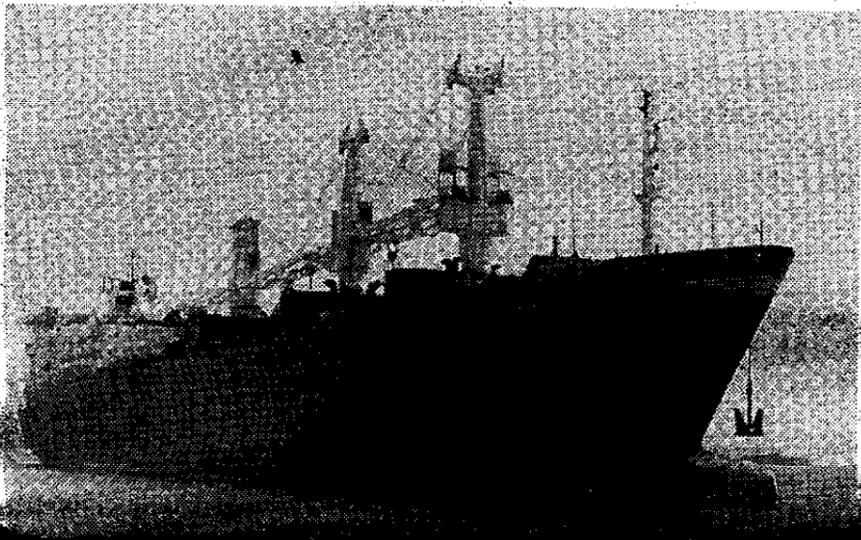


LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 46 No. 11 Nov. 1984

Reagan Wins Personal Victory

Seafarers Grassroots Campaign Pays Off as Union-Backed Candidates Win in House, Senate



This is the new SIU-crewed *Cpl. Louis J. Hauge, Jr.* She is under charter to the Military Sealift Command as a Maritime Prepositioning Ship. See story page 5 for details.



There was a large turnout for the second of the quarterly labor/management meeting for Crowley employees. See page 9.

The SIU's position in the House and the Senate was strengthened in the November elections as an overwhelming majority of Union-backed candidates were elected to Congress.

Frank Drozak, president of the SIU, praised the SIU membership for the support they had given to the Union's grassroots political action program.

At the same time, Ronald Reagan scored a huge personal victory as American voters re-elected him to a second term in a landslide vote.

Mr. Reagan's margin in the Electoral College set a record. He defeated Walter Mondale in 49 states for a total of 525 electoral votes.

Mr. Mondale, who captured 41 percent of the vote nationwide, carried just one state, Minnesota, and the District of Columbia, for a total of 13 electoral votes.

Mr. Reagan swept every major voting block except for the following: Blacks, Jews, people making under \$10,000, the unemployed, Hispanics and Union members.

The president captured 48 percent of the Union vote despite an all-out bid by organized labor to defeat him. He also did much better than expected among Hispanic voters.

Despite the extent of Mr. Reagan's personal victory, there are indications that the voters were not giving him a mandate to carry out his policies. Indeed, the Republican Party did much more poorly than Republicans had hoped for.

The Republican Party lost a net total of two seats in the Senate, which they now control by a 53-47 margin. The balance of power in the Senate has shifted, and is now held by moderate Republicans and traditional Democrats. This group can be expected to check the excesses of Mr. Reagan and some of the radical conservatives in the Republican Party.

Despite the overwhelming scope of Mr. Reagan's win, the Republican Party managed to pick up only 14 seats in the House of Representatives. This poor showing put them far below their 1980 levels, and even further behind the Democrats, who hold a commanding lead: 252 seats to 183.

Congressional Republicans had hoped to pick up enough seats in the House to recapture the effective control they had in the 97th session, when they joined with conservative Democrats to pass the president's tax cuts and defense increases.

Before the election, Republican politicians were openly talking about a realignment of the two party system. They were counting on President Reagan's personal popularity to transform their Party into the "majority party."

The much-touted realignment of American politics was not ushered in on November 6th. Indeed, the prospects for the Republican Party look almost bleak in the next election, when 19 of the 33 Senate seats that come up for re-election will be Republicans.

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Tricky Refueling by Falcon Leader Draws MSC Praise

In time of war or national emergency, naval fleets cannot risk divulging their whereabouts, and stopping in port to refuel is too dangerous.

Taking part in an early autumn military preparedness exercise, the SIU-contracted *Falcon Leader* was heaped with praise after skillfully completing radical rendezvous refueling maneuvers for a fleet of U.S. Navy ships patrolling the Indian Ocean.

Vice Adm. William Rowden and Rear Adm. John R. Batzler, in a telegram to Seahawk Management, operator of the *Leader*, commended SIU seamen for lending their skillful support to the nation's naval defense.

Between Sept. 24 and Oct. 14, the SIU members refueled

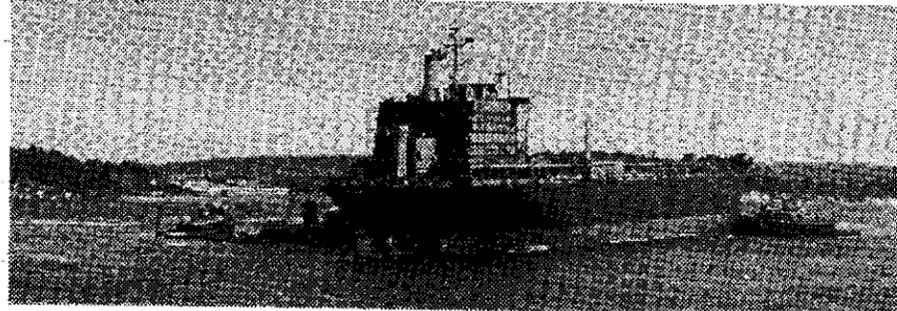
from astern 10 ships near the Persian Gulf, according to Capt. Steven Ford, vice president of tanker operations for Seahawk Management, the operator of the *Falcon Leader* and her sister ship, the *Falcon Champion*. Both ships are covered by a five-year Military Sealift Command charter.

The exercises, said Ford, were "professionally challenging" with the delicate process of taking on jet and diesel fuel from astern, requiring "professional pizzazz, proper planning and professional seamanship. There is always the chance involved in any radical maneuver such as this of polluting the sea," said Ford. "After doing a job like this, I think the guys deserve a pat on the back," he added.

In refueling from astern, the larger ship must synchronize speed and direction so that a hose from the merchant ship can transfer fuel without strain or slack as the ships continue in motion. The crew listened to tapes and practiced test runs months before the formal performance.

Congratulations on a job well done go to each member of the SIU crew:

Bosun	Joe Donovan
AB	James Lee Jackson
AB	Othman Vin Chik
AB	Robert Lee Coope
AB	Jerry P. James
AB	Harrin Macip
AB	James E. Dawson
Pumpman	Joseph R. Negron
QMED	George Darney
QMED	Williard Verzone
Chief Steward	Brad Otto
Chief Cook	Sergio Morales
Steward Assistant	Howard Bickford
Deck Engine	Octovianus
Utility	Pariama



The SIU-crewed *Falcon Leader*, currently under a five-year Military Sealift Command charter, drew high praise for her performance during recent Navy exercises near the Persian Gulf.

Congress Goes Home

No Hill Action on Re-Flagging or Alaskan Oil

The 98th session of Congress ended on a hectic note as Congress failed to deal with two issues of extreme importance to the maritime industry: the export of Alaskan oil and the re-documentation of two passenger vessels under the American flag.

The failure of Congress to deal with these two issues does not mean that they are dead. The Union intends to make their passage a top legislative priority in the upcoming session of Congress.

According to estimates, the prohibition against exporting Alaskan oil creates a guaranteed market for as many as 40 American-flag tankers that would

otherwise be laid up for lack of cargo.

In addition, the re-documentation of the two passenger vessels in question—Cunard's *Countess* and *Princess*—would create more than 1,000 seafaring jobs at a time when the U.S.-flag merchant marine is at its lowest ebb.

Both issues involve more than just the maritime industry and have important national security consequences.

The ban against the export of Alaskan oil ensures that the United States has an adequate supply of domestic reserves.

The re-documentation of the two passenger vessels would greatly enhance this country's sealift capability.

The ban against the export of Alaskan oil was contained in a provision of the Export Administration Act (EAA). The EAA expired on Sept. 30, 1983, but Congress passed temporary extensions of the bill while it dealt with the problem of renewing it.

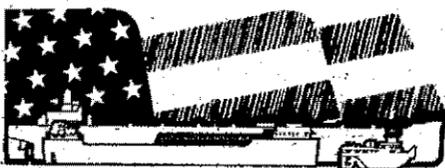
The House and the Senate passed their respective versions of the EAA, but were unable to come up with a compromise in Congress.

There was, however, agreement on the issue on banning the export of Alaskan oil. At present, exports are being restricted by the president through the International Economic Emergency Powers Act (IEEPA).

It is important, however, for Congress to act quickly on this matter. While the administration has backed off from an earlier position favoring the export of Alaskan oil, it has been lukewarm at best toward promoting the ban.

The re-flagging of the two passenger vessels had a checkered legislative history. A provision calling for the re-flagging of the *Princess* and the *Countess* was contained in an amendment to the House version of the Fiscal Year 1985 Defense Authorizations bill, but was dropped in conference.

The SIU came very close to getting the provision attached to some other piece of legislation, but time ran out.



LOG

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Keystone State's SIU Crew Exceeds Expectations SHLSS Training Is Key to Professional Operation

The recent Navy J-LOTS exercises, conducted off the coast of Norfolk, Va., was an intensive test of the SIU's *Keystone State* and her crew.

The exercises were conducted continuously from Sept. 18 through Oct. 12, and the crews were on call 24 hours a day. The crane operators handled the cargo unloading operation in 12-hour shifts, while the maintenance, QMEDs, engineers and oilers were on normal shifts plus overtime. The nine-man steward department prepared hot meals four times a day. The smoothness of the month-long exercises was attributed to the professionalism and cooperation of the entire crew.

Seafarers worked around the clock in a "war" scenario where they superbly executed their duties, far exceeding the Navy's expectations. Seafarers proved once again that they can ably and efficiently perform as an auxiliary to the Navy.

The 20-year-old *Keystone State* was converted earlier this

year by the Navy as the first of 11 heavy-lift crane ships under charter to the Military Sealift Command (MSC). These crane ships will be able to unload containerships in primitive ports with no lifting facilities, in modern ports where the container cranes have been damaged by enemy action, or "in the stream" without any port facilities.

The *Keystone State* was converted at the Bay Shipbuilding Corporation in Sturgeon Bay, Wis. The three pairs of rotating cranes sit on pedestals all on

"We can take pride in our efforts."

the starboard side so that the loading and unloading of any containership along its side is possible. The cranes are able to load tanks, trucks, helicopters, spare parts—any type of military equipment. During the exercises, 1,000 containers were loaded and unloaded during a specific time period.

The massive cranes, 121 feet high and weighing 700,000 pounds each, are highly automated and computer controlled.

Each member of the team has been trained at the Seafarers Harry Lundeberg School of Seamanship to learn the advanced operation, rig-handling and other technical areas of this special equipment.

During the exercises off the Virginia coast, the *Keystone State* met all the tasks set for it by the Navy in the combat situation, and at the same time proved the workability of privately-operated and manned TACS crane ships and their roles as floating docks for construc-

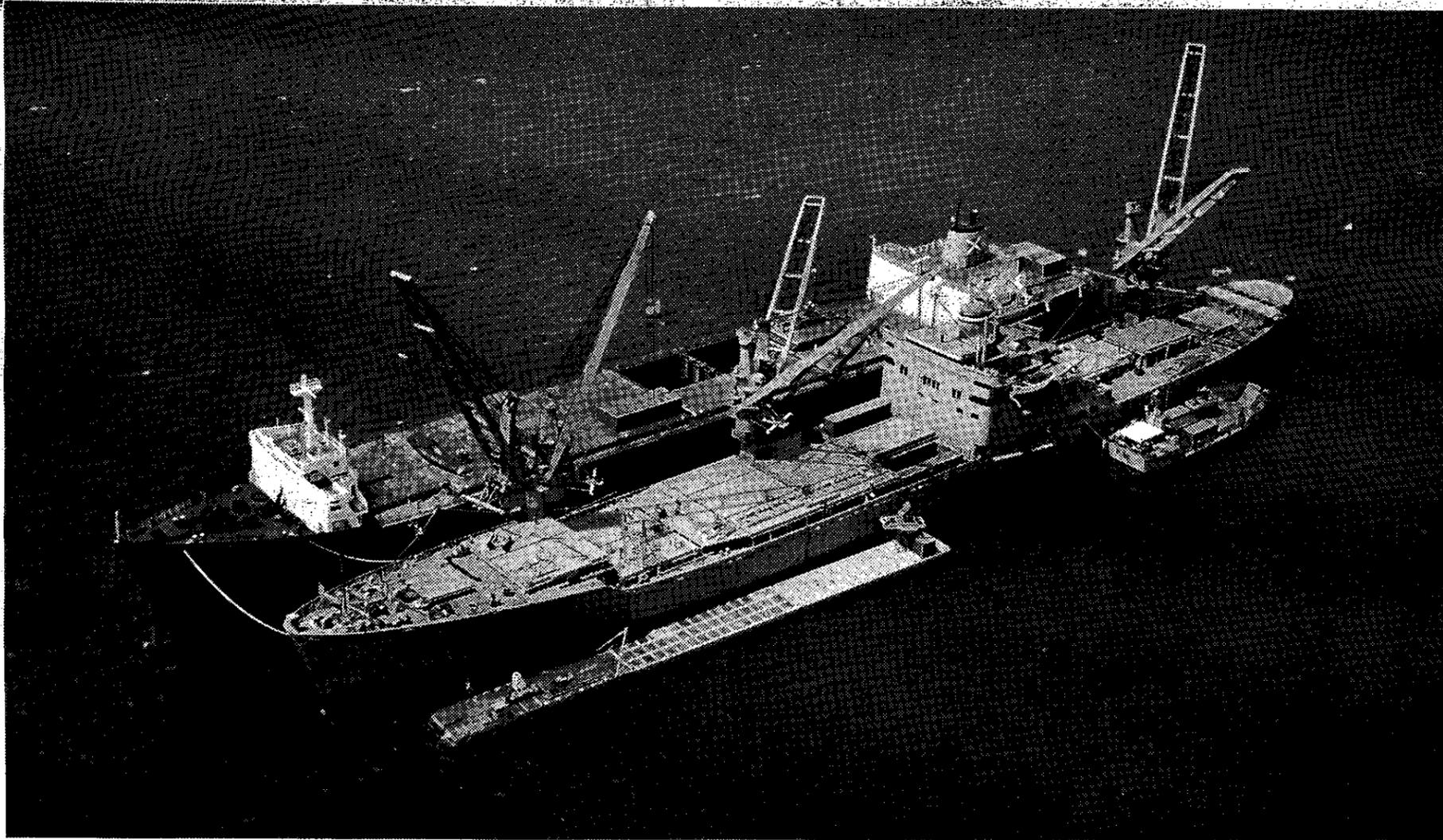
Frank Drozak

tion unloading. Adm. Harold Shear, administrator of DOT's Maritime Administration, sent commendations to the crewmembers of the *Keystone State* for a "job well done."

Tom Keller, project manager for the *Keystone State* of Marad's Ship Operations Office, had this to say about the exercises and the SIU. "The SIU performed very well and

every member of the crew should be lauded for their outstanding performance. The crew bit the bullet and did it, and their diligent efforts have not gone unnoticed."

SIU President Frank Drozak also sent a congratulatory letter to the SIU crewmembers of the *Keystone State*, praising them for their fine service and "demonstrating again that the SIU mariner is the best in the world. I believe that your achievements will mean additional crane ships will be built and manned by merchant mariners and that the Navy can truly view our membership as vital back-up and support force in times of both peace and conflict to the U.S. Navy."



The SIU crewed *Keystone State* recently completed her first full-scale war games off the coast of Virginia. The first of 11 crane ships designed to assist the Navy in carrying and transferring military cargo with its own

giant cranes, the ship and her crew won high praise from the Military Sealift Command and SIU President Frank Drozak.

Delta Sale to U.S. Lines Is in the Works

A combination of mounting debts, slumping shipping and a congressional refusal to allow a buy-out of its Operating Differential Subsidy (ODS) contract, has forced Crowley Maritime Corp. to undertake plans to sell its Delta Steamship Lines.

A tentative agreement between Crowley-United States Lines for the sale of Delta is close to completion. Plans call for U.S. Lines to purchase 11 Delta ships and its shipping and trade routes, mostly in South America. Six of these ships are laid up. U.S. Lines will lease three new container ships now under construction for Delta in Denmark.

No price for the purchase has been revealed. Two years ago when Crowley bought Delta from

Holiday Inns, the company paid some \$96 million in cash for 24 ships. Many of those ships have been transferred to the Navy's Ready Reserve Fleet.

A strong dollar and slumping South American shipping markets have hurt Delta. The company lost about \$20 million last year, and experts said it was losing money at about the same rate this year.

Delta did try to save itself from sinking earlier this year when it asked for permission to have the federal government buy out its ODS contract with Delta. If approved, the move could have brought several millions of dollars to Delta and it could have continued. But Congress, after heavy lobbying from opponents, refused to do so.

SIU Urges Denial of USL's Foreign-Flag Plan

The SIU has strongly objected to an attempt by the United States Lines (USL), a subsidized carrier, to use foreign-flag "feeder" vessels to fill the decks of its giant new container ships.

USL plans to begin an around-the-world service with their new giant container ships, the largest ever built. Their plans call for the ships to make about a dozen stops at major ports around the world. The so-called feeder ships would bring cargo from smaller ports in the area to load onto the giant vessels.

Because of maritime law, USL must receive a waiver from Marad for its use of the foreign-flag ships. Along with the SIU, the National Maritime Union, the Transportation Institute, Waterman Steamship Corp., Sea-Land Service and several other groups have objected to the request.

"An important concern is the effect that a combined U.S.-flag/

foreign-flag service, receiving U.S. subsidy, would have on other U.S.-flag operators. In USL's scheme of things, benefits would be enjoyed by foreign as well as U.S.-flag interests, but subsidy costs would be borne solely by the U.S. government," SIU President Frank Drozak told Marad.

Drozak also noted that USL's plans to use 13 foreign-flag ships on those routes would take away some 300 unlicensed jobs, "a large loss of shipping employment at a time when job opportunities in our industry are declining."

Another objection to the request concerns national security: the shrinking pool of trained maritime labor, the loss of job opportunities for smaller militarily useful U.S.-flag cargo ships and the lack of an American presence in the Persian Gulf, the Straits of Malacca, the Indian Ocean and other strategic areas.

The Lookout

*The bow is my stage,
The stars are my audience.
When the weather becomes my
critic,
You'll find me on the wings*

*With a cast of a thousand
thoughts of yesterday,
A million dreams of tomorrow.
And I think of you—Mary.*

C.H.

Personals

Ray McDonald & Alfred Tousignant

Gregory Hess asks that you call him collect as soon as possible. The number is: (602) 843-3827.

Seafarers Grassroots Efforts Help Keep Maritime Friends in Congress

(Continued from Page 1.)

Almost immediately after the election, Republican strategists began looking for reasons for their poor showing outside of the presidential sweep.

Robert Michel, assistant minority leader of the House of Representatives, blames President Reagan for his decision to go for a 50 state sweep rather than concentrate his efforts on getting more Republicans elected.

"Here the son of a buck ended up with 59 percent and you bring in (only) 15 seats," he complained.

* * *

While many political analysts questioned the showing of organized labor in this election, labor unions did manage to secure 52 percent of the Union vote for Mr. Mondale. This figure contrasted sharply with the 36 percent vote that Mondale managed to secure in non-Union households.

Aside from the presidential race, the SIU did very well indeed. Our Union was able to greatly enhance its standing on Capitol Hill.

The SIU actively supported can-

didates in 25 senatorial races, and 19 of those candidates won election.

We did even better in the House. Of more than 350 candidates that we supported, 90 percent were elected. SPAD, and our grassroots program paid off.

"On the whole," said Frank Drozak, president of the SIU, "I think that we did very well. We've shored up our position on Capitol Hill. In addition, we've laid the foundation for a strong grassroots program.

"This involvement on the grassroots level produced some tangible results in this election. We were able to help elect a more sympathetic Congress. We were also able to publicize some of the issues that we feel are important.

"In addition, we have positioned ourselves for the 1986 elections and beyond. A large number of anti-maritime seats are up for grabs in 1986, and we have a chance to further consolidate the gains that we made this year."

Drozak then went on to say that the SIU did not regret supporting Walter Mondale.

"Mondale ran an admirable campaign," said Drozak. "He el-

quently addressed the issues that are facing the American people.

"Most important, he was able to come up with a framework to solve some of our national problems, most notably in the areas of arms control, trade and economic development, and budget deficits.

"Mondale deserved the support of this organization. Unlike Reagan, he has been a consistent supporter of the American-flag merchant marine.

"Over the past four years, President Reagan has eliminated or cut funding for almost every important maritime program. His neglect of the maritime industry has brought us to the point where we now have only 406 active American-flag merchant vessels," Drozak said.

* * *

Perhaps the most significant thing about the 1984 election is that even before it ended, people were positioning themselves for 1988.

Robert Dole and Jack Kemp used the speeches that they had made at the Republican Convention to position themselves for a 1988 Presidential Bid.

By vigorously defending the Reagan record, Vice President George Bush was able to shore up support among conservatives who had previously viewed him with great suspicion and even outright hostility.

By campaigning hard on behalf of the Mondale-Ferraro ticket toward the end of the campaign, Jesse Jackson and Gary Hart tried to erase the negative public images that they had created during the 1984 campaign.

David Pryor, Mario Cuomo and Bill Bradley were being urged by Democratic politicians across the country to make a bid for the 1988 presidential race. Pryor is a well-respected moderate from the South; Cuomo had delivered one of the most moving keynote addresses in recent history; and Bradley had defeated his Republican opponent by more than 2 to 1 in a state that had gone heavily for Ronald Reagan.

These bits of information are more than just interesting gossip. They demonstrate that the time to organize for 1988 is now. The maritime industry can't afford to be left waiting at the gate, not when our very existence is at stake.

SIU-Contracted Company to Operate MSC Ship

Another newly converted RO/ARO ship has been added to the SIU-contracted fleet.

Bringing in more jobs for our members is the *Cpl. Louis J. Hauge, Jr.* which is being operated by a privately owned

company for the Military Sealift Command.

This 755-foot long vessel is part of the U.S. military's Maritime Prepositioning Ship (MPS) program.

Converted at Bethlehem Steel

Corporation's Sparrows Point Yard in Maryland, the *Cpl. Louis J. Hauge, Jr.* has a beam of 90 feet, a draft of 32 feet and a speed of 17.5 knots. She has a low-speed diesel engine and range of 10,800 nautical miles.

During her conversion, the ship was lengthened by a 157-foot mid-body section and was fitted with a semi-slewing stern ramp, side port doors and ramps, and three twin-tandem heavy-lift cranes.

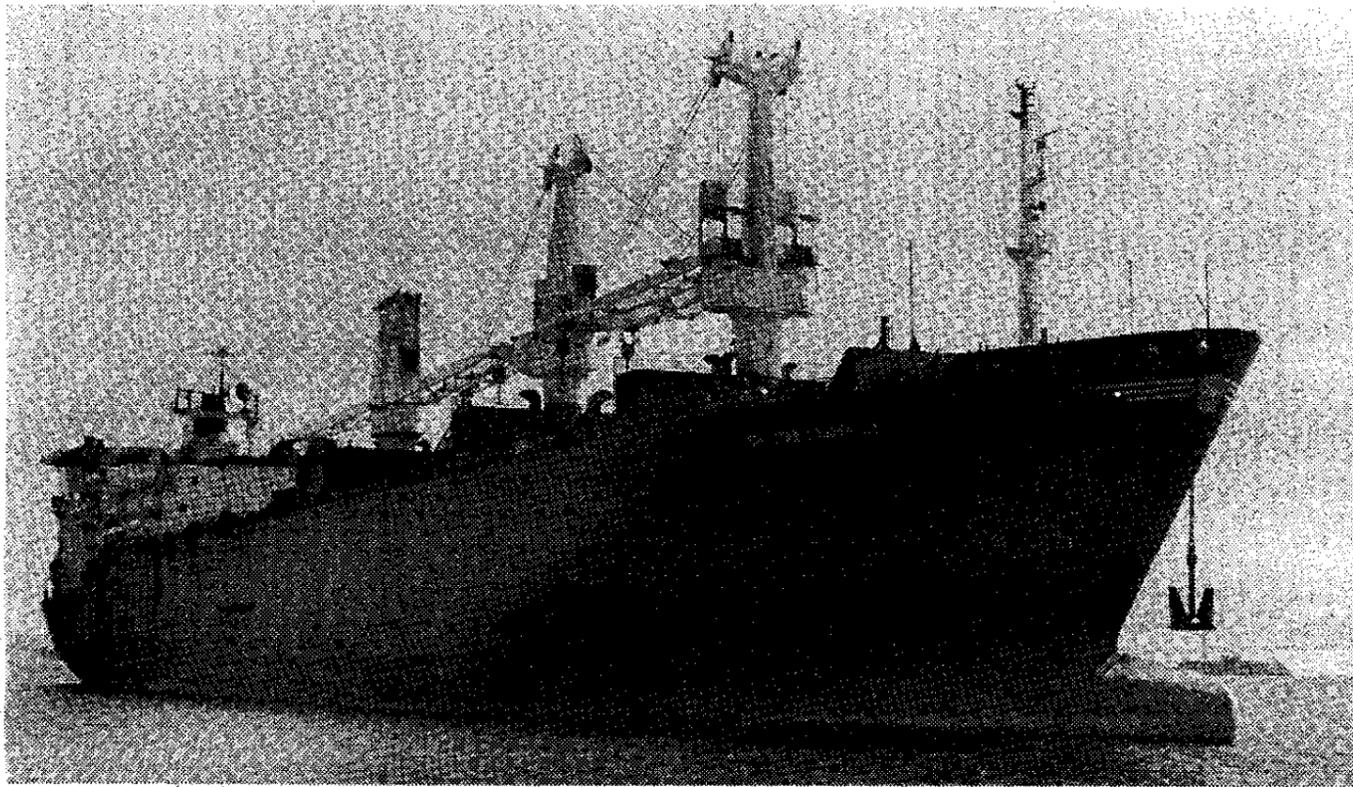
She is named after an American war hero who posthumously received the Medal of Honor. Corporal Hauge was killed in action on May 14, 1945 while in Okinawa as a member of the First Marine Division.

The new MPS ship can store and deliver one-fifth of the equipment and 30 days' supplies for an entire Marine Corps amphibious brigade.

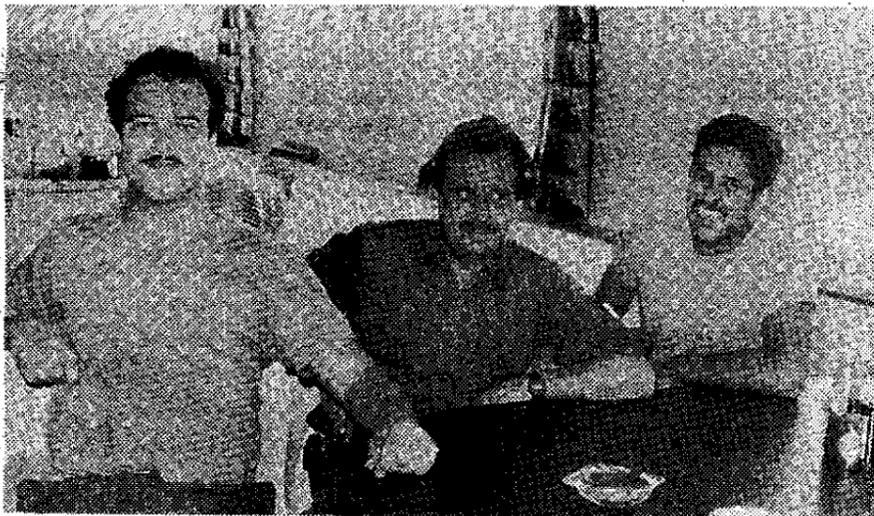
When the ship was converted, a helicopter pad and quarters for military personnel were also added.

