they were half-dead. Some could not even walk."

One woman was brought aboard the *Aries* unconscious, running a dangerously high fever of 104.9 "She responded to treatment suggested by a U.S. Navy doctor in San Francisco," Capt. Spence reported, adding "all refugees are in much better shape due to a team effort by a 'medical team' headed by Doctor Gatchell." AB Mullins noted that, by June 25, the day after the 'boat people' were rescued "everyone was all smiles."

Coming through when it counts, like so many of their SIU brothers have done the *Aries* crew "passed the hat" collecting over a thousand dollars for the refugees.

Bosun Ron Rood and AB Mullins rounded up clothing, shoes and other basic necessities from the crew, including paper and pencils which the 'boat people' put to immediate use. "It seems all were writing to their loved ones in Vietnam telling them about their journey," Mullins said.

The steward department went right to work, preparing food for the *Aries* "visitors" and kept them provided with three square meals a day until the refugees were dropped off at Singapore.

"It was really gratifying to see all of the crew pitch in on various

jobs of arranging for places to put the refugees, donating clothing and, of course, the first aid teams

working on those that needed immediate aid," said Capt. Spence. "I am proud of these people."

Old Glory May Have Saved the Day for Santa Maria

In Argentina War Zone

Following is a reprint in part of two columns written earlier this month by "San Francisco Chronicle" columnist Charles McCabe, who was a passenger recently on the SIU-manned *Santa Maria* on a trip to Argentina during the Falkland Island crisis.

"I never thought I would welcome a fire-and-lifeboat drill. I hated them during the war. (World War II)."

"... We had a lot of them aboard the SS *Santa Maria* (Delta Line). We neared the war zone in the last days of the Falkland Islands War... and we were a little scared. We did everything but get into the lifeboats and the only thing that stopped this was that there were sick and infirm people among the passengers.

"Capt. Adrian 'Cool' Jennings told us: Take along everything you will need if I give the order to abandon ship. I had my blue watch cap, my red fireman's jacket, my raincoat and my blanket—all except the blanket encased in (my) lifejacket. (Even the term life-jacket became more vivid than ever before.)

"The next day we would go into the unknown. We didn't know what the hell would happen. We didn't even know whether the U.S. was considered neutral by Argentina. All anyone on the ship knew about the progress of the war was in the daily AP mimeographed newspaper the purser's office supplied us (with).

"One thing we did know was the awesome power of the Argentine bombing warplanes. They had sunk a British destroyer. What if they took a potshot or two at an unarmed Yankee passenger-freighter? Better not to think about it. We were the only Yankee craft that would be in and about the Argentine waters for the next couple of days."

"Capt. 'Cool' Jennings... had a

bright idea. With those Argie warplanes in mind, he would (have painted by the SIU deck department) two American flags on the two most visible parts of the ship.

(Later Waitress Inger Walia photographed the 50-star encrusted flags hung by the Seafarers on each side of the *Santa Maria* on the highest row of the top containers).

"... Next day we saw two flags, 12 by 20 feet on the metal top of the casing. We were released by the Coast Guard before the crew had a chance to paint in the 50 stars. But the stripes were clearly visible. This was an American vessel. And we were not absolutely sure whether it would be a good thing or bad to be so clearly identified.

"... We resumed our voyage and everything was according to Hoyle until June 10 when we found out what it was like for someone to meet the displeasure of the Argentines in a war zone.

"From the diary of George H. Harr, a passenger from Reno (Nev.): About 3 o'clock, just after lunch, all hell broke loose. I had my racing glasses on and saw the whole thing. We were being buzzed by six Argentine Air Force fighting planes. They were prop jets. And I was pretty sure I heard a bomber in the background.

"No injury was done to us... Later (I was told) that the *Santa Maria* was buzzed three times that day. 'The first time was about 3 in the morning... And it (she) was buzzed again about 7 in the morning...'

"A Liberian-flag, American-owned tanker about 30 miles from us that day was bombed, we learned from our ship newspaper the next day. Why did we get off Scot-free? I like to think Capt. Cool's two American flags on the top of the ship had something to do with it."



"Old Glory" may have saved the day for the *Santa Maria*.

HURRY . . .

The Transportation Institute
Scholarship Program for Towboat
Operators will be awarded

SOON
Apply Now!

See your SIU Field Representative
for details and applications at your
local Union Hall.

For course starting October 25
ALL applications must be received
by September 3.

Pensioner's Corner



Robert Lincoln Smith, 73, joined the SIU in the port of San Francisco in 1971 sailing as a QMED. Brother Smith is a veteran of the U.S. Navy before World War II. He was born in Malone, N.Y. and is a resident of Reno, Nev.



Stephen Anthony Sloneski, 65, joined the SIU in 1949 in the port of New York sailing as a cable AB aboard the *CS Long Lines* (AT&T). Brother Sloneski upgraded at Piney Point in 1968. Seafarer Sloneski was born in New York and is a resident of Kissimmee, Fla.



Saleh Ahmed Ali, 65, joined the Union in the port of Detroit, Mich. in 1967 sailing as a FOWT. Brother Ali was born in Yemen and is a resident there.



