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## SS Constitution Rechristened

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# CONSTITUTION

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STATE HISTORICAL SOCIETY  
OF WISCONSIN



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# President's Report

by Frank Drozak



**T**HE American maritime industry is today confronted by what is known in boxing as the old 'one-two.'

On one hand, the economic chaos which has caused thousands of industrial factories to close down in the past year alone, and which has caused the highest unemployment rate in America since the Great Depression, is having profound impact on our industry as well. Activity in all segments of the industry—deep sea, Great Lakes and inland—is down by as much as 20 percent.

On the other hand is the U.S. Government, which by its do-nothing policy toward the ever growing "runaway-flag" or "flag-of-convenience" fleets, has directly caused a steady, systematic decline in the American merchant marine.

At the present time, American corporations—mostly oil companies—own 800 or more "flag-of-convenience" vessels. The ships are registered in countries like Liberia and Panama. This enables the owners to avoid paying American taxes and American wages, as well as allowing them to circumvent American labor, safety and environmental standards.

The American owned "flag-of-convenience" fleet outnumbers the privately owned American flag merchant marine by nearly 300 ships. They have robbed American seamen of thousands of jobs. They have robbed the U.S. Treasury of countless millions of tax dollars, and they have caused untold environmental damage to the world's oceans with massive oil spills.

The American merchant marine, however, is not the only victim of these ships. The national flag fleets of Japan and almost every Western nation have been hurt badly as well.

In fact, the United Nations convened an international conference

in Geneva earlier this month aimed at trying to phase out "flag-of-convenience" fleets. To the surprise of no one, Liberia and Panama declined to attend the conference. But to the great disappointment of everyone in American maritime labor, the United States also declined to go.

The U.S. refusal to attend this conference is a disgrace. By not participating, the U.S. government is stating loud and clear that it supports and encourages the growth of "runaway-flag" fleets.

To the SIU at least, this is not really news. We have been fighting for more than three decades to curb the growth of "flag-of-convenience" fleets. With very few exceptions, we have met stern resistance from the U.S. government.

The owners of "runaway flags" carried the same stale old argument before Congress scores of times in defense of themselves. They have told Congress 'sure these ships are flying a foreign flag, and sure they are manned by foreign crews, but they are under the effective control of the United States.'

Congress, of course, has bought the "effective control" theory time after time. In 1973, during the Arab-Israeli War, the United States tried out "effective control" for the first time in an emergency situation. The U.S. wanted to send supplies to the Middle East. The President of Liberia responded by issuing an executive order forbidding Liberian flag vessels from entering the so-called war zone. So much for effective control.

The United States, in essence, has created an intolerable situation for itself and for the American flag merchant marine by its outright support for "flag-of-convenience" fleets. At the present time, America depends on foreign flags to carry 96 percent of all our exports and imports, including all our imported strategic raw materials such as oil.

In other words, the United States has boxed itself into a situation where, unless something is done, we will be totally dependent on foreign ships and foreign crews to provide our economic lifeline.

It has come to the point where Congress must decide whether this nation will have an American owned, American-built, American manned merchant fleet totally loyal to the needs and goals of this nation. Or whether we will allow ourselves to be dominated economically—and possibly even militarily—by foreign ships and foreign crews.

For the future of this nation, and the integrity of the American merchant fleet, the SIU suggests Congress make this decision quickly.

## Trustees Will Meet On Skyrocketing Medical Costs

The cost of medical care in the United States has risen at an astounding rate over the past two decades. Total medical costs in 1981 accounted for \$275 billion—ten times what comparable care cost Americans in 1960.

The cost of staying healthy in America nearly doubles every six to eight years, far outstripping the rate of inflation of any other single component in the nation's economy.

No other factor in the Consumer Price Index, which measures costs in key U.S. industries, came close to the 12.5 percent by which health care costs rose last year.

There are many reasons that contribute to the seemingly unchecked surge in health care fees. American medical technology—considered the best in the world and credited with saving perhaps millions of lives—is very expensive. Buying and using the latest, most sophisticated technology is costly to hospitals and medical centers—and those increased costs get passed along to

consumers.

Another factor is what one administrator called the "blank check." Insurance companies "simply pay hospitals whatever bill they present," no questions asked.

The general problem of rising medical fees plagues everyone. For the SIU, the recent closing of the U.S. Public Health Service network of hospitals and clinics has levelled

a double-barrelled blast at the SIU Welfare Plan.

Since the federal government closed the USPHS system on Oct. 1, 1981, the Board of Trustees of the Seafarers Welfare Plan has closely monitored the increased costs to the Plan, which have been considerable. The Trustees are determined to provide the best possible medical care for Seamen and

Boatmen while at the same time preserving the financial integrity of the Welfare Plan.

The Board of Trustees will meet on May 18, 1982, to discuss the facts and figures they have compiled since October. They will also thoroughly discuss proposals and new ideas aimed at providing full coverage health care to seamen and boatmen, at greatest cost efficiency.

## SIU Consolidating Five Offices in Great Lakes, Gulf Areas

As part of the SIU's overall program of overhauling our hiring halls by improvements and new construction, and by consolidating operations where economic conditions and employment patterns in the industry have dropped drastically, the SIU Executive Board has decided to discontinue operations at five business offices.

In the Great Lakes area, three halls—Alpena, Mich., Frankfort, Mich. and Chicago, Ill.—will

conclude business as of May 31, 1982. All services, formerly provided by these offices, will be handled by SIU representatives out of the Great Lakes Headquarters office in Algonac, Mich.

In the Gulf, the SIU will close the port offices in Port Arthur, Tex. and Tampa, Fla. also as of May 31, 1982.

The Houston office will fulfill all responsibilities previously handled out of Port Arthur, and SIU representatives in Jackson-

ville will provide services for the Tampa area.

Seamen and boatmen registered in these ports at the time they are closed can re-register at the port of their choice without any loss of time on their cards.

The SIU Executive Board will reopen any or all of these halls if after a trial period it is determined that the closures have created hardships on the membership, or if reemerging employment patterns warrant reopening them.

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## SIU, D-2 MEBA-AMO Sign Historic Pact

**T**HE SIU and District 2 MEBA-AMO have entered into an historic mutual assistance agreement to bring a new level of stability to the U.S. Maritime industry and to maximize job security for the memberships of both Unions.

The agreement, outlined in a "Joint Policy Statement," was signed recently in Washington, D.C. by SIU President **Frank Drozak** and District 2 MEBA-AMO President **Ray McKay**.

The agreement calls for joint action between the two Unions in six crucial areas including: collective bargaining; training and upgrading; reciprocal benefit funds; manning efficiency; legislation and political action; and in dealings with the military.

Shortly after signing the agreement, SIU President Frank Drozak stated, "we have enjoyed a good working relationship with District

2 for at least 30 years. But the magnitude of the problems facing our industry demand that we try new ways to achieve our mutual goals of job security for our respective memberships and a competitive American merchant marine on a global basis."

A brief rundown on the six areas outlined in the mutual assistance agreement are as follows:

**Collective Bargaining**—SIU and MEBA-AMO will negotiate joint contracts covering the entire crew complement for each new ship built for or acquired by deep-sea, Lakes and inland waters operators under contract to the SIU and MEBA-AMO District 2. The Joint Policy Statement declared that such negotiation on contracts would provide "uniformity in collective bargaining agreements with resulting beneficial labor relations administration, cost efficiency and negating jurisdic-

tional disputes and rivalry."

**Training and Upgrading**—The Unions will integrate training and upgrading programs at the Seafarers Harry Lundeborg School of Seamanship in Piney Point and District 2 MEBA-AMO schools in Toledo, Ohio and Dania, Fla. This will permit the U.S. maritime industry to draw from a skilled pool of licensed and unlicensed personnel, while at the same time maximizing upgrading opportunities for the memberships of both unions.

**Reciprocal Benefit Funds**—Through reciprocal and like agreements, the Union's will establish multiple beneficial funds "to enable the employment and retention of skilled personnel by affording them the opportunity to preserve the continuity of their employment service and to be employed wherever qualified to work aboard the vessel."

**Manning Efficiency**—the

mutual assistance agreement will provide for "complement manning efficiency consistent with the health, welfare and safety of the crew, the seaworthy maintenance of the vessel and applicable legal requirements."

**Legislation**—the Unions will coordinate all legislative and political activities to foster the growth and health of the American maritime industry.

**Consultation with the Military**—SIU and MEBA-AMO District 2 will jointly confer and consult with military officials with the purpose of enhancing the U.S. privately owned merchant fleet's role as a military auxiliary in times of peace and war.

SIU President Drozak and District-2 President Ray McKay will appoint a committee of officials from each Union to carry out the agreement as set forth in the Joint Policy Declaration.

## Princess Grace(s) Constitution Re-christening

**I**t was a fairy tale come true: The American film actress Grace Kelly became a real princess when she married Prince Rainier of Monaco in 1956, sailing into the sunset aboard the *S.S. Constitution*.

Princess Grace and the *Constitution* were in the news again this month as the princess wielded a bottle of champagne at re-christening ceremonies held for the *Constitution* in Taiwan.

Now under contract to the SIU the *Constitution* will join her SIU-crewed sistership, the *Oceanic Independence*, in the U.S.-flag Hawaiian cruise trade in early June. Both ships were New York-to-Europe ocean liners from the 1950s until the mid-1970s.

The re-christening ceremony for the newly-refurbished *Constitution* (American Hawaii Cruises) took place on April 20.



Princess Grace and Prince Rainier of Monaco did the honors for the SIU-contracted *Constitution* at re-christening ceremonies for the vessel which will enter the U.S.-flag Hawaiian cruise trade on June 6.

## Gov't Agency Circumvents U.S. Flagships Use Again

The government's decision to carry 1.6 million tons of government generated cargo on foreign flag vessels has aroused a great deal of controversy, not the least because of the manner in which the decision was reached.

Last year, the Government Services Administration reached an agreement with Jamaica to buy 1.6 million tons of bauxite. The agreement was part of the Administration's plan to stockpile those minerals that are needed to sustain this nation's defense capability.

The bauxite was to have been stored at the Reynold's Aluminum Company site at Gregory, Tex. It was estimated that four vessels would be needed to carry all 1.6 million tons of cargo.

GSA originally had no intention of using American flag bulk carriers,

even though U.S. law requires that 50% of all government generated cargo must be carried on U.S. flag vessels.

Transportation Secretary Drew Lewis is understood to have approached the CSA about the cargo preference issue. Thanks to his intervention, the CSA put out bids for two U.S. flag vessels to carry the bauxite from Jamaica to the United States.

Reynolds officials contend that self-loading vessels are needed to discharge the bauxite at the Gregory, Texas site.

The owners of the vessel contended that there are other points on the Gulf where bauxite could be unloaded and stockpiled. These sites would not necessitate the use of self-loading equipment.

The GSA has yet to answer those allegations.

## SAB May Act to Reduce Job Calls to 3 a Day

The SIU AGLIWD Executive Board has recommended to the Seafarers Appeals Board (SAB) that appropriate action be taken, subject to membership approval, to reduce the number of job calls per day to three, at 10:00 A.M., 11:00 A.M., and 12 Noon.

This proposal was initially discussed at the SIU Port Agents Conference, held in Miami, Fla., last February. It has also been discussed at similar meetings held since then.

The Executive Board found that since the closing of the USPHS hospitals last October, a much larger number of members are coming to the halls for servicing on welfare claims and related problems. The Executive Board feels that by going to three job calls per day, with the last at noon, the entire afternoon could be devoted to handling claims and other membership services.

In making its recommendation, the Executive Board took into consideration that most SIU-contracted employers' job

referrals are made before 12:00 noon. Also, seamen registered for jobs are usually at the hiring halls before 12:00.

According to the Executive Board recommendation, all Union halls will still remain open Monday through Friday until 5:00 P.M., during which hours, jobs could be filled, should an emergency situation arise. In the case of exceptional circumstances, the Board suggests that jobs can be posted on the hiring hall bulletin board and announced any time after being received.

This recommendation has been discussed with many management representatives who have indicated their preliminary concurrence.

However, management's official position on this recommendation and all other matters concerning the Shipping Rules, is determined by the joint union-management Seafarers Appeals Board.

The SAB will meet in the near future to take action on the Executive Board's recommendation.



## Members OK New Pact with North American Trailing

BY A NEAR-UNANIMOUS margin, the licensed and unlicensed SIU members who crew North American Trailing Co.'s fleet of four hopper dredges have ratified a new three-year contract. Mail balloting on the new collective bargaining agreement was completed April 9.

In a letter accompanying the mail ballot and contract summary, the Union Negotiating Committee urged North American Trailing Co. employees to ratify the new contract. "It is the unanimous opinion of your Negotiating Committee," said the letter, "that this is a fine package of increased money items and increased fringe benefits."

The new contract "contains increases in wages," the letter con-

tinued, "but most important, contains extensive increases in Vacation, Welfare and Pension benefits." The Union Negotiating Committee included SIU Vice President Red Campbell and Union Representative Terry Bader.

Key provisions of the contract, retroactive to March 1, 1982, include the following:

- Increased vacation benefits amounting to a 48 percent increase in vacation pay over previous rates. Additional hikes in vacation pay are scheduled for June 16, 1982 and June 16, 1983.

- Across-the-board wage hikes in the first two years of the new contract with provision for a wage re-opener in the third and final year

of the agreement.

- A wage-related pension.
- Work rule changes including increased meal and lodging allowances for all crewmen and increased pay for the steward and the steward assistant when meals are provided to more than three persons who are not part of the dredge's licensed and unlicensed personnel. Also, when the dredge is operating outside the normal geographic areas spelled out in the contract, meal and lodging rates will be negotiated on a job-by-job basis.

Due to the federal government's closing of the USPHS hospitals, new welfare provisions in the form of increased employer contributions to the SIU Welfare Plan had to be

negotiated to provide adequate medical coverage for employees. New provisions for determining the physical fitness of employees is another part of the new contract.

North American Trailing Co., headquartered in Chicago, Ill., operates four hopper dredges—the *Sugar Island*, *Manhattan Island*, *Padre Island* and the *Dodge Island*.