Additional sister ships will follow the *Hauge*. The LOG will run features on them when they are ready for service.

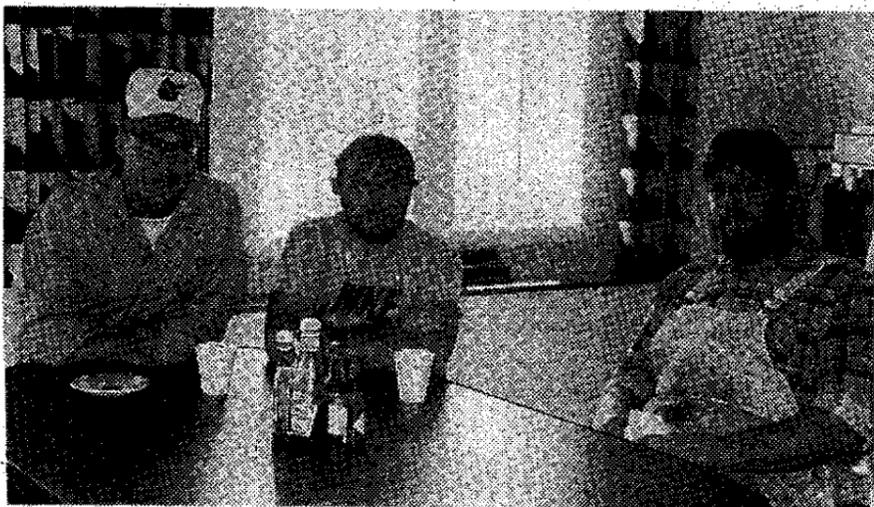
All the ships will be "prepositioned" in the Atlantic, Indian or Pacific Oceans.



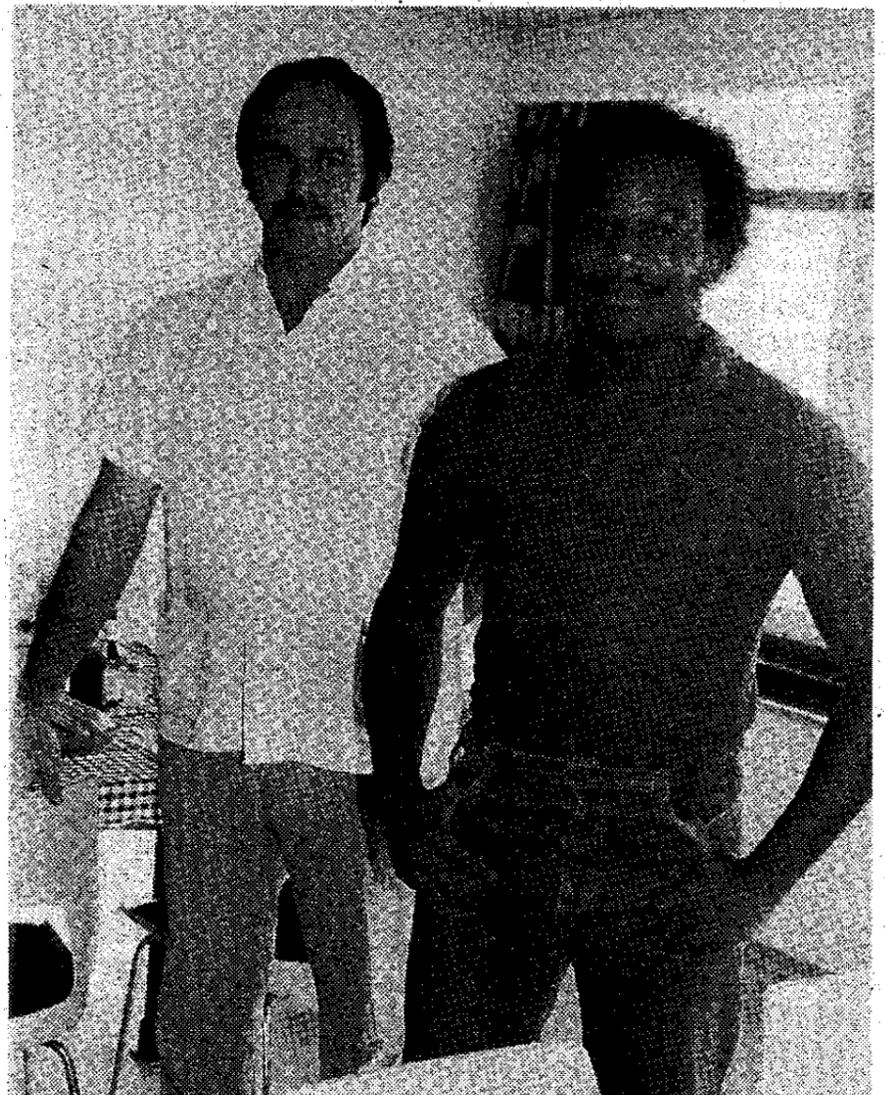
This is the new SIU-crewed *Cpl. Louis J. Hauge, Jr.* She is under charter to the Military Sealift Command as a Maritime Prepositioning Ship.



A smiling group of Seafarers is shown aboard the *Cpl. Hauge*. They are, from the left: Ben Conway, DEU; George Nason, AB, and Edgar Cortes, DEU.



Shown in the crew's mess are three able-seamen. From the left are Frank Adams, Earl Bergeron and Bob Vranish.



Two Seafarers who work as GSUs aboard the *Hauge* are Tom Misko (l.) and Tony Spain.

Senator Howard Baker

IN 1966, Senator Howard Baker (R-Tenn.) was the first Republican ever elected to the Senate from the state of Tennessee. He was elected Senate Minority Leader in 1977 and was re-elected to that office in 1979 by a unanimous vote of Senate Republicans.

In the Senate, he is a member of the Committees on Environment and Public Works, Foreign Relations, Rules and Administration and an ex-officio member of the Select Committee on Intelligence.

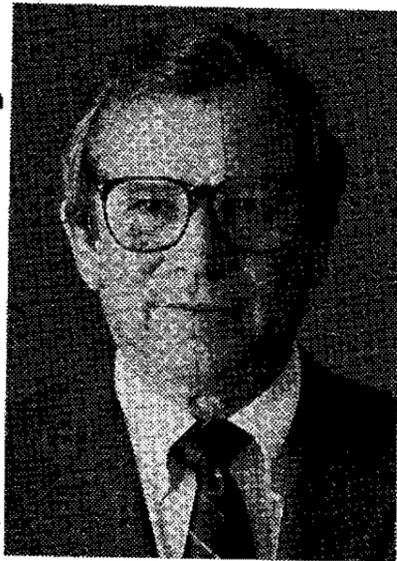
Baker has a unique family heritage. The senator's father and stepmother both served in the U.S. House of Representatives. His father-in-law, the late Everett Dirksen of Illinois, was Republican Leader of the U.S. Senate from 1959 to 1969.

One of the senator's personal goals as majority leader was to open the Senate to television cameras. Although the measure failed to pass, Baker was at the forefront of the debate. He strongly urged his colleagues to pass the bill saying, "After nearly 18 years in the Senate, I am more convinced than ever that the televising of the Senate is an idea whose time has long since come."

In January 1983, Sen. Baker announced he would not be a candidate for re-election to the U.S. Senate. In making the announcement the senator said, "It has been the greatest honor of my life to serve the people of Tennessee in the Senate."

In a recent article in *The Wall Street Journal*, Baker philosophized about America's government and reflected on his Senate service. "Almost from the beginning of my Senate service, I have been waging a one-man crusade to restore the Congress of the United States to its original and intended character as a 'citizen legislature' and not an assemblage of elected bureaucrats.

"It hasn't been so long ago that members of Congress were real people with real jobs in real communities throughout the



Sen. Howard Baker

country. They were truly representative of the people who elected them because they played an integral and active part in the civic and economic and social affairs of their constituencies. They went to Washington temporarily and they came home.

"We in the Congress are trustees of the ultimate sovereignty in this country—the full expression of the desires and demands of the American people. Our role is to represent the people on major policy decisions, to translate the public will into public law on matters of national and international importance.

"The biggest problem Republicans and Democrats have today is that too many Americans wish a pox on both their houses. Politicians are too prone to forget that Americans are smart people who can see through sham like an X-ray through Swiss cheese. A little less sham and a little more substantive progress, and there'd be plenty of political credit and success to pass around in both parties.

"As I prepare to leave the Senate at the end of my term next year, I'm under no illusion that my call for a 'citizen legislature' will be heeded any time soon. But after nearly two decades in Washington, I have no doubt that it should be."

*"For I dipt into the future, far as human eye could see,
Saw the Vision of the world, and all the wonder that would be;
Saw the heavens fill with commerce, argosies of magic sails,
Pilots of the purple twilight, dropping down with costly bales;
Heard the heavens fill with shouting, and there rain'd a ghastly dew
From the nation's airy navies grappling in the central blue."*

Congressman John Breaux

SINCE his first election to Congress in 1972, Congressman John Breaux (D-La.) has emerged as a senior House member widely known and respected for his expertise in energy, agriculture and maritime issues.

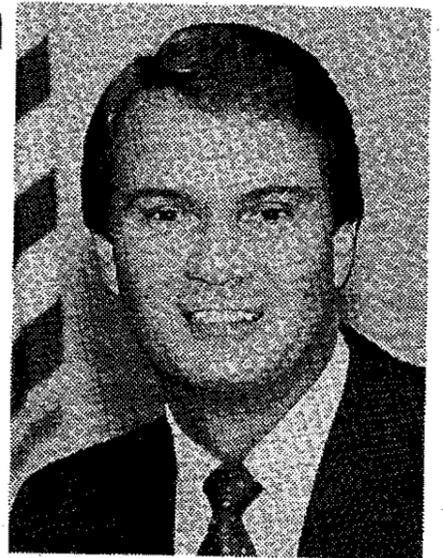
In Louisiana's Seventh Congressional District, Breaux territory, containing over 500,000 acres of rice, sugarcane and soybeans, Breaux supports agricultural programs to keep America the "breadbasket of the free world."

Breaux advocates a healthy and expanding agricultural economy, with strong export potential and an American merchant marine that not only delivers our products throughout the world, but also provides an adequate sealift capacity during national emergencies.

The congressman is a senior member of the House Merchant Marine and Fisheries Committee and the House Public Works and Transportation Committee. He serves as the chairman of the Fisheries and Wildlife Subcommittee of the Merchant Marine and Fisheries Committee.

In this capacity, Breaux has been able to champion the American fisheries industry. Recently, the congressman held hearings on legislation he authored establishing a marine resources development bank. Under the Breaux bill, the bank would finance the cost of purchasing or constructing new U.S. fishing vessels, shoreside facilities, re-tool existing vessels and shoreside facilities; finance the purchase of fishing gear; and provide working capital necessary to successfully operate a fishing vessel or shoreside facility.

"It is becoming very clear that while government has been concentrating on regulating our U.S. fisheries industry, we have been falling further behind in



Rep. John Breaux

new development. We need a comprehensive development program for the entire industry. There is a great potential to revitalize our fisheries industry. Highly subsidized foreign competition has steadily taken larger and larger shares of our market and this trend must be reversed. The creation of the Marine Resources Development Bank represents the best chance to fully utilize financial, management and marketing expertise for the benefit of the American fisheries business community and the consumer alike," said Breaux.

Another legislative initiative designed to assist America's shrimp fishermen has been signed into law by the president through the tremendous efforts of John Breaux. The Fishermen's Protective Act, Public Law 98-364, directs the federal government to reimburse shrimp fishermen for costs attributed to the seizure of their vessels by a foreign nation in situations where the United States either does not recognize that nation's jurisdiction or where the U.S. does recognize jurisdiction, but the foreign nation has exercised its jurisdiction in an illegal manner.

"When this bill was first passed in 1967, it was a help to many fishermen whose vessels and cargo were being confiscated in disputes over jurisdiction and type of catch. The act has been changed to reflect the growing controversy over shrimping in Gulf waters. Now the Fishermen's Protective Act will protect our shrimpers as it has protected tuna fishermen from illegal seizures that all too frequently occur in the Gulf at the hands of Mexican authorities," said Breaux.

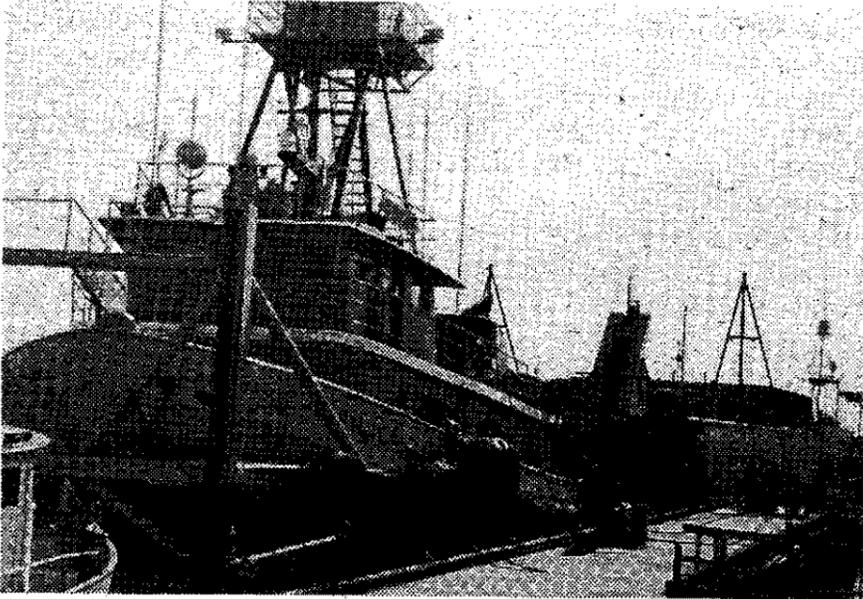
Alfred Lord Tennyson, *Locksley Hall*



Inland News

tug/tow
barge/dredge

Tug Seneca, Barge 255 Off to Japan



Here's (left) the 106-foot, 2,900 hp deep sea tug *Seneca* (Crowley Marine) at Fish Harbor in the port of Wilmington, Calif. last month readying to tow *Barge 255* (right) loaded with 50,000 barrels of clean oil for the U.S. Navy across the wide Pacific to a port of call in Sasebo, Japan.



On deck of the tug *Seneca* are (l. to r.) Cook Kyle White and AB Tankerman Tom Paige.



At the tanks of the tug *Seneca's Barge 255* (l. to r.) AB Tankerman Emanuel "Slim" Gazzier and Lee Eglund, Crowley T. & T. cargo operations manager, tend a line to AB Tankerman Joe Muscato below in the tank.

Courts Uphold OSHA Tug Inspections

After much regulatory confusion, the federal courts have ruled that in the absence of any Coast Guard action to safeguard health and safety aboard uninspected tugs, that the Occupational Safety and Health Administration (OSHA) can conduct inspections of these vessels.

Since the passage of the Occupational Safety Act, it has been assumed that the Coast Guard would, under a compromise worked out with OSHA, handle all marine equipment safety and health problems.

However, in recent years the Coast Guard has sought to exercise its jurisdiction over inspected vessels, tugs, and related marine equipment. Nothing was done in the area of safety and health for uninspected equipment, the majority of the equipment in the tug field. The Coast Guard only exercised jurisdiction on lifesaving equipment and certain license issues.

The lack of enforcement became clear when an OSHA inspector was barred from visiting an uninspected tug. The agency took it to court and the federal courts ruled that OSHA had jurisdiction, in the absence of any rules in safety and health

enforced by the Coast Guard.

The SIU has long maintained that the uninspected fleets are a forgotten fleet as far as certification, inspection, manning requirements and occupational safety and health are concerned. This ruling is proof that the SIU was right.

It appears likely that the Coast Guard will be asked by the industry to set occupational safety and health standards for uninspected equipment. However, the Coast Guard feels it cannot do so without a change in its laws.

Such a change can only be done by Congress, when the entire series of laws governing uninspected equipment should be reviewed and brought up to the standard of inspected equipment, as there is little difference between the trades, cargo or horsepower of the two differently regulated segments of the maritime industry.

The SIU maintains a safety program to monitor safety and health on SIU vessels, tugs and barges. If you have a problem, call your local SIU hall and ask for the safety team member. He will get your problem corrected.

SIU Bargaining Update

Contracts Ratified at Curtis Bay Towing

New contracts were ratified at Curtis Bay Towing Co. in the ports of Baltimore, Philadelphia and Norfolk. (See Page 8.)

McAllister Brothers OKs New Agreements

McAllister Brothers in both the ports of Norfolk and Philadelphia has approved new agreements for inland Boatmen.

Contract Talks on at Taylor & Anderson

In the port of Philadelphia this month, contract negotiations were begun between the SIU and Taylor and Anderson.

Negotiations Start at GATCO, Marine C. & T.

Negotiations for new contracts were started at both the Gulf Atlantic Transportation Co. (GATCO) and the Marine Contract and Towing Co. of Charleston, S.C. in the port of New Orleans.

Virginia Pilots, Maryland Pilots, Northeast Towing

Contract negotiations began last month for Boatman working at the Association of Virginia Pilots, the Association of Maryland Pilots and the Northeast Towing Co.

Curtis Bay Members Ratify Contract

In votes in Philadelphia, Norfolk and Baltimore, licensed and unlicensed members of Curtis Bay Towing ratified new three-year agreements covering operations in their respective ports. The pacts followed lengthy negotiations and uncertainty when Curtis Bay refused to negotiate with the SIU for Curtis Bay captains.

However, after reviewing the situation, and faced with a united

stand by the licensed personnel, Curtis Bay withdrew its proposal to deny captains the protection of a union contract.

The pacts all call for retention of long-term contractual gains as well as future increases in wages and maintenance of benefits.

The membership in all three ports ratified the agreements by an overwhelming margin.

Moran Towing of Texas Pact Okayed

Boatmen of Moran Towing of Texas in the port of Houston ratified a new contract with the company early this month.

The last three-year agreement for both unlicensed and licensed personnel expired on Sept. 30.



Marine Safety "ALERT" is a toll-free telephone service operated by the United States Coast Guard, an agency of the U.S. Department of Transportation. The "ALERT" line provides merchant mariners and others a way to advise the Coast Guard of hazardous or unsafe conditions on board U.S. merchant vessels.

**(800)
323-SAFE**

You can use the "ALERT."

Anyone who has access to a telephone can reach the "ALERT" line by dialing (800) 323-SAFE from anywhere in the United States including Alaska, Hawaii, the Virgin Islands and Puerto Rico. In the Washington, D.C. metropolitan area, the number to call is (202) 426-1830.

Coast Guard Safety Hotline Does Not Go Far Enough

A new U.S. Coast Guard safety hotline "cold shoulders" much of the U.S. maritime industry: uninspected vessels (including uninspected tugs and barges), oil and gas industry vessels and others.

In a recent letter to the Coast Guard, the SIU asked for an expansion of the types of vessels covered by the new safety hotline. However, Adm. Clyde T. Lusk, chief of the office of Merchant Marine Safety, said such a broadening was not possible because, "We are limited

by law to make specific inspections only on certain vessels. . . the hotline is an enforcement aid for these areas over which we have specific statutory authority."

In other words, if your vessel is not covered by U.S. Coast Guard regulations, but is inspected by the Occupational Safety and Health Administration (see story on page 7), apparently a call to the safety hotline will not bring a Coast Guard inspection.

The SIU supports a hotline that will not discriminate against various types of American mariners. Any seaman or boatman should be able to use the hotline, and it also should be used to report the conduct of foreign-flag ships in U.S. waters.

If you do work on an inspected vessel, here is how the hotline works. If there is a safety problem on your vessel that you believe is being ignored, you can call the toll-free number (800) 323-SAFE anywhere in the U.S., including Alaska, Hawaii, the Virgin Islands and Puerto Rico. You do not have to give your name. You will be asked these questions:

- ✓ The vessel's name;
- ✓ The vessel's nationality;
- ✓ The vessel's location;
- ✓ Condition or problem you are reporting;
- ✓ The vessel's anticipated sailing time and next port of call.

The safety hotline is available 24-hours a day, seven days a week. You should also call your SIU hall and report this to your SIU safety rep.

"ALERT" is AVAILABLE
24 hours a day, seven days a week.

**(800)
323-SAFE**

No names are necessary

when you call. You will be asked for:

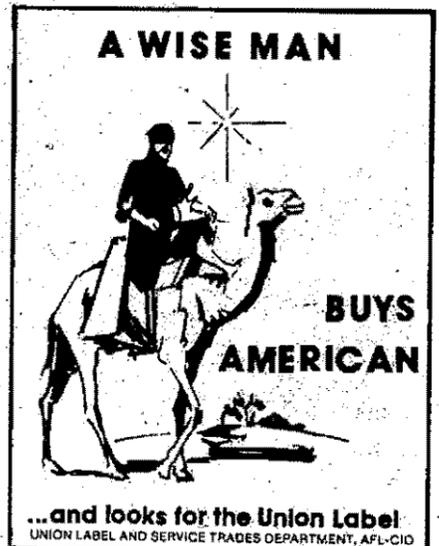
- (1) Vessel name
- (2) Vessel Nationality
- (3) Vessel Location
- (4) Condition or problem you are reporting.
- (5) Vessel's anticipated sailing time and next port of call.

**(800)
323-SAFE**

Your own ship's problems

can be reported with "ALERT." One of the Coast Guard's most important jobs is preventing casualties on U.S. merchant vessels. This is accomplished by review and approval of vessel plans at time of construction and actual inspections of the vessel at regular intervals thereafter. If you are aware of a safety problem requiring Coast Guard attention, use the "ALERT" line. The "ALERT" line is intended to provide the communication link between you and the Coast Guard to keep our fleet safe!

Support Your SIU Blood Bank



Aboard the ITB Groton

Seafarer Christos Florous (r.) is shown on the deck of the *ITB Groton* (Apex) while the ship was at Stapleton Anchorage in Staten Island, N.Y. Brother Florous sails as bosun aboard the integrated-tug-barge.



The Ship's Committee (below) aboard the *ITB Groton* are, from the left: Christos Florous, chairman; George Nason, deck delegate; Michael Hamock (seated), engine delegate; Ronald Dawsey, steward delegate; and Marvin DeLoatch, secretary-reporter.



Crowley CTT in Southern California

Members Meet With Crowley and SIU; Wide Range of Labor-Management Issues Discussed

More than 40 crewmembers at Crowley's CTT operation in the Southern California area met with Crowley and SIU representatives to discuss the status of the company at a union-management meeting held Oct. 25 in Wilmington, Calif. At the meeting were high level representatives of Crowley Maritime, headed by Crowley Vice President Brent Steineker; Labor Relations Director Bill Sikora, and Southern California Manager Randy Collar. Representing the SIU were West Coast Vice President George McCartney, as well as Port Agent

Mike Worley, and Representative Marshall Novack.

The meetings are held quarterly to improve communication between the membership and the company.

At the meeting a wide range of issues were discussed, including competition facing the CTT Southern California operations, the operation of the boats and barges, and what the future holds in terms of additional types of work.

Bert Thompson, a CTT captain, reviewed a report by an ad hoc committee set up to consider a request by the company

for amendments in the contract to respond to economic needs in the Southern California marine market. The amendments are now being voted upon.

All agreed that the quarterly meetings have opened up a strong dialogue that will hopefully lead to better labor-management communication and a more efficient operation as a result.

The next quarterly meeting will be early in 1985.



Chairing the quarterly meeting for SIU Crowley members were (l. to r.) Bill Sikora, Crowley Labor Relations; Bob Vahey, SIU presidential assistant; Randy Collar, Southern California manager for Crowley; George McCartney, SIU vice president; Brent Steineker, Crowley vice president; Marshall Novack, SIU rep, and Capt. Bert Thompson.

To Protect All Members' Rights

SIU Files Labor Board Charges Against I.O.T.

The SIU has filed a National Labor Relations Board (NLRB) charge regarding the contract negotiations at Interstate Oil Transport (I.O.T.), a Sonat subsidiary.

As a result of the charges, which have a direct impact on the course of contract negotiations at I.O.T., ballots for the proposed Unlicensed Agreement will not be counted until the situation is clarified. In the meantime, all terms and conditions of the present contract apply.

The SIU's action is a consequence of the company's announcement shortly before the contract expired that it would not negotiate for captains, mates and barge captains at I.O.T. The SIU thus had little time to prepare legal action before the contract expired.

Now, however, legal action to protect the long-term contract gains of SIU members at

Sonat have begun. In the meantime, the company has unilaterally cut off all benefit payments and contractual rights for so-called "supervisory" categories at I.O.T., without a vote of the membership and without consideration of the harmful impact of their actions on longtime members. Many SIU members are only now learning of these problems caused by the company's action.

The company's desire for "flexibility" apparently led to the move to deny SIU contract rights to captains, mates and barge captains. The company seeks the flexibility to demand absolute loyalty to the company, to guarantee that newly designated supervisors will not oppose cuts in crew or conditions, and that they will look first to the company's welfare before their crews' welfare.

The Union-free environment I.O.T. seeks also means the freedom to do whatever it wants to the employees at I.O.T. and now Mariner. The company has announced it will pursue the same course at Mariner when the current contract expires. Negotiations are expected at Mariner Towing in late November.

Except for its marine division, Sonat is a non-union company. It has little experience with union contracts or conditions and took over the Interstate companies only four years ago.

The SIU plans further action to contest the legality of the steps Sonat is taking involving its SIU members.



The second quarterly meeting between Crowley employees and management was held recently in the United Industrial Workers Hall in Wilmington, Calif. Here (l. to r.) Capt. Mark Miller and Deckhand Stewart Keddie discuss a question with Brent Steineker, a Crowley vice president.

SIU Joins Florida Alliance To Stop Cross-Gulf Pipeline

The SIU, together with other Florida interests, continues to wage a battle to halt the Cross-Gulf products pipeline that would mean the loss of hundreds of SIU members' jobs on SIU-contracted tugs and barges engaged in the Gulf products trade.

So far, the battle has involved some wins and some losses. At the federal level, the courts, despite repeated challenges, have upheld the right of the pipeline to go forward.

However, in Florida, opposition continues to a pipeline that would cross the state from the Western Panhandle to the East Coast and as far south as Port Everglades. The line would originate in Baton Rouge, La.

Broward County has passed an ordinance against conversion operations associated with the pipeline. Other counties are considering similar ordinances. All of the counties in the route of the pipeline are concerned

about oil leaks that would contaminate scarce Florida ground water used for drinking water.

The SIU is part of the Florida Alliance fighting the pipeline. It is a broad coalition of Florida maritime, port and labor interests.

At stake is the future of waterborne oil product movement to Florida from the Western Gulf. If the pipeline goes through, it will wipe out these movements by water and leave the pipeline in a monopoly position to charge Florida consumers all the market will bear.

The SIU believes that once Florida conservationists, retirees, consumers, and others learn the dangers of this pipeline they will all move to oppose it. Such grassroots opposition to the pipeline will demonstrate to Florida counties that they should continue their opposition to the line.

New Pensioners



William Patrick O'Donoghue, 68, joined the Union in the port of New Orleans in 1968 sailing as a mate and tankerman for the Orgulf Transportation Co. in 1966. Brother O'Donoghue was born in Hardinsburg, Ky. and is a resident there.



Newman Lee Jones, 63, joined the Union in the port of Philadelphia in 1970 sailing as a tanker-man for IOT in 1970 and for the Delmar Oil Co. from 1956 to 1970. Brother Jones is a veteran of the U.S. Coast Guard during World War II. He was born in Virginia and is a resident of Parksley, Va.