Melvin Thomas Rainier, 60, joined the Union in the port of Norfolk in 1960 sailing as a captain for the Penn Central Railroad for 42 years. Brother Rainier is a veteran of the U.S. Coast Guard in World War II. He was born in Blakes, Va. and is a resident of Gloucester, Va.



Alois Lloyd Vanderport, 62, joined the Union in the port of Duluth, Minn. in 1961 sailing as a deckhand on the tug *Illinois* (Great Lakes Towing) from 1959 to 1976. Brother Vanderport sailed for Great Lakes Towing from 1955 to 1982. He was a former member of the Boilermakers Union, Local 177 in Superior, Wisc. from 1941 to 1961. Laker Vanderport was born in Superior and is a resident there.



Maurice Kramer, 56, joined the SIU in 1945 in the port of Boston sailing as a bosun. Brother Kramer was born in Rhode Island and is a resident of Metairie, La.



Charles Victor Majette, 61, joined the SIU in 1938 in the port of Baltimore sailing as a bosun and 3rd mate. Brother Majette sailed 45 years. He was born in Redart, Va. and is a resident of Portsmouth, Va.



Charles Linwood Johnston, 65, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Johnston, also sailed as a waiter on the Banner Line. He sailed 35 years. Seafarer Johnston hit the bricks in the 1961 Greater N.Y. Harbor beef, the 1962 Robin Line strike and the 1965 District Council 37 beef. And he upgraded at the Andrew Furuseth Training School, Brooklyn, N.Y. in 1957 and 1959. Johnston is a veteran of the U.S. Navy in World War II serving as a 2nd class gunner's mate. He is also a painter. Born in Queen Ann County, Md., he is a resident of Brooklyn, N.Y.



Francis Xavier Donovan, 62, joined the SIU in 1941 in the port of Boston, Mass. sailing as a bosun. Brother Donovan is a veteran of the U.S. Army in World War II. He was born in Boston and is a resident of Cohasset, Mass.



Eduardo Colmenero, 67, joined the SIU in the port of Baltimore in 1962 sailing in the engine department. Brother Colmenero is also an auto mechanic. He was born in Florida and is a resident of Baltimore.



Richard Paul Gralicki, 59, joined the SIU in 1946 in the port of New York sailing as a cook and baker. Brother Gralicki is also a draftsman. He was born in Massachusetts and is a resident of San Francisco.



Frank Acha Arana, 62, joined the SIU in 1947 in the port of New York sailing in the engine dep't. and as ship's delegate. Brother Arana sailed 40 years. He was born in Manila, P.I. and is a resident of Daly City, Calif.



Preston Llyod Ayers, 65, joined the SIU in the port of New Orleans in 1952 sailing as an oiler. Brother Ayers was born in Georgia and is a resident of Cullman, Ala.



Liston N. Lanier Jr., 59, joined the SIU in the port of Baltimore sailing as an AB. Brother Lanier was born in North Carolina and is a resident of Beulaville, N.C.



Delos Snead, 65, joined the SIU in the port of San Francisco in 1959 sailing as a chief cook. Brother Snead sailed 27 years. In 1955, he did organizing and picketing at the Bay Line. And from 1953 to 1954 he worked at the Norfolk Naval Ship Supply Depot. He was born in Portsmouth, Va. and is a resident of Philadelphia.



Berry Edward Feagin, 64, joined the Union in the port of St. Louis in 1964 sailing as a chief engineer for ACBL; for Commercial Transport from 1964 to 1970, Inland Tugs in 1972, Northern Towing in 1977 and for Ohio Towing in 1980. Brother Feagin attended the 1979 ACBL Engineers Conference at Piney Point. He is a former member of the MEBA from 1960 to 1964. Boatman Feagin was born in Paducah, Ky. and is a resident there.



Alton Watts Mackin, 59, joined the SIU in 1949 in the port of New York sailing as a BR utility. Brother Mackin hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He is a former member of the American Bakers Assn. Union. Seafarer Mackin was also a radiator mechanic. Born in East Point, Ga., he is a resident of Atlanta, Ga.



James Kouvardas, 55, joined the SIU in 1942 in the port of New York sailing as a QMED. Brother Kouvardas is a veteran of the U.S. Navy in World War II. He was born in Lawrence, Mass. and is a resident of Reno, Nev.



Robert Leslie Wells, 65, joined the SIU in the port of New York in 1955 sailing as a chief steward. Brother Wells sailed 37 years. He is a veteran of the U.S. Army in World War II. Seafarer Wells was born in Florida and is a resident of Bayou La Batre, Ala.



Tommy Raquero Gonzales, 76, joined the SIU in the port of Seattle in 1961 sailing as a chief cook. Brother Gonzales sailed 35 years. He was born in Magsinga, Ilocos Sur, P.I. and is a resident of Seattle.



Michael Marcello, 66, joined the SIU in the port of New York in 1957 sailing as a cook. Brother Marcello sailed 34 years. He walked the picketline in the Chicago taxi beef. Seafarer Marcello is an MP veteran of the U.S. Army in World War II. A native of Bridgeport, Conn., he is a resident of Brooklyn, N.Y.