The top-to-bottom SIU crew includes the unlicensed ratings of steward cook, able seaman, ordinary seaman, steward assistant and boat operator. Licensed personnel include captain, first mate, mate, chief engineer, first assistant and watch engineer. There are 55 unlicensed and 39 licensed employees of the company.

## MSC Plans Massive Strategic Sealift Buildup

THE MILITARY SEALIFT COMMAND unveiled plans for an ambitious new Sealift program that it contends will help reverse the nation's deteriorating sealift capability.

In testimony delivered before the Seapower and Force Projection Subcommittee of the Senate Armed Services Committee, Vice Admiral Kent J. Carroll, Commander of the MSC, asserted that "over the past year and a half, there has been a major effort within the Defense Department to embrace our ability to deploy and sustain forces. We are taking giant steps toward improving our nation's strategic sealift capability and quality."

Carroll cited three examples of

planned MSC activities that he asserted would improve this nation's sealift capability: a build and charter tanker program; the conversion of charter program to develop the maritime prepositioned ship force; and the acquisition and conversion of 6 privately owned SL-7's.

Under the build and charter program, the Navy specifies the type of ship needed if that kind of ship is not available in the merchant marine. Private investors then arrange for construction on the basis of a Navy commitment to charter the vessel.

The MSC has already acquired the long term use of some 29 vessels under this program.

A less expensive program is the Convert and Charter Program, which the Navy hopes to use to build up sealift support for its Near Term Prepositioned Force in the Indian Ocean.

According to Carroll, the Navy's three proposed sealift programs "could conceivably generate more than \$15.9 billion in revenue to the maritime industry between now and Fiscal Year 1986."

While most segments of the private maritime industry are in favor of the new sealift program, there is a general consensus that it should be treated as a stopgap measure.

According to Frank Pecqueux, SIU Washington representative, the primary purpose should be rebuilding this nation's merchant marine. Were that to happen then this nation would have

no problem with its sealift capability.

Carroll alluded to this in his testimony before Seapower and Force Projection Subcommittee when he cited statistics behind the decline of the American flag Merchant Marine.

During the Korean War, the U.S. had 2,400 dry cargo ships in use, 17% or 400 vessels, were employed in the Sealift Command.

In Vietnam during the peak of the sealift year of 1968, the MSC controlled fleet averaged 420 ships, or 36% of all U.S. vessels.

The American flag Merchant Marine has declined to just 520 ships. If a sustained conflict like Vietnam or Korea were to break out, it would be unlikely that the American flag Merchant Marine could support it.

### Former El Paso LNG's to be Converted to Bulkiers

AT LEAST TWO of the three SIU-contracted El Paso LNG ships that were found defective and therefore never sailed, may finally go into operation.

Only they won't be sailing as Liquid Natural Gas ships. They'll be operating as bulk carriers.

Under El Paso's ownership, the three ships—the *Savannah*, the *Cove Point*, and the *Columbia*—were built by Avondale Shipyards with the aid of subsidy funds from the U.S. Maritime Administration (MARAD). But none of the vessels sailed because of defects found in the insulation of the LNG cargo tanks.

Last year the Phoenix Companies, a division of SIU-contracted Titan Navigation, arranged through MARAD to buy the ships and convert them to bulk carriers.

One of the ships, the *Columbia*, went aground and was damaged last December while being towed from

Boston, Mass. to Halifax, Nova Scotia. It is not known at present whether she can be repaired for future use.

The other two vessels are to be converted at a Korean shipyard and will be renamed the *Golden Phoenix* and the *Jade Phoenix*. The *Jade* is in Norfolk.

Recently, MARAD approved a request from Phoenix to make withdrawals from a Security Fund in order to lease a 3,000-ton crane in the Far East. The crane, which is being leased from a company in Japan, will remove the cryogenic tanks from the LNG carriers.

The Security Fund was established in an insurance settlement following discovery of the faulty insulation. The fund was transferred to the Phoenix Companies (subject to continued MARAD control) as part of the conversion project approved by the agency.

## MFU's Book No. 1, Ex-Agent 'Red' Ramsay, 72, Dies

Ernest "Red" Gerald Ramsay, 72, retired San Francisco Agent for the Marine Firemen's Union whose celebrated pre-WW 2 murder trial propelled then DA Earl Warren, later to the head of the U.S. Supreme Court, passed away on Mar. 18 in Indian River Memorial Hospital, Vero Beach, Fla.



E. G. 'Red' Ramsay

He had retired from the union in 1980.

Brother Ramsay, holder of Book No. 1 in the MFU, with shipmates King and Conner were falsely accused in California and later acquitted of the murder of the chief engineer of the *SS Point Lobos*.

Ramsay was born in Vancouver, British Columbia, Canada. He was a resident of Vero Beach and formerly lived in Los Angeles.

Red's ashes were taken aboard the *SS President Hoover* (American President Line) and arrived Apr. 20 in Yokohama, Japan. His longtime friend, Capt. Robert Kenny of the *SS President Pierce* (APL) will conduct on Apr. 29 a burial service and scatter his ashes to the deep.

Surviving are his widow, Hilda of Brooklyn, N.Y.; two daughters, Dr. Joan Ramsay and Mrs. Wendy Johnston; four brothers, Alexander, Herbert, Jack and Harry and two grandchildren, John and Adrienne.



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Boston, Mass. to Halifax, Nova Scotia. It is not known at present whether she can be repaired for future use.

The other two vessels are to be converted at a Korean shipyard and will be renamed the Golden Phoenix and the Jade Phoenix. The Jade is in Norfolk.

Recently, MARAD approved a request from Phoenix to make withdrawals from a Security Fund in order to lease a 3,000-ton crane in the Far East. The crane, which is being leased from a company in Japan, will remove the cryogenic tanks from the LNG carriers.

The Security Fund was established in an insurance settlement following discovery of the faulty insulation. The fund was transferred to the Phoenix Companies (subject to continued MARAD control) as part of the conversion project approved by the agency.

A less expensive program is the Convert and Charter Program, which the Navy hopes to use to build up sealift support for its Near Term Prepositioned Force in the Indian Ocean.

According to Carroll, the Navy's three proposed sealift programs "could conceivably generate more than \$15.9 billion in revenue to the maritime industry between now and Fiscal Year 1986."

While most segments of the private maritime industry are in favor of the new sealift program, there is a general consensus that it should be treated as a stopgap measure.

According to Frank Pecqueux, SIU Washington representative, the primary purpose should be rebuilding this nation's merchant marine. Were that to happen then this nation would have

no problem with its sealift capability.

Carroll alluded to this in his testimony before Seapower and Force Projection Subcommittee when he cited statistics behind the decline of the American flag Merchant Marine.

During the Korean War, the U.S. had 2,400 dry cargo ships in use, 17% or 400 vessels, were employed in the Sealift Command.

In Vietnam during the peak of the sealift year of 1968, the MSC controlled fleet averaged 420 ships, or 36% of all U.S. vessels.

The American flag Merchant Marine has declined to just 520 ships. If a sustained conflict like Vietnam or Korea were to break out, it would be unlikely that the American flag Merchant Marine could support it.

## MFU's Book No. 1, Ex-Agent 'Red' Ramsay, 72, Dies

Ernest "Red" Gerald Ramsay, 72, retired San Francisco Agent for the Marine Firemen's Union whose celebrated pre-WW 2 murder trial propelled then DA Earl Warren, later to the head of the U.S. Supreme Court, passed away on Mar. 18 in Indian River Memorial Hospital, Vero Beach, Fla.

Ramsay was born in Vancouver, British Columbia, Canada. He was a resident of Vero Beach and formerly lived in Los Angeles.

Red's ashes were taken aboard the SS President Hoover (American President Line) and arrived Apr. 20 in Yokohama, Japan. His longtime friend, Capt. Robert Kenny of the SS President Pierce (APL) will conduct on Apr. 29 a burial service and scatter his ashes to the deep.

Surviving are his widow, Hilda of Brooklyn, N.Y.; two daughters, Dr. Joan Ramsay and Mrs. Wendy Johnston; four brothers, Alexander, Herbert, Jack and Harry and two grandchildren, John and Adrienne.



E. G. 'Red' Ramsay

## Foes of U.S. Merchant Marine:

# Seek to Scuttle Cargo Clause in Port Bill

WASHINGTON, D.C.—As has happened in the past, the forces are out in full to defeat legislation that could help the U.S. merchant marine.

The legislation that is being so vigorously opposed is H.R. 4627. (The Port Development Bill). The bill is designed to improve America's ports so that the expected explosion in coal exports can be better accommodated.

Specifically, what is being fought so hard is a provision in the bill that would require U.S.-flag ships to haul 40 percent of all American dry bulk imports and exports, commercial or otherwise, within ten years time. This would be done through bilateral agreements between America and her trading partners.

Passed last year by the House of Representatives' Merchant Marine and Fisheries Committee, the bill is now before the Water Resources Subcommittee of the House Public Works and Transportation Committee.

The SIU and its legislative team in Washington, D.C. has been fighting vigorously for enactment of bulk cargo policies.

But it didn't take long for the enemies of the American merchant marine to mount their attack. The barrage was reminiscent of other fights—in 1974 and 1977—over the reservation of a certain percentage of oil cargoes for U.S.-flag ships. At that time, wild statements were made about the supposed "huge" increases in the price of oil that

would result from such legislation.

### Gov't Figures Differ

The figures compiled by the SIU and other supporters of the legislation were quite different and showed only a modest increase. These estimates were supported by cost projections provided by the Federal government.

Nevertheless, opponents of the oil cargo policy bill grossly misrepresented the true costs in a nationwide advertising campaign that resulted, in 1977, in House rejection of the bill that just three years before had been overwhelmingly passed by that body. (In 1974 the Senate also passed the bill but it was pocket vetoed by President Ford.)

Now a similar attack is going on against the bulk cargo provision. One of the staunch foes of the oil legislation in the 1970's was the Federation of American Controlled Shipping, which represents owners of "flag-of-convenience" ships, and its chairman Phillip J. Loree. Now Loree is back once again. He's claiming that H.R. 4627 would cost shippers and consumers an added \$50 to \$65 billion.

Another group, the Council of European and Japanese National Shipowners Association, is also opposing the bulk cargo provision claiming it would be "counter-productive" to the Congress' goal of enacting a port development program.

From America's farmers comes the assertion by Merlyn Groot,

chairman of the Transportation Committee of the American Soybean Association, that the bulk cargo requirement would mean the addition of "huge costs" to "America's agricultural industry."

That term, "huge costs," is being disputed by the SIU and others who would like to see the bulk cargo provision enacted.

In answer to an editorial which appeared in a New York newspaper claiming that the provision would add \$35 to \$40 per ton of coal, some significant points were made in a letter to the newspaper by Peter J. Luciano, executive director of the Transportation Institute, a Washington, D.C.-based non-profit educational and research organization for the maritime industry.

He wrote, "we can only say that the figures cited in your editorial, namely estimates of \$35 to \$40 per ton of coal, if accurate, would surely ruin our coal trade."

However, certain crucial points that would make a big difference in the figures were not considered, noted Luciano.

1. Vessels developed under this program would be of the larger capacity ships (80,000-150,000 dwt) which are needed for the efficient and competitive transportation of coal. They would also be more highly automated than existing colliers and would use Bunker C (diesel), further increasing their cost savings.

2. The market volume, freight rates and construction costs in effect today are not those which would

be operative during the program. In fact, trends today point in the direction of a more competitive American cost structure.

3. Incidental savings can be expected, particularly in the areas which are now the true burdens on the coal trade, i.e., rail rates, demurrage, and port size.

Also, Luciano cites a report done by Moore-McCormack Bulk Transportation showing that with a cargo sharing plan that reserves 20 percent of U.S. export coal for American-flag vessels, the use of a 50,000 dwt ship "would add only 60 cents per short ton to the delivered price of coal."

With a 120,000 dwt ship, the added cost would only be 29 cents per ton.

Another report, this one from the Virginia firm of E. J. Bentz & Associates, shows similar figures for the coal trade.

By 1985 if, through bilateral agreements, 20 percent of the coal were carried on American-flag ships of 150,000 dwt—with the rest being carried on the "low cost world flags"—then the overall differential "spread over the total annual trades" would be 27 cents per ton.

The report stresses the importance of bilateral trade agreements and the security of a regular supply of goods. "A 20 percent U.S. share costing 27 cents a ton would be a modest requirement of the agreement, since it is the U.S. security of supply that would permit the overall cost economies," the report states.

## New Jobs for SIU Boatmen on New Towboat Dixie Patriot

Another new SIU-contracted towboat has gone into operation, providing more jobs for this Union's Boatmen.

The boat is the Dixie Patriot and she's the first of a series of boats being built by Dixie Carriers of Manney, La.

Working on the Mississippi River, the 110-foot-long towboat is 34 feet wide and has a working draft of eight feet. Main propulsion comes from a pair of Alco diesels supplying 1,600 hp and designed to use heavier, blended fuel.

On her deck the towboat carries four 40-ton winches, a crane, a Loudhailer, searchlights, navigational running lights, radar, and VHF sets.





# C.Y. Tung, Independence, Constitution Owner, Dead

C. Y. Tung, 71, millionaire Chinese shipping tycoon who built up and owned the globe's biggest merchant fleet empire which once included the sunk luxury liner *Queen Elizabeth* and today the SIU-contracted *SS Oceanic Independence* and *SS Constitution*, succumbed to a heart attack on April 15 in Hong Kong.

Tung became ill on April 14, was taken to a hospital where he passed away peacefully early in the morning. The shipping magnate, a Monaco honorary consul in Hong Kong, was stricken after a banquet for visiting Princess Grace and Prince Rainier. Tung was to have attended the rechristening of the *SS Constitution*, (American-Hawaiian Cruises) by Princess Grace on April 20 in Taiwan.

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The Late C. Y. Tung

munity who had the foresight and guts to buy and refit the passenger liners *Oceanic Independence* and *Constitution* to cruise the Hawaiian Islands, thereby giving those islands and the U.S. merchant marine a much-needed economic lift," declared SIU President Frank Drozak. "He is one of the few

international shipping figures to take a chance on the American flag. He will be missed. But we will carry on to keep those two passenger ships a profitable operation."