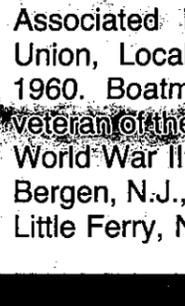
Harold William Post Sr., 64, joined the Union in the port of Philadelphia in 1968 sailing as a deckhand and tankerman for IOT in 1964. Brother Post is a veteran of the U.S. Coast Guard in World War II. He was born in Virginia and is a resident of Wenonah, N.J.



Raymond Clyde Miller, 62, joined the Union in the port of Norfolk in 1961. Miller was born in North Carolina and is a resident of Chesapeake, Va.



Joseph Adolf Rakowski, 55, joined the Union in the port of Baltimore in 1956 sailing as a deckhand for the Baker - Whiteley Towing Co. from 1980 to 1984. Brother Rakowski was born in Maryland and is a resident of Baltimore.



Hugo Huetsch, 61, joined the Union in the port of New York in 1960 sailing as a motorman for the Penn-Central Railroad from 1946 to 1984. He was a former member of the Masters, Mates and Pilots Union and the Associated Maritime Workers Union, Local 1 from 1958 to 1960. Boatman Huetsch is a veteran of the U.S. Army during World War II. A native of North Bergen, N.J., he is a resident of Little Ferry, N.J.

In Memoriam



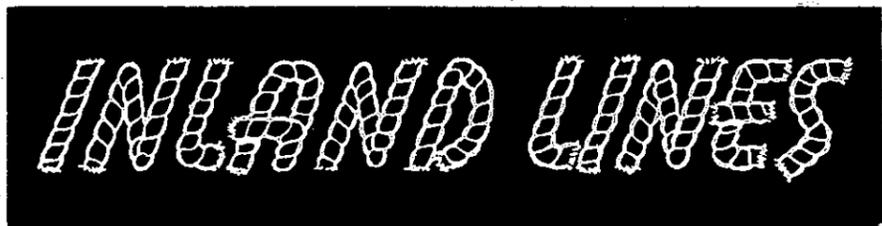
Pensioner **John Louis Zuzich, 83**, passed away from heart-lung failure in the Diplomat Health Care Center, Evergreen Park, Ill. on Oct. 2. Brother Zuzich joined the Union in the port of New York in 1960 sailing as a deckhand and a cook for the N.Y. Central Railroad from 1920 to 1965. He was a former member of the Masters, Mates and Pilots Union from 1920 to 1960. Boatman Zuzich was born in Union City, N.J. and was a resident of Evergreen, Ill. Burial was in the Resurrection Cemetery, Justice, Ill. Surviving are a daughter, Catherine A. Holt, and a niece, Joanna, both of Chicago, Ill.

daughter, Janice Burnside of Little Rock, Ark. and his father, William of Cabot, Ark.

Pensioner **Harvey Grey Buie, 69**, passed away on Sept. 12. Brother Buie joined the Union in the port of Norfolk in 1961 sailing as a captain for the Lynch Brothers Co. from 1946 to 1950 and for Gulf Atlantic Towing (GATCO) from 1950 to 1972. He also sailed as a mate for Allied Towing from 1972 to 1980. Boatman Buie was a former member of the United Mine Workers Union in 1951 and was a veteran of the U.S. Army in World War II. Buie was born in Wilmington, N.C. and was a resident there. Surviving are his widow, Margaret; two sons, George and Donald, and a daughter, Cynthia.

Pensioner **Alton Glenn Piland, 80**, succumbed to cancer at home in Oriental, N.C. on Sept. 15. Brother Piland joined the Union in the port of Norfolk in 1961 sailing as a deckhand and mate for Curtis Bay Towing from 1951 to 1969. He was a former member of District 50 in 1951. Boatman Piland was born in Beaufort City, N.C. Burial was in the Oriental Cemetery. Surviving are his widow, Annie and a daughter, Elizabeth.

Lecil George Clark, 48, died of a heart attack in Port Arthur, Texas on June 2. Brother Clark joined the Union in the port of Port Arthur in 1976 sailing as a pilot for National Marine Service from 1978 to 1979 and for Higman Towing from 1979 to 1980. He was born in Arkansas and was a resident of Kountze, Texas. Burial was in Lakeside Cemetery, Desarc, Ark. Surviving are his widow, Juanita; a



SIU Takes Outreach Marine to Court

The SIU in the port of Baltimore took Outreach Marine, formerly McAllister Brothers, to court on Nov. 7 to protect the job rights of the laid-off Union Boatmen.

On April 15, McAllister Brothers sold its four boats in the port to a "newly-formed company," Outreach Marine, laying off its employees.

Outreach hired new employees at lower wages. Afterwards the National Labor Relations Board (NLRB) ruled in a complaint that Outreach Marine was an "alter ego" of McAllister's. If the complaint is upheld by an NLRB hearing examiner, the laid-off SIU Boatmen will get back pay, payment of fringe benefits and their jobs back.

The NLRB also found that Outreach was in fact a successor company, so the laid-off Boatmen will have priority for jobs in the new company, if the complaint is upheld.

Marad Lets Crowley Marine Boost Fleet

Marad gave the green light to Crowley Marine recently to boost its fleet up to 224 barges and 21 passenger-carrying vessels in the domestic trades.

This was an increase of 49 barges and six vessels. Two years ago when Crowley acquired the Delta Line, it was given the go-ahead to operate up to 175 barges and 15 passenger vessels.

Mariner Fleet Crews Conference Held in Piney Point

A Crews Conference for workers employed in SONAT Marine's Mariner fleet was held at the Seafarers Harry Lundberg School of Seamanship Oct. 29 to Nov. 1.

The conference followed the same format as the ones held for the Green fleet. While a wide range of topics was discussed, most of the delegates were interested in the upcoming contract talks with the company.

The current contract is set to expire on Dec. 7, 1984.

A great deal of attention was paid to the current status of the Green fleet negotiations. The company reversed more than 20 years of stated company practice by refusing to talk with the Union about the wages, benefits and working conditions of the following groups of workers:

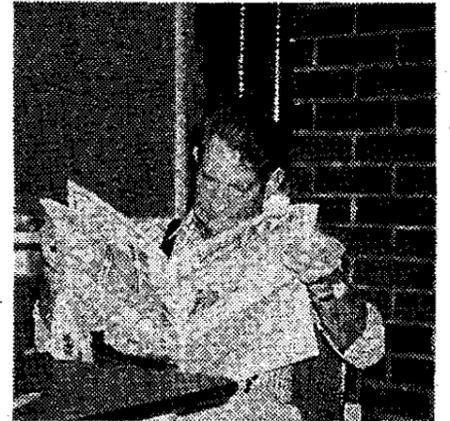


While AB Louis Longnecker and his wife, Carla, attended workshops, their children were cared for by a babysitter provided by the Union.

captains, mates and barge captains.

There are indications that the company is going to take the same approach with the White fleet. It has already sent a letter to the Union stating that it will not negotiate with the Union on behalf of those workers it considers to be "supervisors."

The Union received the company's final proposals on the Green fleet contract on Aug. 14, 1984. Given the intense nature of the negotiations and the difficulty of the issues involved, it decided to canvass the unlicensed membership on the company's proposals.



William Delesline, cook, takes a look at the LOG.

The result of that vote has been put on hold while the SIU pursues charges it has filed in conjunction with the company's stand on the supervisory personnel issue.

The Mariner conference was geared toward giving the delegates a comprehensive view of the benefits they presently enjoy. There was a detailed discussion of both the pension and welfare plans, which are generally considered to be among the best of their kind.

The Union felt it was important to go over these issues because the company has indicated a desire to cut back on its pension and welfare costs. The Union wants the members to understand the benefits they have right now in case the company tries to offer an alternative plan.

Personals

Tom Curtis

The Tom Curtis who sailed on the *National Defender* is asked to get in touch with William Calefato, 2318 Second Ave., Seattle, Wash. 98121.

Dave Bierma

Please get in touch with your daughter, Sue Foster, 2514 E. Calhoun, Seattle, Wash. 98112.

Dispatchers Report for Inland Waters

OCT. 1-31, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	1	0	0	0	0	0	1	0	0
New York	6	3	1	0	0	0	6	3	1
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	0	0	0	0	0	2	1	2
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	4	4	0	0	0	0	5	9	1
New Orleans	2	1	8	0	0	0	18	5	37
Jacksonville	1	3	7	0	0	0	4	3	12
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	1	4	0	0	0	9	8	13
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	4	0	0	0	10	2	5
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	3	0	0	1	6	1	20
Piney Point	0	0	0	0	0	0	0	0	0
Totals	23	12	27	0	0	1	80	32	91
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	5	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	2	0	1	0	0	0	4	0	1
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	2	0	1	0	0	0	10	0	2
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	2	0	0	0	4	1	10
Jacksonville	0	1	2	1	0	0	1	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	2	0	0	0	0	0	5
Piney Point	0	0	0	0	0	0	0	0	0
Totals	0	1	6	1	0	0	7	1	20
Totals All Departments	25	13	34	1	0	1	97	33	113

* "Total Registered" means the number of men who actually registered for shipping at the port last month.

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

Support the SIU Blood Bank

Changes at Seamen's Church

Many Seafarers are disappointed when they pull into the port of New York and head for the Seamen's Church Institute in lower Manhattan. There's no room at the Inn.

To avoid further disappointment, we want to let our Seafarers know that the Institute, which is located at 15 State St., no longer has sleeping facilities available. The Institute is selling the State Street building and looking for another location, preferably also in lower Manhattan.

However, the Institute still has baggage storage and mail facilities available at the State Street address and will continue to maintain those services when it moves.

Also, if you are looking for a place to stay in New York for a long period of time, the Social Service office at the Institute is maintaining a list of inexpensive facilities. According to Chaplain William Haynesworth, most of these facilities are rooms in homes—mainly in the New York City boroughs of Queens and Staten Island. If you are interested in these rooms, go to Room 314 at the Institute. The telephone number at the Seamen's Church Institute is: (212)269-2710.

For short-term housing in Manhattan, the Institute recommends the following:

East Side

Pickwick Arms
230 East 51st St.
Telephone: 355-0300
Price range: \$33 to \$35 a night

Roger Williams
28 East 31st St.
Telephone: 684-7500
Price: \$214 a week

Vanderbilt YMCA
224 East 47th St.
Telephone: 755-2410
Price range: \$30 to \$35 a night;
semi-private bathroom

West Side

Royalton
44 West 44th St.
Telephone: 730-1344
Price range: \$43 to \$53 a night

Mansfield
10 West 44th St.
Telephone: 944-6050
Price range: \$44 to \$55 a night

Sloan House YMCA
356 West 34th St.
Telephone: 760-5860
Price range: \$30 to \$35 a night;
semi-private bathroom

Clean Sweep on Bellatrix



When SIU Patrolman Nick Celona paid off the *USNS Bellatrix* in New Orleans recently, Bosun Duke Duet, right, raised the broom—meaning a clean sweep (no beefs). With Duet is Steward Bob Fraiser.

At Sea / Ashore

Sea-Land to Buy 6 New D-17s; Jumboize 12 D-9s

Sea-Land will soon let contracts to build six new big D-17 container-ships, worth up to \$400 million, in the Far East. The ships will be able to carry 1,800 40-foot boxes for use in the Pacific trades.

The new ships are scheduled to go into service in 1987 and 1988 at the same ports of call.

Sea-Land will also jumboize 12 U.S.-flag, diesel-powered D-9 container-ships at a cost of \$76 million. They were built in 1980 and used on the Atlantic and Pacific runs.

Each of the vessels will be cut in half and a new mid-body inserted, thereby increasing their capacity from 904 40-foot containers to 1,236 containers.

The jumboizing will start in the last half of 1985 and take 12 months to finish in Japan.

Previously, Sea-Land ordered three new container-ships in January to be built in U.S. shipyards, worth \$100-million, for its Alaskan service.

World War II Merchant Mariners Remembered

A newspaper clipping from Seafarer Ernest L. Seaford of Teaneck, N.J. tells us that a monument was dedicated last month to honor the men who served in the U.S. Merchant Marine during World War II.

The unveiling of a one-ton cast iron anchor and plaque came at a Mt. Vernon (N.Y.) City Hall ceremony attended by local, state and federal officials.

The American merchant marine supplied and delivered food, medicine and ammunition for the Allied war effort overseas. About 5,000 merchant mariners on 600 ships lost their lives in the war.

Crowley Marine Gets U.S. Navy Job

Marad last month awarded a \$150,000 contract to Crowley Marine to maintain three U.S. Navy T-1 tankers in Ready Reserve Force (RRF) status for the next 10 years.

The RRF is part of the National Defense Reserve fleet of ships that can be activated for sealift operations on five to 10 days notice.

The Navy tankers to be maintained by Crowley Marine are the *USNS Nodway*, *USNS Alatna* and the *USNS Chattahoochee*.

Maintenance could include activation, operation and de-activation of one or all of the vessels upon notification by the U.S. Navy.

Two of the ships will be laid up in Japan and one in Hawaii. All will be dehumidified with cathodic hull protection.

3 SIU Crews, 4 Ships and Skippers Cited

As Sea-Land founder Malcolm P. McLean received the yearly Admiral of the Ocean Sea Award (AOTOS) last month in New York, four crews, ships and masters were cited for outstanding seamanship during rescue operations, and seven seamen got rosettes for outstanding courage and devotion to duty.

Honored were Seafarers and Capt. L. A. Hansen of the *SS President Pierce* (APL), Seafarers and Capt. Frederick Groepler of the *SS Lurline* (Matson Line), crewmembers and Capt. Ernest Serra of the *SS Meton* (Keystone Shipping), and Seafarers and Capt. George Nichols of the *SS Ogden Yukon* (Ogdon Marine).

*Don't Freeze Your
Earning Power or Abilities*

Take the Refrigeration
Systems Maintenance and Operations
Course Offered at SHLSS,
February 22, 1985 — April 12, 1985

For more details contact the
Seafarers Harry Lundeberg School
of Seamanship, Piney Point, Md. 20674

or

fill out the application in this
issue of the LOG.



Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

New SHLSS Radar Program

Plots a course for the future

In keeping up with the needs of the Maritime industry, the Seafarers Harry Lundberg School of Seamanship is now offering a Radar Observer course. The course covers basic radar information yet it is geared toward the specific needs of mariners sailing either inland, Great Lakes, or deep sea. The course consists of the following: an eight-day program for unlimited oceans and Great Lakes, a five-day program for inland waters, a three-day refresher for inland or unlimited oceans, and a one-day recertification program for either inland or unlimited oceans.

The course of study consists of radar theory, observation,

operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercises.

The instructor teaches the course through lectures, audio visuals and state-of-the-art radar equipment. The students' radar scope is attached to an instructor controlled computer console which enables the teacher to set up any given situation and control the speed and direction of the vessels showing up on the radar scope. The students control and maneuver their vessel, plot the course of all vessels and maneuver the ship to safety without jeopardizing the safety of the other vessels.

The course is designed to provide training for SIU members who are applying for an original license as a deck officer; those licensed deck officers who are upgrading and/or renewing their licenses and those licensed deck officers who are seeking to increase the scope of their licenses for service on vessels of 300 gross tons and over. As a licensed deck officer you should be a competent radar observer.

Use of radar is required by RULE 5 of the U.S. Coast Guard Navigation Rules, under "PART B Section I - Conduct of Vessels in any Condition of Visibility," which obligates the mariner to use "... all available means appropriate."

The SHLSS Radar Observer course is approved by the U.S. Coast Guard and graduates receive a Radar Observer Endorsement.



Thomas Calahan (l.) and Marshal McGregor practice direct plotting on the radar.



The Radar class practices plotting on radar plotting paper. From l. to r. are Instructor Abe Easter, Thomas Doherty, Thomas Calahan and Marshal McGregor.



SHLSS Radar Instructor, Abe Easter runs a computer console which is linked to, and controls the student's radar scope.

Towboat Operator Course

Meeting the needs of the Towing Industry

The course of instruction leading to a license as either Towboat Operator Second Class, or Towboat Operator Uninspected Towing Vessels on inland waters, oceans, or oceans not more than 200 miles offshore, consists of both classroom and practical work in the following areas: rules of the road, use of a magnetic compass, operation and use of navigational instruments and accessories, emergency signals, practical use of charts in navigation, aids to navigation, laws applicable to the operation of the towing vessel and pollution prevention and control. Included in the eight week Towboat Operator course is a total of 32 hours spent in First Aid, CPR and Firefighting. A mariner who is seeking an unlimited oceans license is required to take a course in Celestial Navigation, which is an additional five weeks.

Eligibility

The eligibility requirements are as follows:

All applicants for Second Class Operator must be at least 19 years of age.

All applicants must be citizens

of the United States.

All applicants must pass an approved physical examination.

All applicants must have normal color vision.

All applicants must have 20/100 vision in both eyes, corrected to 20/20 in one eye and 20/40 in the other eye.

All applicants for Second Class Operator must have evidence of eighteen months service on deck on a towing vessel. This service must have included training or duties in the wheelhouse.

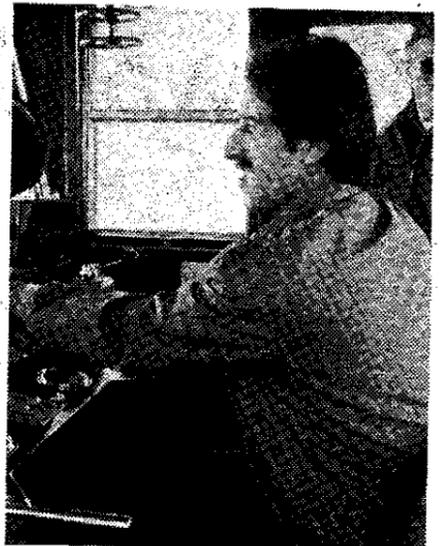
All applicants for Towboat Operator must show evidence of three years service on vessels 26 feet in length or over, and one year on deck of any towing vessel. This service must have included training or duties in the wheelhouse.

All applicants must have at least three (3) months service in each particular geographical area for which application for licensing is made.

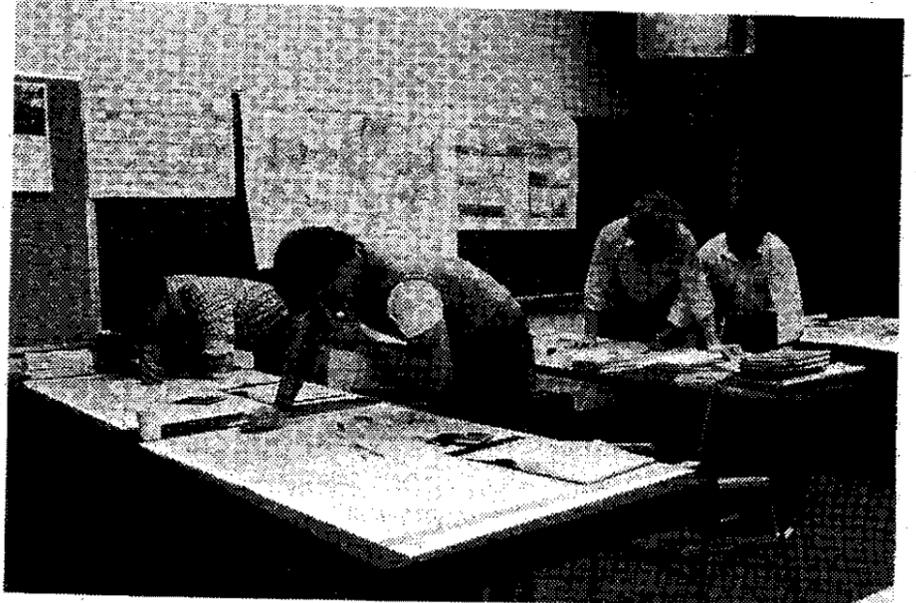
Upon satisfactory completion of the course, the student will be prepared to take the U.S. Coast Guard Licensing exam.



SHLSS Instructor, Jim Brown (r.) assists Ken Hudgins, who is learning to plot a position on a navigational chart.



Nelson Bréaux gets experience operating the SHLSS towboats.



Towboat Operator class members; (l. to r.) Bob Tyler, Frank Coyle, J. Paul Fuller and Rory Wix practice navigational problems in preparation for the U.S. Coast Guard License exam.

International Pastries and Cake Decorating Course

Come taste our culinary delights.

The SIU and the Seafarers Harry Lundeberg School of Seamanship are constantly looking toward ways to improve, or expand their programs to better meet the needs of the membership.

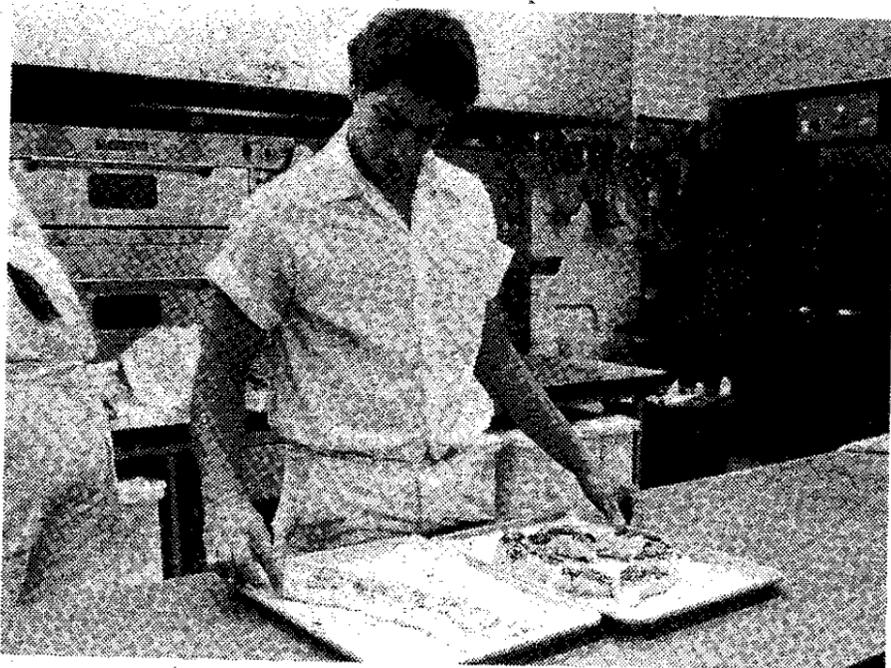
The International Pastries course is the newest addition to

the Steward Department. This course centers on precision European pastry work and cake decorating. Students are graded daily and create pastries such as tortes, petit fours, napoleons, zuppa-inglese, cannoli, sacher tortes and patisseries, to name a few. The course is designed to

meet the specific needs of each student. An inexperienced decorator starts at the introductory level and completes as a finished decorator, while an experienced decorator is taught more advanced decorating techniques.

The course can be completed

within five to six weeks and graduates receive a Pastry Chef endorsement. This course is available to SIU members who have a Second Cook and Baker, Chief Cook, or Chief Steward endorsement.



Thomas Platania puts the finishing touches on a coffee ring and a coffee bar.



Laura Gillespie rolls out and trims pie crusts.

Steward Recertification Program



Typing is one of the skills taught during the Steward Recertification Program. From l. to r. are Louis Vidal, James Bartlett and Collie Loper Jr.



Computer instruction is the newest addition to the Recertification program. From l. to r. are Instructor Roger Francisco, Ezekiel Mack Hagger, Terry Smith and Willie Smith.



CPR/first aid instructor, Janet Cook discuss proper application of a sling with James Barnett (c.) and Frank Barlett.

Eleven more SIU Chief Stewards are attending the Steward Recertification Program at the Seafarers Harry Lundeberg School of Seamanship. The program includes four weeks of instruction at SHLSS and two weeks at the SIU headquarters building.

The Steward Recertification Program at SHLSS stresses work scheduling, requisitioning, inventory control and menu planning. Typing, writing and math skills, communication techniques, CPR/first aid, firefighting and an introduction to computers are some of the subjects taught while at SHLSS.

During the two week cycle at headquarters the Stewards meet with Union Officials and discuss the state of the maritime industry, the Union's Washington operations and the SIU pension and welfare plans.

Upon completion of the program the Stewards will travel to New York for graduation and receive their diplomas during the Union's monthly membership meeting.

Eligible Steward Department members are encouraged to apply for the Recertification Program. Contact your SIU Field Representative for more information and an application.

Physical Documentation Requirements for Upgrading.

Physical examinations are required to upgrade to Able Seaman, Tankerman, Fireman, Watertender and Oiler, and QMED endorsements, and for all deck and engine licenses. The original physical forms are required by all U.S. Coast Guard Regional Exam Centers as proof of physical competence required to sit for the endorsement or license examination. It is the members' responsibility to produce an original physical to the U.S. Coast Guard or SHLSS Admissions office when they apply to sit or to attend an upgrading or license course.

SIU Clinic physical forms are not acceptable physical forms to sit for U.S. Coast Guard endorsements or license examinations. SIU clinics are not responsible to submit your physical form to the U.S. Coast Guard or to Piney Point. You, the member, are responsible.

If you plan to attend one of the above upgrading or license courses and need a Coast Guard physical form, pick one up at the nearest U.S. Coast Guard Office, or request one from: The Director of Vocational Education, SHLSS, Piney Point, Maryland 20674.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD
OFFICE OF MARINE INSPECTION
APPLICATION AND REPORT OF PHYSICAL, FIRST-AID, AND SHIP-SANITATION EXAMINATION FOR ORIGINAL LICENSE

FILE NO. L
CO-356 (Rev. 1-67)

To THE MEDICAL OFFICER IN CHARGE, U. S. PUBLIC HEALTH SERVICE, Port _____
Please examine physically and/or in first aid and ship sanitation as applicant for _____ bright _____ weight _____ Date and place of birth _____ color of hair _____ color of eyes _____ distinguishing marks _____
Color vision must first be tested by Snellen's method or any other approved pseudo-isochromatic color plate test. Applicants failing this method, however, may be permitted to take the Williams test.

LAST KNOWN PRICE _____
Signature of Applicant in presence of Coast Guard Inspector _____
Signature of Examining Physician _____
Examining physician, please print Name, Address, and Telephone Number: _____
Graduated from: _____ (Name)
Medical College in _____

APPLICANT FOR A U. S. MERCHANT MARINER'S DOCUMENT
PHYSICAL EXAMINATION BY REPUTABLE PHYSICIAN

DATE _____
TO: OFFICER IN CHARGE, MARINE INSPECTION
U. S. COAST GUARD
CUREN HOUSE
BALTIMORE, MD 21202

Dear Sir:

I, the examining physician hereby certify that I have examined the following described applicant, _____ Date and place of birth: _____ color of hair _____ color of eyes _____ weight: _____ height: _____ distinguishing marks: _____ and found his physical condition to be as follows:

YES: Color sense (Ja) (is not) normal by the Stilling's, Williams lantern, Ishihara or P.I.P. (cross out ones not used) test.
Vision without glasses: Right eye: _____ Left eye: _____
Vision with glasses: Right eye: _____ Left eye: _____
EARS: Auditory acuity: Normal _____ Discharge: _____
Ordinary conversation: Right _____ Left _____ Feet: _____
Loud conversation: Right _____ Left _____ Feet: _____

HEART: _____
LUNGS: Right: _____ Left: _____

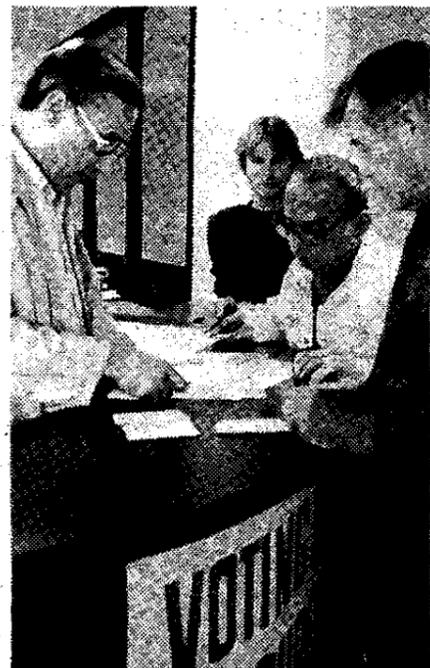
PHYSICAL DISABILITIES: such as epilepsy, neurosyphilis, acute venereal disease, insanity, senility, stiff joints, deformities, or other major defects: _____

Considering the findings of this examination and the duties of the position, I consider the applicant (COMPETENT) (NOT COMPETENT) to perform the required duties.