Chan Fat Neu, 65, joined the SIU in the port of Seattle in 1956 sailing as an AB. Brother Neu sailed 25 years and was a member of the MC&S from 1952 to 1955. He was born in China and is a resident of San Francisco.



Norbet Pruszk, 60, joined the SIU in 1943 in the port of New York sailing as a FOWT. Brother Pruszk was born in Milwaukee, Wisc. and is a resident of Baltimore.



Guy Duran Reagan, 65, joined the SIU in 1945 in the port of New Orleans sailing as a bosun. Brother Reagan sailed 40 years. He is a former ironworker. Seafarer Reagan was born in Dallas, Tex. and is a resident of Brazoria, Tex.



George Henri "Frenchy" Ruf, 67, joined the SIU in 1942 in the port of Mobile sailing as a bosun. Brother Ruf sailed 51 years. At one time, he was a San Francisco Union patrolman. He was born in New Jersey and is a resident of Wilmington, Calif.

Willie Palmer Five Years Into His New Life

WILLIE PALMER has a fairly full crop of grey hair gracing his handsome noggin. Yet on June 15, he celebrated only his fifth birthday.

A genetic impossibility? Nope! Willie Palmer has lived five years of his new life—a life of sobriety.

As Willie tells it, it was June 15, 1977 that he completed the Seafarers Alcoholic Rehabilitation Program in Valley Lee, MD. He hasn't had a drink since. And his life has changed dramatically for the better because of it.

Willie, who recently completed the SIU's Steward Recertification Program, dropped by the LOG office to ask if he could share some of his experiences with the membership.

Following therefore are some of Willie's thoughts, in his own words, concerning alcoholism and how he is dealing with it.

by Willie Palmer

"TRUTHFULLY, I never thought I had a drinking problem. For 30 years all I drank was beer. Bergmeister beer was my drink. In fact, my friends called me 'Bergmeister Willie.'

"It was Steve Troy (SIU representative, San Francisco) who talked me into going to the Alcoholic Rehab Center. I really didn't think



Chief Steward Willie Palmer

I was an alcoholic until I began participating in the program and learning about alcoholism. It really opened my eyes and truly changed my life.

"For all the years I was drinking, I never got married and never had a bank account. I'd go out with \$200 in my pocket and come home broke. Nobody on earth can drink \$200 worth of beer in one sitting. But still my money was gone and I didn't remember how I spent it.

"I never actually got fired for drinking. But a lot of times, I'd get into an argument with the Captain or Mate or someone and I'd go into a 'take-this-job-and-shove-it' routine and pile off the ship.

"After completing the program at the ARC, I began going to regular

AA meetings. I really can't put into words what AA is like. You have to experience it. You have to live it.

"A lot of good things have happened to me since I've been sober. For one, I got married to a wonderful lady named Margie. I have a savings account, too. Recently, I was able to buy Margie a new car for cash.

"People react to me differently as well. I get a great deal of respect on the ships now, especially from the young kids coming out of Piney Point. Captains and shipmates I used to sail with come up to me and congratulate me.

"It's funny! A lot of people ashore tell me now that they couldn't stand being in the same room with me when I was drinking. Some of my

old shipmates tell me they hated to see me coming up the gangway.

"The important thing to me about being sober is the way I feel within myself. It's important to me to be able to say to myself and my friends that I haven't had a drink in five years.

"I've pretty much been on my own since my father died when I was 15, and I moved from Houston to the West Coast. I have some good memories of things I did during all the years I was drinking. But looking back on it, I believe that that's not what I was put here on earth for.

"I'm going to do my best to stay sober. I feel that by going back to drinking I'd be letting more than myself down. I'd be letting down the whole Alcoholic Rehabilitation Program and so many of my brother seamen who have gone through the program and stayed sober.

"I'm 60 years old now. And when I retire from going to sea, I hope to set up a catering business if my health holds out.

"I'd like any member out there who wants to talk to me about alcoholism to know that I am always available. Of course, in the final analysis, it must be the individual who decides to stop drinking.

"But I feel that if I can help just one alcoholic to stop drinking I'll have accomplished something important."

Help A Friend Deal With Alcoholism

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

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

Once he's there, an alcoholic SIU member will receive

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

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

Alcoholic Rehabilitation Center

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

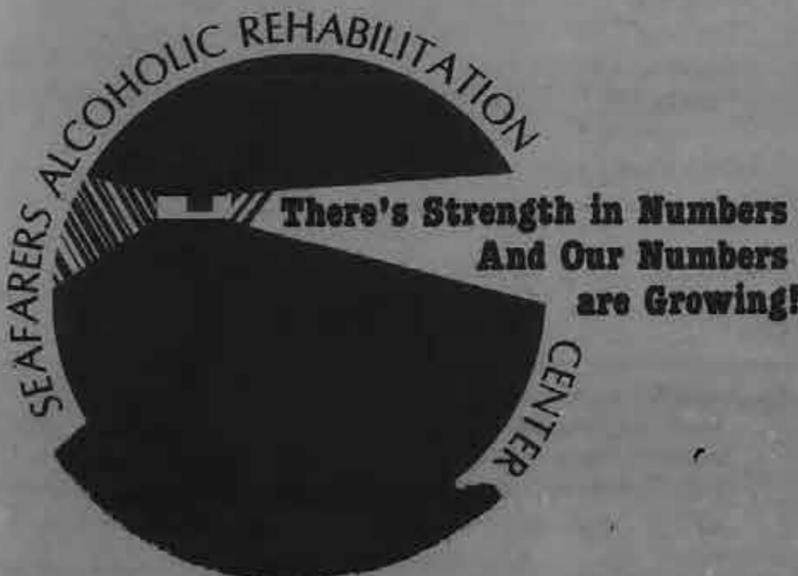
Name Book No.