Conrad Everhard, head of Tung's American Global Orient Overseas Container and U.S. Dart Lines said Tung "was a man of incredible vision and courage." Everhard continued: "His accomplishments are many. He was still working on many dreams. It's going to be a little different without him." But, he added, the *Constitution* rechristening would go on.

Under a UN plan to start a floating university, Tung bought the 84,000 ton *Queen Elizabeth* (Cunard Line) refurbished her, renamed her *Seawise University* only to see her burn and sink in Hong Kong Harbor.

The Tung shipping empire controlled more than 150 ships (11

million dwt) more than the Onassis fleet.

Born in Shanghai of a rich family in the metals business, Tung first did chandlery equipment and provisions for ships. Later he was assistant manager of the Tienstin Navigation Co., which carried railroad supplies into China.

At 24, he was vice president of the Tienstin Shipowner's Assn. In 1937 at the outbreak of the China-Japanese War, Tung moved his base to Hong Kong. In 1945 he was in Chungking to survey shipping woes. Following the war, he founded the Chinese Merchant Navigation Co. After 35 years of hard work and planning, in Dec. 1980, he launched the world's largest supertanker, the 564,763 ton *Seawise Giant*. A lover of big ships, Tung maintained that the larger the vessel, the more economical she would be to operate.

## U.S. May Nix Signing of Sea Law Treaty

New York, N.Y.—Eight years of hard wrangling by member nations of the U.N. Conference on the Law of the Sea have yielded a draft treaty governing the use of the world's oceans and the mineral treasure trove that lies deep beneath them. But, while the Law of the Sea Conference is officially over and Apr. 30 has been designated as the official treaty signing date, who will not be signing the draft treaty is still up in the air.

The draft treaty does not meet several of the bottom line demands concerning deep seabed mining presented by the U.S. delegation at the last UNCLOS session which convened Mar. 8 at the United Nations in New York.

The U.S. UNCLOS delegation, headed by Assistant Secretary of State James A. Malone, basically wants guarantees written into the draft treaty protecting the investments as well as the mineral claims of U.S. ocean mining companies.

Along with West Germany, Britain, France, Japan and a handful of other nations that possess the

know-how and the capital to begin deep seabed mining, the U.S. wants a "grandfather clause" written into the Law of the Sea Treaty. Such a clause would allow the mining companies to begin mineral retrieval while the lengthy nation-by-nation treaty ratification is taking place and after it is in effect.

It is the fear of having their mineral claims taken away that has prevented American mining companies from beginning mineral retrieval even though the U.S. passed a deep seabed ocean mining bill two years ago. That bill, which protected the companies' stakes as well as the job rights of U.S. seamen, would be superseded by a global treaty.

### Hope for Compromise

Prior to adjourning the UNCLOS talks, Conference President Tommy T. B. Koh of Singapore and Paul B. Engo of Cameroon made an 11th hour effort to forge a compromise that the U.S. could live with. The compromise would give priority in mining sites to the seven "pioneer" companies which have already

begun deep seabed exploration. (Of the seven companies, American companies play a leading role in four; two are French and Japanese and the seventh is Soviet.)

In exchange for guaranteeing those seven companies the major share of any metals they extract from the deep seabed over the next 30-40 years, the seven nations would have to agree to accept the control of the global mining cartel.

Conference President Koh, along with other conference leaders, can make final changes to the draft treaty before the treaty is offered for adoption on Apr. 30. At that time it will be known whether the compromise wording is included in the pact—as well as whether the United States will sign it.

Deep seabed mining has been the stumbling block to a Law of the Sea treaty. But there are other features of the agreement, settled long ago, which could end a lot of squabbling over territorial waters.

The treaty establishes a universal, 12-mile territorial limit and an

"exclusive economic zone" of 200 miles off any nation's shore for its own fishermen. The treaty also protects oil and gas exploration for 350 miles off a nation's coast.

Ratification of the draft agreement will be made on a nation-by-nation basis and is expected to take years. A minimum of 60 nations must ratify the pact for it to become a binding global treaty.

### Proper I.D. Needed Going Ashore in China

The U.S. Maritime Administration in Washington, D.C. has notified the Union that seamen going ashore in ports in Mainland China must present their U.S. Merchant Mariners Document (Z-card) to Chinese authorities as official identification.

The exclusive use of the Merchant Mariners Document will alleviate any confusion concerning what is and what is not proper identification to go ashore in China.

Maritime Administrator Harold E. Shear has sent a sample of the document to Chinese authorities.

## A National Embarrassment: U.S. Olympians to Use Foreign-Made Equipment

WASHINGTON, D.C.—"The use of foreign-made equipment by American Olympic athletes is a national disgrace and a slap in the face to American workers," in the view of Frank Drozak, president of the SIU and the eight-million member AFL-CIO Maritime Trades Department (MTD).

Drozak submitted that statement to the Subcommittee on Select Revenue Measures of the House of Representatives' Committee on

Ways and Means. The Subcommittee was considering H.R. 4990, legislation which clarifies the tax exempt status of amateur athletic organizations.

America's team for the 1984 Olympics will be wearing uniforms made in Japan, shoes made in Spain, and competing with basketballs made in Taiwan and swimsuits made in Japan.

In his statement to the Subcommittee, Drozak noted that the MTD

backs the concept of H.R. 4990 because the Department feels that the support of amateur athletic organizations is essential to the promotion of physical fitness in the United States.

But he pointed out that while the MTD is in favor of granting tax exempt status to amateur athletic organizations, "we feel that the use of American made equipment is essential. Thus, we would encourage the committee to amend

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## Drozak on Reaganomics: Depression Level Crisis

Houston, Tex.—SIU President Frank Drozak strongly criticized President Reagan's economic policies stating that they "are not working and are producing one of the most pronounced economic crises that this nation has faced since the Great Depression."

Drozak made his comments early this month in Houston, Tex. at a testimonial dinner of the International Longshoremen's Association (ILA). The dinner was given in honor of two ILA officials—J. H. "Buddy" Raspberry, vice president in charge of Gulf Region, and W. H. Willie Hopkins, assistant secretary-treasurer for the Gulf Region.

Citing some of the adverse effects that the Reagan Administration has

had on the maritime industry, Drozak pointed to the closing of the United States Public Health Hospitals and the cuts in Construction Differential Subsidies, Operating Differential Subsidies, and the Title XI monies.

Further, said the SIU president, "the maritime industry has been attacked on the Jones Act, PL-480 Food for Peace Cargo, the Alaska oil swap scheme, Israeli grain trade and the Strategic Petroleum Reserve."

Also, noting that Government-purchased bauxite from Jamaica will be carried on foreign-bottom ships, Drozak said that the "Caribbean Basin Program is a threat to all American jobs; just more exporting of our jobs to foreign countries."

He added that the program "makes no mention of bilateral shipping agreements."

The Caribbean Basin Program is the Administration's plan to raise the living standards of countries in the area. However, the program's methods have been criticized by the AFL-CIO whose research director said that "development must be based upon expanding the opportunities for the citizens of these countries, not by enhancing the benefits for multinational corporations."

Drozak told his Houston audience that records are certainly being set during the Reagan Administration. He pointed to ten percent unemployment—a 42-year record; mortgage rates of 18.6 percent—an all-

time record; corporate mergers of 2,314—"an incredibly high record;" domestic auto production dropping to a new record of 6.2 million units. As Drozak noted, "yes we do have all-time records being set in the economy, records of economic disaster, economic devastation and economic disruption."

He said that the elections this November will give the American people a chance to speak out. All the seats in the House of Representatives and one third in the Senate are in contention. "We should not stand by and let what happened in 1980 happen in 1982," said the SIU President. "Let us support our friends and defeat our enemies in November '82. Let's make it a victory year for American workers."

## MSC Signs 5-Yr. Charter for Overseas Valdez, Vivian, Alice

The Navy's Military Sealift Command inked a contract this month providing for the long-term charter of three SIU-contracted tankers.

The Overseas Valdez, Overseas



Photo of Overseas Alice in 1969 when the tanker's SIU crew rescued a downed airplane pilot.

Vivian and Overseas Alice, all owned by Maritime Overseas Corp., have been contracted to deliver petroleum products for the Defense Department. Initially, each of the three 37,814 dwt sisterships will be chartered for five years. The contract also includes options for the MSC to charter the three SIU-crewed tankers for an additional five years.

For the MSC, the multi-million dollar charter means safe, secure delivery of important petroleum products.

For the SIU, the contract means job security. And, with national unemployment nosing nine percent, job security is more important now than ever.



Signing the multimillion dollar contract for the chartering of three SIU-crewed tankers is Maritime Overseas company executive Morris L. Feder and MSC Contracting Officer Capt. Robert M. Kreimer. Standing behind them are (l-r): Rear Adm. Warren C. Hamm, Jr., MSC deputy commander, Walter T. Sansone, MSC's new maritime affairs officer, and Vice Adm. Kent J. Carroll, commander of the MSC.

## DOD to U.S. Ships: Steer Clear of Falklands

The U.S. Department of Defense has issued a "special warning" ordering American-flag merchant vessels to steer clear of the 200-mile war zone imposed by Britain and Argentina around the Falkland Islands.

Argentinian marines invaded the Falklands on April 2, 1982 seizing control of the Islands, which have been under British rule since 1833. The two countries had been involved in 15 years of fruitless talks to settle the Falkland dispute. Argentina

claims sovereignty over the Islands.

Britain responded to the invasion by Argentina by dispatching nearly half the British Navy to impose a blockade around the Islands. Argentina has also declared a 200-mile war zone.

The Defense Department warning reads as follows:

"South Atlantic: Mariners are advised not to sail within 200 nautical miles of the Falkland Islands (Islas Malvinas) until further notice.

"This notice is solely for the purpose of advising U.S. Mariners of information relevant to navigational safety and in no way constitutes a U.S. government position regarding foreign claims or proclamations...."

SIU-contracted Delta Steamship Lines Inc. is the lone U.S.-flag liner company which provides regular service down the east coast of South America, around Cape Horn, and up the West Coast, Lykes Bros. and Moore-McCormack Lines serve Buenos Aires. There are also U.S. tankships, from time-to-time, which haul Alaskan crude oil to the Virgin Islands by way of Cape Horn. This could bring them close to the zone.

## Dispatchers Report for Great Lakes

Mar. 1-30, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	65	14	3	68	18	0	48	18	4
Port									
ENGINE DEPARTMENT									
Algonac	46	15	4	48	11	0	36	15	3
Port									
STEWARD DEPARTMENT									
Algonac	10	2	2	25	16	0	12	2	1
Port									
ENTRY DEPARTMENT									
Algonac	53	51	14	0	0	0	66	69	23
Port									
Totals All Departments	174	82	23	141	45	0	162	102	31

\*"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.



# Area Vice Presidents' Report

**Gulf Coast, by Vice President Joe Sacco**



The down national economy has had an effect in the Gulf. We have some ships and boats laid-up but overall we are in good shape with plenty of activity both deep sea and inland. In Houston, we had three payoffs last month—fewer than normal. They were *Ogden Charger* and *Dynachem* and the *Overseas Natalie*. Representatives Dean Corgey and Jim McGee made the ships. We also serviced 36 tugs and towboats in the harbor or in transit with Corgey, McGee and "Robbie"

Robertson making them. We have four ships laid up in Houston, the *Pices*, *Capricorn*, *Virgo* and *Scorpio*.

In Mobile, everything is shipshape at the new Union hall, where Port Agent Tommy Glidewell is awaiting word to provide a crew for the first of six brand new Cattugs. The first one, the *Jacksonville* has completed seatrials.

The *Cove Communicator* paid off in Mobile on March 3, and everything is reported running smoothly at SIU inland companies Crescent Towing, Radcliffe Materials, Pilot Service, Self Towing and Ideal Cement, with patrolman Jimmy Battles servicing this equipment regularly.

New Orleans was very busy last month with 19 payoffs and 17 signons. Four ships are laid up in New Orleans, the *Del Oro*, the *Delta Norte*, *Jeff Davis* and *Thomas Nelson*. Port Agent Gerry Brown reports fairly good shipping but with "a heavy beach." Also, Gerry Brown was recently elected vice president of the Louisiana State Federation of Labor and vice president of the Greater New Orleans AFL-CIO.

In Port Arthur, 11 boats operated by Sabine, Crowley and Moran are laid-up, and in Tampa we have four ships laid up, the *Point Revere*, *Potomac*, *Penny* and *Point Margo*. Also in Tampa, Agent Ray McDonald visited eight deep sea tugs in transit, operated by Sonat and Moran. He also paid off the *M/V Diplomat*, *Ambassador* and *Point Revere* in Miami. We're trying to organize a company in Tampa. More on this next month.

**West Coast, by Vice President George McCartney**



March was hopping pretty good on the West Coast with 22 ships paying off in the port of San Francisco. These included three Delta Line 'M' ships (combo passenger/cargo vessels), nine Sea-Land containerships and the tankers *Ogden Hudson*, *Overseas Boston*, *Cove Tide*, *Cove Leader* and *Beaver State*. Regular servicing visits are made to the *Sugar Islander* and the tug/barge *Cal Rice* Transport hauling sugar from Hawaii. Payoffs were made by myself, Port

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In addition, we are very actively involved in politics as some key jobs are up for grabs in California including a Senate seat, the Governor's mansion, the mayor of Los Angeles and several important Congressional seats.

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We had a great deal of activity in the port of New York last month. A total of 36 ships paid off with Patrolmen George Vukmir, George Ripoli, Kermit Mangram and Bob Selzer servicing the vessels. In addition, we had 23 sign-ons and a total of 18 ships were visited in transit. Also we serviced four deep sea tugs in transit through the port of New York.

In Baltimore, the *M/V Pride of Texas* and the *SS Caguas* paid off. We crewed the *TT Brooklyn* here

which had been laid up for repairs since September 1981. She'll be involved in the Alaska oil trade. Also Port Agent George Constango has started preliminary contract negotiations with Harbor Towing Co., a subsidiary of Sonat. Also a group of SIU members accompanied Constango to Annapolis on March 13 for Maryland's Solidarity Day.