Signature of applicant in presence of examining physician: _____
Signature of Examining Physician: _____
Examining physician, please print Name, Address, and Telephone Number: _____
Graduated from: _____ (Name)
Medical College in _____

COLOR VISION TESTED WITH AN X-CHROM LENS IS NOT ACCEPTABLE.

First Ballot Cast in the SIU Election at Piney Point



Piney Point Port Agent, Carl Peth (l.) explains and supervises the SIU voting procedures. The first ballot was cast by Robert Leyva center right.



Upgrading Course Schedule

November 1984 Through January 1985

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



Following are the updated course schedules for November 1984 through January 1985 at the Seafarers Harry Lundeberg School of Seamanship.

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

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

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

Class schedules may be changed to reflect membership demands.

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Welding	November 2	December 7
Pumproom Maint. & Operation	January 4	February 22
Marine Elect. Maintenance	January 4	March 8
Conveyorman	January 4	February 8
Third Asst. Engineer	January 4	March 15

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation/ Master/Mate F.T.	November 9	December 14
Celestial Navigation/ Third Mate	November 9	December 14
Celestial Navigation/ Towboat Operator	November 9	December 14
First Class Pilot	January 4	March 1
Quartermaster	January 11	March 1

Steward Upgrading Courses

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

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 25	March 4

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	October 29	November 2

The following courses will need to be taken either before or after an upgrading course or with firefighting, C.P.R. and First Aid.

(GED) High School Equivalency Program	Open-ended
(ESL) English as a Second Language	Open-ended
(ABE) Adult Basic Education	Open-ended

Bus Schedule

Monday Through Friday Only

Depart Lexington Park	Arrive Washington D.C.
6:20 A.M.	8:20 A.M.

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

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

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

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

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

Friendly Cab Company, Lexington Park, Maryland
Telephone Number: 863-8141
Fare from Lexington Park to SHLSS is: \$11.00 (1 or 2 occupants) one way.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program: Yes No (if yes, fill in below)

Trainee Program: From _____ to _____
(dates attended)

Have you attended any SHLSS Upgrading Courses: Yes No (if yes, fill in below)

Course(s) Taken _____

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

Date Available for Training _____

I Am interested in the Following Course(s) Checked Below or Indicated Here if Not Listed _____

DECK

- Tankerman
- AB Unlimited
- AB Limited
- AB Special
- Quartermaster
- Towboat Operator Inland
- Towboat Operator Not More Than 200 Miles
- Towboat Operator (Over 200 Miles)
- Celestial Navigation
- Master Inspected Towing Vessel
- Mate Inspected Towing Vessel
- 1st Class Pilot
- Third Mate Celestial Navigation
- Third Mate
- Radar Observer Unlimited

ENGINE

- FOWT
- QMED—Any Rating
- Marine Electronics
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Automation
- Maintenance of Shipboard Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer (Motor Inspected)

ALL DEPARTMENTS

- Welding
- Lifeboatman

ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies
- English as a Second Language (ESL)

STEWARD

- Assistant Cook
- Cook & Baker
- Chief Cook
- Steward
- Towboat Inland Cook

COLLEGE PROGRAM

- Nautical Science Certificate Program
- Scholarship/Work Program

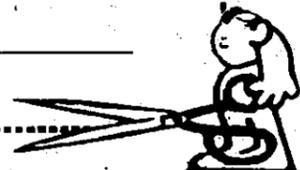
No transportation will be paid unless you present original receipts and successfully complete the course.

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

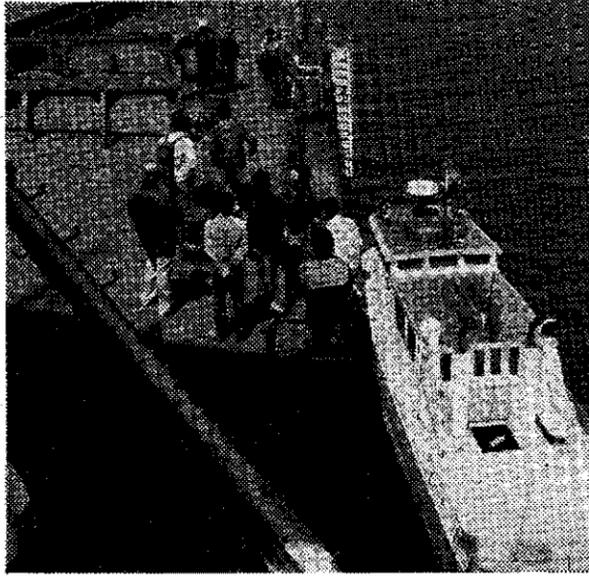
SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:
Seafarers Harry Lundeborg Upgrading Center, Piney Point, MD. 20674





SIU Executive Vice President Ed Turner, right, assists the launch captain in unloading the food and supplies.



Food and supplies purchased from funds raised by members of the SIU and other maritime unions were delivered to the Taiwanese seamen from aboard the *Oakland Pilot*, whose services were donated by Western Tug & Barge Corp.



SIU Executive Vice President Ed Turner, center, and Frank Lauritsen of the Marine Engineers' Beneficial Association, District 1, right, talk with newspaper and television reporters aboard the marooned *Panamax Nova*.

Brotherhood of the Sea

Maritime Unions Assist Taiwanese Seamen

THE first week of November should be a happy one for the 27 members of the crew of the Taiwanese freighter *Panamax Nova* if they arrive, as scheduled, in their home port of Kaohsiung after being marooned on their vessel for nearly two months off the coast of Northern California.

The *Panamax Nova*, with its cargo of 55,000 metric tons of coal, had been at anchor in San Francisco Bay since Sept. 7. Before that it was anchored in Drake's Bay, off the Marin coast, for 42 days, marooned because of its owner's (Way Wiser Navigation Co. of Taiwan) financial difficulties.

The New York representative for the shipping line, Eddie Shipping Agents, is also financially unstable and had provided no funds for pilot or wharfage fees for the 60,000-ton vessel—and most importantly, had provided no food or supplies to the crew.

With the exception of two hours in Panama, the crewmembers had not set foot on land in more than six weeks. They had been without pay since the beginning of the year, and had been out of touch with family and associates in Taiwan. Running short of food, water and fuel, they were surviving on dried fish and seagulls.

On Aug. 29, a coalition led by SIU Executive Vice President Ed Turner and Frank Lauritsen of the Marine Engineers' Beneficial Association, District 1, gathered more than 100 cases of food—including desperately needed fresh fruit and vegetables—and delivered the supplies to the demoralized and hungry men.

Turner pointed out that the delivery was a "seamen to seamen movement, and maritime industry to maritime industry movement."

Funds were raised from mem-



Fish caught from the decks can be seen drying in the sun aboard the ship. The crew subsisted on dried fish and seagulls until help came.

bers of the SIU, MEBA, Sailor's Union of the Pacific, Masters, Mates & Pilots, Marine Firemen's Union, and other American trade union groups. Assistance also came from American President Lines, Matson Navigation Company and San Francisco's Delancey Street Foundation. The services of Western Tug & Barge Corp.'s launch, *Oakland Pilot*, were also donated to the effort.

In late September, the rusting, 16-year-old bulker was re-

leased from federal custody after the vessel's owners paid some overdue fuel bills, and was scheduled to set sail for Taiwan on Oct. 8, pending permission from the U.S. Coast Guard.

In a farewell letter of thanks, the *Panamax Nova*'s first engineer, Su Wen-Yuh, wrote, "We had a lot of concern, friendship and brotherhood from all the American seamen's unions."

And that's what the "Brotherhood of the Sea" is all about.



Members of the *Panamax Nova* help carry the food up from the launch. There were fresh greens, cantaloupes, strawberries, canned vegetables, potatoes, peanuts, lemons, oriental noodle soup and more.



Panamax Nova Capt. C. L. Lin, second from right, thanks the many unions and steamship companies who helped with the delivery of food to the stranded ship. From the left are: Jim Gist of the SIUNA Sugar Workers; Ed Turner, executive vice president of the SIU; Capt. Lin, and John Ravnik, SIU field rep in San Francisco.

U.S. Fishermen Lose Rich Grounds on Georges Bank In World Court 'Give Away' Decision to Canada

GLOUCESTER, MASS. . . . A recent decision by the World Court on U.S.-Canadian fishing boundaries has greatly angered SIU fishermen here as well as fishermen throughout New England and along the East Coast.

In a strongly-worded telegram to U.S. Fishing Ambassador Edward Wolfe at the State Department, Mike Orlando, SIU Fishing Rep. here said, "The decision that was passed at the World Court . . . on the U.S.-Canadian boundaries is unacceptable to us."

He called the decision an "outright giveaway to the Canadians of the most fertile and best produce area on Georges Bank."

The telegram said: "We object strongly . . . because we think we were sacrificed and betrayed by our negotiators."

The decision referred to in the telegram was one reached by a five judge panel of the World Court in The Hague, Netherlands on Oct. 12, 1984 after many months deliberation. The World Court—also known as the International Court of Justice—is the principal judicial organ of the United Nations.

Under dispute between the U.S. and Canada was the large and fertile North Atlantic fishing grounds called Georges Bank. Located in the Gulf of Maine, Georges Bank stretches east for 200 miles and is centered east of Cape Cod, Mass.

On its face, the decision sounded like a good one for United States fishermen since 75 percent of Georges Bank was given to U.S. fishermen. However, the portion that was allotted to Canada—65 miles known as the Northeast Peak—is the richest and most fertile part of the Bank.

As SIU fishing representatives in Gloucester said, "The Court gave the Canadians what was historically American fishing grounds. Sure, the Court gave us the biggest part of the Bank, but it gave the Canadians the richest part."

According to American fishermen, the Northeast Peak contains half of the Georges Bank's haddock and pollock, 25 percent of the cod, 35 percent of the yellowtail flounder and scallops and the best swordfish and lobster.

The dispute over the grounds goes back to 1977 when Canada and the U.S. extended their offshore fishing limits to 200 miles, thus creating some overlapping claims. At the World Court, Canada claimed about half of the northern section of the Bank. The U.S. claimed the whole Bank. America argued that New England fishing fleets developed the grounds in the nineteenth century and had used it exclusively until the 1950s when foreign fleets joined them.

The World Court decision comes on top of another prob-

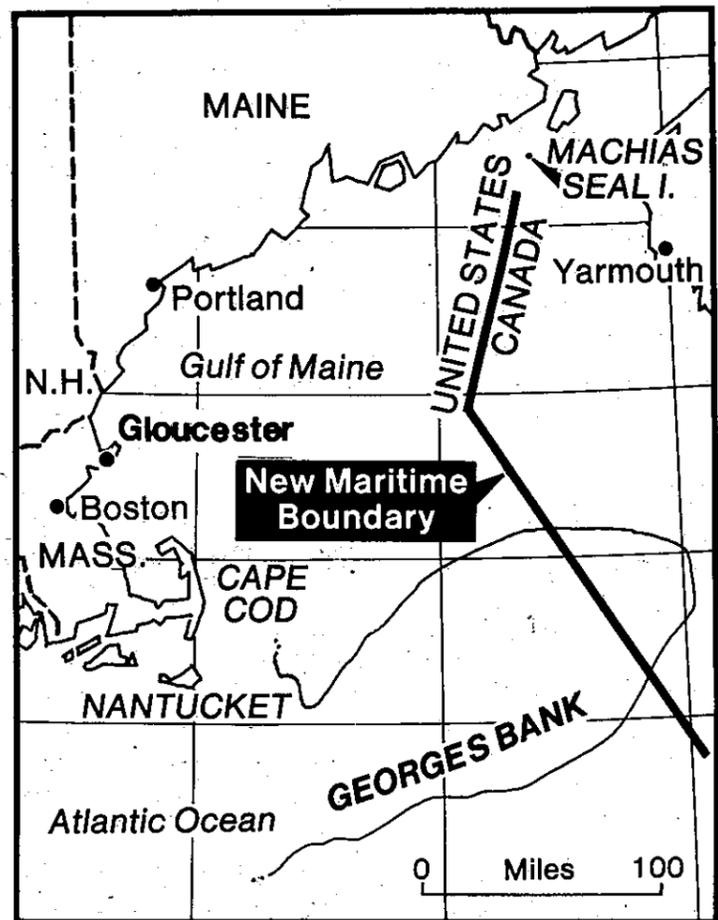
lem that American fishermen have been facing from the Canadians. That is the problem of imported Canadian fish.

Canadian fishermen are subsidized by their government, and the cheaper prices they can charge for fish here has depressed the prices for American fishermen.

The U.S. is the major market for Canadian fish, and the Canadian government plans to spend \$22.3 million over the next five years promoting their

fish products here. The SIU has been working to increase the tariffs on imported fish in order to give a fair deal to fishermen in this country.

The boundary decision by the World Court went into effect on Oct. 26. Now any boat wishing to fish in the zone not reserved for its country must apply for special licenses. The arrangements for these licenses are still up in the air and must be worked out between the United States and Canada.



Tougher Inspections, Fishermen Benefits in Sanctuaries Bill, One of Few Laws to Clear Congressional Maritime Log-Jam

Tougher vessel inspections and reporting requirements and several provisions to help U.S. fishermen were approved when the House passed the Marine Sanctuaries amendments late last month.

The amendments were contained in S. 1102, a bill which passed the Senate earlier this summer after several other pieces of maritime legislation, including the 1982 House version of the Marine Sanctuaries bill, were incorporated into S. 1102.

The safety aspects of the legislation call for:

- ✓ Operators to notify the Coast Guard at least 30 days before a vessel's certificate of inspection is due to expire;
- ✓ New penalties and increases in current penalties to ship owners who operate a vessel without a valid certificate of inspection;
- ✓ Vessels to report back to their owners or agents at least once every 48 hours;
- ✓ Owners to immediately notify the Coast Guard if they have

not heard from a vessel within 48 hours or believe the ship may be lost or in danger.

Some of the key elements for fishermen include:

- ✓ An increase from 25 to 50 percent for compensation due commercial fishermen for damages to the vessels and gear and economic loss resulting from oil and gas exploration, development and production in areas of the Outer Continental Shelf.
- ✓ An increase from 60 to 90 days the minimum period in

which a fisherman must be allowed to file a claim for a loss.

✓ An extension of the Secretary of Commerce's authority to use foreign fishing fees in the Fisheries Loan Fund which may be used to make loans to U.S. fishermen in order to avoid defaults on some loans and cover some operating expenses.

The legislation was sent back to the Senate last month for final action. Because much compromise had already been reached, it cleared the Senate easily.

Insurance Crisis Plagues U.S. Fishing Industry

SIU fishermen in Gloucester, Mass. are facing serious problems due to an insurance crisis in that city.

In some cases, insurance premiums on our fishermen's boats are being raised astronomically; in other cases policies are not being renewed by the insurance companies. The result: fewer vessels available on which our members can work.

Another problem plaguing our SIU fishermen in Gloucester is that personal injury claims have risen sharply. The resulting increases in insurance premiums have meant that boat owners are employing fewer fishermen aboard their vessels.

The reason for the boat insurance problem is the unusual number of fishing boats that have sunk over the last several years.

In the last four years alone, 35 Gloucester boats have sunk. That compares with fewer than 30 sinkings during the previous 10 years, according to the *Gloucester Daily Times*.

Since the beginning of this year, seven older Gloucester fishing boats, valued by their

owners at \$1.64 million, went down in deep water. While being repaired, another Gloucester boat that had nearly sunk burned in drydock.

Anthony Verga, executive director of the city-operated Gloucester Fisheries Commission, said that boat owners are having enormous difficulty finding insurance coverage.

If they do find insurance, then the premiums are very high. According to Daniel Arnold, executive director of the Massachusetts Inshore Draggermen's Association, "in most cases [the rate increases are] eliminating whatever profitability the boat was experiencing."

Claims in New England are supposedly costing marine insurance companies \$2.50 and \$3 for every \$1 they receive in premiums. In order to make up for their losses, the insurance companies have increased rates from 40 percent to 100 percent, depending on the age and type of vessel.

Of the seven vessels that sank in 1984, four were lost over a 17-day period in June

There have been no injuries because of the sinkings which were usually due to flooding or fire. In most cases, a nearby fishing boat picked up the fishermen on the sinking vessel.

Not counting lobster boats, the Gloucester fleet usually consists of between 150 and 175 vessels. These are mainly trawlers that drag for ground fish such as whiting and haddock.

The increased insurance rates are not solely due to the sinkings, however. Premiums have also increased because of the large number of expensive personal injury settlements, because of losses off the coast of Alaska, and because of overall higher operating costs.

Nationwide there has been a sharp increase in lost fishing vessels over the last few years. According to the Coast Guard, 270 boats were lost in 1982. That is a casualty rate of 8.2 boats per 1000, the highest rate loss since 1971.

Part of the problem is the insurance companies themselves. They encourage the boat owners to insure their vessels

for more than the boats are worth. With the fishing industry in so much trouble, the temptation can be great to collect that insurance money—legitimately or not.

Of the 35 Gloucester boats that sank in the 1980s, several had been disabled and needed Coast Guard assistance a number of times in the months before the sinkings.

This situation brings in the whole question of maintenance and safety. If a boat is not maintained properly, the greater is the likelihood that she will meet with disaster. Because of the high price of fuel, insurance and gear, and the low prices of fish, many boat owners put off maintenance longer than they should.

Just one example of poor fish prices is the codfish situation. The price being paid for codfish is around 30 to 50 cents a pound. That's just what it was 10 years ago.

Also, cheap fish from Canada, where the government subsidizes its fishermen, is sharply cutting into the American market.

Italian Gold Hauls Stickwater



The SIU-contracted *Italian Gold* will continue to help out the city of Gloucester's over-taxed and overloaded city sewers by hauling "stickwater" from the Gloucester Marine Protein Inc. (GMP) factory out to sea. GMP processes fish waste and pogies into fishmeal. To accommodate both the plant, which must run at full capacity during pogie season, and the city, which cannot handle the 23,000 gallons a day of the "stickwater" from the plant, the company contracted the *Italian Gold* to run twice a day some 12 miles off shore to dump the material.

New Marad Liaison Appointed

John Gaughan has been appointed to the new post of Director of External Affairs of the Maritime Administration, Adm. Harold E. Shear announced.

As director, Gaughan will be responsible for fostering an open dialogue with the maritime industry, the public and Congress. In the new position, he will serve as the agency's liaison with the maritime industry, oversee Marad's public affairs activities and maintain contacts with the Congress on maritime legislative issues.

A former Coast Guard cutter commander and Federal Maritime Commission attorney, Gaughan brings "Hill" experience to the position, having served in the office of the Secretary of Transportation as Congressional Relations Officer for Maritime Programs and as a member of the U.S. Coast Guard Congressional Affairs staff.

A Fall Overboard Leads to Textbook Rescue

Jose Molina, a 23-year-old ordinary seaman on the *Sea-Land Adventurer* (Sea-Land Service), could look up and see soft blue sky.

With the view of waves curling to crescents in the rolling sea, salt-drenched breezes that cool the brow, sailing on the open deck can indeed be splendid.

It seemed to be so for Molina, for much of the mid-summer journey to Rotterdam, Holland. But when skies turned overcast on July 26, the calm of the sea broke into a sudden passage to hell and back.

There was no explanation for the incident. All anyone knew was that at 1545 hours in latitude 45°45'N, longitude 29°W, Molina's work companion, breathless after dashing six stories to the bridge, reported Molina had

disappeared over the side of the ship.

Crewmembers aboard the ship heard the alarm that echoed eerily down the ship's corridors. In the galley, pots were left steaming. In the engine room, Chief Engineer Kevin Shyne directed engineers to pull back on the engines as the ship prepared to steer into a Williamson rescue turn. Reaching the top deck, Seafarers stood by the rails peering out to sea for their lost shipmate.

"I couldn't help thinking there was a guy my age out there all alone," said Robert Beauregard, a cadet in training from Massachusetts Maritime Academy who saw the life ring and smokebomb thrown from the bridge, heard the alarm and had a sinking feeling they might not be able to find Molina.

In the time it had taken to give word to the bridge, the *Adventurer*, cruising at 20 knots, was a mile further from the Seafarer. There was a limit to how long a seaman could survive the cold ocean temperatures. Nearer to England than the port of Charleston, S.C. where the *Adventurer* set sail, temperatures had dropped steadily, and the water was significantly colder.

As the ship slowly followed in its own wake, retracing its path in the Williamson turn, Molina was growing numb from the cold. And weary. Using his pants, he tried to make a life preserver. The corduroy would not hold air but his tennis shoes, bogging him down, slipped off easily.

In the summer, a Seafarer can survive an hour, perhaps an hour-

and-a-half if he has enough stamina. In the winter, hypothermia can shut down the body in minutes, depending on the temperature. Molina had learned both estimates in a safety class at the Seafarers Harry Lundberg School of Seamanship. Tired and cold, he tried to remain calm. That was something else he had learned from SHLSS safety instructor Jim Moore.

At 1614 hours, only 20 minutes after he had fallen, a shaken but otherwise healthy SIU member, Jose Molina of Brooklyn, N.Y., was recovered from the sea. His yellow raincoat, taken off and spread in the water to attract attention, was seen from a lifeboat launched from the *Adventurer*.

He was immediately treated for shock and exposure, glad to be alive. The view of the *Adventurer* was splendid. Being on deck, paradise.

Photos From Around the World

Seafarer Finds His Job a Snap

SIU member Leonard Earl Johnson grew up in the mid-western 'village' of Ullin in southern Illinois. Today, Johnson travels the world.

In 1974 he joined the Seafarers International Union and has been shipping out, working in the steward department of SIU-contracted vessels ever since.

He still returns to Ullin, the place he describes as a small town (400 people and 27 dogs), a town where everyone knows everyone. Though Ullin will probably never appear on any map of the world Johnson will ever see, the world has come to know Johnson.

During his time away from the ship, Johnson began to photograph city life by the harbor and the romantic life of the sea. His pictures have gained him world acclaim.

In 1982 Citicorp sponsored the first of many exhibitions of Johnson's "street photography," a school of photography that focuses on people and the way they relate to their environment. The New York show was followed by an exhibit on

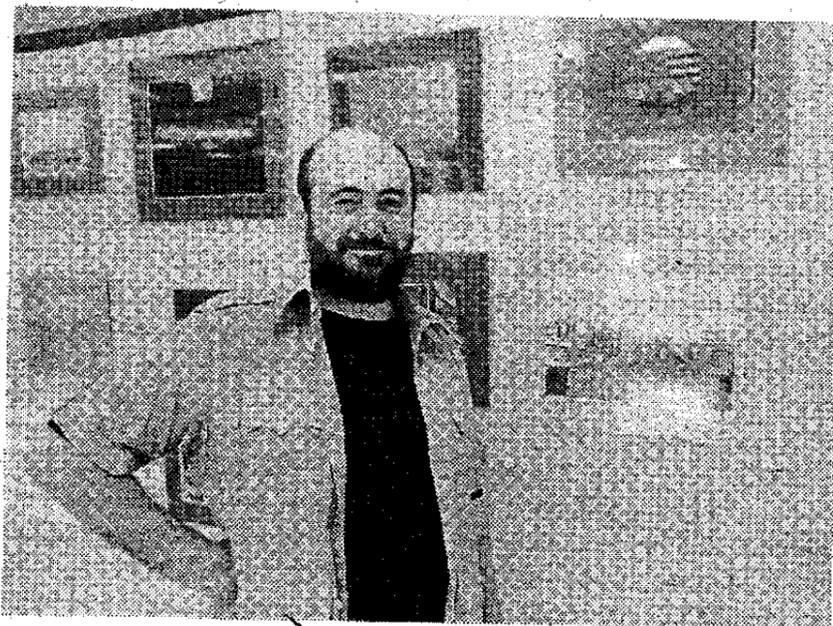
behalf of Lufthansa German Airlines and another by the International Trade Mart of New Orleans.

Artists and musicians have been the subjects of his work, among them the folk musician Pete Seeger who wrote: "Keep clicking, Leonard, the pen may not have vanquished the sword nor the banjo the bomb, but your photography may; it

overleaps the language barrier."

American Photographer, the professional magazine of photographers, counts the opening of Johnson's most recent exhibition among the best shows to see in the nation this fall.

The latest exhibit, at Oregon State University, titled "Eclipse of the S.S. Ultramar," takes its name from the ship Johnson was



Leonard E. Johnson
(photo by Robert Rohr)

sailing at the time he took the photographs during a run to India two years ago delivering a cargo of grain. From pictures of longshoremen working grain ships in Chittagong, Bangladesh, to ships rising out of a fine mist, the show is open to the public. It is as much a story about the nation and people of India as it is a story about life as it is viewed from the bridge and in passing glances by Seafarers who earn their living traveling the world.



personals

Anthony Ferrara

Your sister would like you to contact her as soon as possible.

Arthur Fontaine Jr.

Please contact your daughter, Leslie, at 203 Holly Road, Wakefield, R.I. 02879.

Rescue of 86 Boat People Brings U.N. Award

On Sept. 23, 1983, the SIU-crewed *Rose City* spotted a boatload of 86 Vietnamese refugees bobbing in the South China Sea. It was near dusk and the people on the small boat were out of food and only had a bit of water for the children. More than 10 ships, one with crewmen waving at the refugees, had passed them by. But only the *Rose City* stopped.

The *Rose City* spied the boat at 6:35 p.m., and at 10:47 p.m. the last of the refugees was on deck. The entire crew of *Seafarers* and officers took part in the rescue and should be commended.

Last month in Geneva, Switzerland, two *Seafarers*, ABs Jeffrey Kass and Gregg Turay and ship's Capt. Lewis M. Hiller were awarded the Nansen Medal by the United Nations High Commission on Refugees for their efforts that day.

Earlier this month the three men were awarded presidential citations for their heroic activities. Because Kass and Turay were aboard ship, Capt. Hiller accepted the citations for all three. In addition, efforts are being made to bring all three to the White House later this year for a personal presentation.

This is their story.

Chua Quach and his eight-year-old son were supposed to be the first of the 86 Vietnamese refugees to climb aboard the *Rose City* (Apex Marine) from their overloaded rickety wooden boat in the South China Sea.

Chua Quach had lost his grip on his son and dove in after him. Two hours later they were 800 feet from the ship, clinging to a life ring, bobbing in the eight-foot seas.

The life ring's signal lights were flashing. "But the time passed and nobody came. The *Rose City* got smaller and smaller, and I came to lose hope. . . . I made up my mind to throw away the lifesaver and to hold my son and die quickly together," Quach told *The New York Times*.

During those two hours, SIU crewmen and officers aboard the *Rose City* brought the other refugees onboard by forming a human chain on the ship's rope ladders and handing the survivors up toward safety on the tanker's deck. AB Jeffrey Kass, 31 years old and a 1972 SHLSS

graduate, and others took the refugee boat away from the ship to search for other survivors. That's when he spotted the flashing lights of the life ring. Despite suffering from a case of seasickness after hours on the rough seas during the rescue, Kass handed one end of a line to a fellow crewmember and dove into the water.

It was a long and difficult swim, but finally he reached the pair as they clung to the life ring

By the time they had come close to the refugee boat, it moved toward the stern of the tanker. Kass later told Seattle Port Rep. George Vukmir that the thought of the *Rose City*'s giant screws slowly turning as the ship maintained its position scared him. But after the hours-long rescue, Kass and Turay made it back to the deck of the *Rose City*.

"It was an 800-foot swim. When he came back he was

Kass' mother, Lita Colligan, said that he told her during a visit this summer, "It's great to get a medal for saving someone's life instead of taking a life."