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

Telephone No.

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

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





Diane Kathleen Michener



Seafarer Diane Kathleen "Dandi" Michener, 25, graduated in the top third of her class at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1979 sailing in the steward department. Sister Michener earned the lifeboat, firefighting and cardio-pulmonary resuscitation (CPR) tickets. And she studied political science at Brooklyn College for two years. Born in Manhattan she is a resident of Brooklyn. "Dandi" ships out of the port of New York.

Frank Dennis Byers Jr.



Seafarer Frank Dennis Byers Jr., 27, graduated from the SHLSS Entry Trainee Program in 1971 now sailing as a QMED. Brother Byers holds the CPR, lifeboat and firefighting papers. He was born in Tampa, Fla., is a resident of Brooksville, Fla. and ships out of the port of Jacksonville.

Alan Arthur Barnett



Seafarer Alan Arthur Barnett, 33, first sailed with the SIU in 1974 from the port of New York, sailing now as an AB and Quartermaster. He has the CPR, lifeboat and firefighting documents. Brother Barnett is a U.S. Navy veteran of the Vietnam War. And he was born in Baltimore, and is a resident there and ships out of that port city.

John Joseph Bluit Jr.



Seafarer John Joseph Bluit Jr., 27, joined the SIU in 1976 in the port of Detroit sailing as an AB, deep sea and inland. Brother Bluit qualified for his lifeboat, firefighting and CPR papers. He was born in New York City, is a resident of New Port Richie, Fla. and ships out of the port of Detroit.

Brian David Morron



Seafarer Brian David Morron, 26, is a 1969 graduate of Piney Point where he was Student Council president and a "great student." Brother Morron now sails as an AB and Quartermaster. He sailed aboard the *LNG Aquarius* (Energy Transport). Previously, he worked as a tankerman and deckhand inland for the Ingram Tug and Barge Co., Nashville, Tenn. in 1974. Today he is going for his 3rd mate's license. Morron earned the CPR, firefighting and lifeboat tickets. He has two years at the College of Santa Fe, N.M. studying political science. His hobbies are music and art. Born in Claremont, N.H., he is a resident of Ridgewood, N.J. and ships out of the port of New York.

Ruben Luis Maldonado Jr.



Seafarer Ruben Luis Maldonado Jr., 24, graduated from Piney Point in 1979 now sailing as a cook and baker. Brother Maldonado is the son of SIU member Ruben Luis Maldonado Sr. Ruben Jr. holds the CPR, firefighting and lifeboat endorsements. He was born in Brooklyn, N.Y., is a resident there and ships out of the port of New York.

Kyle Michael White



Seafarer Kyle Michael White, 22, graduated from the SHLSS in 1980 and sails as a cook and baker. Brother White sailed aboard the *LNG Sonatrach*, *Paul Kaiser* and *Arzew* (all El Paso) and the *LNG Leo* (Energy Transport). He hopes to join the *CS Long Lines* (AT&T) this month. Kyle holds the firefighting, lifeboat and CPR endorsements. A native of Kirkland, Wash., he is a resident of La Verne, Calif. and ships out of the port of Seattle.

Michael Edgar Calhoun



Seafarer Michael Edgar Calhoun, 25, graduated from SHLSS in 1980 and is now sailing as cook and baker. Brother Calhoun is the son of Charles "Charlie" D. Calhoun, president of the Radio Officers Union, AFL-CIO, Jersey City, N.J. His brother Tim is also a merchant seaman. Mike has the firefighting, lifeboat and CPR documents. He is a veteran of the U.S. Navy serving as a 3rd cook (E4) aboard the *Aircraft Carrier USS Saratoga* during the Vietnam War. He is a graduate of the Navy's Cooks and Bakers School. Calhoun has studied electronics at Pima (Ariz.) Junior College and forestry at the University of Wyoming, Laramie. Born in Ashland, Ohio, he is a resident of Englewood, N.J. and ships out of the port of New York.

Henry Whitley Daniels Jr.



Seafarer Henry Whitley Daniels Jr., 27, graduated from Piney Point in 1979 now sailing as a cook and baker. Brother Daniels has the CPR, lifeboat and firefighting endorsements. He is a veteran of the U.S. Army's Field Artillery Battery B serving during the Vietnam War. Daniels was awarded the U.S. National Defense Service medal. Born in Brighton, N.C., he is a resident of Estill, S.C. and ships out of the port of Savannah.