Things are running smoothly in our fishing fleet up in Gloucester, Mass. And Norfolk and Philadelphia are busy as always with a great deal of servicing of our contracted harbor and deep sea tugs. Also in Norfolk, we are awaiting word from the company for a crew for the *Jade Phoenix*. She's one of the three former El Paso LNG's built in Avondale but never sailed because of defects in the tanks. The ships will be operated now as bulk carriers.

**Great Lakes and Western Rivers, by Vice President Mike Sacco**



Things have finally thawed out on the Lakes and Rivers after a really brutal winter. This coupled with economic problems in general, forced more than the normal amount of layups this past winter.

However, things got rolling again in March. In St. Louis, Port Agent Pat Pillsworth and Patrolman Bob Hall and Mike Dagon were on the road a great deal servicing three Dixie Carriers boats, four National Marine boats, seven Heartland Transportation boats and four Orgulf

Transportation boats. We have continued to regularly visit boats owned by union busters American Commercial Barge Line. We've been in a tough beef with this company for more than two years now with no end in sight.

All in all, our patrolmen hit more than 30 ACBL boats in transit on the Mississippi and Ohio River system. Also out of St. Louis, we processed 120 Welfare Plan claims and 40 vacation claims. On the Great Lakes, fitout has begun and is in full swing. However, Lakes shipping faces the same kind of economic problems as last year due to the down American auto industry. We are hoping, though that things will pickup by mid-summer. We shipped 133 men from Algonac in March.

## Dr. Camp Balt. Port Council 'Man of Year'



Dr. Oscar Camp, director of the SIU clinic in Baltimore and a well respected figure to Seafarers everywhere, was named "Man of the Year" by the Baltimore Maritime Port Council of the Maritime Trades Department, AFL-CIO. Shown here at the recent Port Council dinner where the award was presented are, from the left: George Costango, SIU Baltimore agent; Mrs. Camp; Dr. Camp; Congresswoman Barbara Mikulski (D-MD); Senator Paul Sarbanes (D-MD), and Teamsters official Joe Townsley, president of the Port Council.



## Area Vice Presidents' Report

**Gulf Coast, by Vice President Joe Sacco**



The down national economy has had an effect in the Gulf. We have some ships and boats laid-up but overall we are in good shape with plenty of activity both deep sea and inland. In Houston, we had three payoffs last month—fewer than normal. They were *Ogden Charger* and *Dynachem* and the *Overseas Natalie*. Representatives Dean Corgey and Jim McGee made the ships. We also serviced 36 tugs and towboats in the harbor or in transit with Corgey, McGee and "Robbie"

Robertson making them. We have four ships laid up in Houston, the *Pices*, *Capricorn*, *Virgo* and *Scorpio*.

In Mobile, everything is shipshape at the new Union hall, where Port Agent Tommy Glidewell is awaiting word to provide a crew for the first of six brand new Cattugs. The first one, the *Jacksonville* has completed sea trials.

The *Cove Communicator* paid off in Mobile on March 3, and everything is reported running smoothly at SIU inland companies Crescent Towing, Radcliffe Materials, Pilot Service, Self Towing and Ideal Cement, with patrolman Jimmy Battles servicing this equipment regularly.

New Orleans was very busy last month with 19 payoffs and 17 signons. Four ships are laid up in New Orleans, the *Del Oro*, the *Delta Norte*, *Jeff Davis* and *Thomas Nelson*. Port Agent Gerry Brown reports fairly good shipping but with "a heavy beach." Also, Gerry Brown was recently elected vice president of the Louisiana State Federation of Labor and vice president of the Greater New Orleans AFL-CIO.

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## Await Coast Guard Report on Tragedy

# Golden Dolphin Inquiry Ends; Questions Remain

New York, N.Y.—The Marine Board of Inquiry investigating the explosion and fire aboard the SIU contracted *S.S. Golden Dolphin* that claimed nine lives early last month, spent 10 days here questioning surviving *Golden Dolphin* crewmembers in an effort to discover the cause of the accident.

Seven SIU members were among the dead in the wake of the blast that ripped through an empty cargo tank on the *Golden Dolphin* as she was enroute to Port Said, Egypt on the afternoon of Mar. 6. The 16 surviving crewmen were picked up by a Swedish bulk carrier about two hours after abandoning their own ship. They watched while a fire burned out of control on the *Golden Dolphin* throughout the day and night and saw the Aeron Marine-owned vessel sink in the Atlantic at 8:30 the following morning.

During the first 10 days of hearings, which recessed Mar. 25, the joint Coast Guard/National Transportation Safety Board panel called at least seven *Golden Dolphin* survivors as witnesses. (On Apr. 14, the inquiry resumed for two final days at which time the Board called an expert witness to explain the functioning of the vessel's inert gas system.)

Several possible causes of the explosion—some of them contradictory—came out as the four member CG/NTSB Board of Inquiry closely questioned the *Golden Dolphin's* master, chief mate, 1st assistant engineer and three SIU unlicensed crewmen, among others.

The Board's first witness, SIU OS Roy Zemlock, 23, testified that he and most of the deck department had been given the okay to begin mucking out one of the *Golden Dolphin's* 18 cargo tanks on the afternoon of the explosion. Earlier that day, Zemlock said, they smelled gas coming from the tank but "didn't smell any gas at 1:00 p.m." when they got the go-ahead to start mucking.

However, later questioning of additional witnesses, including the chief mate, revealed that the chief mate did not use a gas meter or any other type of equipment to test the tank, relying instead, solely on his sense of smell to certify that the tank was gas-free.

**Key in on Welding**  
OS Zemlock also told the Board that four other crewmen were on deck that afternoon engaged in welding to install "steamlines up forward to replace corroded steamlines." The thrust of the Board's

questioning returned again and again to the welding operation in an attempt to determine whether welding was actually taking place in the moments prior to the explosion and if the welding torches could have produced the spark that ignited the cargo tank. The testimony of witnesses was contradictory on this key point.

Following Zemlock to the witness' chair, 1st Assistant Engineer Thomas Cronin, 60, said no welding was actually being done right before the blast occurred. Cronin, who was standing watch in the engine room at the time of the explosion, said the welding machine was not running. The welding machine controls are located in the engine room. Cables connect the machine with the welding equipment used on deck.

Other witnesses, including QMED Earl C. Tyler, contradicted the first assistant, testifying that the welding machine was operating at the time—or shortly before—the explosion occurred.

Testifying during the final days of hearings, the *Golden Dolphin's* Captain Kenneth M. Thoens, noted several possible causes of the Mar. 6 blast, including the use of "unauthorized tools" during the mucking operation which could have caused a spark in the tank.

Conjecturing that a gas pocket had formed in the cargo tank in spite of the fact that ventilation fans were being used to air them out, Capt. Thoens said someone smoking a cigarette could also have been the source of the spark which blew the gas pocket.

**New Inert Gas System**  
In response to a question from SIU legal counsel Arthur Abarbanel, Thoens conceded a lighted welding torch could also have caused the explosion.

Further questioning of the captain revealed that the *Golden Dolphin's* master did not have the vessel's cargo tanks inerted to make them safe.

An Inert Gas System was installed aboard the *Golden Dolphin* last December. The purpose of the IGS is to blow inert gas into each cargo tank which minimizes the oxygen in the tank. Oxygen is one of three factors which must be present in a cargo tank for an explosion to occur. Gas and heat are the other two factors.

Abarbanel pointed out that if the tanks had actually been gas free—as certified by the chief mate—there would have been no explosion. Similarly, if the tanks had been inerted there wouldn't have been enough oxygen present for an explosion to occur.

Capt. Thoens was questioned by the Board about what took place in the aftermath of the explosion. He said 220 feet of the deck had been ripped away by the explosion. The firefighting equipment was severely damaged and "the ship began listing" six to 10 minutes after the accident.

It was impossible to save the ship, Thoens said. "I had to decide whether I should try to save the ship and play hero or save lives," and abandon ship.

The Marine Board of Inquiry has not yet reached any conclusions on the cause of the explosion and fire that ultimately sank the *S.S. Golden Dolphin*. Both the Coast Guard and the National Transportation Safety Board will each issue their own findings on the accident. They may also issue safety regulations to prevent the occurrence of similar tragedies, if they deem it necessary, after evaluating the testimony they heard during the hearings. This could take several months.

## President Declares May 22 National Maritime Day

By the President of the United States of America

### A Proclamation

"SINCE the inception of our great Nation the American merchant marine has contributed to its security and economic growth.

It is a vital lifeline linking the United States with its trading partners. In times of war it serves as our "fourth arm of defense" providing logistic support to our Armed Forces.

For too long, our shipping industry has been in a state of decline, and its ability to meet the Nation's economic and defense needs has eroded. My Administration is firmly committed to the rejuvenation of the American merchant marine.

In recognition of the importance of the American merchant marine, the Congress, by joint resolution of May 20, 1933, designated May 22 as National Maritime Day and requested the President to issue annually a proclamation calling for its appropriate observance. The date was chosen to commemorate the same date in 1819 when the *SS SAVANNAH* departed Savannah, Georgia, on the first transatlantic steamship voyage.

NOW, THEREFORE, I, RONALD REAGAN, President of the United States of America, do hereby urge the people of the United States to honor our American Merchant Marine on May 22, 1982, the fiftieth observance of National Maritime Day, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of April in the year of our Lord nineteen hundred and eighty-two, and of the Independence of the United States of America the two hundred and sixth."

Ronald Reagan

## Ogden Champion Committee



Chief Steward R. Maldonado (left) secretary-reporter of the ST Ogden Champion (Ogden Marine) checks overtime sheet at a payoff on Mar. 24 at the Exxon Dock, Bayway, N.J. Seated (l. to r.) are the Ship's Committee of OMU Mike J. Berry, engine delegate; Raceriffed Bosun Marion E. Boschling, ship's chairman and AB N. King, deck delegate. Standing (right) OMU Jose Quinones.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1982

Legislative, Administrative and Regulatory Happenings

## Falkland Dispute Points Up Need of Sealift

World peace was threatened last month when Argentina and Great Britain were driven to the edge of war over the Falkland Islands.

The whole affair seemed slightly implausible. The Falkland Islands, which lay several hundred miles off the coast of Argentina, is an isolated community of 1,800 English-speaking residents and 700,000 sheep.

It will be a long time before Americans forget the sight of 35 British tankers chugging 8,000 miles to get to the Falkland Islands, which lay at the southernmost tip of South America.

The prospect of an extended war between Argentina and Great Britain, as well as the great distance that the British fleet had to travel, underscores the importance that a nation's sealift capability plays in its overall defense.

It is not inconceivable that Americans will be treated to the sight of another sealift operation, only next time it will be American ships chugging 8,000 miles to protect Western interests in Iran or Saudi Arabia.

According to Admiral Carroll, Commander, Military Sealift Command, 90% of all wartime cargo must be carried by sea, in merchant ships. "Without this cargo, our fighting forces would not be able to sustain combat of any significant duration."

"A strong and viable U.S. Merchant Marine remains an absolute prerequisite to the deployment of U.S. military forces in any significant quantity outside our continental boundaries."

Unfortunately, the Sealift Capability of this country is in a state of disrepair. Successive administrations have let it and the American flag Merchant Marine wither.

If any good is to come of the Falkland Islands dispute let it be this: that Americans finally realized how important their Merchant Marine is, and that they take actions to reverse its decline.



## Heinz Bill

Senator John Heinz (R-Pa.) has introduced a bill that would require the U.S. government to purchase all of its naval vessels, and their major hull and superstructure components, from domestic shipyards.

According to Heinz, the bill, S. 2285, is necessary to "assure the continued existence and viability of a vital sector of our defense industrial base."

A similar measure, H.R. 3464, has already been passed by the House of Representatives by a 364-21 vote.

The House bill was introduced by Claudine Schneider (R-RI).

## TRUMAN HOBBS ACT

Nestled into H.R. 5617, the Coast Guard Appropriations Bill for Fiscal Years 1983-84 that was reported out of the House Subcommittee on Coast Guard and Navigation, was a provision that would effectively repeal the 1940 Truman Hobbs Act.

Under the terms of the Truman Hobbs Act, the Federal government has the power to authorize funding for the alteration of bridges that obstruct navigation. If H.R. 5617 is passed in its present form, user fees would have to be imposed to cover the cost of those alterations.

Even though it has been several years since federal monies were allotted for bridge alterations, there was still a spirited debate on the subject.

According to Rep. Billy Tauzin (D-La.), it is "imprudent to remove the authority that permits the government to respond to the problem of bridge alteration. While funding is another question, removing the authority without any replacement for it somewhere else is unwise."

## Port Development

Jurisdictional questions threaten to slow the momentum of S-1692, one of several port development bills being considered by the Senate.

Behind those jurisdictional questions are deep philosophical differences over proposed changes in the financing of port development and maintenance.

Taking a cue from the Administration, S. 1692 would shift most of the burden of financing to state and local governments. That would be accomplished through the imposition of user fee charges.

Senator Robert Packwood (R-Ore.), an opponent of user fees, has formally requested that the Finance Committee exert jurisdiction over S. 1692. A total of 49 Senators have signed a letter supporting his position.

Packwood contends that S. 1692 falls under the jurisdiction of the Finance Committee because user fees are a kind of tax.



## Admiral Shear

The Reagan Administration has decided to review its maritime policies.

While the results of that review will not be known for quite some time, a high ranking Administration official made it clear that the President is philosophically opposed to any new "massive federal outlays."

In a speech delivered before the Navy League Convention, Harold E. Shear, Maritime Administrator, said that any new programs that result from this review will "be designed to draw upon the inherent strengths and resources of the private sector."

While Shear did not enumerate those inherent strengths and resources, he did acknowledge that the American flag Merchant is in bad shape.

In the past ten years, the American flag Merchant Marine has declined by nearly half, from 930 to 520.

Although the United States is the world's most active trader, the American flag Merchant fleet carries only 4% of this nation's waterborne foreign commerce.

Of the 4,700 dry bulk carriers in the world fleet, only 15 fly the American flag. The situation has been made more serious by the rapid expansion of the Soviet fleet. According to Shear, the Russians have 1738 merchant vessels in comparison to the 520 that fly under the American flag.