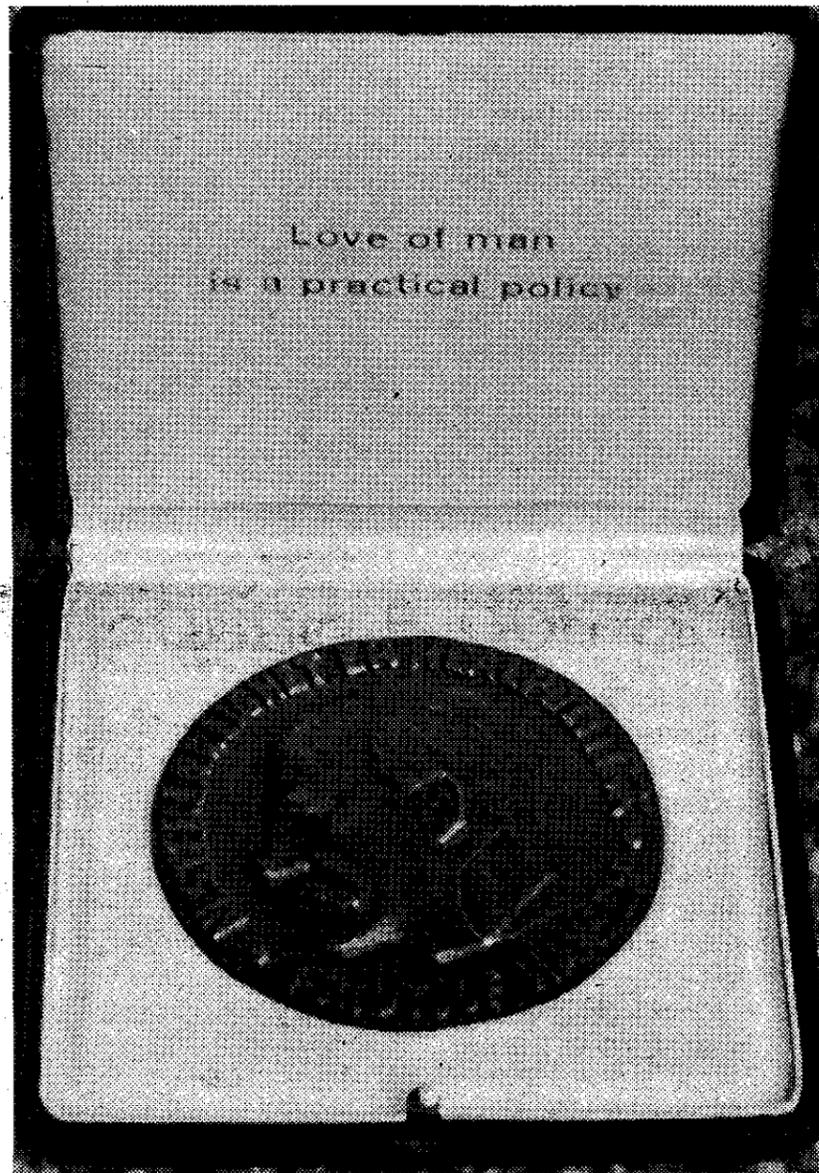
She said he had mentioned the rescue at the end of a letter home, but did not explain the danger and details of the rescue. She didn't find that out until a representative of the United Nations called her.

"You know, if I had known what he had really done, I might have been furious," she said.

This was how Kass described the rescue in his letter.

"We did encounter something that was bigger than each of us, but not greater than all of us. In the South China Sea, headed for Dunai one night, we spied, and then rescued, in poor weather and somewhat heavy seas, 86 Vietnamese Boat People. I can't here describe all the events or emotions that evening, but suffice to say that I am not the same; that there is more to me than me, part of a whole something that we all shared that night.

"Incredible it was, pulling suckling babies from their mothers' arms and hoisting them manually up ladders: a human chain of crying children, bewildered youngsters, stupefied parents all scared and hungry, and if not for us and our ship surely they would have perished—out of food and water for a day and a half. It was quite incredible and indelible to most of us."



The Hansen Medal

and began pulling them back to safety.

AB Gregg Turay, 27 years old and an SHLSS grad, was busy too. When he spotted a survivor floating away from the scene, he jumped into the water with an unsecured line and began his swim to the refugee clinging to another of the ship's life ring's that the SIU crew had tossed overboard. Kass saw his shipmate in trouble, without a secured line, and he dove into the water a second time, and all three struggled through the choppy seas to make it back to safety.

spent," Capt. Lewis M. Hiller told the SIU LOG.

Kass and Turay both ship out of Seattle, and Vukmir said he really wasn't surprised that the two would risk their lives in the middle of the ocean. "Both had the training; they'd always come to somebody's aid. I know Gregg, anytime we asked him to do something for the Union he was there to help us. They said they both looked at each other and saw people going under. Gregg said, 'I never thought we'd get a medal for it, we were just doing our job'," Vukmir said.

Entire Crew Performed Heroically

While international and presidential awards went to three of the men aboard the *Rose City*, the entire crew made the rescue possible.

Along with Kass and Turay, AB Charles Allen and OS Craig Caffee boarded the refugee boat to help calm the panic-stricken passengers as heavy winds and waves bounced the small boat alongside the tanker. As *Seafarers* and officers pulled people off the small boat, crewmem-

(Continued on Next Page)

(Continued from Previous Page) bers George Smith Jr., Larry Long, Mike Ingram, Perry Greenwood, Steve Mason, 3rd Engineer Mike Sippo and Kings Point cadets Clem Marino and Dave Cubberely descended to the refugee boat to help.

After all the refugees had been helped aboard the *Rose City*, Greenwood, Sippo and Caffee joined Kass and Turay as they took the boat away from the *Rose City* to search for more survivors. During that time, Caffee was washed from the small boat and pulled back aboard by Sippo. It was Mike Ingram aboard the *Rose City* who manned the searchlight which spotted the single survivor Turay and then Kass dove into the water to save.

The entire crew of the *Rose City* proved once again that Seafarers are a special breed.

Rose City Captain Didn't Hesitate to Help



Jeffrey Kass (above), along with Gregg Turay, dove into a stormy South China Sea last year to help rescue Vietnamese refugees. The pair, along with *Rose City* Capt. Lewis M. Hiller, was awarded the Nansen Medal by the U.N.

No one knows how many Vietnamese refugees have died trying to flee their country on boats of questionable seaworthiness. Tens of thousands have made the journey; thousands of others have perished. Sometimes ships sailing in those sear lanes have passed them by.

Because *Rose City* Capt. Lewis M. Hiller stopped his ship and initiated and organized the rescue, 86 people were saved.

During the Nansen Medal awards ceremony, Poul Hartling, U.N. High Commissioner for Refugees, spoke of what he called the Moral Law of the Sea, which Capt. Hiller followed without hesitation.

The Moral Law of the Sea is to give help to those in need. Seamen have followed that moral law for years. But in recent years Vietnamese Boat People have told stories of ships passing them by, leaving them in the middle of the ocean. Ten ships passed the boatload of refugees before Capt. Hiller brought the *Rose City* to the rescue.

"I am sad and disturbed about so many reports that ships are passing by refugees in trouble. I felt totally obliged to stop and offer any assistance I could," Hiller said.

U.S. Flag Role Urged in National Energy Plan

Any national energy plan must recognize the importance of U.S.-flag maritime assets, from transportation of current energy needs to development of modern energy alternatives, SIU President Frank Drozak told the Department of Energy (DOE) recently.

Drozak was asked by the DOE to comment on the country's National Energy Plan for 1985. The main points he raised regarded coal exports, ocean mining, use of the Strategic Petroleum Reserve and Alaskan oil.

"Our concern stems from the lack of badly needed emphasis and understanding of the role that U.S. maritime assets should play in a coherent National Energy Plan," Drozak told DOE Secretary Donald Hodel.

Because of the amount and the variety of American coal, it could become a major international energy source. But of course the coal must be moved from mine portal to customer. Drozak said that improvement in the nation's inland waterways, railroads and port facilities are necessary to help.

"...Emphasis on transportation modernization should not stop at the water's edge. It makes no sense for a country so dependent on ocean-borne commerce, with high hopes of increasing coal exports, to advocate short-sighted, costly user fees, or worse, to omit the need for the essential U.S. merchant marine from the National

Energy Plan. We urge that U.S.-flag carriage of U.S. coal exports be emphasized in any energy proposal submitted to Congress," Drozak said.

Drozak also urged the nation's Strategic Petroleum Reserve (SPR) be filled at the required rate of 220,000 barrels per day. "The faster the SPR is filled, the sooner we will have a cushion against the use of oil as a political weapon," he said.

Drozak also noted that some 36 Jones Act tankers are currently idle or laid up and that another 20 to 30 are only occasionally employed. Those ships would provide a sizable fleet to move SPR oil if a draw-down of the SPR was needed. In addition, he said that if there were a shortage of Jones Act tankers, many CDS-built tankers could be granted temporary waivers to move SPR oil if needed.

One of the major cushions against foreign-oil blackmail is the nation's Alaskan oil fields. Currently that oil cannot be exported. But several attempts in the past few years have been made to export the oil. An export ban is contained in the Export Administration Act, but that has been tied up in House-Senate conference since earlier this year. Drozak urged that the export ban be maintained.

Ocean energy thermal conversion is one area of new energy technology that should not be ignored, Drozak said.

Drozak opposed both oil import fees and natural gas de-regulation as harmful to the nation's energy consumers.

Seafarers Log Wins Top Award In National Labor Press Survey

The LOG, official publication of the Seafarers International Union, won the highest award in its category in a nationwide survey conducted by the AFL-CIO's International Labor Communications Association.

A total of 135 labor publications representing virtually every AFL-CIO national union in the United States and Canada entered the contest this year.

The LOG was selected for "First Award—General Excellence" among the more than 80 newspapers in its class. This award is based on an overall evaluation of the publication, including writing, graphics, photos, design and, most importantly, the scope of its coverage of activities and issues of interest to the union's membership.

In citing the LOG for its overall excellence, the judges had this to say:

"The Seafarers LOG is a comprehensive monthly report that provides its members a full picture of a wide variety of activities and issues in the maritime industry. Its focus on legislative affairs, international trade, health and safety, and collective bargaining is highly commendable, and a service to its members."

Judges in this year's ILCA Journalistic Awards Contest were: Leonard Apcar, *Wall Street Journal*; Regis Louise Boyle, University of Maryland; Nelson Lichtenstein, Catholic University of America; Saul Miller, former Director of Information for the AFL-CIO; Josephine Pacheco, George Mason University; Peter Perl, *Washington Post*; Bob Rodden, special assistant to the president, International Association of Machinists; Donald Stillman, director of international and government affairs, United Auto Workers, and Louise Walsh, editor and research coordinator for the AFL-CIO Department for Professional Employees.

Seafarers Welfare Plan Adds Rules on Eligibility and Other Areas

The Seafarers Welfare Plan Board of Trustees has added a few changes in the rules and regulations of the plan on eligibility, covered employment, maternity, optical and sickness and accident benefits.

The new rules added on eligibility and covered employment are:

- "Effective Jan. 1, 1985, in order to maintain eligibility for benefits under the plan, a seaman whose employer is contributing at least \$26.22 per man per day to this plan can have a minimum 120 days of covered employment in the calendar year immediately preceding the date the claim accrues."

Previously, 125 days of covered employment were required.

- "Unless otherwise specified, the covered employment shall include time during which an employee . . . is attending

any upgrading courses at the Seafarers Harry Lundeberg School of Seamanship, provided that such courses had been successfully completed.

"Class attendance at the Seafarers Harry Lundeberg School of Seamanship will be considered covered employment for those classes that have been successfully completed, only when the employee has met the eligibility requirements for welfare benefits in the year prior to the employee's attendance at the Seafarers Harry Lundeberg School of Seamanship."

The new rule changes on maternity, optical and sickness and accident benefits are:

- "The maternity benefit shall be paid when an eligible employee or the spouse of an eligible employee gives birth to a child in the United States, Canada, Puerto Rico or the Virgin Islands.

"The amount of the benefits shall be:

(a) for employees at Contribution Rate I: \$200 and 80 percent of the reasonable and customary covered medical expenses.

(b) For employees at Contribution Rates A and B: \$200.

(c) Hospital room and board and hospital extras will be paid in addition to the above and will be paid as per Article 13 (I) (A) (B) for the respective contribution rates."

- "Hospital and medical expenses incurred by eligible employees or spouses of eligible employees on account of pregnancy shall be treated in the same manner as expenses incurred for non-pregnancy related illnesses or injuries for eligible employees or spouses of eligible employees respectively."

- On optical benefits, "an eligible employee shall be entitled to receive the optical benefit, once every two (2) years for himself and each of his dependents to help meet the cost of eye examinations and/or eyeglasses. The benefit shall be paid more frequently in case of dependent children if new eyeglasses are required for pathological reasons.

"... add the words 'up to' before the specified dollar amount."

"A bill from a licensed optician, optometrist or ophthalmologist and/or a bill for the purchase of eyeglasses."

- On the sickness and accident benefit, "change the amount of the In-Patient Benefit and the Out-Patient Benefit from \$8.57 per day to \$9.17 per day."

Seafarers Pension Plan Changes Service and Death Benefit Rules

The Seafarers Pension Plan Board of Trustees has made some changes in the rules and regulations of the plan on days of service and on the death benefit.

The changes in the rule on days of service are:

- "... service shall include all time during which an employee is attending any upgrading courses at the Seafarers Harry Lundeberg School of Seamanship."

- "Effective June 16, 1984, a seaman who has accumulated at least 3,000 days of actual seetime shall be eligible to receive credit for a day-and-a-quarter (1 1/4) of service for each day of actual seetime earned subsequent to June 16, 1984 provided that the seaman is working for an employer that is contributing at least \$26.22 per man per day into the Seafarers Welfare Plan."

The changes in the rule on the death benefit are:

- Effective Feb. 1, 1984, all pensioners who are receiving pension benefits from this plan and who have credit for at least 125 days of covered employment in the calendar year immediately preceding the year in which they become eligible and applied for a pension are eligible for the death benefit. . . ."

- "The Standard Death Benefit shall be paid upon the death of an eligible pensioner, or an active employee who died at a time when he would have been eligible to receive a pension from this plan and who satisfied the eligibility requirements listed. . . . The death benefit will be paid to his designated beneficiary, if the beneficiary is in any of the (listed) relationships to the deceased."

- "The Limitations of the Payment of (Death) Benefits" say "No benefits shall be paid

under this article if the death is caused directly or indirectly by:

(a) intentional self-inflicted injury.

(b) participation in a riot or the commission of a felony.

(c) conduct evidencing a reckless disregard of personal health or safety.

(d) the employee knowingly subjecting himself/herself to an unreasonable risk of injury."

Aboard the S.S. Newark



It's smooth sailing in Seattle. Just ask John Carson aboard the S.S. Newark (Sea-Land Service). (Photo by Tillman Churchman)



Sam Thomas fishes off the S.S. Newark (Sea-Land Service) in Kodiak, Alaska "just for the halibut." (Photo by Tillman Churchman)

Support SPAD

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

November 1984

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

Ronald Reagan's landslide victory left everyone in Washington just a little bit confused.

Politicians on both sides of the aisles argued over the meaning of the vote. Was it a green light for President Reagan to go ahead with his own legislative agenda, or was it merely the electorate saying that it liked Ronald Reagan, but not necessarily all of his policies?

The truth won't be known for several months (the 99th session of Congress convenes in late January). Yet there are several developments that suggest that the election was anything but a mandate.

For one thing, Reagan waged a relatively issueless campaign. He did not define the issues so much as create an upbeat national mood.

More important, perhaps, was the relatively poor showing of the Republican Party.

While Reagan was busy wracking up majorities in 49 states, the Republican Party lost two seats in the Senate. It also managed to pick up only 14 seats in the House, which left it more than 70 seats behind its Democratic counterpart.

If the voters had intended to give Reagan a mandate, they also would have elected people to the House and the Senate who shared his views on the issues.

THE SIU IN WASHINGTON

Aside from the presidential race, the SIU did very well in the November elections:

Of the 25 people we supported for the Senate, 19 were elected.

And of the more than 350 candidates we endorsed for the various House elections, more than 90 percent won.

Given that record, the SIU is now in a better position to protect the interests of its members.

While seamen still can't count on the administration to do anything for the maritime industry, they can count on our allies in the House and the Senate to tone down the anti-labor, anti-maritime excesses of the president and his conservative cronies.

98TH SESSION OF CONGRESS ADJOURNS

The 98th Session of Congress ended on a hectic note as members attempted to take last-minute action on several unfinished spending measures. The members had one eye on the interests of their constituents and another on the November elections.

In terms of the maritime industry, it was a mixed record. Nearly a dozen maritime bills were passed. Yet most of these bills did not address the long-term decline

of the American-flag merchant marine, which had fallen to a post-war low of 406 active vessels.

The biggest disappointment had to be the inability of Congress to come to grips with two important issues: the export of Alaskan oil and the redocumentation of the Cunard's *Countess* and *Princess* under the American-flag registry. Getting these two issues resolved is expected to be the Union's top legislative priority in the next session of Congress, for together they involve nearly 2,000 seafaring jobs.

Opponents of the maritime industry continued their relentless effort to cut back the scope of the Jones Act. The Union was able to beat back most of these attacks, though toward the end of the session, Congress enacted H.R. 89, a bill permitting foreign-flag vessels to carry passengers between Puerto Rico and the U.S. mainland.

The harsh effects of H.R. 89 were mitigated somewhat by a Senate amendment predicating foreign-flag participation on the lack of availability of U.S.-flag alternatives. An American-flag vessel of a similar size, or one offering comparable services, would knock the foreign-flag vessel out of the trade.

No action was taken on Port Development or on the diversion of American cargo through Canadian ports. In addition, no action was taken on the Boggs Bulk bill, which many in the maritime industry felt would have gone a long way in providing the country with an effective cargo promotion policy.

Nothing was done to halt the erosion of this country's shipbuilding base. Attempts in the House and the Senate to reinstate the Construction Differential Subsidy program were thwarted by the administration.

One potentially disruptive issue—the payback of Construction Differential Subsidies—was put on the back burner. H.R. 5712 was signed into law. It contained a provision that prohibited the enforcement of any promulgated CDS payment until May 15, 1985.

Allowing vessels in the deep-sea fleet to pay back their CDS loans and to operate in the coastwise trade would diminish what is left of this country's ocean-borne fleet and unsettle the domestic trade.

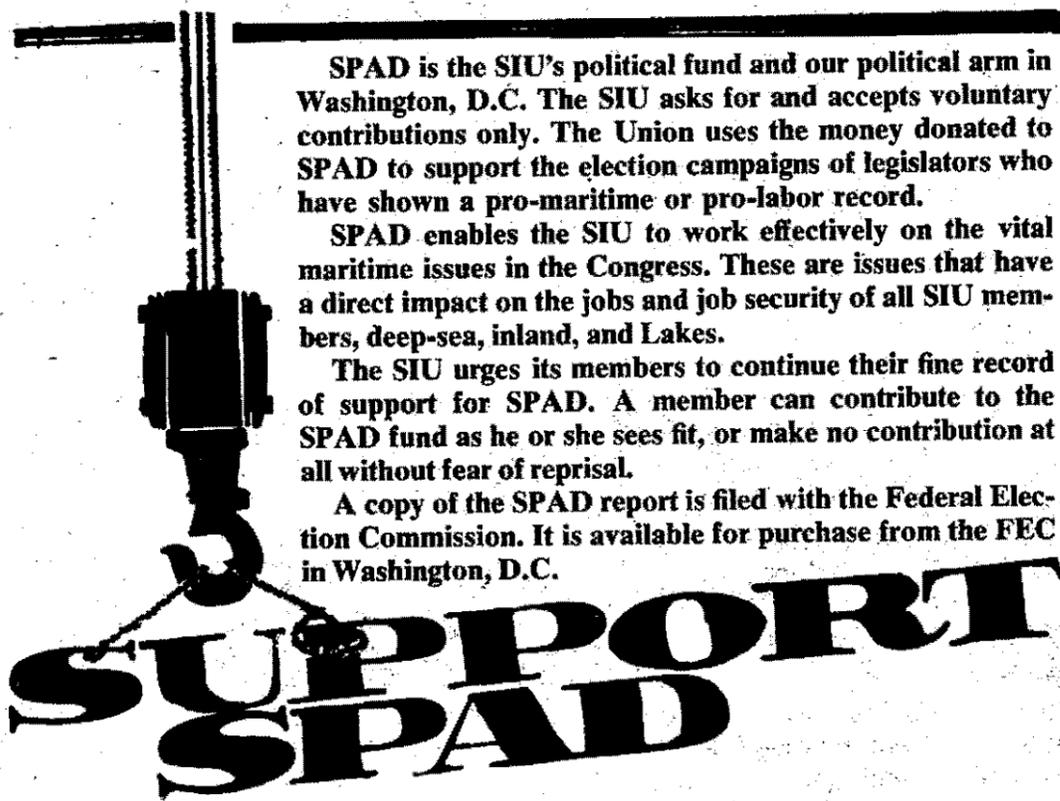
INDUSTRIAL POLICY

In a perceptive article for *The Washington Post*, Henry Kissinger, who served as Secretary of State under Presidents Nixon and Ford, called this country's lack of an industrial policy the single most important issue facing the American people.

Kissinger noted that almost every industrialized nation other than the United States has come up with some kind of plan to deal with the changing world marketplace. While he underscored his commitment to free trade, he noted that such a thing does not now exist, nor is it likely to exist in the near future.

ONE YEAR LATER

The Reagan administration had a big celebration marking the year anniversary of the invasion of Grenada. All but lost in the self-congratulatory rhetoric was the real message behind the invasion: the United States was able to sustain the action because the action was close to our shores, and because we were facing an opponent who did not possess any sealift capability whatsoever.



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**

This Is Where the Seagoing Jobs Are

Ex-Waterman RO/RO Joins Navy; SIU Crews Will Man TAKX Ship



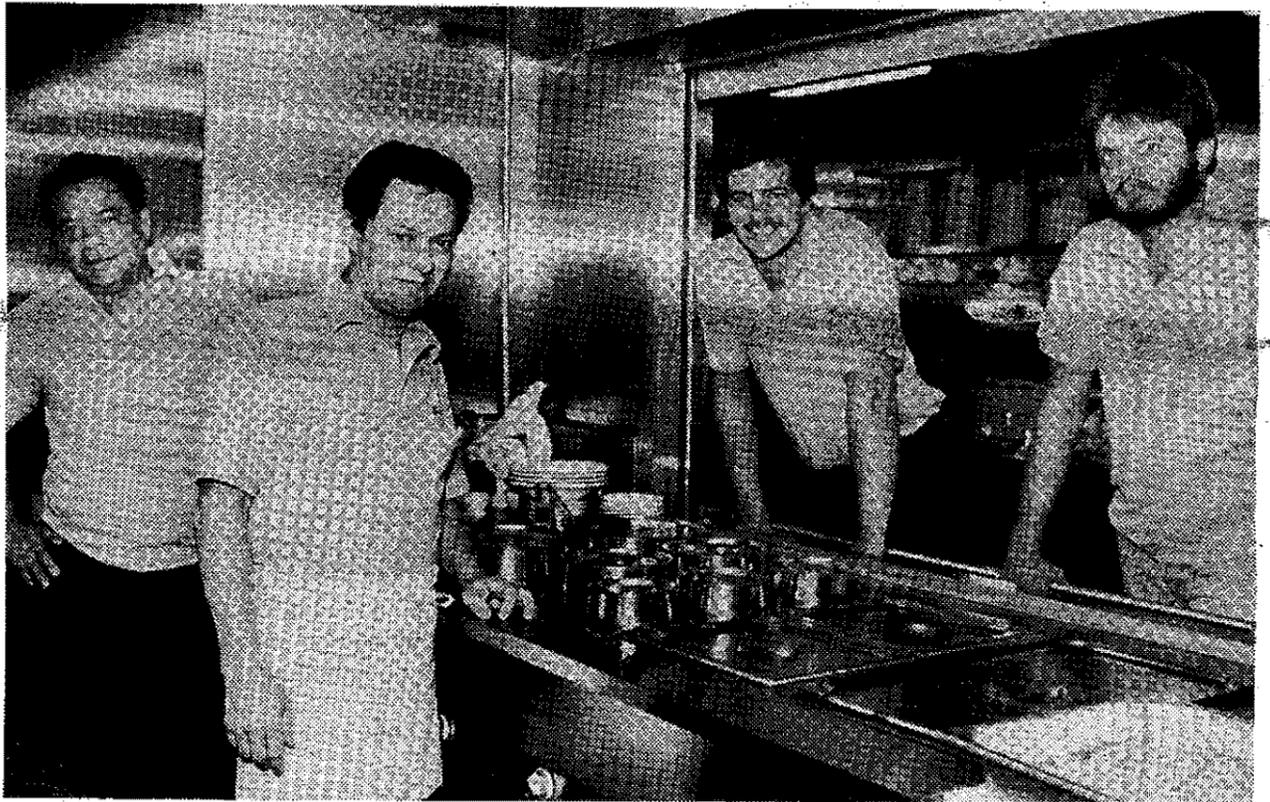
Following extensive modification by the Navy, the *Sgt. Matej Kocak* recently crewed up at the Port Hueneme Naval Base in California. (Photos by Dennis Lundy)

MORE than 100 seagoing jobs are available to SIU Seafarers as the result of Navy charters awarded to Waterman Steamship Co. The first of three converted RO/RO's was delivered to Waterman and is crewed by SIU. She is the *USNS Sgt. Matej Kocak*. Launched in 1981 as the *John B. Waterman*, this vessel was jumboized and extensively modified by the Navy with heavy-lift cranes and re-designed cargo holds.

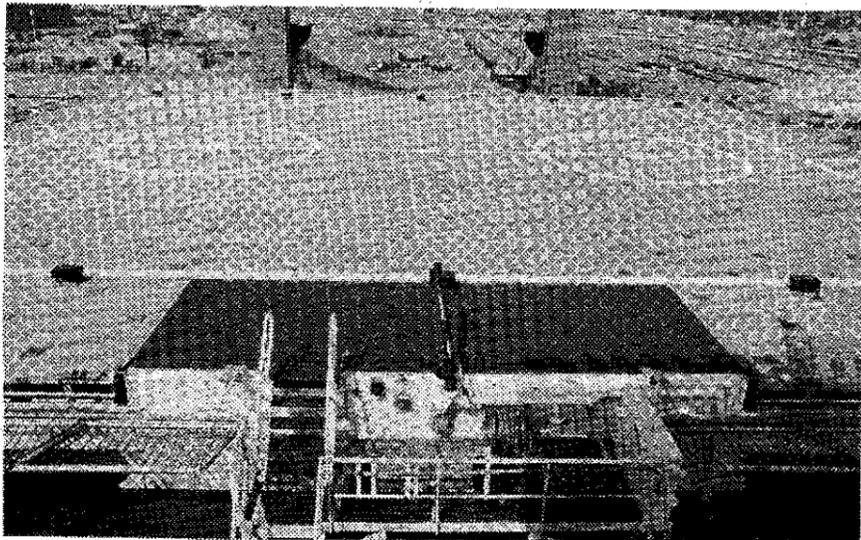
The *Sgt. Matej Kocak* will join other civilian-manned TAKX military support ships which are being pre-positioned in all parts of the world for rapid deployment of military supplies to any trouble spot within our nation's strategic defense zones.