Jim Edward Dawson



Seafarer Jim Edward Dawson, 27, is a 1974 graduate of Piney Point's Trainee Program now sailing as a quartermaster. He also sailed as a deckhand inland for G&H Towing from 1974 to 1979. In 1977, he helped in an organizing drive. Brother Dawson has the CPR, firefighting and lifeboat tickets. He was born in Houston, lives in Century, Fla. and ships out of the port of Jacksonville.

Theodore Van Hawkins



Seafarer Theodore Van Hawkins, 52, first sailed with the SIU in 1971 out of the port of San Francisco. He now sails as a QMED. Brother Hawkins holds the lifeboat, firefighting and CPR tickets. He is a veteran of the U.S. Air Forces serving in England during the Korean War. He attended Fresno City and Sacramento City Junior Colleges. He is a native of Texarkana, Ark., is a resident of Sacramento and ships out of the port of San Francisco.

Kenneth James Park



Seafarer Kenneth James Park, 38, began sailing with the SIU out of the port of Jacksonville sailing as an AB and Quartermaster. Brother Park upgraded to LNG AB in 1979 at SHLSS. He holds the lifeboat, firefighting and CPR documents. And he is a veteran of the U.S. Navy in the Vietnam War. Park was born in New London, Conn., lives in Norfolk and ships out of that port.

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to Improve Your Math Skills

HOW?

SHLSS has self-study materials in the areas of fractions, decimals, percent, algebra and geometry. Upon your request, SHLSS will send them to you to study in your spare time.

You can use these math skills:

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I am an SIU member. Yes No
 Book Number is _____ Social Security No. _____
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Send it today!

STEWARD RECERTIFICATION

AN even dozen SIU stewards graduated from the second Steward Recertification Program of 1982, picking up their Recertification certificates at the Headquarters membership meeting on July 6.

The 12 stewards rolled through the eight-week course which began May 10, spending six weeks at the Seafarers Harry Lundeberg School of Seamanship and winding up with two weeks at Union headquarters in Brooklyn, N.Y.

At Piney Point, the stewards sharpened up their galley skills, working with the SHLSS instructors on the latest methods of menu preparation and putting together well-balanced meals in line with dietary guidelines.

As part of the Recertification Program the stewards spent a day in Washington, D.C., visiting with the Union's legislative team and touring Capitol Hill.

Keeping busy during their two week stay in New York, the stewards got a top-to-bottom education in the operation of the Union, learning about the Welfare, Pension and Vacation plans and taking a look-see at the Data Processing, Records and Log offices.

The 12 stewards participating in the latest Steward Recertification class were Edward Tinsley, Willie Palmer, Robert Outlaw, Thomas Bolton, Curtis Veazie, Paul G. Lightell, John Calhoun, Samuel Davis, Abdul Hassan, J.D. Wilson, Giovanni Aquino and Felizardo Motus.



Felizardo Motus



Curtis Veazie



John Calhoun



Edward Tinsley



Thomas Bolton



Robert Outlaw



Willie Palmer



J.D. Wilson



Samuel Davis



Giovanni Aquino



Paul G. Lightell



Abdul Hassan

KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

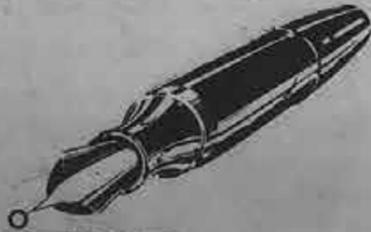
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right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

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

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

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

LETTERS



TO THE EDITOR

Faithful Reader for 40 Years

I would like to thank the Union for an outstanding job in publishing the **LOG** each month. Years ago when I stopped sailing, I requested that the **LOG** continue to be sent to me. And I have received it ever since. I read it regularly (since 1941), and often times I get to pass it along to retired SIU members.

After leaving the sea, I became a member of the International Association of Bridge, Structural and Ornamental Iron Workers, AFL-CIO. I am still a member in good standing. I have served as an officer in the Local Union and Metal Trades Council. I am now moving to a new address. My only request is "keep the **LOG** coming."

Fraternally,
Cecil D. Auerbach
Charleston, S.C.

Friend of 32 years Buried at Sea

On May 31, 1982, the **M/V Sealand Explorer** was stopped in Lat. 38-02 North, Long. 166-18 East, approximately 1,310 nautical miles from Japan, 3,387 nautical miles from San Francisco, and the remains of William E. Leuschner were committed to the deep. A proper burial service was conducted. Some of Bill's old shipmates were on the **Explorer** and were present for the service.

Bill, better known as "Whitey," was a dear friend of mine for 32 years. He had no known living relatives and he was not married.

I wish to thank Captain Bertil Von Gerber of the **Explorer** and the employees in the Sea-Land office in San Francisco who took part in making possible "Whitey's" final wish.

Fraternally,
Luke Ciamboli, Sr.
San Francisco, Calif.

SIU His Best Investment

I would like all to know how much I appreciate the prompt attention paid by the Seafarers Welfare Plan to my medical problems.