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## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Cook and Baker Course

## Puts Icing on the Cake Of Job Security

Upgrading your job skills is the magic ingredient for improving your job security—and the Harry Lundeborg School of Seamanship is the place where you'll get all the help you need to become

the best you can be.

The Cook and Baker course includes both classroom and on-the-job training in the SHLSS bake shop and galley to provide the most complete training pro-

gram possible.

Some of the course topics included in the curriculum include the baking of breads, rolls, pies, cakes, cookies and breakfast pastries. Students will

also learn the fine art of preparing desserts and breakfasts.

Careful attention to recipe requirements will be stressed, as will sanitation and work organization.



Earl Edmondson takes his upgrading seriously because he understands that his job security depends upon his job skills. Edmondson from Jacksonville, is presently enrolled in the Cook and Baker program at SHLSS.



Seafarer Dottie Regrut sailed for many years as an assistant to the Chief Steward on both the S.S. Mariposa and S.S. Monterey as a member of the Marine Cooks & Stewards. Now a proud and happy member of the SIU, Dottie is continuing her career at sea, and is presently enrolled in the Cook and Baker program at the Seafarers Harry Lundeborg School of Seamanship. Seafarer Regrut hails from the Port of Wilmington, California.



Seafarer Neil Ball, who ships from the Port of San Francisco, is upgrading his seagoing skills in the Cook and Baker class at SHLSS, and is ensuring his continued job security.



Bernadette Noe, who went through the Special Steward Program as a Trainee and shipped as Assistant Cook, returned to SHLSS for the Cook and Baker Course. Bernadette, who ships from the Port of New York, prepares pumpkin pies for the oven.



## Towboat Operator Course:

# Provides Inland Waterways With Trained Operators

Providing our SIU-contracted inland waterways companies with the best-trained marine workers in the industry, while also providing SIU members with career upgrading and job security, are the goals of the training programs at SHLSS.

The course of instruction leading to licensing as Towboat Operator includes both classroom study and on-the-job training aboard the towboat *Susan Collins*.



James Blizzard, from Crisfield, Md., is at the controls of the *Susan Collins* as the towboat eases her tow into the dock at SHLSS. Watching the operation very carefully is SHLSS Instructor Ben Cusick.

Included in the course of instruction are rules of the road for the area in which the student will be licensed; use of the magnetic compass; operation and use of various navigational instruments and accessories; emergency signals; practical use of charts in navigation; understanding and practical use of aids to navigation; lifesaving, first aid and firefighting; pollution prevention and control; and an understanding of the various regulations and laws which apply to the safe operation of a towing vessel.



James Blizzard is getting hands-on experience as he steers the *Susan Collins* safely by the tug C.L. 2 in St. George's River at Piney Point. Brother Blizzard is in the Towboat Operator course.



Two pieces of SHLSS's harbor and inland waterways equipment are seen here in the early morning before beginning a busy day of use in the training of Towboat Operators, Pilots, Mates, Engineers and Deckhands. In addition to the tug C.L.2 and the towboat *Susan Collins*, SHLSS also maintains several tank barges for use in the inland training programs.

## Reefer Maintenance To Improve Shipboard Job Skills



Seafarer Bob Benson, from the Port of Seattle, works on the coolant system on a working mock-up of a typical refrigeration system.

Seafarers attending the six-week course on the Operation and Maintenance of Refrigeration Systems will learn all they will need to know to safely and responsibly operate and repair refrigeration systems aboard SIU-contracted vessels.

Included in the course of

instruction—which consists of both classroom and in-the-shop training—is an understanding of the theory of refrigeration; refrigerants and their use, including the R-11 and R-12 refrigeration systems, and the operation and maintenance of various shipboard systems, including cargo container systems.



Instructor Eric Malzkahn shows a test reading to his class during a training session in the SHLSS Machine Shop. Included in the present Refrigeration class are Richard Robertson, from the Port of New York; Bob Benson, Seattle, and Dan Rose, San Francisco.



Seafarer Dan Rose works on a small refrigeration system during a shop training session. Students get plenty of hands-on experience in the maintenance and repair of various shipboard reefer systems.



## Towboat Operator Course:

### Provides Inland Waterways With Trained Operators

Providing our SIU-contracted inland waterways companies with the best-trained marine workers in the industry, while also providing SIU members with career upgrading and job security, are the goals of the training programs at SHLSS.

The course of instruction leading to licensing as Towboat Operator includes both classroom study and on-the-job training aboard the towboat *Susan Collins*.



James Blizzard, from Crisfield, Md., is at the controls of the *Susan Collins* as the towboat eases her tow into the dock at SHLSS. Watching the operation very carefully is SHLSS instructor Ben Cusic.

Included in the course of instruction are rules of the road for the area in which the student will be licensed; use of the magnetic compass; operation and use of various navigational instruments and accessories; emergency signals; practical use of charts in navigation; understanding and practical use of aids to navigation; lifesaving, first aid and firefighting; pollution prevention and control; and an understanding of the various regulations and laws which apply to the safe operation of a towing vessel.



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## Third Mate Study Course at SHLSS:

### Prepare Qualified Seafarers For Third Mate Licenses

Because of a continuing shortage of competent and qualified licensed mates in the off-shore towing industry, SHLSS offers a course for Original Third Mate, Motor Vessels.

The course of instruction covers ten weeks of intensive study, and prepares qualified candidates for the Coast Guard

examination.

To be successful in obtaining a license, students will have to develop a strong desire to study and work toward their goal. The staff at SHLSS will make every effort to help students succeed.

All students are encouraged to acquire ample knowledge of the study materials before coming to

SHLSS to begin classes. Students who have already begun to study on their own for the Third Mate examination will find it much easier to keep up with the fast-moving pace of the course.

Students will also be required to have applied to the Coast Guard and be scheduled to sit for the examination.

To be eligible for the examination, students must have discharges showing three years' seetime in the deck department with two and one-half years as ordinary seaman and six months as able seaman, quartermaster or bosun; or all three years as able seaman, quartermaster or bosun.



Seafarer Michael Bolger, of Seattle, takes his studies seriously. And, the rewards are worth all the effort: a Third Mate license and a well-paying career.



The course is ten weeks long and it is intensive. Candidates are encouraged to become familiar with the course material before they come to SHLSS for the study program. Here, Seafarers James James, of Jacksonville, and Rick Willis from New York concentrate on plotting problems.



Seafarer Stephen Parr, from the Port of New Orleans, determines position from onshore sightings during one of the classroom sessions. All areas of the Coast Guard examination are covered during the ten-week course.

### Great Lakers Take QMED Course During Winter Freeze

Snow, ice and the cold winter of 1982 stopped ship traffic on the Great Lakes but it didn't stop Lakes members from putting the time to good use.

About a dozen Great Lakes SIU

seamen came to Piney Point to take the 12-week QMED course. The course, open to all FOWT's who have a minimum of six months seetime, consists of classroom study as well as

hands-on training in the following areas: pumpman, reefer engineer, electrician, machinist, deck engineer, junior engineer and deck engine mechanic.

These Great Lakes brothers

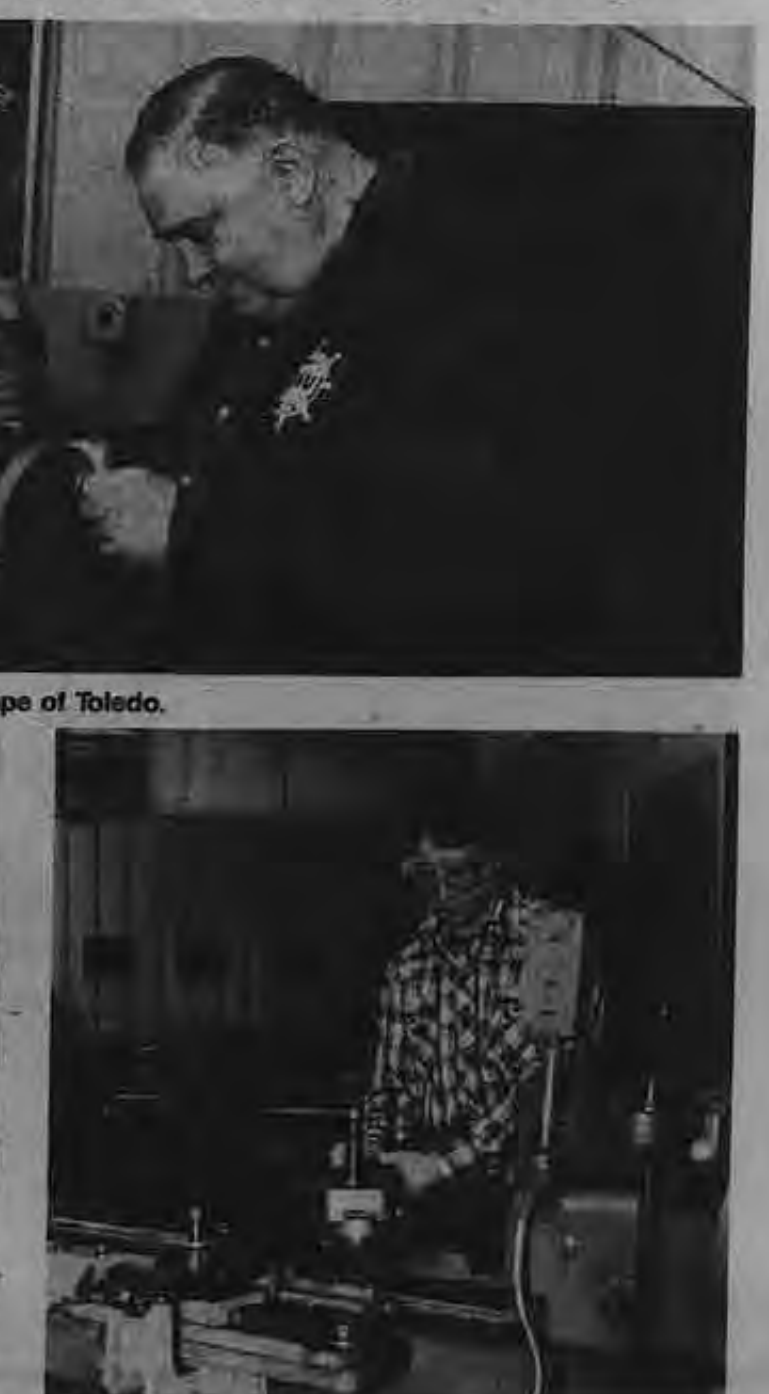
know that experience and training are the ticket to job security. And the Seafarers Harry Lundeberg School of Seamanship is the place to get the training.



Gary Johnston, Duluth.



Larry Klarstrom, Duluth and Tim Wallace from Alpena.



Brian Krus, Frankfurt.



## In Training at SHLSS for Quartermaster



Five more Seafarers are in training to qualify as Quartermaster. SHLSS offers an in-depth six-week course which includes plotting, use of magnetic and gyro compasses, rules of the road, aids to navigation, and instruction in Ioran RDF, fathometers and radar. Here, SHLSS Instructor Abe Easter shows his class how to adjust a peloris. From left are Robert Wassink, from the Port of Seattle; Gerald Halligan New Orleans; Walter Harris, Baltimore; David Wallin, Algonac, and Ken MacInnes, from the Port of San Francisco.

## Seafarers Learn Shipboard Automation



SIU members improve their shipboard skills and keep pace with advancing marine technology by attending classes at SHLSS. These two veteran Seafarers—William York and Elvert Welch—enrolled in the four-week Automation course to improve their job security by improving their job skills. Both Seafarers ship out of the Port of New Orleans.

## Seafarers Learn Welding Skills



Five more Seafarers—representing deep-sea ports and the Great Lakes—completed the Welding course at SHLSS this month and received Certificates of Achievement. From left are SHLSS Instructor Bill Foley; Edwin Harris from the Port of San Francisco; Donald Christian, Norfolk; Joseph Sevigny, Alpena; Richard Robertson, New York, and John Barrett, Algonac.

## Crowley Marine Representative Views Seafarers Program For Recovering Alcoholics



Tamara Cagney, a member of the Employee Relations staff of Crowley Marine, talks with SHLSS Vice President Frank Mongelli after she inspected the Seafarers Alcoholic Rehabilitation Center in Piney Point. Ms. Cagney, who works with the drug and alcohol abuse program within the Crowley organization, was much impressed with what she saw at Piney Point. She said to Mongelli: "You have a program that works, and I hope that we can work more closely with you to help those of our Crowley employees who are suffering from alcoholism to recover and return to their jobs as happy, useful and whole persons."

## Going for First Class Pilot



Alan Watts holds a Towboat Operator Ocean/Inland license, and works for Harbor Towing out of Baltimore. He is now studying for a First Class Pilot license. Here he plots a course under the scrutiny of SHLSS Instructor Abe Easter. The seven-week course is offered at SHLSS to all qualified Boatmen.

## Seafarers Improve Electronic Skills



Five more Seafarers—all from the Port of New York—completed the six-week course in Marine Electronics at SHLSS this month. They are, seated from left, Robert Farmer, Dave Dukehart and Charles Lore. Standing are Frederick Reyes and Bill Hyder.



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## Upgrading Course Schedule Through December 1982



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

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

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

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

Class schedules may be changed to reflect membership demands.