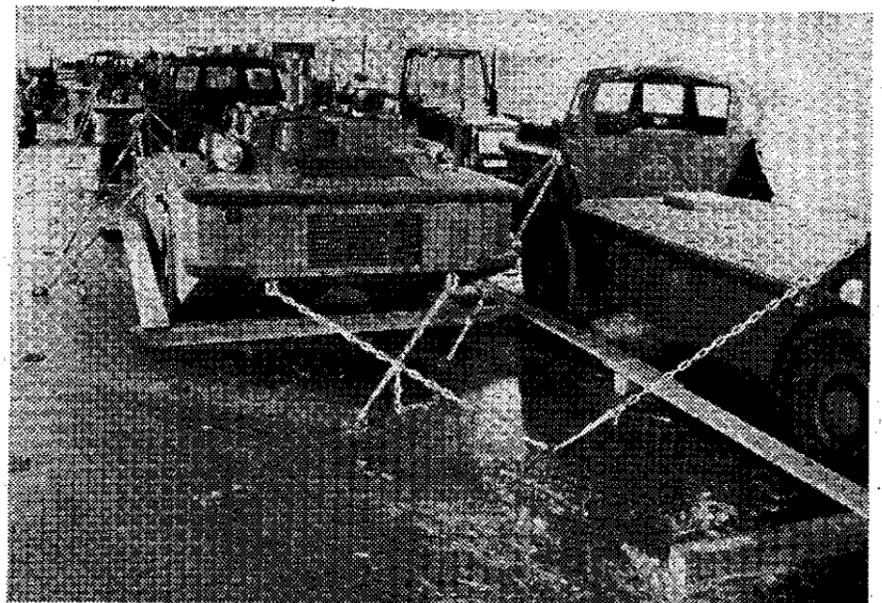
Dan Buckley, AB, attaches the shower curtain in the shower room of the ship's gym.



All the new galley equipment in order, the steward department is now ready to do their stuff. Pictured here, from the left, are: Courtney "Sabu" Rook, steward; A. Fachini, chief cook; Marc Sholar, steward assistant; Tim Yancey, steward assistant.



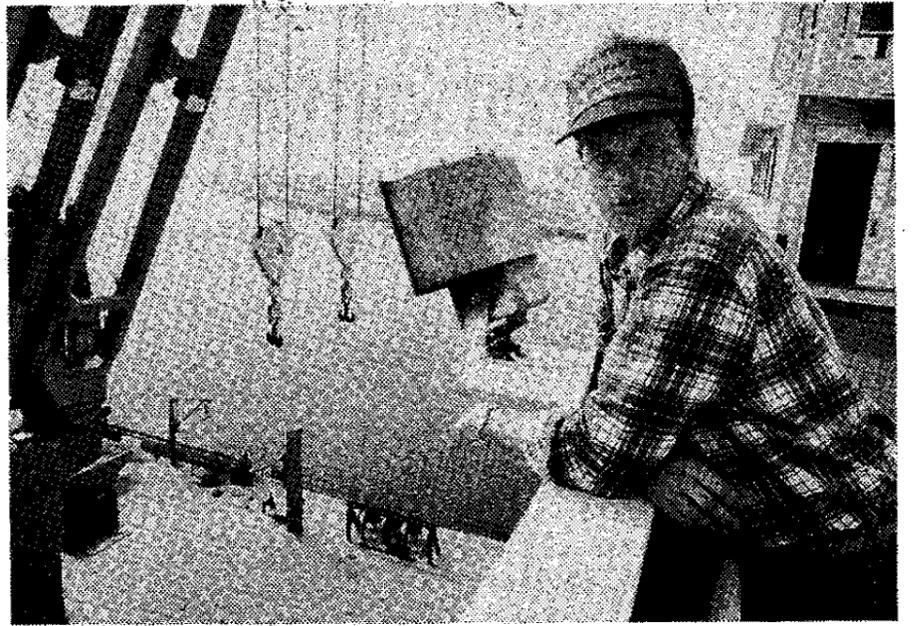
This is one of the helicopter pads aboard the *Sgt. Matej Kocak*. Our bosuns are being specially trained at the SHLSS in Piney Point to assist in helicopter landings.



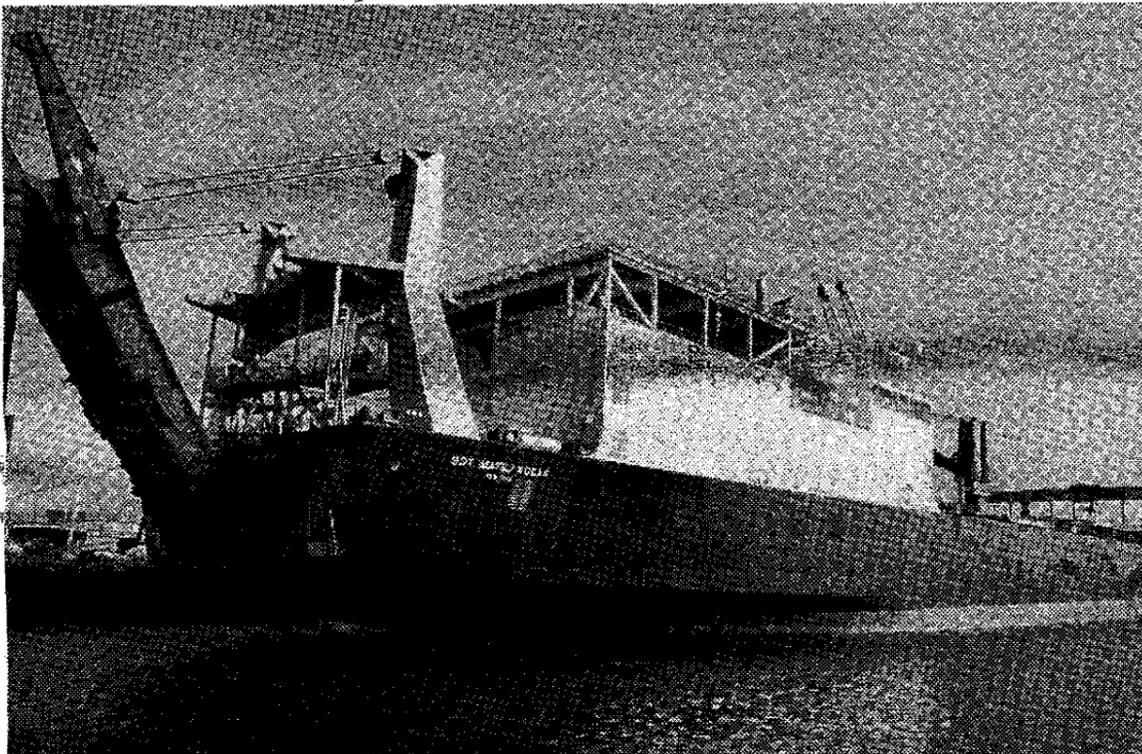
Military vehicles make up part of the ship's cargo.



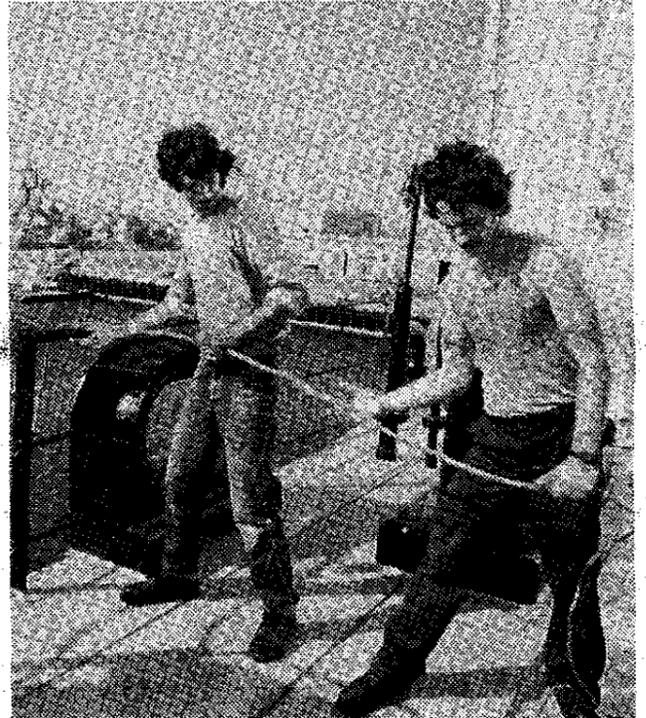
ABs Raymond Lopez (l.) and Chris Von Robinstein check the supplies on one of the ship's lifeboats.



Pat Hawker, bosun aboard the *Sgt. Matej Kocak*, explains that the 100-ton cranes can place a tank on the ship's deck.



This view of the *Sgt. Matej Kocak* shows the 200-ton ramp off the stern which will easily enable vehicles to be driven on and off the ship.



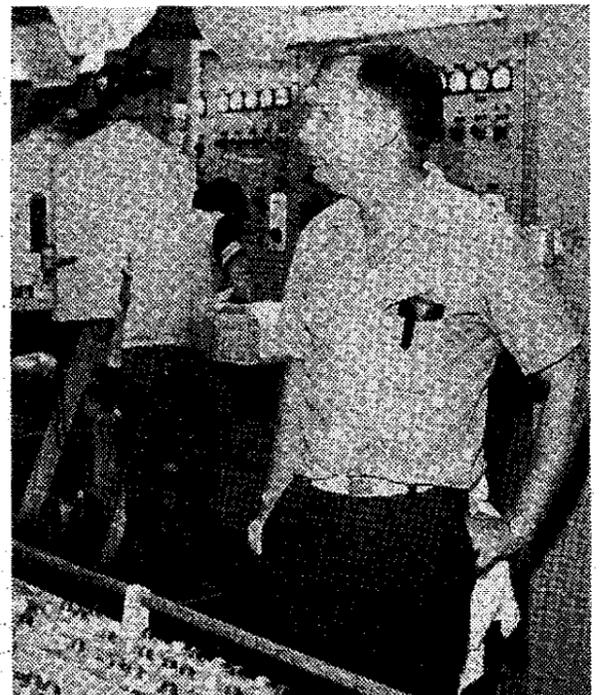
AB Hal Jensen (l.) and Willie Zisis, DEU, get some work done on deck.



AB Richmond Matthews (l.) stops for a quick chat with Bosun Pat Hawker.



First-tripper Marc Sholar (l.), steward assistant, gets a lesson from old pro Courtney "Sabu" Rook, steward. Marc was in Class 393 at Piney Point.



QMED Robert Hines checks out the control room.

Alcoholism: A Treatable Disease

ALCOHOL is the most widely used—and abused—drug in America. A majority of Americans drink alcoholic beverages. Most drink in moderate amounts. But nearly nine million Americans suffer from alcoholism. And these ill people, in turn, affect the lives of nearly 40 million others—family members, friends, fellow workers and associates.

What is Alcoholism?

"Alcoholism is a disease. It can be treated." That statement, made by past SIU President Paul Hall, was the premise under which the Seafarers Alcoholic Rehabilitation Center, in Valley Lee, Md., was established.

An old theory of alcoholism held that an alcoholic person was emotionally disturbed. It was only during the 1950s that alcoholism began being diagnosed as a "disease." And only as recently as 1971 did the American College of Physicians officially classify alcoholism as a disease.

Alcoholism is an illness over which a person has no control. It is not caused by a desire to hurt others, or a weakness of will, or immorality. It is a real disease, and society is now rapidly accepting that fact.

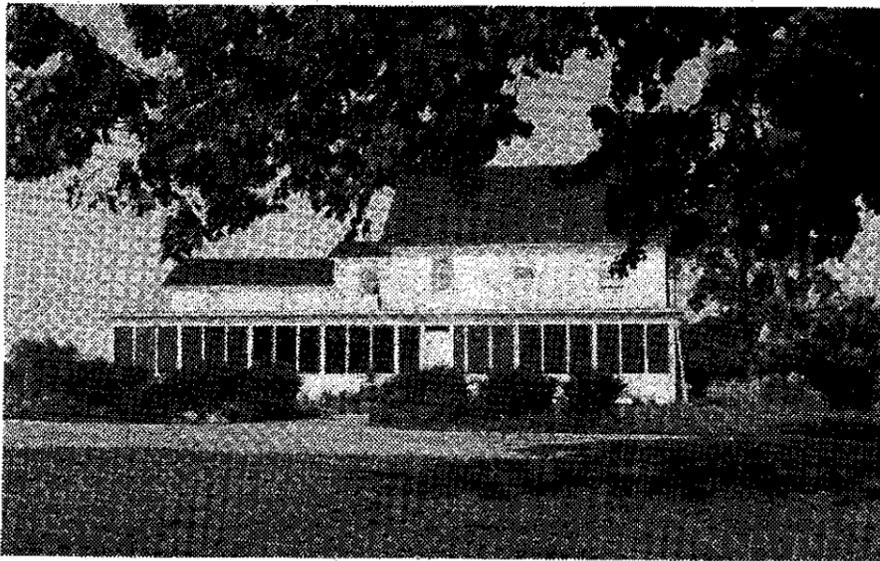
Alcoholism is when you can't stop after one drink. It is a progressive disease, and when not treated can be fatal.

While it is not always easy to tell the difference between a heavy social drinker and an alcoholic, the differentiation is very important. For just like any other disease—diabetes, cancer, hypertension—the sooner the disease is diagnosed, the sooner treatment can begin, and the easier it is to control.

Causes

No one seems to know for sure what causes alcoholism. The illness probably has no single cause. Rather, there appear to be a number of physical, psychological and social factors that determine the onset and progress of the disease.

The search for the causes of alcoholism continues. In the meanwhile, the U.S. Depart-



Operated by the Seafarers Welfare Plan, the Alcoholic Rehabilitation Center in Valley Lee, Md. is a six-week rehabilitation program specifically geared toward Seafarers.

ment of Health, Education and Welfare's National Institute on Alcohol Abuse and Alcoholism studies has come up with three facts:

1. Most people who drink alcoholic beverages do not develop alcoholism. (About one in 10 will.)
2. Although one cannot develop alcoholism without drinking alcohol, the beverage by itself is not enough to cause the illness.
3. The types of people affected by alcohol are as varied as life itself.

Who Is Affected?

As defined by the World Health Organization, an alcoholic is "a person whose chronic use of alcohol causes any trouble in any major area of life—his job, his home life, or his health." Another definition is that an alcoholic is "a person who cannot on any given occasion predict how much he will drink."

Many people believe that the typical alcoholic individual is a skid-row bum, a derelict. In fact, the homeless alcoholic people on skid-row make up a very small portion of the total alcoholic and problem drinking population—from 3 to 5 percent.

Alcoholism affects all kinds of people. It is certainly one of the great equalizers in American society, striking both rich and poor, black and white, young and old, male and female, laborer and executive. In other

words, there is no typical alcoholic American.

There is a belief, however, that alcoholism tends to run in families, and new evidence is persuasive that heredity and genetics do play an important role. Recent studies cite that alcoholics are more likely than non-alcoholics to have an alcoholic father, mother or sibling.

Symptoms and Warning Signals

Alcoholism usually develops over a period of years. There are, therefore, many opportunities for the drinker and those close to him to become aware of the illness before it has gone too far.

Each individual is different. But one of the first clues that alcoholism may be developing is when a person finds that a few drinks do not have the effect on mood and sensation that they once had. Instead, it takes more and more alcohol before the changes that the drinker seeks take place.

Continued drinking may begin to interfere with the person's health, driving, job, family life, or life in the community. He may be arrested for drunken driving, a physical check-up may show some enlargement of the liver; he may begin to miss a number of Mondays at work; quarrels at home may increase.

Many drinkers are able to heed these warning signals and change the way they drink or stop drinking altogether. Those

people who cannot, develop alcoholism. For once a person has lost control of his drinking, he is said to have become an alcoholic individual—or to have developed the illness of alcoholism.

Alcoholism is sometimes referred to as "alcohol dependence." Alcohol is a drug. And like any other drug, it can create physical and psychological addictions.

Alcoholics will deny that they have any drinking problem or that their problems are caused by drinking. The alcoholic does not want to hear that he is one. He will do everything he can to convince himself and the people around him that he is not an alcoholic, that his drinking is under control. This denial factor is a clear signal that there is a problem and that the person needs help.

Alcoholics often live in the past, bragging about past achievements or blaming problems in the past for present problems. The alcoholic person also tends to spend a lot of time thinking about drinking and planning where and when he is going to get his next drink.

Other familiar signals that alcoholism is developing include when a person gulps drinks, drinks alone, drinks in the morning, or drinks before facing a stressful situation.

As his disease progresses, the alcoholic person will often have blackouts and not be able to remember what happened while he was drinking.

As the illness gets worse, the common "hangover" that often results from too much drinking may be replaced by the more serious and painful symptoms of "withdrawal." These may include extreme nervousness, anxiety, sweating, nausea, trembling or the "shakes."

These painful symptoms indicate that the body has become so accustomed to alcohol that it has trouble managing without the drug. This is why an alcoholic individual often takes a drink in the morning. Once he gets the drug back into his bloodstream, the trembling and other uncomfortable sensations are relieved and he can start to function again. Trouble is, four

hours later he will need another "stabilizer." And so it goes throughout the day.

After years of drinking, the alcoholic individual may start to neglect his diet, health and personal appearance. Withdrawal symptoms may worsen to the point that if the individual goes without a drink for several days and the body burns up its supply of alcohol, delirium tremens (DTs) may result. The person may complain of extreme thirst, run a fever, hear and see terrifying voices and sights that do not exist, panic, thrash about violently, or go into convulsions. Delirium tremens is a potentially fatal condition that requires immediate medical care.

In the most advanced stages of the illness, the alcoholic person cannot function at all as a member of society. He is totally involved in getting drunk and staying drunk.

Effects of Heavy Drinking

The most direct result of too much drinking is physical harm to the body. While drinking alcohol in moderation appears to do the body no permanent harm, when taken in large doses over long periods of time, it can be physically destructive, often reducing a person's life span by as much as 12 years.

Cancers of the mouth, tongue, pharynx and esophagus are more common in alcoholics than in non-alcoholics. Alcohol alters stomach acid secretions which probably help to account for the stomach problems so common in alcoholics. It also has been shown that too much alcohol is involved in damage to the heart, brain, muscles, liver and other major organs (cirrhosis of the

liver occurs about six times more often in alcoholic people than in moderate or non-drinkers). And alcohol interferes with sexual function. Impotence and/or reduced sexual drive are found in 70 to 80 percent of alcoholics.

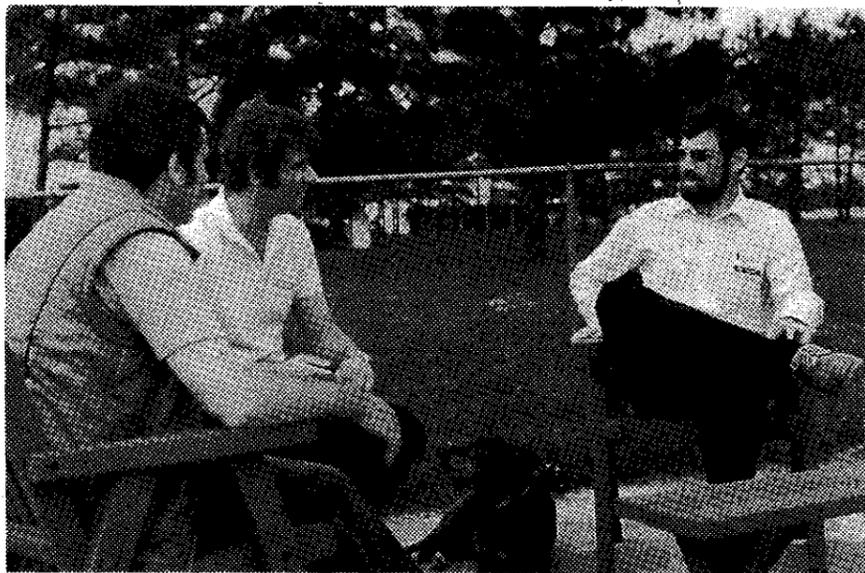
Alcohol affects the central nervous system. It is not surprising, therefore, that there is a definite link between the misuse of alcohol and the occurrence of accidents.

Accidents on our streets and highways claim about 50,000 American lives each year and another 150,000 permanently disabled. One-half of these tragedies are alcohol-related.

Alcoholics are five to 13 times more likely to die from falls and 10 times more likely to die in fires than non-alcoholics.

Alcoholism can be fatal—not only as the result of the above-mentioned acts, but because a large enough overdose of alcohol can interfere with the centers of the brain that control breathing, and result in death. Death commonly occurs during untreated episodes of delirium tremens.

While the most direct results of too much drinking are seen in harm to the body, alcohol abuse also affects family life. The rate of separation and divorce among alcoholics is seven times that of the general population. And two out of five domestic relations court cases involve alcohol. Alcoholics also commit suicide—six to 15 times more frequently than the general population—but whether that is caused by depression, which is common among alcoholics, or whether the depression causes them to drink has not been proven with any certainty.



With the help and support of professionally trained counselors and fellow Seafarers, the alcoholic individual can accept responsibility for his drinking and take that important first step of giving up alcohol.

What Can Be Done?

One often-asked question is, "Is Alcoholism Curable?" The answer to this question depends on the definition of "curable." If curing an alcoholic means returning that individual to normal social drinking, the answer is "no." If curing them means that they will never take a drink again, then the answer is "yes."

Some authorities prefer the word "control" rather than "cure." They note that even the patient who achieves total sobriety may still have to learn to cope with the personal and social problems underlying his drinking. They feel that the success is achieved when the patient regains control of his life by re-establishing and maintaining a good family life, a productive work record, and a respectable position in his community.

Treatment

People used to think that an alcoholic person had to hit "rock bottom" before he could accept or benefit from any kind of treatment. Today we know that many alcoholic persons are intensely relieved to learn that their alcoholism is an illness, and that it is treatable. And like other illnesses, the earlier it is diagnosed and treated, the better the chance for recovery.

Many people who suffer from alcoholism can be treated as outpatients (private physicians or community facilities) or as inpatients (hospitals). Which ever, the road to recovery is not an easy one. It takes time, work and a lot of help from others. But most important, it takes desire—the desire to break from a lifestyle dominated by alcohol and a desire to return to the mainstream of society.

One of the oldest and largest programs available today for treatment of alcoholism is Alcoholics Anonymous (AA). AA is a voluntary fellowship of alcoholic people whose sole purpose is to help themselves and each other get sober, stay sober, and mend their lives. Membership is open and free of charge to anyone who needs help with an alcoholic problem, and groups can be found in virtually every city in every state in the country.

Alcoholics Anonymous depends primarily on a spiritual approach and the unselfish devotion of recovering and recovered alcoholic members to help one another. The person joining AA admits that he is "powerless over alcohol," and that his life "is unmanageable." And working on his problem "one day at a time," he can always count on a fellow AA member for support.

The ARC

In March 1976, the Seafarers Alcoholic Rehabilitation Center (ARC) was established in Valley Lee, Md., near the Piney Point training and upgrading facilities.

Based on the philosophy of the AA recovery program, the ARC is a six-week rehabilitation program specifically geared toward Seafarers. There is only one major requirement an SIU member needs to come here: the desire to stop drinking. No one can force that on you.

Getting sober, staying sober, and beginning recovery are difficult jobs. But with the help of the counselors, alcoholic Seafarers can accept responsibility for their drinking and can thus begin a totally new life with positive attitudes, values and principles—and a feeling of self-worth.

A competent and professional staff works with each new member to assist him in coming to grips with his illness and in building a new life without alcohol. Fellow Seafarers—both on the staff at the center and in treatment for the same disease—support him in his decision not to drink. And this support is often what keeps a person there. For while "putting the cork in the bottle" is the first step to rehabilitation, and education is an essential part of it, simple compassion and understanding are most important.

Through the Seafarers Welfare Plan, the SIU has established the ARC as a way to help our members recover from the disease of alcoholism. And with the help and support offered there, alcoholic SIU members are getting well and building new lives.

Don't be afraid to ask for help. Just as you would see a doctor for a broken leg, check in at the ARC if you have a drinking problem. There is always someone there to give you a helping hand.



Deep Sea



Edward "Ed" Charles Biedrzycki, 57, died on Sept. 28. Brother Biedrzycki joined the SIU in the port of New York in 1952 sailing as a bosun. He worked on the New Orleans Sea-Land shoregang from 1968 to 1984. Seafarer Biedrzycki was a PFC veteran of the U.S. Army after the Korean War serving as an auto mechanic in the motor pool. He earned the Good Conduct Metal. Born in New Jersey, he was a resident of New Gretna, N.J. Surviving are a son, Michael of New Gretna, and his mother, Lottie of Jersey City, N.J.



Pensioner Joseph Dennis Blanchard, 63, died on Sept. 15. Brother Blanchard joined the SIU in 1948 in the port of New York sailing as an AB. He attended the Union's 5th Piney Point Educational Conference. And he was a veteran of the U.S. Navy during World War II. Seafarer Blanchard was born in New Iberia, La. and was a resident of New Orleans. Surviving are his widow, Beatrice and a sister, Alice B. Dorsey of New Iberia.



George Selden Cayton, 55, died recently. Brother Cayton joined the SIU in 1947 in the port of Mobile sailing as a chief cook. He hit the bricks in the 1946 General Maritime beef. Seafarer Cayton was a veteran of the U.S. Army during the Korean War. Born in Mobile, he was a resident there. Surviving are his father, John and a sister, Corrine, both of Mobile.



Pensioner John Joseph Cole, 77, succumbed to injuries sustained when hit by a car in Palovas, France on Sept. 27. Brother Cole joined the SIU in

1949 in the port of New York sailing as a ship delegate, cook and oiler. He was a member of the Wall St. Workers Union in 1948. Seafarer Cole was a Union employee from 1951 to 1954 and received a SIU Personal Safety Award in 1961 for riding an accident-free ship, the *SS Seatrain Georgia*. Born in New York City, he was a resident of Yonkers, N.Y. Surviving are his widow, Sylvia; a son, Bruce, and a daughter, Constance C. Toni of Woodstock, Conn.—a 1955 Andrew Furuseth Scholarship Award winner—studying at the University of Connecticut in Storrs.



Pensioner Harry Lee Collier, 72, passed away on Sept. 14. Brother Collier joined the SIU in 1943 in the port of Baltimore sailing as a chief steward. He hit the bricks in the 1962 Robin Line beef. Seafarer Collier was born in Union City, Tenn. and was a resident of St. Albans, N.Y. Surviving are his widow, Ethel and a daughter, Beverley Rosser of St. Albans—a 1971 SIU Charles Logan Scholarship winner—attending Cornell University in Ithaca, N.Y.



James Monroe Dodd, 49, died of heart-lung failure in Johns Hopkins Hospital, Baltimore on Sept. 16. Brother Dodd joined the SIU in the port of Norfolk in 1964 sailing as a cook and AB. He was born in North Carolina and was a resident of Baltimore. Interment was in the Arbutus Park Cemetery, Baltimore County. Surviving are his widow, Emily; his mother, Catherine of New York City, and an aunt, Hessey King of Norfolk.



Pensioner Owen Herschel Herring, 65, died of a heart attack in Winchester, Va. on Sept. 18. Brother Herring joined the SIU in 1949 in the port

of New York sailing as an AB and 3rd mate. He walked the picket line in the 1946 General Maritime beef, the 1947 Isthmian strike, the 1948 Wall St. beef and the 1961 Greater N.Y. Harbor strike. Seafarer Herring was a veteran of the U.S. Armed Forces. A native of Elkton, Va., he was a resident of Winchester. Burial was in the Pine Grove Cemetery, Frederick Cty., Va. Surviving are his mother, Erma of Winchester; a brother, Granville, also of Winchester; a sister, Irene V. Bain of Bunker Hill, W. Va., and another relative, Ray L. Herring of Winchester.



Pensioner Harvey Charles Hill, 72, passed away from heart failure in the Loma Linda (Calif.) Community Hospital on Sept. 28. Brother Hill joined the SIU in 1940 in the port of Baltimore sailing as a recertified bosun. He was a veteran of the U.S. Coast Guard. Seafarer Hill was born in Missouri and was a resident of Salton Sea Beach, Calif. Cremation took place in the Pomona (Calif.) Crematory. Surviving are his widow, Clea and a brother, David of Yuma, Arizona.



Pensioner William Denny Johns, 67, died on Oct. 15. Brother Johns joined the SIU in 1948 in the port of Mobile sailing as a deck engineer for the Energy Transport Co. He was born in Alabama and was a resident of Clanton, Ala. Surviving are his widow, Glennie and an aunt, Callie Williams of Pensacola, Fla.



Pensioner Alexander James McElhenny Jr., 68, passed away on Oct. 4. Brother McElhenny joined the SIU in the port of Philadelphia in 1963 sailing as a cook. He began sailing at the age of 16. Seafarer McElhenny attended the 1971 Piney Point Educational Conference, Work-

shop No. 3. And he was a veteran of the U.S. Army in World War II. Born in Philadelphia, he was a resident there. Surviving is a brother, John of Philadelphia.