I was told by SIU Vice President Ed Turner a long, long time ago when he gave me my book that "it's the best investment you could have made." Believe me, he was right. I was young and full of salt water. Illness never crossed my mind. When it did come though, it knocked me down for good.

I hope all the young fellows realize what an opportunity they have. Because if they take care of the Union, the Union will take care of them when they need it the most. Many thanks.

Sincerely,
Robert O. Lyons, L-8113
Berkeley, Calif.

Greetings From Oldtimer And His Dog

It has been a long time and many years from the Union's first hall on Stone St. in lower Manhattan, to Fourth Ave. in Brooklyn. Being in Miami, I miss the old faces from New York, especially Joe DiGiorgio, Teddy Babkowski and Johnny Dwyer.

These days, I go hunting and fishing a lot. I have an old hound dog that's about the same age as me and I'm 67. He says hello, too.

I am glad to see the Union is progressing in so many ways. I want to thank the membership and staff for all they have done for me over the years.

Fraternally,
"Curly" Goodwin
Miami, Fla.

Sea Lawyer Has Juris Doctor Thanks to SIU

I am a 1978 recipient of the SIU \$10,000 college scholarship awarded to an SIU member. It was due to the SIU scholarship that I was able to attend law school.

My last year was very fulfilling. I attended a fall semester at the University of Puget Sound School of Law in Tacoma. In lieu of my final semester, I worked from January until May 1982 at the Seattle Public Defender's Office, being given sole responsibility for over 60 misdemeanor cases including six jury trials. It was an invaluable experience.

On May 30, 1982 I received a juris doctor degree from Northwestern School of Law in Portland, Oregon.

Recently, I have worked as an oiler aboard the **SS Galveston**, shuttling between Anchorage, Kodiak and Seattle. I've been studying for the Washington State Bar examination, too, which will be given this month.

I would like to thank every SIU member for making my legal education possible. Furthermore, I urge every SIU sailor who has any inclination toward a formal education to apply for the SIU scholarship. In 1978, only six Seafarers applied for the \$10,000 scholarship reserved for members. Now there are more of the scholarships to go around. Increased levels of education are vital to maintaining a democratic union.

Thank you brothers and sisters.

Fraternally,
John Merriam, M-2273

Services as Seafarer Wished

I appreciate the great service the SIU has done in arranging the burial at sea off the **M/V Ambassador** on Dec. 14, 1981. A folder with a letter from SIU representative Ray McDonald along with pictures of the service, a copy of the prayer read at the service and the ship's log records make me feel that all was done with great care and carried out as my late husband, Charles Murphy, wished.

Sincerely,
Mrs. Charles Murphy
Bradenton, Fla.

Proud To Be SIU

This is just a brief note of thanks to the Welfare Plan for payment of my hospital bills. I'd also like to take the opportunity to thank the SIU, officers and members for everything over the years. I am proud to be a member of this organization since 1946.

Fraternally,
Walter Compton, C-98
Norfolk, Va.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Aug. 2	2:30 p.m.	7:00 p.m.
Philadelphia	Aug. 3	2:30 p.m.	7:00 p.m.
Baltimore	Aug. 4	2:30 p.m.	7:00 p.m.
Norfolk	Aug. 5	9:30 a.m.	7:00 p.m.
Jacksonville	Aug. 5	2:00 p.m.	—
Algonac	Aug. 6	2:30 p.m.	—
Detroit	Aug. 6	2:30 p.m.	—
Houston	Aug. 9	2:30 p.m.	7:00 p.m.
New Orleans	Aug. 10	2:30 p.m.	7:00 p.m.
Mobile	Aug. 11	2:30 p.m.	—
San Francisco	Aug. 12	2:30 p.m.	—
Wilmington	Aug. 16	2:30 p.m.	—
Seattle	Aug. 20	2:30 p.m.	—
Piney Point	Aug. 14	10:30 a.m.	—
San Juan	Aug. 5	2:30 p.m.	—
Columbus	Aug. 21	—	1:00 p.m.
St. Louis	Aug. 13	2:30 p.m.	—
Honolulu	Aug. 12	2:30 p.m.	—
Duluth	Aug. 11	2:30 p.m.	—
Jeffersonville	Aug. 19	2:30 p.m.	—
Gloucester	Aug. 17	2:30 p.m.	—
Jersey City	Aug. 18	2:30 p.m.	—

Need Bilateral Trade to Revive Maritime

IN mid-July, a Republican Research Committee in the House of Representatives issued a report on regulatory reform in the maritime industry. The conclusions of the brief report were that "more not less of a free market approach should be considered to ensure a viable U.S. merchant marine."

Applying textbook logic, the Republican Task Force stated: "Theoretically, unfettered competition would balance liner supply and demand, apply downward pressure on rates, push out excess capacity, reduce costs and produce downward optimal fare/service combinations."

There's only one thing wrong with this tidy little cure-all for the ills of the merchant marine. It's founded on the once-upon-a-time, remember-the-good-old-days early 19th century economics. Free trade—where everybody has an equal chance to compete in an open marketplace—simply does not exist in today's world. And no world shipping power operates under free trade principles except the United States.