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

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

#### Engine Department Courses

Course	Check-in Date	Completion Date	Length of Course
Marine Electrical Maintenance	April 12 July 19 October 25	June 3 Sept. 9 Dec. 16	8 weeks 8 weeks 8 weeks
Marine Electronics	June 7 Sept. 13	July 15 October 21	6 weeks 6 weeks
Automation	May 24 June 21 August 30 Nov. 8	June 17 July 15 Sept. 23 Dec. 2	4 weeks 4 weeks 4 weeks 4 weeks
Pumproom Maintenance & Operations	April 12 July 19 Sept. 27	May 20 August 26 Nov. 4	6 weeks 6 weeks 6 weeks
Refrigeration Systems Maintenance and Operations	March 29 June 21 October 25	May 6 July 29 Dec. 2	6 weeks 6 weeks 6 weeks
Fireman/Watertender & Oiler	*May 24	July 1	6 weeks
Basic Welding	March 29 April 26 May 24 Sept. 27 October 25 Nov. 22	April 22 May 20 June 17 October 21 Nov. 18 Dec. 16	4 weeks 4 weeks 4 weeks 4 weeks 4 weeks 4 weeks
QMED—Any Rating	*May 24 Sept. 27	August 12 Dec. 16	12 weeks
Third Assistant Engineer	August 16	October 14	10 weeks
Diesel—Regular	March 29 April 26 May 24 Sept. 27 October 25 Nov. 22	April 22 May 20 June 17 October 21 Nov. 18 Dec. 16	4 weeks 4 weeks 4 weeks 4 weeks 4 weeks 4 weeks
Diesel Scholarship	June 21	August 12	8 weeks

\*Note change of starting dates

#### Inland Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Towboat Operator Scholarship	March 29 June 21 Sept. 13	May 14 August 6 October 29	7 weeks 7 weeks 7 weeks
Celestial Navigation	May 17 August 9 Nov. 1	June 24 Sept. 16 Dec. 9	6 weeks 6 weeks 6 weeks
First Class Pilot	May 24	July 9	7 weeks
Inspected Towing Vessel	July 19	Sept. 3	7 weeks
Tankerman	June 7 Sept. 13 Nov. 8	June 17 Sept. 23 Nov. 18	2 weeks 2 weeks 2 weeks

#### Deep Sea Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Lifeboatman	March 29 May 10 August 2 October 25	April 8 May 20 August 12 Nov. 4	2 weeks 2 weeks 2 weeks 2 weeks
Able Seaman	April 12 May 24 Nov. 8	May 20 July 1 Dec. 16	6 weeks 6 weeks 6 weeks
Quartermaster	July 5	August 12	6 weeks
Third Mate	May 24 August 9 October 12	July 16 Sept. 24 Nov. 26	10 weeks 10 weeks 10 weeks
Third Mate/Celestial Navigation *(10)	July 19 Sept. 20 Nov. 22	August 10 October 12 Dec. 14	6 weeks 6 weeks 6 weeks

#### Steward Department Courses

Course	Check-in Date	Completion Date	Length of Course
Assistant Cook	open-ended		
Cook and Baker	open-ended		
Chief Cook	open-ended		
Chief Steward	open-ended		
Towboat Cook	open-ended		



# Apply Now for an SHLSS Upgrading Course

(Please Print) \_\_\_\_\_ (Please Print) \_\_\_\_\_

## Seafarers Harry Lundeborg School of Seamanship Upgrading Application

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

Address: \_\_\_\_\_  
(Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) or License Now Held \_\_\_\_\_

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

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_  
(dates attended)

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

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

Dates Available for Training \_\_\_\_\_

I Am Interested in the Following Course(s) \_\_\_\_\_

### 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

### ENGINE

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

### STEWARD

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

### ALL DEPARTMENTS

- ☐ LNG
- ☐ LNG Safety
- ☐ Welding
- ☐ Lifeboatman
- ☐ Fire Fighting
- ☐ Adult Basic Education

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

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

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

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Please Print

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





## Apply Now for an SHLSS Upgrading Course

(Please Print) **Seafarers Harry Lundeberg School of Seamanship** (Please Print)

Upgrading Application

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

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

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

Entry Program: From (dates attended) to

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

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

Dates Available for Training

I Am Interested in the Following Course(s)

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

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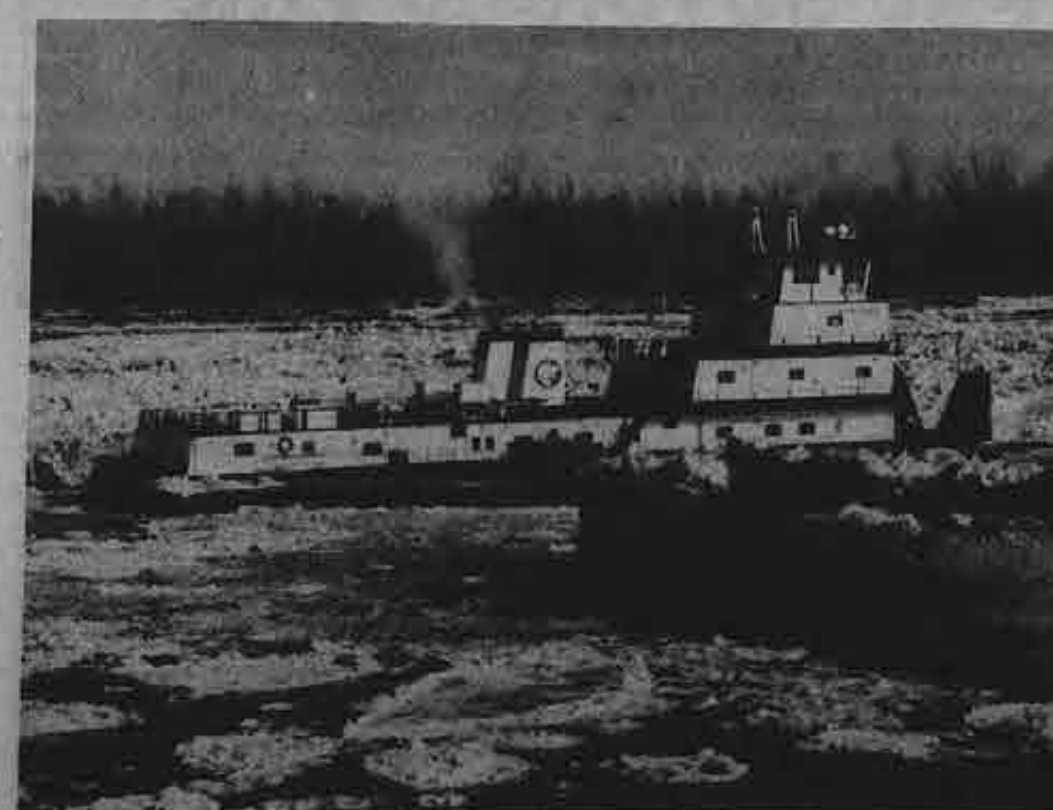
## N-Ice Look Back at Winter on Upper Mississippi

If you thought you had a tough winter on the Lakes or in the Northeast, take a look at these n-ice pictures of an SIU towboat, the *National Energy* (National Marine) near Mile 30 on the Upper Mississippi. The *Energy*

along with the *National Gateway* had the unenviable two day job of freeing two ice-bound barges. The boats had to cut a path, like snow plows, to get to the trapped barges. That took a day by itself. The *National Energy* crew con-

sisted of Capt. "Red" Benoit; Pilot Cliff Bryant; Mates Tim Brown and Tom Dowdell; Ch. Eng. Horace McCormick; Deckhands Roger Wilson, Mike Jordan, Bucky Smith and Kenney Jones and Reefer techs William

McBunch and Joe Sonatag. The *Gateway* SIU boatmen were: Capt. Blackie Chapman; Pilot Ed Henleben (who took the pictures); Mate Ron Campbell and Dave Wierschem. Gerry Coleman, Bud Wilson, Jose Gomez and Glenn Roberts.



## A MESSAGE FROM YOUR UNION



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



# Tax Equity for Convention at Sea Progressing

Washington, D.C.—As the U.S.-flag, SIU-contracted *S.S. Constitution* moves closer to her maiden Hawaiian Islands cruise, a bill which would allow U.S.-flag cruise ships, like the *Constitution*, to compete with hotels for the multimillion dollar convention trade is moving slowly forward in Congress.

The bill, H.R. 3191, was introduced in the House by Rep. Frank Guarini (D-N.J.). SIU President Frank Drozak testified on behalf of the bill during Mar. 16 hearings held by the Subcommittee on Select Revenue Measures of the House Ways & Means Committee.

In his testimony Drozak stressed that "the future success of the U.S.-flag cruise industry depends on its ability to attract new business. Convention business is an obvious area for development."

"If it makes sense to allow tax deductions for conventions held on land," Drozak continued, noting that current tax laws allow tax deductions for conventions in Canada and Mexico as well as U.S. hotels, "it



SIU President Frank Drozak, right, and Rep. Frank Guarini (D-N.J.) discuss bill which would grant U.S. flag cruise ships tax equity in competing for convention business on Capitol Hill recently.

makes sense to extend this concept to U.S. ships calling at American ports."

Tax deductions for conventions held aboard cruise ships, regardless of their registry, were disallowed in late 1980 when Congress revised

the Internal Revenue Code. Rep. Guarini's bill will allow companies to take tax deductions for convention costs when the convention is held aboard a U.S.-flag cruise ship making North American ports of call.

The bill has generated widespread support on both sides of the House. The main objection to the measure came from the Treasury Department which argued that permitting conventions aboard cruise ships would be inappropriate because it amounted to a government-subsidized vacation.

Two Republican congressmen—Reps. Richard T. Schulze of Pa., and Guy Vander Jagt of Mich., both members of the Select Revenue Measures Subcommittee, took issue with the Treasury Department's point of view. The two congressmen felt conventions held on cruise ships were more productive than hotel-based conventions. Cruise ships, they argued, are closed environments and convention participants are more likely to attend meetings aboard a ship than in a resort hotel setting.

A companion bill to H.R. 3191 is expected to be introduced in the Senate very soon. Its first stop in the Senate will be hearings before a Finance Committee subcommittee.

## Russia's FESCO Must Pay \$375,000 Fine

**THE FAR EASTERN SHIPPING COMPANY (FESCO)**, a Soviet owned and operated shipping line, has been ordered to pay \$375,000 in settlement of an inves-

tigation of the firm's cargo rate-fixing practices.

The settlement was approved earlier this month by Federal Maritime Commission (FMC) Administrative Law Judge Seymour Glanzer. The proceeding, which began on Sept. 10, 1980, was an investigation into "questionable" FESCO rates in the Philippine/U.S. Pacific inbound trade between May 1, 1979 and Mar. 31, 1980.

FESCO, which is not currently engaged in U.S. trade, was very active in the mid and late 1970's. Frequent questions arose about the possible illegal rate cutting practices on the part of the Company.

U.S.-flag shipping companies, as well as those of other western nations, felt their business was being damaged through illegal rate cutting on the part of the merchant fleets of communist bloc countries.

The judgement by Glanzer came about as the result of a proposed settlement agreement entered into by the Hearing Counsel for the FMC and FESCO. This was done in lieu of a full trial which would have been lengthy and very expensive.

Beside the payment of \$375,000 and accumulated interest, FESCO must also agree, in the event it should reestablish its containership service to or from the United States, "to undertake to discourage, prevent and eliminate misrating and charging and collecting other than its proper tariff rates and charges."

This would be accomplished through certain checks, such as, modification of FESCO's managerial procedures, and a clause against rebates in its shipping agreements.

Also, FESCO further must agree to allow Commission investigators and attorneys "unimpeded access

to its vessel voyage manifests, bills of lading, and shippers' packing lists or other documentation which show the actual weight or measure of cargo tendered, and to allow Commission investigators unimpeded access to all containers and trailers in the company's custody in the United States."

### Personals

#### Leo Bruce

Please contact, Leonard (Jimmy) Jones, Box 142, Batesburg, S.C. 29006.

#### Thomas Lee Gary

Please contact, Don Shearer. Tel. (704) 536-5570.

#### Lester Thompson

Please contact, your nephew, Col. J. E. Fisch, P.O. Box 2474, Vancouver, Wa. 98668.

#### Dominador Z. Lutero

Please contact, your niece, Ms. Conchita Lutero Santana, 131 Molo Blvd., Iloilo City, 5901, Philippines. Tel. 77-673.

#### Billy Patterson

Please contact, Stewart Dixon, Seamen's Church Institute, 15 State St., New York, NY 10004.

#### David A. McKinley

Please contact, your daughter, Roxann, Tel. (212) 424-4114 or contact, Anna Napoli, 72-45 Calamus Ave., Woodside, NY 11377.

#### All Seafarers

Anyone who sailed with John W. Berry and would like to contact him, please write to him at 209 West 17th Street, Cheyenne, Wyo. 82001.

### It's A Good Idea!



It's a good idea to specialize in skills that are needed today—and that will guarantee JOB SECURITY. It's a good idea to learn marine electrical maintenance.

So take the course. The Marine Electrical Maintenance class starts July 19. Enroll now. Contact your SIU Field Representative, SHLSS or fill out the application in this issue of the Log.



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the Internal Revenue Code. Rep. Guarini's bill will allow companies to take tax deductions for convention costs when the convention is held aboard a U.S.-flag cruise ship making North American ports of call.

The bill has generated widespread support on both sides of the House. The main objection to the measure came from the Treasury Department which argued that permitting conventions aboard cruise ships would be inappropriate because it amounted to a government-subsidized vacation.

Two Republican congressmen—Reps. Richard T. Schulze of Pa. and Guy Vander Jagt of Mich.—both members of the Select Revenue Measures Subcommittee, took issue with the Treasury Department's point of view. The two congressmen felt conventions held on cruise ships were more productive than hotel-based conventions. Cruise ships, they argued, are closed environments and convention participants are more likely to attend meetings aboard a ship than in a resort hotel setting.

A companion bill to H.R. 3191 is expected to be introduced in the Senate very soon. Its first stop in the Senate will be hearings before a Finance Committee subcommittee.

## Russia's FESCO Must Pay \$375,000 Fine

THE FAR EASTERN SHIPPING COMPANY (FESCO), a Soviet owned and operated shipping line, has been ordered to pay \$375,000 in settlement of an investigation of the firm's cargo rate-fixing practices.

The settlement was approved earlier this month by Federal Maritime Commission (FMC) Administrative Law Judge Seymour Glanzer. The proceeding, which began on Sept. 10, 1980, was an investigation into "questionable" FESCO rates in the Philippine/U.S. Pacific inbound trade between May 1, 1979 and Mar. 31, 1980.

FESCO, which is not currently engaged in U.S. trade, was very active in the mid and late 1970's. Frequent questions arose about the possible illegal rate cutting practices on the part of the Company. U.S.-flag shipping companies, as well as those of other western nations, felt their business was being damaged through illegal rate cutting on the part of the merchant fleets of communist bloc countries.

The judgement by Glanzer came about as the result of a proposed settlement agreement entered into by the Hearing Counsel for the FMC and FESCO. This was done in lieu of a full trial which would have been lengthy and very expensive.