Pensioner Andrew Morales, 82, passed away on Sept. 9. Brother Morales joined the SIU in 1939 in the port of New York sailing as a cook. He was on the picket line in the 1961 N.Y. Harbor beef. Seafarer Morales was born in Puerto Rico and was a resident of Manati, P.R. Surviving are his widow, Andrea and a daughter, Veraliz of Manati.



Manuel Perry, 62, died on Oct. 16. Brother Perry joined the SIU in 1946 in the port of New York sailing as an AB for Sea-Land. He walked the picket line in both the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Perry was born in Rhode Island and was a resident of Kent, Wash. Surviving are his widow, Mei and his mother, Isabelle of Newport, R.I.



Pensioner Evaristo Rosa, 65, died on Oct. 3. Brother Rosa joined the SIU in 1943 in the port of Mobile sailing as an AB and FOWT. He hit the bricks in the 1962 Robin Line beef. In 1960 he received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Yaka*. Seafarer Rosa was born in San Juan, P.R. and was a resident of Country Club, P.R. Surviving is his widow, Francisca.



William Thomas Rose, 72, succumbed to a heart attack at home in Baltimore on April 30. Brother Rose joined the SIU in 1944 in the port of Boston, Mass. sailing as a

(Continued on next page.)



(Continued from Preceding Page) chief steward. He was on the picket line in the 1946 General Maritime beef. Seafarer Rose was born in New Bedford, Mass. Cremation took place in the Green Mount Crematory, Sacred Heart of Jesus Cemetery, Baltimore. Surviving is a daughter, Beverly Gregory of Castalian Springs, Tenn.



Pensioner Richard Bernard Tucker, 56, died on Oct. 19. Brother Tucker joined the SIU in 1943 in the port of New York sailing as an AB. He was a veteran of the U.S. Army after the Korean War. Seafarer Tucker was born in Alabama and was a resident of Mobile. Surviving are his mother, Winnie and a brother, Ernest, both of Mobile.



Pensioner Bernard Joseph Shultz Jr., 58, succumbed to a liver ailment at home in San Francisco on July 14. Brother Shultz joined the SIU in the port of New York in 1953 sailing as an AB. He was born in Pennsylvania. Burial was in the Sts. Peter and Paul Cemetery, Highland Park, Pa. Surviving are two brothers, Harry of Lansdowne, Pa. and Gerald of Norwood, Pa.



Pensioner Charles Evan Zlateff, 86, passed away from arteriosclerosis in the Arch Creek Nursing Home, North Miami, Fla. on July 14. Brother Zlateff joined the SIU in the port of Philadelphia in 1957 sailing as a cook. He began sailing in 1950. Sea-

farer Zlateff was born in Bulgaria and was a naturalized U.S. citizen. He resided in Miami Beach, Fla. Cremation took place in the Lithgow Crematory, Miami. Surviving are a brother, Asen of Varna, Bulgaria and a sister, Minka Buzdoganova of Burgas, Bulgaria.

Great Lakes

James Francis Gabier, 31, died on Aug. 23. Brother Gabier joined the Union in the port of Cleveland, Ohio in 1981. He sailed as a deckhand for the Lakes Transportation Co. from 1980 to 1981 and the Upper Lakes Towing Co. in 1983. He was born in Escanaba, Mich. and was a resident of Bark River, Mich. Surviving is his father, Frank of Perronville, Mich.

Pensioner Raynald "Ray" Octave Peltier Sr., 81, passed away from cancer at home in Hermantown, Minn. on Sept. 20. Brother Peltier joined the Union in the port of Duluth,

Minn. in 1961 sailing as a tug FOWT. He was born in Minnesota. Burial was in the Park Hill Cemetery, Duluth. Surviving are two sons, Raynald Jr. and Gary.

Pensioner William Lee Warenton, 58, succumbed to cancer in the U.S. Veterans Administration Medical Center, Jackson, Miss. on Aug. 21. Brother Warenton joined the Union in the port of Ashtabula, Ohio in 1954 sailing as an AB. He was born in Alabama and was a resident of Columbus, Miss. Burial was in Friendship Cemetery, Columbus. Surviving are his mother, Grace L. Loftis and an uncle, Alton Frye, both of Columbus.

Atlantic Fishermen

Pensioner Harding T. Eustis died on Sept. 24. Brother Eustis joined the Atlantic Fishermen's Union in Gloucester, Mass. He retired in 1971. Fisherman Eustis was a resident of Gloucester.

KNOW YOUR RIGHTS

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

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

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

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

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

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

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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.

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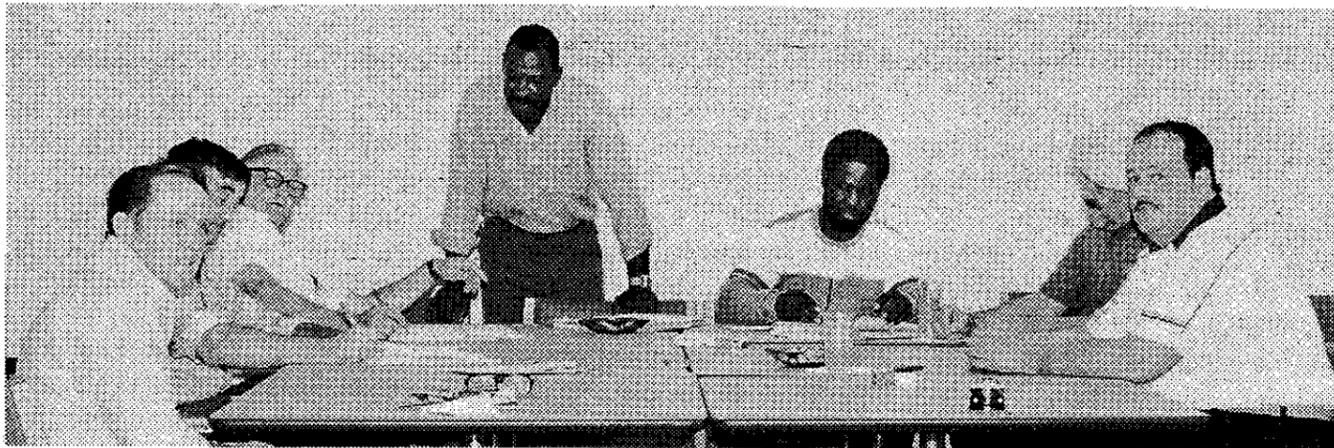
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right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

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

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

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

SIU Finance Committee at Work



The SIU Finance Committee elected to review benefit and operating costs for the third fiscal quarter of 1984, completed their work in October at Camp Springs headquarters. Members of the committee were (l. to r.) Chief Steward Billy Reed, Bosun AB John Semonelli, Chief Electrician George A. Roy, Committee Chairman Calvin James, and Chief Stewards Willie Manuel, Anthony Gregoire, and Ed Haber.

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*

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CLEVELAND, Ohio

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SANTURCE, P.R.

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 Stop 16 00907
 (809) 725-6960

SEATTLE, Wash.

2505 1 Ave. 98121
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ST. LOUIS, Mo.

4581 Gravois Ave. 63116
 (314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
 (213) 549-4000

Dispatchers Report for Deep Sea

OCT. 1-31, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	All Groups Class C	All Groups Class A	All Groups Class B	All Groups Class C		All Groups Class A	All Groups Class B	All Groups Class C
DECK DEPARTMENT										
Gloucester	1	4	0	4	8	0	0	2	5	1
New York	49	20	1	68	9	0	0	134	48	1
Philadelphia	12	8	0	2	4	0	2	21	15	0
Baltimore	8	4	1	3	3	0	0	24	14	1
Norfolk	4	17	0	10	2	0	0	15	27	0
Mobile	10	0	0	7	0	0	0	37	3	0
New Orleans	32	9	0	19	1	0	0	102	21	0
Jacksonville	35	16	2	28	8	0	0	69	40	7
San Francisco	42	12	1	30	8	1	7	80	17	3
Wilmington	19	9	1	4	5	0	0	40	24	1
Seattle	37	22	2	28	21	0	0	59	17	2
Puerto Rico	12	3	0	14	0	0	1	18	7	0
Honolulu	10	24	6	6	10	0	0	6	23	5
Houston	24	8	0	22	2	0	1	91	25	0
Piney Point	0	0	0	0	1	0	0	0	0	0
Totals	295	156	14	245	82	1	11	698	286	21
ENGINE DEPARTMENT										
Gloucester	1	0	0	1	1	0	0	4	2	0
New York	40	8	0	38	5	0	0	118	32	0
Philadelphia	9	4	0	3	1	0	0	18	14	0
Baltimore	5	1	1	6	0	0	0	19	4	1
Norfolk	6	6	0	3	0	0	0	16	8	0
Mobile	10	3	0	6	0	0	0	26	5	0
New Orleans	18	5	0	8	1	0	1	77	13	0
Jacksonville	28	7	2	20	1	0	0	65	24	2
San Francisco	26	11	1	10	6	0	4	55	18	2
Wilmington	12	3	0	5	4	0	0	19	11	0
Seattle	30	16	1	16	15	0	2	52	22	1
Puerto Rico	3	6	0	7	0	0	2	12	13	0
Honolulu	0	30	8	4	30	6	0	5	25	6
Houston	19	4	0	19	6	0	1	70	21	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	207	104	13	146	70	6	10	556	212	12
STEWARD DEPARTMENT										
Gloucester	0	1	0	1	4	0	0	1	2	0
New York	31	6	0	25	16	0	0	81	23	0
Philadelphia	5	8	0	1	1	0	0	11	5	0
Baltimore	5	0	0	1	0	0	0	11	3	0
Norfolk	8	0	0	4	1	0	0	17	3	0
Mobile	8	0	0	4	1	0	0	21	0	0
New Orleans	15	2	0	9	1	0	1	51	4	0
Jacksonville	10	12	0	16	4	0	0	25	18	0
San Francisco	52	1	0	35	1	0	4	90	25	1
Wilmington	11	4	0	7	2	0	0	28	6	0
Seattle	17	5	1	31	14	0	5	34	14	2
Puerto Rico	7	3	0	5	2	0	1	9	5	0
Honolulu	6	26	30	2	16	24	0	18	67	89
Houston	12	0	0	11	4	0	3	43	4	0
Piney Point	0	0	0	0	2	0	0	0	1	0
Totals	187	70	31	152	69	24	14	440	180	92
ENTRY DEPARTMENT										
Gloucester	1	2	0					1	4	0
New York	13	30	4					53	144	11
Philadelphia	5	8	0					8	29	0
Baltimore	3	6	0					10	27	1
Norfolk	5	16	0					5	30	0
Mobile	4	5	0					7	20	0
New Orleans	8	14	0					49	59	4
Jacksonville	8	18	1					15	45	5
San Francisco	52	29	3					103	95	15
Wilmington	6	17	2					14	48	3
Seattle	15	20	1					21	36	7
Puerto Rico	3	12	0					10	30	0
Honolulu	6	81	136					8	281	327
Houston	6	16	1					22	50	1
Piney Point	0	3	0					0	9	0
Totals	135	277	148	0	0	0	0	326	907	374
Totals All Departments	824	607	206	543	221	31	35	2,020	1,585	499

**"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 October was up from the month of September. A total of 830 jobs were shipped on SIU-contracted deep sea vessels. Of the 830 jobs shipped, 543 jobs or about 65 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 35 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 800 jobs have been shipped.

Support SPAD

Sea-Land Invests in New U.S. Built Ships

The Bay Shipbuilding Corp. has received Sea-Land Corp.'s \$180 million contract for the construction of its three containerhips which will be operated by its subsidiary, Sea-Land Service, Inc. and crewed by Americans.

Financed by Sea-Land's Capital Construction Fund (CCF), the ships will have a length of 710 feet and a beam of 78 feet. The vessels will have a carrying capacity of more than 700 40-foot containers. The new ships will link the port of Tacoma, Wash. with the Alaskan ports of Anchorage and Kodiak. Powered by fuel-efficient, slow-speed

diesel propulsion plants, the hulls of these American bottoms have been specially designed to ply the icy Alaskan waters.

This contract could not come at a more opportune time for America's commercial shipbuilding industry with a particular economic stimulus to the Bay Shipbuilding Corp. and its workforce at the Sturgeon Bay, Wis. shipyard. Bay Shipbuilding was the lowest bidder for the contract and has initiated an impressive delivery schedule for the ships. The keel for the first ships is scheduled to be laid in July 1985. Deliveries of the first two ships will be made in August

and November 1986 and the third ship is scheduled for May 1987 delivery.

Established under the Merchant Marine Act of 1970, the Capital Construction Fund program assists U.S.-flag ship operators in accumulating capital to build, acquire or reconstruct vessels through the deferral of federal income taxes on eligible deposits. The CCF is administered by Department of Transportation's Maritime Administration and has provided some \$2.8 million in capital to ship owners for the expansion of the American commercial fleet since its inception in 1971.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

NORFOLK, VA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

Davies, Roberts, Reid,
Anderson & Wacker
201 Elliott Avenue West, Suite 500
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

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

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

OCT. 1-31, 1984

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
	DECK DEPARTMENT								
Algonac	25	3	0	28	13	0	54	6	2
	ENGINE DEPARTMENT								
Algonac	16	7	0	12	4	0	13	6	2
	STEWARD DEPARTMENT								
Algonac	5	0	0	8	3	0	13	2	0
	ENTRY DEPARTMENT								
Algonac	12	8	5	0	0	0	38	26	13
Totals All Departments	58	18	5	48	20	0	118	40	17

***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.

Are You Missing Important Mail?

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

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

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

SIU & UIW of N.A.
Address Correction Department
5201 Auth Way
Camp Springs, Maryland 20746-9971

HOME ADDRESS

PLEASE PRINT

Date: _____

Social Security No. _____

Phone No. () _____

Area Code _____

Your Full Name _____

Street _____

Apt. or Box # _____

City _____

State _____

ZIP _____

Book Number _____

SIU

UIW

Pensioner

Other _____

UIW Place of Employment _____

This will be my permanent address for all official union mailings.
This address should remain in the Union file unless otherwise changed by me personally.

(Signed) _____

Pensioner's Corner

Deep Sea



Michael Harry Angino, 65, joined the SIU in 1947 in the port of Baltimore sailing in the steward department. Brother Angino is a veteran of the U.S. Army during World War II. He was born in Duquesne, Pa. and is a resident of Baltimore.



Thomas Alonzo Brown, 57, joined the SIU in 1947 in the port of Savannah, Ga. sailing as a QMED. Brother Brown attended a Piney Point Educational Conference in 1976. He was born in Georgia and is a resident of Savannah.



Leslie Burrows Bryant Jr., 60, joined the SIU in the port of Norfolk in 1955 sailing as a chief pumpman and diesel engineer. Brother Bryant hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian beef. He was born in Portsmouth, Va. and continues to reside there.



John Joseph Doyle, 55, joined the SIU merged Marine Cooks and Stewards Union in 1958 sailing as a chief steward during the Vietnam War. Brother Doyle is a resident of Harbor City, Calif.



Hector Licon Duarte, 62, joined the SIU in the port of New York in 1952 sailing as a FOWT. Brother Duarte began sailing on the United Fruit Co. "banana boats." He was born in Honduras and is a naturalized U.S. citizen. Seafarer Duarte is a resident of Jarrettsville, Md.



Louis Benjamin Duracher, 50, joined the SIU in the port of New Orleans in 1958 sailing as a bosun. Brother Duracher worked on the New Orleans Waterman Shoregang in 1971. He was born in New Orleans and is a resident there.



Ferdinand Campbell Greeff, 60, joined the SIU in the port of Baltimore in 1952 sailing as a bosun and ship delegate. Brother Greeff sailed during World War II. He worked on the Baltimore Calmar Line Steamship Service Corp.



George Merrill Hammock, 65, joined the SIU in 1948 in the port of Norfolk sailing as an AB. Brother Hammock is a veteran of the U.S. Marine Corps in World War II. He was born in Georgia and is a resident of Tampa, Fla.



Richard M. Harp, 62, joined the SIU in the port of New York in 1951 sailing as a cook. Brother Harp is a veteran of the U.S. Army in World War II. He was born in Baltimore and is a resident there.



Sven Erik Jansson, 64, joined the SIU in 1945 in the port of New York sailing as a recertified bosun. Brother Jansson was graduated from the Union's Recertified Bosuns Program in 1973. He received a SIU Personal Safety Award in 1960 for riding an accident-free ship, the SS *Steel Voyager*. Seafarer Jansson was on the picket line in the 1965 District Council 37 beef. A native of Borstil, Sweden, he is a resident of Toms River, N.J.



Chon Jar, 65, joined the SIU in 1949 in the port of Tampa sailing as a chief cook. Brother Jar walked the picket line in the 1961 Greater N.Y. Harbor beef. He was born in China and is a naturalized U.S. citizen. Seafarer Jar is a resident of Oakland, Calif.



Benjamin Livingston Jarrett, 65, joined the SIU in 1945 in the port of New York sailing as a bosun. Brother Jarrett was born in Memphis, Tenn. and is a resident of Arlington, Tenn.



Carlos Lozano Landa, 65, joined the SIU in the port of New York in 1950 sailing as a QMED. Brother Landa was born in Mexico and is a naturalized U.S. citizen. He is a resident of Houston.



James Edward Lankford, 66, joined the SIU in the port of Jacksonville in 1971 sailing as a cook. Brother Lankford is a veteran of the U.S. Army after World War II. He was born in Guntersville, Ala. and is a resident of Jacksonville.



James Allen Francis Linn, 65, joined the SIU in the port of Norfolk in 1968 sailing as a QMED. Brother Linn is a veteran of the U.S. Navy during World War II serving as a chief engine man. He was born in Dayton, Ohio and is a resident of Norfolk.



Leon Henry Lybert, 62, joined the SIU in the port of Baltimore in 1958 sailing as an AB. Brother Lybert is a veteran of the U.S. Navy during World War II. He was born in Mississippi and is a resident of Laurel, Miss.



At the SIU hall in Brooklyn, N.Y., Seafarer William Datsko (l.) gets his first pension check from Leon Hall, vice president in charge of the Atlantic Coast. Brother Datsko sailed as a chief steward.

*First
Check
for
New
Pensioner*

Pensioner's Corner

Great Lakes



Arthur Maillet Sr., 61, joined the SIU in the port of New Orleans in 1957 sailing as a chief electrician and QMED. Brother Maillet worked on the New Orleans Waterman shogang in 1978. He also is a plumber. Seafarer Maillet is a veteran of the U.S. Army after World War II. Born in Marksville, La., he is a resident of Destrehan, La.



John Joseph Niemiera, 59, joined the SIU in 1946 in the port of Norfolk sailing as a cook. Brother Niemiera is a veteran of the U.S. Navy in World War II. He was born in Baltimore and is a resident of Jacksonville.



Caspar M. Martinez, 62, joined the SIU in 1946 in the port of New York sailing as a chief cook. Brother Martinez was born in Honduras and is a resident of Westwego, La.



Anthony J. Pitura, 55, joined the SIU in the port of New York in 1950 sailing as a FOWT. Brother Pitura worked on the Baltimore Steamship Service Corp.-Calmar Line shogang from 1966 to 1978. He hit the bricks in the 1980 ACBL inland beef. Seafarer Pitura is a veteran of the U.S. Army after the Korean War. Born in Baltimore, he is a resident of Joppa, Md.



Raymond Karl Kage, 65, joined the Union in the port of Frankfort, Mich. in 1953 sailing as a FOWT aboard the *City of Green Bay* ferry (Ann Arbor Railroad) in 1964. Brother Kage is a veteran of the U.S. Navy during World War II. He was born in Peto-skey, Mich. and is a resident of Beulah, Mich.



Luis Rodriguez Martinez, 60, joined the SIU in the port of New York in 1954 sailing as an AB. Brother Martinez began sailing in 1951. He was born in San Juan, P.R. and is a resident of Bayamon, P.R.



Terrell Bernice Spears, 65, joined the SIU in the port of Mobile in 1965 sailing as an AB. Brother Spears was born in Brantley, Ala. and is a resident of New Orleans.



Francis Arthur Munroe, 65, joined the Union in the port of Chicago, Ill. in 1957 sailing as a cook for the Boland Steamship Co. Brother Munroe is a veteran of the U.S. Navy in World War II. He was born in Canada and is a naturalized U.S. citizen. Laker Munroe is a resident of Ormond Beach, Fla.



Emmett Leslie Mercereau, 65, joined the SIU in 1941 in the port of New York sailing as a bosun. Brother Mercereau was born in the state of Washington and is a resident of Burlington, Wash.



Walter C. Summersett, 69, joined the SIU in the port of Houston in 1976 sailing as a chief engineer. Brother Summersett was born in South Carolina and is a resident of Charleston, S.C.



Robert C. Norkowski, 63, joined the Union in 1948 in the port of Alpena, Mich. sailing as a watchman for the Huron Cement Co. in 1965. Brother Norkowski was born in Alpena and is a resident there.



James Dixon Moore, 62, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Moore worked on the Sea-Land shogang, Port Elizabeth, N.J. from 1970 to 1978. He hit the bricks in the 1962 Robin Line beef. Seafarer Moore was born in New York City and is a resident of the Bronx.



Isadore Nicholas Topal, 65, joined the SIU in the port of Norfolk in 1961 sailing as a FOWT. Brother Topal is a veteran of the U.S. Army in World War II. He was born in Chios, Greece and is a resident there.

Atlantic Fishermen



Richard Gordon Newell, 58, joined the SIU in 1948 in the port of Galveston, Texas sailing as a bosun. Brother Newell was born in New Mexico and is a resident of Houston.



Charles Douglas Westman, 58, joined the SIU in 1947 in the port of Norfolk sailing as an AB. Brother Westman was born in Norfolk and is a resident there.

Jose Senos, 63, joined the Atlantic Fishermen's Union in 1944 in the port of Gloucester, Mass. Brother Senos sailed as a fisherman. He was born in Portugal and is a resident of Gloucester.



**DON'T
CAST
YOURSELF
ADRIFT
WITH
DRUGS!
YOU'LL LOSE
YOUR PAPERS
FOR
LIFE!**

Digest of Ships Meetings

AMCO TRADER (American Coastal Line), September 30—Chairman John Green; Secretary J.B. Harris; Educational Director Donald Pase; Steward Delegate Edward Tresnick. The deck department reported some disputed OT which will be taken up with the patrolman at payoff. No other beefs were noted, although both the deck and engine departments have been running one man short. New mattresses and pillows are needed by all hands. Also, the washing machine was fixed but still doesn't work, so a new one is needed—along with a new ice machine and water cooler. The *Amco Trader* will be in New York on Oct. 4, and will then head down to Norfolk, Va. for payoff on Oct. 9.

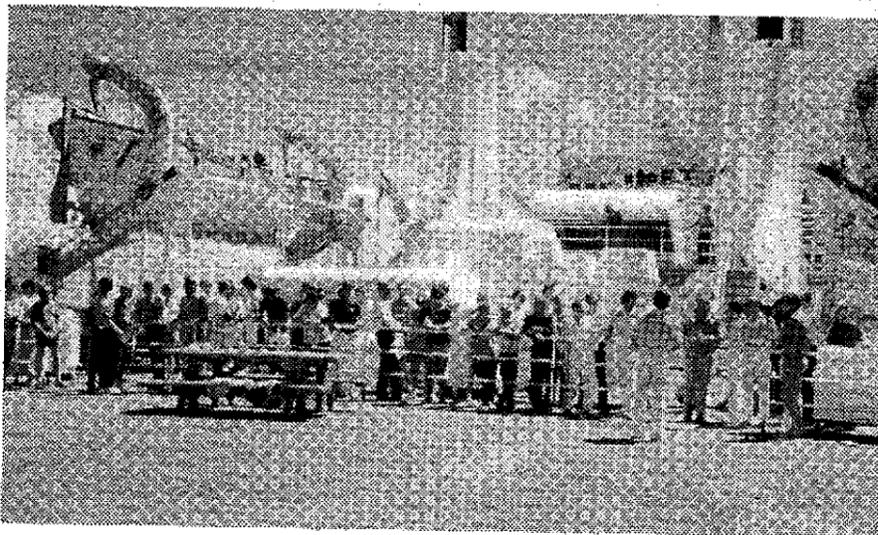
LNG ARIES (Energy Transportation Corp.), September 23—Chairman Robert D. Schwartz; Deck Delegate Oscar C. Wiley; Engine Delegate Mark A. Freeman; Steward Delegate William Christmas; Ship's Reporter Robert H. Forshee. The deck department reported some disputed OT. There is \$165 in the ship's fund, which is in the steward's safekeeping. Communications received onboard the *LNG Aries* have been posted for all to read. A discussion was held on the importance of upgrading at Piney Point, and the members talked about the various proposals decided upon by the delegates to the Piney Point crews conferences. These proposals will be up for vote in the upcoming SIU elections—so remember to vote. A round of applause was given to Taylor Bradstreet, 1st assistant, for his \$25 donation to the ship's fund and to John Whitely, 3rd mate, for his contribution of \$20. Thanks were also given to Tom Kilbride, 2nd assistant, for donating 20 movie tapes. There was some talk about the feasibility of getting a salary reduction plan instituted by Energy Transportation Corp. so that the members could put aside a greater part of their salary—much like an IRA account. Next port: Osaka, Japan.

BORINQUEN (Puerto Rico Marine), September 2—Chairman R. Molina; Secretary C.B. Carter Jr.; Educational Director Frederickson. No beefs or disputed OT reported. There is \$100 in the movie fund and \$66 in the ship's treasury. Payoff is expected this trip in San Juan, P.R. on Sept. 5. Everything appears to be running smoothly. If anyone is aware of any repairs that need to be made, they should let their delegates know. All hands were asked to help keep the recreation room clean, and to try and keep the stevedores out when the ship is in port. Next port and port of payoff is San Juan, P.R.; then on to Elizabeth, N.J.

CAGUAS (Puerto Rico Marine), September 4—Chairman Julio D. Delgado; Secretary F. Vega. No beefs or disputed OT reported. The chairman advised some of the younger brothers to take advantage of the upgrading opportunities at Piney Point and learn as many new skills as possible. A vote

of thanks was given to the steward department for a job well done. Thanks were also given to SIU President Frank Drozak and his officials for the good work they've accomplished at the new headquarters building in Camp Springs, Md.

USNS CAPELLA (Sea-Land Service—Military), August 26—Chairman Luther Pate; Secretary George William Luke; Educational Director Robert Caldwell. Some disputed OT (on Paul Hall's birthday) will be taken up with the patrolman in Wilmington, Calif. Port Agent in Wilmington, Mike Worley, will be called and requested to meet the



Crewmembers aboard the C.S. Long Lines pay their last respects to a revered shipmate, Charles W. "Red" Shaw.

ship and see what can be done about some of the items that have not yet been put aboard the *Capella* that had been previously promised. These include getting the carpets cleaned (there is no carpet cleaner aboard ship), getting vacuum cleaners for each level, and getting ice machines and TVs installed. The secretary noted that two men who joined the ship in Savannah, Ga. are showing quite a bit of improvement in their work and are learning their jobs well. As they are both fresh from Piney Point, this is good news. Next port will be Wilmington, Calif.; then back to Savannah, Ga. for payoff.