Quoted in a recent issue of *U.S. News & World Report* magazine, W. Bruce Seaton, president of American President Lines said "our major competition is with foreign government policies that are extremely supportive of their own merchant marine."

It's difficult for the American-flag merchant marine to compete against fleets that are heavily subsidized by their governments.

France, for example, requires that two-thirds of its oil imports and half of its coal imports be carried in French ships.

Japan offers shipping companies tax breaks of up to 40 percent on all export net income. And Mexico kicks in one half the cost of fuel used by Mexican merchant ships.

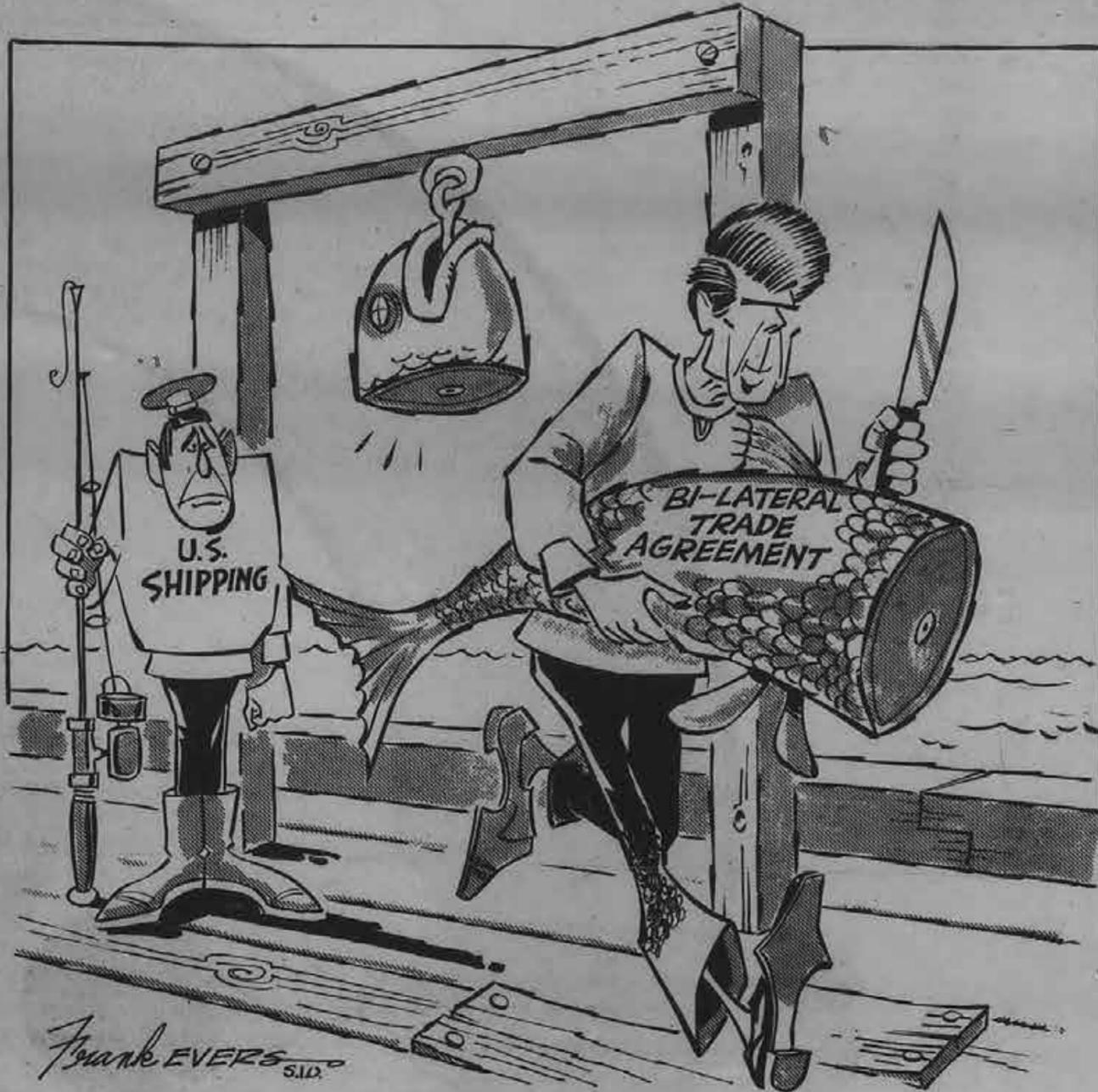
But the key to a strong fleet is cargo. And almost every national shipping power relies on arrangements such as bilateral trade agreements which allow them to guarantee their fleets enough cargo to survive.

For the past 40 years, cargo has been slipping out of the holds of American-flag ships and the United States has been slipping in seapower, sliding from first in the world in 1950 to number 11 today.

During the years when America was the premiere world shipping power, our ships carried 43 percent of U.S. imports and exports. Today, the U.S.-flag share of American cargoes is less than four percent—and still falling.

Unless the government acts quickly to move some cargo back into U.S.-flag vessels, the American merchant marine is going to disappear.

The dangers of over-reliance on foreign-flag vessels to carry strategic minerals and raw materials are obvious.