Beside the payment of \$375,000 and accumulated interest, FESCO must also agree, in the event it should reestablish its containership service to or from the United States, "to undertake to discourage, prevent and eliminate misrating and charging and collecting other than its proper tariff rates and charges."

This would be accomplished through certain checks, such as, modification of FESCO's managerial procedures, and a clause against rebates in its shipping agreements.

Also, FESCO further must agree to allow Commission investigators and attorneys "unimpeded access

to its vessel voyage manifests, bills of lading, and shippers' packing lists or other documentation which show the actual weight or measure of cargo tendered, and to allow Commission investigators unimpeded access to all containers and trailers in the company's custody in the United States."

### It's A Good Idea!



It's a good idea to specialize in skills that are needed today—and that will guarantee JOB SECURITY. It's a good idea to learn marine electrical maintenance.

So take the course. The Marine Electrical Maintenance class starts July 19. Enroll now. Contact your SIU Field Representative, SHLSS or fill out the application in this issue of the Log.



The M/V Presque Isle (Littin Industries) dockside in Erie, Pa. The huge ITB (that's Integrated Tug and Barge) is a one-of-a-kind on the lakes.



Wheelerman Gil Bollore checks over the Nicolet's duty roster.

## Great Lakes Fitout '82

ASK a landlubber his idea of a seaport! He'll no doubt relate visions of "exotic" places seen on travel posters or in a movie like Humphrey Bogart's *Casablanca*. He'll conjure up thoughts of Hong Kong with its junks, rickshaws and opium dens. Or maybe Rio de Janeiro is more his cup of tea (better make that coffee señor).

He might even mention the great deep-sea ports of America like New York, Houston or New Orleans.

But how many would think to mention the venerable ports of America's fourth seacoast—Detroit, Cleveland, Green Bay or Buffalo.

To be sure, these too are seaports.

In fact, there are dozens of ports between and beyond them; bustling, dust-filled industrial meccas of the Great Lakes. They

are closely tied by five huge bodies of water, and by the great ships and seafarers who call at their many coastal mills.

Heavy industry make Great Lakes ports gray and drab especially in late winter. Pale white puffs of cement powder and dark clouds of coal dust float through the air. Even the ferrous red mountains of taconite ore take on a grayish hue in this time of year.

These observations are not meant to be critical. It's just the time of year that makes all color appear as shades of gray, when life seems suspended between the dearth of winter and the rejuvenation of spring.

Nowhere is this cycle more evident than on the Great Lakes. Here, every winter shipping ceases while the fleet is tucked away for a long sleep only to be reawakened at the onset of

spring. Almost as if the sap rising in the maples set off a flow of blood throughout the region, slowly at first; then with an ever-quickening pulse as spring blossoms into summer.

A down economy will hurt Lakes Shipping this year. But by mid July shipping will hopefully peak. Vacationers will flock to the lakeside resorts. Some will come for the hunting and fishing the area is noted for; others simply to rest and perhaps watch the great freighters sail gracefully by as they always have and always

will. Freighters laden with cargo and bound for places with names like Taconite Harbor or Granite Falls, Minnesota or any of a thousand other names you'll never hear mentioned in a Hollywood movie script. Not because they aren't colorful but rather because they fail to bring to mind the romance necessary for the folks of Tinseltown, U.S.A. But, be assured if you could be in any of these places you'll know they still bring to mind the romance and mystique of great ships and the men who sail them.



SIU Patrolman Jack Allen (L) gives conveyorman William Truax a receipt for his dues on the M/V Paul Thayer.



Deckhand John Sangaline (L) and watchman Dennis Wylie break hoses on the Thayer.





Bos'n Robert Eckley is in a pensive mood aboard the Richard J. Reiss.



QMED Norman Nelson of the Richard J. Reiss is a 1981 graduate of the SHLSS.



Here's some of the deck gang of the M/V Paul Thayer; from l. to r. they are: Mark Russo, deckhand; Roger Lorenz, Bos'n.; Al Beck, watchman and Mohammed Ashrah, wheelsman.



Tim Brenno is a QMED on the Richard J. Reiss.



Maynard Baker is the Richard J's gateman.



Wiper Alan Renwick keep things spiffy in the Richard J. Reiss's engine room.



The Richard J. Reiss was one of the first vessels out this year. She's shown here at a Toledo coal terminal loading a cargo bound for Detroit.



Jack Allen (r.), SBU Port Agent from Algonac and Ralph W. Biggs, Jr., Vice President and General Manager of Litton Great Lakes, exchange pleasantries afloat of the Presque Isle. The 975 foot barge and her 153 foot tug were fitting out at Litton's Erie location.

## Great Lakes Fitout '82



Wheelsman Bruce Bice of the Paul Thayer takes a gander at the LOG.



Oilers Gene Hayes (l.) and Royal "Bones" McClintock turn a valve on Huron Cement's venerable J.A.W. Iglehart.



Porter Louis Czachor prepares to do the dishes on the Nicolet.



Mohsen El Mathil is a wiper on the Nicolet.



QMED Gene Koss enjoys a cup of coffee and a pull on his pipe in the Nicolet's diningroom.



The M/V Paul Thayer stands dockside in Toledo, Ohio where she was fitting out. The 630 foot vessel can haul up to 19,800 tons of taconite ore.



Wiper Bill Karihehn gets ready to fire up an acetylene torch on the Paul Thayer.



Watchman Mike La Folle (l.) and 2nd Ass't. Engineer Jim Bertrand are all smiles at the Nicolet's fitout in Toledo.





Kerry Blutt (l.) gateman and William Truax conveyorman have a good view of things while perched on the M/V Paul Thayer's self-unloading crane. Vessel was in Toledo for spring fitout.



Wiper Hasson Oudelf gets the Presque Isle's engine room into shipshape.

## Great Lakes Fitout '82



Oiler Rex Kauer beams while the brass gauges of the J.A.W. Iglehart gleam behind him.



Bos'n Roger Lorenz of the Paul Thayer gets the ship's fire hoses ready, just in case. Inspection and repair of all safety equipment is a must during fitout, as it is always.



Guess which boat 2nd cook John W. Wagner III works aboard. We won't tell.



Jim Beaudry's the Presque Isle's porter.



Porter Richard Bray does his job on the J.A.W. Iglehart (Huron Cement).





Kerry Bluit (l.) gateman and William Trux conveyorman have a good view of things while perched on the M/V Paul Thayer's self-unloading crane. Vessel was in Toledo for spring fitout.

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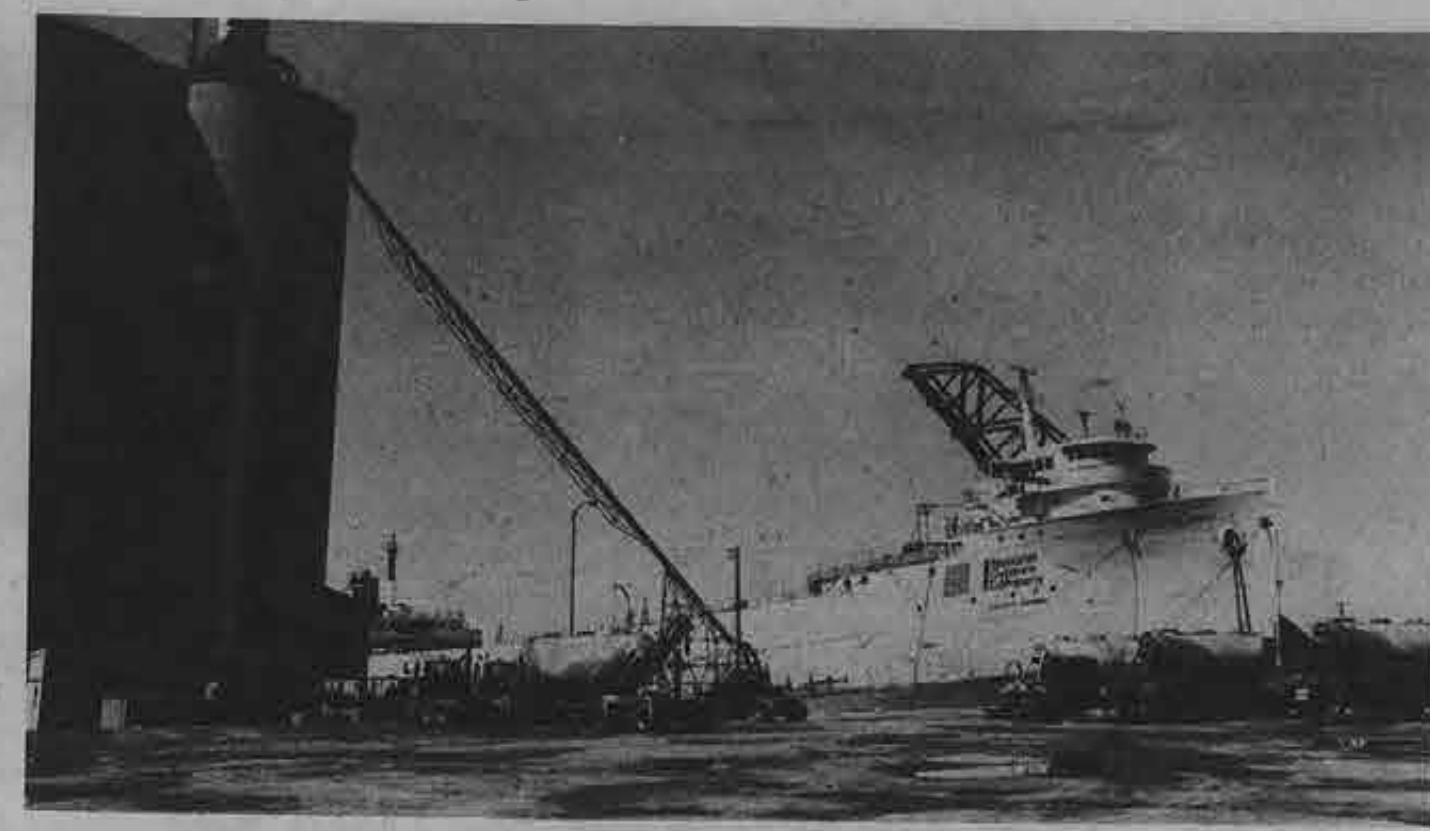
Jim Beaudry's the Presque Isle's porter.



Porter Richard Bray does his job on the J.A.W. Iglehart (Huron Cement).



Bos'n Scottie McDonald splices a line on the M/V Nicolet in Toledo, Ohio.



The cement carrier J.A.W. Iglehart docks in Cleveland. The 501 foot vessel carries 13,200 long tons of payload at maximum summer draft.

## Great Lakes Fitout '82



Gateman Art El Modhji (l.) and wheelsman Don Mullis were on hand for fitout of Nicolet.



Stanley "Bones" Ludwicki (l.) and Bernard Grivas QMEDs share a cup of coffee and a smile in the Nicolet's dining room.



On board the J.A.W. Iglehart oiler Jim Woodrow (l.) and engineer give each other an assist while moving a heavy-duty battery to the forward end.



Some photographs don't need any words.





## Dispatchers Report for Deep Sea

MARCH 1-30, 1982

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	4	3	0	4	1	0	9	12	2
New York	93	42	2	70	22	0	156	92	3
Philadelphia	5	6	0	4	3	0	11	11	1
Baltimore	16	8	0	6	2	1	31	12	0
Norfolk	16	9	0	7	15	0	21	16	1
Tampa	13	5	0	8	2	0	26	24	0
Mobile	12	3	0	10	4	0	21	8	0
New Orleans	87	22	1	63	17	0	138	41	3
Jacksonville	21	11	3	33	10	0	37	19	2
San Francisco	29	16	3	26	6	0	89	37	10
Wilmington	25	11	1	19	13	0	38	26	12
Seattle	32	15	0	31	12	0	62	29	4
Puerto Rico	10	1	0	25	8	0	14	2	0
Houston	53	9	2	39	12	0	89	33	6
Piney Point	0	0	0	0	7	2	0	0	0
Yokohama	0	1	1	1	1	4	2	2	0
<b>Totals</b>	<b>416</b>	<b>162</b>	<b>10</b>	<b>346</b>	<b>135</b>	<b>7</b>	<b>744</b>	<b>364</b>	<b>45</b>
<b>ENGINE DEPARTMENT</b>									
Boston	1	4	0	1	1	0	2	8	0
New York	72	31	0	59	15	0	145	62	2
Philadelphia	3	5	0	4	1	0	6	7	0
Baltimore	12	3	0	11	2	0	25	9	0
Norfolk	9	3	0	4	7	0	17	11	0
Tampa	7	5	2	4	5	0	16	12	2
Mobile	7	9	0	7	2	0	17	15	1
New Orleans	57	14	0	43	6	0	102	35	0
Jacksonville	22	6	1	41	15	0	27	8	1
San Francisco	24	16	4	17	2	0	57	35	6
Wilmington	12	7	3	10	9	0	22	16	7
Seattle	17	18	3	18	9	0	39	24	6
Puerto Rico	4	3	0	9	9	0	7	4	0
Houston	42	12	3	20	12	0	59	24	4
Piney Point	0	1	0	0	3	0	0	0	0
Yokohama	0	1	1	0	2	2	1	0	1
<b>Totals</b>	<b>289</b>	<b>138</b>	<b>17</b>	<b>248</b>	<b>100</b>	<b>2</b>	<b>542</b>	<b>270</b>	<b>30</b>
<b>STEWARD DEPARTMENT</b>									
Boston	1	1	0	1	0	0	1	2	0
New York	47	20	1	41	35	0	62	44	3
Philadelphia	4	2	0	3	3	0	4	4	0
Baltimore	6	1	0	8	4	0	14	4	0
Norfolk	11	3	0	3	3	0	12	11	1
Tampa	2	3	0	3	6	0	10	10	1
Mobile	9	1	0	8	3	0	20	1	0
New Orleans	30	10	0	41	7	0	50	14	0
Jacksonville	8	6	0	19	9	0	17	12	0
San Francisco	15	21	10	14	25	2	47	50	23
Wilmington	12	5	0	6	15	0	15	8	1
Seattle	19	12	4	15	19	0	25	8	7
Puerto Rico	1	2	0	5	7	0	6	3	0
Houston	21	5	0	15	8	1	42	7	0
Piney Point	0	0	0	0	15	0	0	0	0
Yokohama	0	1	0	0	0	1	0	1	0
<b>Totals</b>	<b>186</b>	<b>93</b>	<b>15</b>	<b>183</b>	<b>159</b>	<b>4</b>	<b>325</b>	<b>179</b>	<b>36</b>
<b>ENTRY DEPARTMENT</b>									
Boston	1	7	0	1	7	0	3	12	2
New York	21	111	30	39	258	63	39	258	63
Philadelphia	5	7	0	8	20	2	17	50	4
Baltimore	6	22	2	9	38	4	3	38	5
Norfolk	5	18	0	4	26	2	4	26	2
Tampa	2	18	2	3	38	5	12	105	5
Mobile	1	11	1	4	26	2	52	45	2
New Orleans	40	57	2	12	148	141	28	148	141
Jacksonville	11	17	0	5	44	34	14	57	26
San Francisco	13	51	45	14	17	8	23	72	11
Wilmington	5	21	14	0	0	0	1	1	0
Seattle	9	26	7	1	1	0	1	1	0
Puerto Rico	6	13	3	0	0	0	0	0	0
Houston	15	42	4	0	0	0	0	0	0
Piney Point	0	24	2	0	0	0	0	0	0
Yokohama	1	0	3	0	0	0	0	0	0
<b>Totals</b>	<b>141</b>	<b>445</b>	<b>115</b>	<b>232</b>	<b>931</b>	<b>309</b>			
<b>Totals All Departments</b>	<b>1,032</b>	<b>830</b>	<b>157</b>	<b>777</b>	<b>394</b>	<b>13</b>	<b>1,843</b>	<b>1,774</b>	<b>420</b>

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

Shipping in the month of March was off just a bit (65 jobs) from February. A total of 1,184 jobs were shipped in March to SIU contracted deep sea vessels. Of the 1,184 jobs shipped in March, only 777 or about 66 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.