FALCON CHAMPION (Titan Navigation), September 9—Chairman Robert F. Garcia; Secretary Paul Cox; Educational Director Mike Hartung. No disputed OT reported in any of the three departments. There is \$246 in the movie fund, and the steward brought 27 new movies with him when he rejoined the ship on Sept. 4. All communications were read and posted, and a discussion ensued on the letter from headquarters pertaining to delayed sailing. The educational director reminded all hands that the facilities at Piney Point are now open to members and their families for vacations. Details and prices have been noted in the LOG. The air conditioning has not been working properly, and a request was put in for fans to be installed in all rooms. A special vote of thanks was given to Danny Brown and Vincente Ortiz for jobs well done while no steward was aboard ship. A letter was

sent to headquarters regarding their fine performance: "We, the undersigned crew of the *MV Falcon Champion*, would like to express our sincere thanks to Chief Cook Dan Brown (B-2029) and GSU Vincent Ortiz (O-8028) for a job well done. Chief Cook Brown, who is sailing at his very first job as chief cook, has done more than an exceptional job with the food preparation, and since we are sailing short a chief steward/baker, Cook Brown has also been doing an outstanding job doing all the baking. Considering that there are no pre-cooked foods or ready-to-serve baked goods aboard this ship, Cook Brown and GSU Ortiz have had to prepare everything they have cooked or baked from start. Both Brown and Ortiz deserve the utmost credit and recognition for the jobs that they have done, especially when they are the only men in the steward department. Again, our sincere thanks

for a job taken and accomplished with complete professionalism." Next ports: Djibouti and Mombasa, Kenya.

LNG GEMINI (Energy Transportation Corp.), September 16—Chairman A.L. Pete Waters; Secretary Guy DeBaere; Educational Director R. Shaw; Steward Delegate Richard M. Wrobey. No disputed OT. There is \$170 in the ship's fund. All communications were posted. R. Minix, SIU's Far East rep, came aboard and explained the various SIU plans: pension, welfare and vacation. He also talked about the increase in membership dues. Questions were raised and discussed during the meeting, mostly about paragraph 3 of the letter mailed to the chairman on April 9. One of the questions was, "Why should Group 1 ratings be asked to pay a larger monetary share of the working dues than Group 2 or 3 ratings? We all get equal hiring hall facilities and treatment at the counter—and the same benefits. Dues should be equal. We have had no raise in over two years." The steward department sailed one man short due to a death in the family. A telex and flowers were wired to his family. Everyone was asked to help keep the mess hall and recreation room clean. It was also suggested that sanitary for the deck department be done every day, whether in port or at sea. The recent pool party was a great success and was "enjoyed by all—even the flies." Next port will be in Japan.

JADE PHOENIX (Titan Navigation), September 14—Chairman E. Ol-

son; Secretary Jesse Thrasher Jr.; Deck Delegate James C. Keith Jr.; Engine Delegate Robert L. Benson. No beefs or reported OT. Everything is running pretty smoothly aboard the *Jade Phoenix*, although one QMED, Alston Hickman, was transferred to a hospital in the Philippines. Another crewmember onboard is somewhat of a celebrity. Gregg Turay was awarded the Nansen Medal, the highest honor for humanitarian efforts on behalf of refugees. It was presented to Turay, along with Capt. Lewis M. Hiller and Jeffrey H. Kass, for their participation in rescuing 86 Vietnamese boat people in the stormy seas off the north coast of Borneo on Sept. 23 from the *Rose City* (Apex Marine). The award is to be presented in Geneva, Switzerland on Oct. 8. Next port: Egypt.

C.S. LONG LINES (Transoceanic Cable Ships), October 8—The men abroad the *C.S. Long Lines* sent in the following tribute to their fellow member, Charles W. Shaw. "We have assembled today to pay our last respects to a revered shipmate, Charles W. Shaw, "Red" to all who sailed with him, and to commit his last remains to the deep. The last 14 years of his lifetime at sea were spent on *C.S. Long Lines* as Engine Utility and Engine Storekeeper. Those of us who were privileged to sail with him knew him as a gentle man of humor and integrity. In the oldest tradition of the sea, he was loyal and steadfast to ship and shipmates. He is survived by a sister, Dorothy Burk. But typical of so many who make the sea their life's work, the ship and shipmates fill the void of home and family. . . . We salute "Red" Shaw, who toiled faithfully in our own special vineyard. A bona fide member of a small, select fraternity, he will not go unmourned, unmissed or unsung by his shipmates."

ODGEN CHARGER (Ogden Marine), September 26—Chairman F.R. Schwarz; Secretary E. Michael Douroudous; Educational Director W.L. Yarber; Deck Delegate Stephen Thompson. No disputed OT. The ship was crewed on Sept. 10 in the Jacksonville shipyard following a long lay-up. The vessel has been chartered for four months by the Military Sealift Command and will sail along the East Coast. The chairman extended his thanks to all deckhands for their cooperation in getting the tanks cleaned in such a short time, and the steward thanked his department for helping clean up the ship during the conversion to a cafeteria-style system. Clarification was requested on the job status of permanent and non-permanent members. A vote of thanks was given to the great job performed by the steward and his four-person department. Next port: Norfolk, Va.

ODGEN DYNACHEM (Ogden Marine), October 10—Chairman Horace B. Rains; Secretary Donnie W. Collins; Educational Director J.W. Spell; Deck Delegate E.R. Beverly; Engine Delegate J.W. Badgett; Steward Delegate Morris Maultsby. No major beefs or disputed OT reported. The chairman noted that it has been a good voyage so far, with only a few minor incidents which will be taken up with the board-

Digest of Ships Meetings



PITTSBURGH (Sea-Land Service), September 10—Chairman William Cooper; Secretary S. Kolasa; Educational Director Jack C. Marcario; Engine Delegate David Mull; Steward Delegate Miguel S. Robles. No disputed OT. The chairman talked about the need for regular recorded ships meetings, and the educational director stressed the importance of contributing to SPAD to help make the Union and the merchant marine stronger. A number of items were noted on the repair list. They included repair of the TV in the crew messhall and repair of the galley blower which has not been working for two months. It was agreed that the chairman and the delegates have been doing a fine job, and a vote of thanks went to the steward department for their good cooking and service. One minute of silence was observed in memory of our departed brothers and sisters. Next port and port of payoff: Elizabeth, N.J.

PONCE (Puerto Rico Marine), October 7—Chairman R. Rivera; Secretary C. Rice; Educational Director L. Acosta. No beefs or disputed OT reported. There is \$60 in the movie fund aboard ship. The chairman announced that the ship would pay off on Tuesday, Oct. 9, and that on the following Friday, while the ship is in Jacksonville, the air conditioning system would be cleaned out. Members were advised to get blankets from the steward at the next linen change. The weather has been getting cool, especially at the northern end of the run. Several suggestions were made. The first was that men who drop the pilot ladder should re-rig it properly when it is no longer needed. The second was that telephones are needed near the ship's dock in San Juan. This latter request has been made a number of times, but nothing yet has been done.

ROBERT E. LEE (Waterman), September 16—Chairman T.J. Hilburn; Secretary Rafael Maldonado; Educational Director Dan Beeman; Deck Delegate Patrick Gallagher. Some disputed OT was reported in each department. Payoff will be in Newport News, Va. upon arrival. Everyone was reminded of the importance of contributing to SPAD. It was suggested that an officer be present when the Indian customs people search the rooms, and not let the customs people walk around unescorted. The chief steward thanked all departments for their cooperation during the voyage, and a vote of thanks was given, in turn, to the steward department for the good food and service. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Newport News, Va.

SEA-LAND LEADER (Sea-Land Service), September 16—Chairman William C. Fiel; Secretary Fred Gisubel. No beefs or disputed OT. The chairman reported that the repair list has been taken care of, and days pay in lieu of time off was turned in early this voyage and has been posted on the bulletin board. The air conditioning was turned off for several days due to a power shortage and generator repairs, but everything else seems to be

running normally onboard the *Sea-Land Leader*. A suggestion was made that the Hearing Committee ashore allow a grace period for anyone slightly behind on their dues, especially due to welfare benefits, hospitalizations, etc. This reference relates to hardship cases and, of course, the previous record of the individual. This suggestion will be referred to Leo Bonser and the SIU Board of Trustees.

SENATOR (Coordinated Caribbean Transport), September 16—Chairman D. McCorvey; Secretary J. Gillian; Educational Director M. Beck; Engine Delegate John S. Penrose; Steward Delegate John K. Ward. Everything is running smoothly. No beefs or disputed OT reported. The chairman announced that the ship will pay off Monday night after arrival in Miami. The reefer electrician was terminated on Sept. 4. Jacksonville was notified and sent a replacement who seems to be working out very well. The chairman also thanked everyone for giving a hand with the stowaways. Next port: Miami, Fla.

LNG TAURUS (Energy Transportation Corp.), September 16—Chairman Sylvester Monardo; Secretary J.L. Gibbons; Educational Director Tyler R. Womack; Engine Delegate Leroy C. Tanner; Steward Delegate David A. Pappas. No disputed OT. There is \$963 in the ship's fund. All communications received from headquarters were read and posted. One particular letter pertained to time off. Both the company and the Union agree that a member working on an LNG carrier be relieved after working 120 days. The educational director reminded everyone how important it is for members in all departments to upgrade. "Piney Point has a lot to offer to those who wish to learn." Capt. Sjokvist spoke at

the meeting about the drug problem. And while there haven't been any problems with drugs aboard the *LNG Taurus*, the company is putting a machine aboard all its vessels to detect the presence of drugs in an individual's system. A vote of thanks was given to the crewmembers for working so well together and for their help in running a fine ship. This will be the ship's 100th cargo. Next port: Bontang, Indonesia.

WORTH (Apex Marine), August 26—Chairman Bernard Saberon; Secretary Sam Davis; Educational Director W.J. Liesengang; Engine Delegate Joseph P. McGee; Steward Delegate R. McCausland. No beefs were brought up in any of the departments, nor any disputed OT reported. Everything is running smoothly, according to the chairman. He announced that the ship would be paying off in San Diego on Sept. 1 and then would be turned over to the U.S. Navy. The steward asked that all crewmembers strip their bunks. He also stressed the importance of donating to SPAD in order to support those politicians who are in favor of a strong U.S. merchant marine. A vote of thanks was given to the steward department for a job well done. Next port: San Diego, Calif.

Official ships minutes were also received from the following vessels:

AMBASSADOR	PUERTO RICO
BALTIMORE	ROVER
BAYAMON	SANTA ROSA
COURIER	SEA-LAND ADVENTURER
LONG BEACH	SEA-LAND DEVELOPER
NEW YORK	SEA-LAND ECONOMY
OAKLAND	SEA-LAND EXPLORER
OGDEN CHAMPION	SEA-LAND EXPRESS
OGDEN COLUMBIA	SEA-LAND PACER
OGDEN LEADER	SEA-LAND PRODUCER
OGDEN SACRAMENTO	SEA-LAND VOYAGER
OVERSEAS ARCTIC	STONEWALL JACKSON
OVERSEAS HARRIETTE	STUYVESANT
OVERSEAS JUNEAU	LNG VIRGO
OVERSEAS VIVIAN	WALTER RICE

ing patrolman in Lake Charles, La. on Oct. 13. The treasurer reported that of the \$81 that was in the ship's fund, \$55 was spent for a popcorn machine and other goodies, leaving \$26. Bob Stevens, port agent in Philadelphia, met the ship in that port and brought some voter applications with him and also passed on the word about the tugboat companies. "Thanks, Bob, for the news." The educational director stressed the importance of going to Piney Point to upgrade and take advantage of the facilities and training the Union offers. A general discussion was held on the upcoming elections, and everyone was urged to take the time to vote. A vote of thanks was given to the steward department for the good food onboard the *Ogden Dynachem*. Next port: Lake Charles, La.

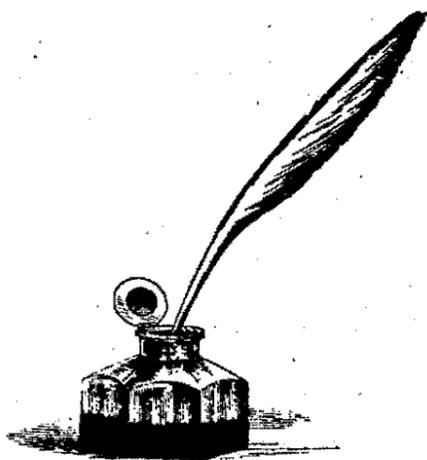
OGDEN MISSOURI (Ogden Marine), August 19—Chairman Donald D. Fleming; Secretary A. Hutcherson; Educational Director R.L. Juans. No disputed OT. There is \$7.50 in the treasury. All hands were asked to help build up the fund through contributions. The ship will load sulphur in Galveston, Texas. It will take about two days to load and approximately 18 to 20 days to unload in Port Said, Egypt. Sulphur is a dangerous cargo and may be a health hazard. The captain will find out more about any hazards that may accompany carrying this cargo and will inform the crew. Everyone was asked to pitch in and help maintain the ship. "This is your home. Help keep it clean. The steward department is short, so help the GSU as much as you can . . . and don't forget to vote." Next port will be Galveston, Texas; there will be a coastwise payoff, but the location is not yet known.

OVERSEAS MARILYN (Maritime Overseas), September 16—Chairman John O. Frazier; Secretary H.L. Durham; Educational Director Gary L. Fain; Engine Delegate Francisco E. Torres. No disputed OT. A number of survival suits have been put aboard ship. Each crewmember should sign for one and be responsible for it. The suits, which cost the company \$333 each, are to be turned in at the end of the voyage. One beef that was brought up concerned overtime. Both the engine and deck departments are able to work lots of overtime hours, but the steward department doesn't get any unless the captain states otherwise. Next port: Alexandria, Egypt.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, December 3	2:30 p.m.
Philadelphia	Tuesday, December 4	2:30 p.m.
Baltimore	Wednesday, December 5	2:30 p.m.
Norfolk	Thursday, December 6	9:30 a.m.
Jacksonville	Thursday, December 6	2:00 p.m.
Algona	Friday, December 7	2:30 p.m.
Houston	Monday, December 10	2:30 p.m.
New Orleans	Tuesday, December 11	2:30 p.m.
Mobile	Wednesday, December 12	2:30 p.m.
San Francisco	Thursday, December 13	2:30 p.m.
Wilmington	Monday, December 17	2:30 p.m.
Seattle	Friday, December 21	2:30 p.m.
Piney Point	Friday, December 7	3:00 p.m.
San Juan	Thursday, December 6	2:30 p.m.
St. Louis	Friday, December 14	2:30 p.m.
Honolulu	Thursday, December 13	2:30 p.m.
Duluth	Wednesday, December 12	2:30 p.m.
Gloucester	Tuesday, December 18	2:30 p.m.
Jersey City	Wednesday, December 19	2:30 p.m.

Letters To The Editor



'Let's Work Together. . .'

Four years ago I was in the New York hall trying to ship out. Reagan had just been elected. A few Seafarers were sitting around discussing politics. An old bosun said, "Any working stiff votes for a Republican oughta have his head examined—my sister voted for him and she's on welfare!" We all agreed. A Republican president was bad for the maritime.

Four years later I'm on my way to hear Geraldine Ferraro speak in downtown San Francisco. "You going?" I asked a Union brother. "Naahh," he says. "Cause what do you get out of it?"

My wits weren't quick enough to give the guy a good answer. It's not what I was getting out of it but what I was doing it for—my Union and my job.

During the past four years we've seen many ships laid up and many good jobs lost. USPH has been cut completely. The Reagan administration has done nothing for the maritime industry.

Of course there's plenty of doomsayers that tell us the Democrats don't have a chance, sailing is finished, the industry is dead, etc. These clowns are everywhere. If we don't get up and work and fight for our jobs, they won't be around much longer. Panama and Liberia will be doing our work for us. We've got to show our strength as the Seafarers International Union.

It's too late now to tell you Seafarers how to vote. But you guys who aren't registered, who didn't vote or, worse yet, voted for Reagan, have no reason to complain if things get a little tight during the next four years. Let's all work together for a stronger merchant marine.

**Brother James Hoban
San Francisco, Calif.**

'A Privilege and an Honor . . .'

I was a seaman for 45 years and a member of the SIU for 30 years. Sickness forced my retirement last year.

Let me say right now, I considered it a privilege and an honor to have belonged to the Seafarers International Union. I have always been proud of everything the SIU stood for. I am acquainted with several of the national officers, and they are all dedicated people.

Yes, I spent 30 of the happiest years of my life sailing SIU ships. Even after my retirement, the Seafarers Welfare Plan played a very large part during my sickness, for which I am eternally grateful.

So with a heart warming love, and a very deep respect for my Union and many fine friends who I miss very much, God bless you all.

**As always,
Loyal E. Joseph J-316
Sarasota, Fla.**

'A True Professional. . .'

(The following letter was sent to SIU Vice President George McCartney from the crew of the USNS Maumee.)

This is to advise you of the outstanding job Chief Steward [Juan] Laguana and his staff have done on our last voyage [aboard the USNS Maumee].

In spite of being shorthanded in his department, he has consistently provided us with good food and service.

He is a true professional, and we wish to acknowledge this with this letter of appreciation.

**Fraternally,
Crew of the USNS Maumee**

'A Nice Kind of Letter to Write—and Receive. . .'

This is the kind of letter I particularly like to write—a letter to say "thank you" to our great Union and to the administration of the Seafarers Harry Lundeberg School of Seamanship.

I was in the FOWT upgrading class from Aug. 10 to Sept. 27....

I also want to thank Mr. Bill Foley, the instructor of that class, for his excellent way of teaching. I learned a lot. And thanks, of course, also to Mary Coyle for helping me with my English.

**Very truly yours,
Abdul Gharama G 1158
Brooklyn, N.Y.**

'Marine Firemen Praise Williams. . .'

We, the undersigned brothers of the Marine Firemen's Union, find Roscoe Williams, assistant cook on the *SS President Grant*, truly to be "a guy we like to sail with." Roscoe, as part of his duties, served as messman for the unlicensed engine department. We have found him to be efficient, courteous and cheerful in his work—and an all around good shipmate.

We consider it a pleasure to have been associated with him for several trips and look forward to sharing his companionship in the future.

**William Koble
Ray S. Hansen
John W. Vicente
Al Rodriguez
Rolf S. Selvig
Charles Somar
R.U. Gustafson**

'Heroic Act Not Forgotten. . .'

(The following letter was sent to the LOG from Pete Salzman, deck delegate aboard the S.S. Santa Rosa. We proudly reprint it.)

It is unusual to find a man who can act coolly and efficiently in a crisis situation. When the man is also modest and avoids recognition for his heroic act, we feel it is our duty to make sure that his deeds are not forgotten.

On Aug. 22, 1984, while discharging containers at Petty Island, N.J., disaster struck. The towering mast of a shore crane collapsed, sweeping a longshoreman from the third tier of containers on deck to the dock below—a fall of some 50 feet.

Charles D. Lore Jr., QMED/Electrician, who was on deck tending reefers at the time, immediately dashed to the stricken man's aid. Pushing back onlookers, "Chuck" assumed command of the situation and began checking for vital signs. Finding no heart beat, he began administering CPR with the aid of a police officer who had just arrived on the scene. Working calmly and professionally, they were able to re-establish both the man's heart beat and breathing before the paramedics arrived.

Sadly, the man's injuries were too grievous to survive. He died en route to the hospital. Still, this does not in any way diminish Mr. Lore's brave performance.

When the ambulance had gone and we were returning to the vessel, we found Chuck already back at work, as quietly and professionally as before.

We know this is bound to make you a bit uncomfortable, Charles D. Lore Jr., but we all extend to you our praise for a noble job, well done.

**Louis C. Boughton
Master**

**William Butler
Chief Engineer**

**Arlond Weaver
Ship's Chairman**

The Election

The 1984 election is over. The first thought Walter Mondale supporters, including the SIU, might have had was "Anybody get the number of that truck?"

Ronald Reagan steamrolled to victory on a bandwagon fueled by a rekindled patriotic fervor, a Norman Rockwell vision of America where the kids have freckles, the men all have jobs, and the women have babies and a personal popularity that has not been matched since the nation's last "grandfather" president, Dwight Eisenhower.

During the past few months we have outlined the reasons why the SIU supported Mondale over Reagan. Most of them had to do with merchant marine issues; after all, that is what we are concerned about, merchant marine jobs. While the national economy may or may not be in the middle of a "recovery," the merchant fleet certainly isn't.

Four years ago Reagan promised an eight-point program to revitalize the merchant marine. It gathered dust until this fall when he once again trotted it out and promised merchant marine interests it would be implemented in the next four years. If that happens, fine, if not we won't be holding our breath.

Sometimes though you have to take a step back to be able to see things a bit more clearly. Reagan and the right-wing Republican platform did not win a mandate from the American people. The American people, in their wisdom, kept the House in Democratic hands and reduced the Republican majority in the Senate. Where were the coattails?

The SIU/MTD grassroots movement helped to clip them short. Since last spring the grassroots movement has done two things. It has made the American people aware of the problems facing the merchant fleet and it helped hundreds of candidates around the country—the vast majority running against Reagan republicanism—keep the president checked and balanced.

In California, the SIU endorsed 32 candidates for the U.S. House of Representatives. While Reagan took the state by a large margin, 31 of our candidates won their elections. In Illinois, the Union endorsed and worked for Paul Simon for the

A Look Past Reagan's Win

U.S. Senate and 13 House candidates. All won. Thirteen SIU-backed House candidates won in Ohio. In New York, 29 out of 30 SIU-endorsed candidates for the House won their seats. Even in Texas, a Reagan stronghold, 15 out of 20 SIU-backed candidates were victorious.

The SIU is not brash nor arrogant enough to claim that our support, in the form of manpower, literature, volunteers and donations made all of these victories possible. But the SIU certainly helped, not just the candidates but ourselves too.

One of the grassroots movement's first goals was to make people aware of our industry and its problems. That was done. Hundreds of newspaper stories and television pieces in the past few months around the country spotlighted our concerns for the public. In addition to enlightening the public, we also made

candidates across the nation aware of our programs. To be blunt, when you give someone something of value, support, volunteers or money, you expect something in return. That is politics. We now have friends in Congress who know the value of our support, and who know our needs.

Just look at Iowa. Rep. Tom Harkin received effective Union support in his attempt to unseat Republican Sen. Roger Jepsen, a staunch foe of almost everything the SIU supports. Iowa is one the nation's largest agricultural states. Harkin told the people there it was time that the merchant marine and agriculture interests stopped fighting each other. Jepsen on the other hand has a record of opposing cargo preference and every other merchant marine bill. Harkin won big.

Editorial

Along with earning a few pay-backs, the SIU earned a lot of respect from professional politicians. We delivered when we said we would. We brought the people and the help we promised.

The SIU will continue to fight to hold our ground on Capitol Hill and maybe even advance some. Our business is jobs. SIU jobs. If we can find these jobs through our action on the Hill or even with the White House, we will go after them. If not, we will find other ways.

But remember, all of you who worked to elect Walter Mondale can stand tall today. By every measure, your commitment to Mondale's programs was the right thing to do. And your support through SPAD and your direct involvement at the grassroots level all across this nation had a great deal to do with the victories of our friends in Congress.

* * * BULLETIN * * *

Administration Finds Lost Merchant Marine Promises

In a surprise announcement early last month, the Reagan administration said that it would live up to all of its promises made to the U.S. merchant marine during the 1980 campaign. The promises were apparently rediscovered only weeks before this presidential election—four years later. While administration spokesmen declined to say exactly where the old promises were found, informed sources say they were discovered in a dusty, old footlocker in the basement of the president's re-election campaign headquarters.

Labor Secretary Raymond Donovan told the NMU when he addressed their convention last month that the administration would fulfill all eight of its promises to the nation's merchant marine "in the next four years."

Both Donovan and Marad Chief Adm. Harold Shear made a point of explaining that the current maritime slump could not be blamed on the Reagan administration.

In a courageous exposure of

the truth, both men said a mysterious Mr. "Predecessor" was the culprit. If that is true, "Predecessor" can add the decline of the merchant marine to the dozens of other problems Reagan is saddled with, such as the \$200 billion budget deficit, the deaths of 300 Americans in Lebanon, unemployment, trade deficits and

the third place finish of the New York Yankees.

In addition to promising now to fulfill the four-year-old promises to the maritime industry and its workers, administration sources have inquired whether the merchant marine would be interested in manning the Brooklyn Bridge.

Solidarity in Algonac



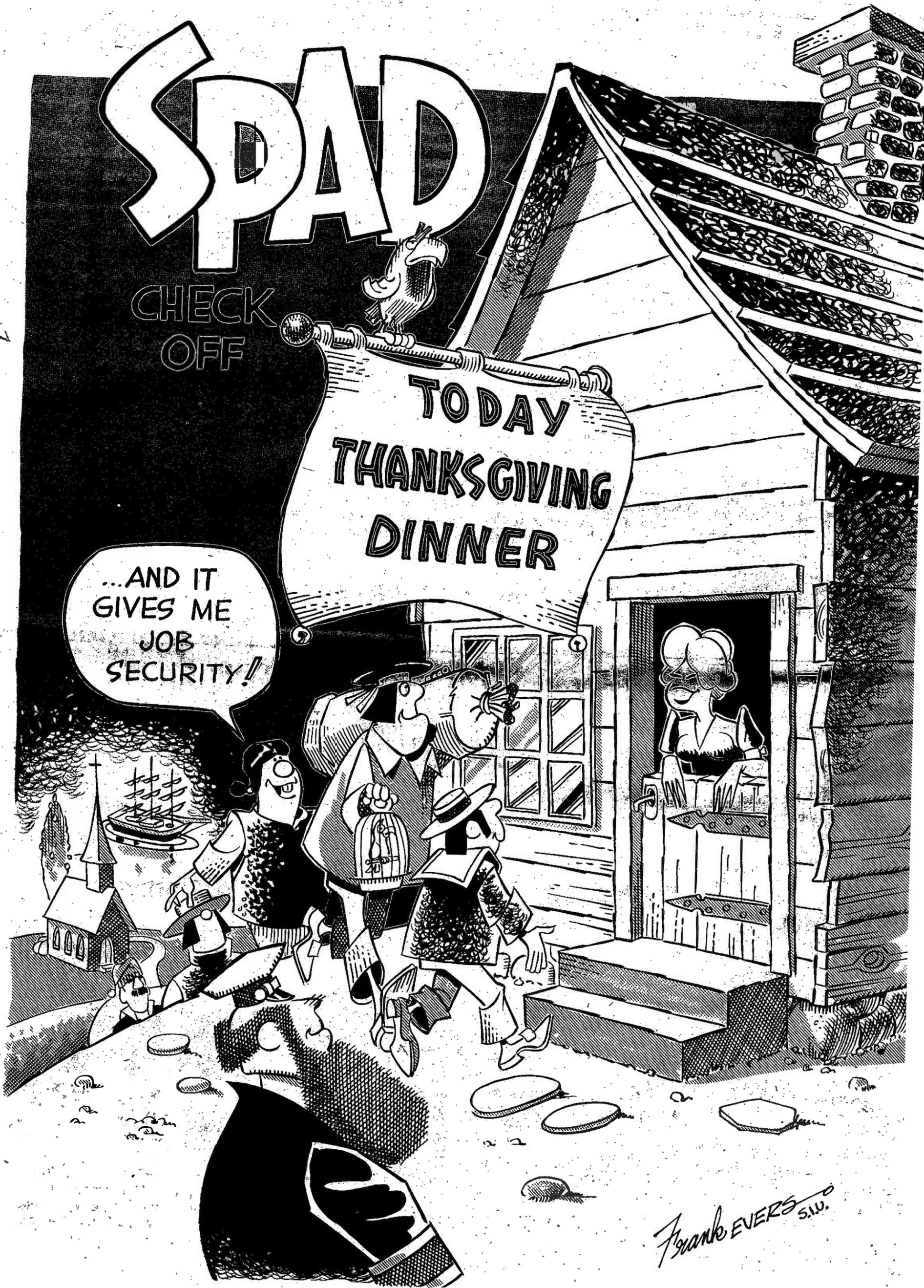
Byron Kelley, SIU rep in Algonac, Mich., sent the LOG this recent photo taken at the hall up there. From the smiles on their faces, Great Lakes shipping is doing well. Pictured (l. to r.) are: James Reilly, oiler; Kirk Buschell, oiler; Kirk's sister, Kim Buschell; Roger Lorenz, bosun, and Jim Skoronek, deckhand.

SPAD

CHECK
OFF

TODAY
THANKSGIVING
DINNER

...AND IT
GIVES ME
JOB
SECURITY!!



Frank EVERS S.I.U.