We leave ourselves vulnerable to politically or economically motivated supply disruptions which would not exist if the bulk of U.S. imports were carried on U.S. ships.

An insufficient merchant marine poses an even more dangerous threat to U.S. military preparedness. "There is not a single overseas war plan," said Maritime Administration chief Adm. Harold Shear recently, "that we could carry out without sufficient merchant marine ship tonnage to back it up. Everything from a NATO war to a brush fire in the Middle East," requires seapower, Shear added.

But the Reagan Administration is either unconcerned or ignorant about the crucial importance of U.S. seapower. Having requested the largest military budget in peacetime U.S. history, the U.S. would be unable to muster the ships to move all that military hardware and the necessary troops in the event of a war.

While there is no single solution to reverse the dangerous decline of the U.S. maritime industry, the key to any realistic maritime plan must be cargo.

The negotiation of bilateral ship-

ping agreements with major U.S. trading partners—all of them—would go a long way towards assuring cargoes for American ships. And if there are guaranteed cargoes, ship owners and operators will invest in new equipment to transport them, stimulating both

shipboard and shoreside employment in the process.

There's an additional benefit in the negotiation of bilateral trade pacts aside from ensuring a substantial portion of U.S. cargo to U.S. ships—they don't cost anybody anything at all.

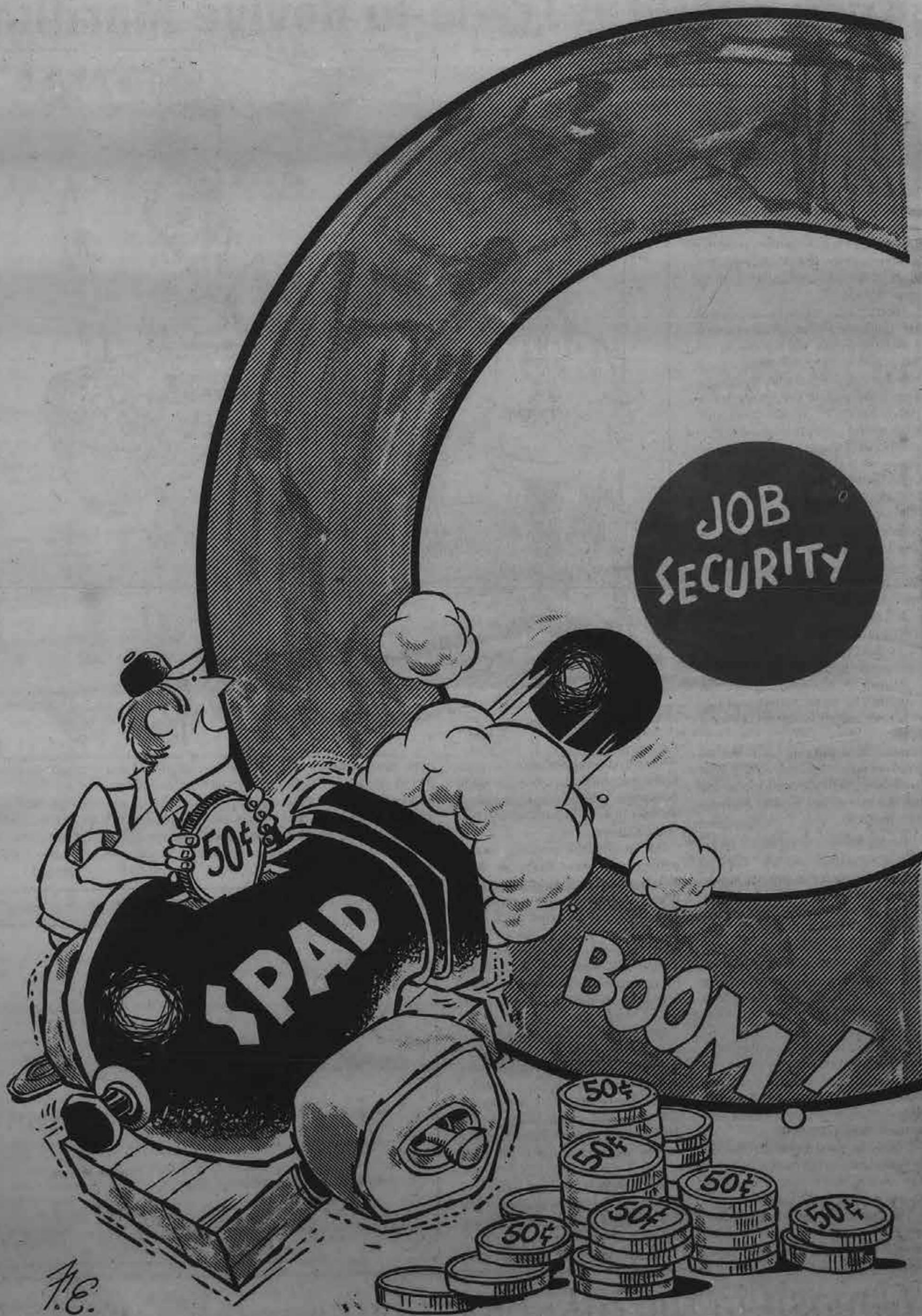
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