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 Angus "Red" Campbell, vice president  
 Mike Sacco, vice president  
 Joe Sacco, vice president  
 George McCartney, vice president

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 (614) 497-2446

DULUTH, Minn. . . . . 705 Medical Arts Building 55802  
 (218) 722-4110

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 415 Main St. 49635  
 (616) 352-4441

GLOUCESTER, Mass. . . . . 11 Rogers St. 01903  
 (617) 283-1157

HONOLULU, Hawaii . . . . . 707 Alakoa St. 96813  
 (808) 537-5714

HOUSTON, Tex. . . . . 1221 Pierce St. 77002  
 (713) 659-5152

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 (904) 353-0987

JERSEY CITY, N.J. . . . . 99 Montgomery St. 07302  
 (201) 435-9424

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

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

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

PHILADELPHIA, Pa. . . . . 2604 S. 4 St. 19148  
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 (213) 549-4000





## Dispatchers Report for Deep Sea

MARCH 1-30, 1982

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	4	3	0	4	1	0	9	12	2
New York	93	42	22	70	22	0	156	92	3
Philadelphia	5	6	0	4	3	0	11	11	0
Baltimore	16	8	0	6	2	0	31	12	0
Norfolk	13	9	0	7	15	0	21	16	1
Tampa	12	3	0	8	2	0	26	24	1
Mobile	87	22	0	10	4	0	21	8	0
New Orleans	21	11	0	63	17	0	138	41	3
Jacksonville	29	16	3	33	10	0	37	19	2
San Francisco	25	11	1	26	6	0	89	37	10
Wilmington	32	15	0	31	12	0	38	25	12
Seattle	10	1	0	25	8	0	14	2	0
Puerto Rico	53	9	0	39	12	0	89	33	6
Houston	0	0	0	9	7	2	0	0	0
Piney Point	0	1	1	1	1	4	2	2	0
Yokohama	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>416</b>	<b>182</b>	<b>10</b>	<b>346</b>	<b>135</b>	<b>7</b>	<b>744</b>	<b>364</b>	<b>45</b>
<b>ENGINE DEPARTMENT</b>									
Boston	1	4	0	1	1	0	2	8	0
New York	72	31	0	59	15	0	145	62	2
Philadelphia	3	5	0	4	1	0	6	7	0
Baltimore	12	3	0	11	2	0	25	9	0
Norfolk	9	3	0	4	5	0	17	11	0
Tampa	7	3	0	4	3	0	16	12	0
Mobile	57	14	0	43	6	0	102	35	1
New Orleans	22	6	1	17	2	0	27	8	0
Jacksonville	24	16	4	17	2	0	57	35	6
San Francisco	12	7	3	10	9	0	22	16	7
Wilmington	17	18	3	18	9	0	39	24	4
Seattle	4	3	0	4	3	0	7	4	0
Puerto Rico	42	12	3	20	12	0	59	24	0
Houston	0	1	0	0	3	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>269</b>	<b>138</b>	<b>17</b>	<b>248</b>	<b>100</b>	<b>2</b>	<b>542</b>	<b>270</b>	<b>30</b>
<b>STEWARD DEPARTMENT</b>									
Boston	1	1	0	1	0	0	1	2	0
New York	47	20	1	41	25	0	62	44	3
Philadelphia	4	2	0	3	3	0	4	4	0
Baltimore	11	1	0	8	4	0	14	11	0
Norfolk	2	3	0	3	6	0	10	10	1
Tampa	9	1	0	8	7	0	20	1	0
Mobile	30	10	0	19	9	0	50	14	0
New Orleans	15	21	10	14	25	2	47	50	23
Jacksonville	12	5	4	16	15	0	15	8	7
San Francisco	19	12	4	15	19	0	25	8	0
Wilmington	1	2	0	6	7	0	6	3	0
Seattle	21	5	0	15	8	1	42	7	0
Puerto Rico	0	0	0	0	15	0	0	0	0
Houston	0	1	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>188</b>	<b>93</b>	<b>15</b>	<b>183</b>	<b>159</b>	<b>4</b>	<b>325</b>	<b>179</b>	<b>38</b>
<b>ENTRY DEPARTMENT</b>									
Boston	1	7	0	3	12	2	3	12	2
New York	21	111	30	39	258	63	39	258	63
Philadelphia	5	7	2	8	20	4	17	50	4
Baltimore	5	22	0	17	50	4	17	50	4
Norfolk	2	18	0	9	38	4	9	38	4
Tampa	1	11	1	3	38	5	3	38	5
Mobile	40	57	2	4	105	2	52	105	2
New Orleans	11	17	0	12	45	2	12	45	2
Jacksonville	13	51	45	28	148	141	28	148	141
San Francisco	5	21	14	6	44	34	6	44	34
Wilmington	9	26	7	14	57	26	14	57	26
Seattle	6	13	3	14	17	8	14	17	8
Puerto Rico	15	42	4	23	72	11	23	72	11
Houston	1	24	2	0	9	0	0	9	0
Piney Point	1	0	0	1	1	0	1	1	0
Yokohama	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>141</b>	<b>445</b>	<b>115</b>	<b>232</b>	<b>931</b>	<b>308</b>	<b>232</b>	<b>931</b>	<b>308</b>
<b>Totals All Departments</b>	<b>1,032</b>	<b>838</b>	<b>157</b>	<b>777</b>	<b>394</b>	<b>13</b>	<b>1,843</b>	<b>1,774</b>	<b>420</b>

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

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CLEVELAND, Ohio 1280 Old River Rd. 44113  
(216) 621-5450

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

DULUTH, Minn. 705 Medical Arts Building 55802  
(218) 722-4110

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

GLOUCESTER, Mass. 11 Rogers St. 01903  
(617) 283-1167

HONOLULU, Hawaii 707 Alakoa St. 96813  
(808) 537-5714

HOUSTON, Tex. 1221 Pierce St. 77002  
(713) 559-5152

JACKSONVILLE, Fla. 3315 Liberty St. 32206  
(904) 353-0987

JERSEY CITY, N.J. 99 Montgomery St. 07302  
(201) 435-9424

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

NEW ORLEANS, La. 630 Jackson Ave. 70130  
(504) 529-7548

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

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

PHILADELPHIA, Pa. 2604 S. 4 St. 19148  
(215) 396-3818

PINEY POINT, Md. St. Mary's County 20674  
(301) 894-0010

PORT ARTHUR, Tex. 534 9 Ave. 77640  
(713) 963-1679

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

SANTURCE, P.R. 1057 Fernandez, Juncos,  
St. P. 00909  
(809) 725-9860

SEATTLE, Wash. 2505 1 Ave. 98121  
(206) 623-4334

ST LOUIS, Mo. 4591 Grevels Ave. 63116  
(314) 762-6500

TAMPA, Fla. 306 Plant Ave. 33606  
(813) 251-6096

TOLEDO, Ohio 935 Summit St. 43604  
(419) 248-3681

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

## At Sea/Ashore

### Princess Grace Rechristens the Constitution

Philadelphia and Hollywood's Princess Grace swung a bottle of French champagne on Apr. 20 to rechristen the refurbished, former American Export Line ocean liner *SS Constitution* (American Hawaiian Cruises) in Taiwan.

It was the now SIU-contracted *Constitution* that took the then film star Grace Kelly to Europe to marry Prince Rainier of Monaco in 1956. The *Constitution* joins her sistership, the *SS Oceanic Independence* (also ex-American Export Line) on June 6 sailing from the port of San Francisco to sail around the Hawaiian Is. The *Independence* has been cruising the Islands since June 30, 1980. Both ships were on the New York to Europe run from the 1950s to 1974.

### On the Road to Port Said, Egypt

From May 1 to May 10 from the port of Portland, Ore., the *ST Ogden Yukon* (Ogden Marine) will carry a cargo of 63,000 metric tons of bulk wheat to Port Said, Egypt.

### Tug Rescues Ogden Willamette

Breaking down for three days in the Caribbean on the afternoon of Mar. 24, the rudderless *ST Ogden Willamette* (Ogden Marine) was unable to steer and dead-in-the-water but afloat until Mar. 27 when the Hamburg, Germany ocean tug *Fairplay IX* hove to come to the rescue.

The tug, on the way to Panama, was diverted to tow the *Willamette* to Willenstad, Curacao.

As soon as the tanker became helpless and drifting, her master, Capt. South called all hands to emergency stations. For 34 hours without sleep, the captain and SIU crew worked to keep the ship on course around the clock.

Also displaying beside the rest of the Seafarers and officers, "true seamanship" were Chief Engineer Schwartz, Recertified Bosun Joe I. Justus, Chief Steward Robert De Boissiere and AB R. W. Rogers. They helped to avert a potential disaster at sea.

Today, the *Ogden Willamette* sails again with all hands and no loss of life. Who says training at Piney Point doesn't pay off?

### Two (Tankers) for Casablanca

From May 11 to May 20 from an Atlantic port, the *ST Point Manatee* (Point Shipping) will haul 19,750 metric tons of wheat to Casablanca, Morocco.

From June 21 to June 30 from a Gulf port, the *ST Point Susan* (Point Shipping) will carry 23,625 metric tons of wheat to the same port.

### Liberia still tops world's fleet table

The world's merchant fleet grew by only 0.2 per cent last year, according to Lloyd's Register of Shipping Statistical Tables for 1981.

Liberia, tax haven for American-owned flag-of-convenience ships, still has the world's largest fleet with 74.9 million tons at the end of 1981.

Next in line is Greece with a growth in the flag fleet of 2.5m tons. Panama, another flag of convenience haven, also experienced a big growth last year. The country's fleet went up by 3.4m tons to 27.6m which meant it overtook the UK to become the world's fourth largest fleet.



Making out his Patrolman's Report is George Vukmir with Recertified Bosun Marion E. Beeching (left) aboard the Ogden Champion.



In front of the Ogden Champion's engine room console stands OMU Mark Pedersen.

### S.F. Irish-Israeli-Italian Society Cites McCartney

Among the honored guests of the port of San Francisco's Irish-Israeli-Italian Society's luncheon celebration of St. Patrick's Day was the SIU's West Coast V.P. George McCartney. He was awarded a Certificate of Appreciation "for dedication and service to the community."

At the fete the speaker of the day was the Irish Counsel General Thelma M. Doran with the Israel Counsel Mordechai Artzieli and Italy's Consul Alessandro Vattani in attendance.

On the luncheon committee were SIU Executive V.P. Ed Turner and the retired SUP's secretary-treasurer Morris Weisberger. Music was by the strolling Irish fiddler, Sam Stern.

The lunch held at A. "Bimbo" Giuntoli's 365 Club featured a menu of mixed green salad alla George A. Reilly, boneless chicken Nathan O'Conn, pasta ala William Armanino Italian pesto sauce, lime sherbert ala, Charles A. Barca, shillelagh bagels from Abraham's Tel Aviv, Israel, cafe O'Brien (mountain grown in Israel) and water from the Nile.

The society's membership (as you can see by the menu) is comprised of all races and creeds.



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Quartermaster Course at SHLSS.  
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See your SIU Field Representative or contact:  
Seafarers Harry Lundeborg School of Seamanship  
Admissions Office  
Piney Point, Maryland 20674



# SIU Begins 30-Year Fight Vs. Runaway Flag

by John Bunker

**S**HORTLY after the guns of World War II were silenced, the SIU was forced to unleash its political arsenal to battle a major threat to the American merchant marine—the wholesale exodus of U.S. flag ships to “flags of convenience.” This fight is still raging today.

The transfer of American ships to foreign flags had actually begun before the United States’ entry into World War II when many companies switched flags to escape restrictions of the U.S. Neutrality Act, which forbade American ships to enter the war zones.

But these transfers were a drop in the bucket compared to the number of American vessels which “went foreign” under the Ship Sales Act of 1946, when hundreds of war-built Liberty ships and other types were sold to foreign buyers, helping our allies to rebuild their war-shattered merchant fleets.

As far back as 1949, the SIU and its affiliated unions saw the serious threat from flags of convenience and set up the “American Boycott Committee” to coordinate action against runaway ships. But the priority for organizational drives at that time and the lack of manpower to cover all bases in the many post-war problems that had to be tackled, kept this project from developing.

The real problem of “runaways”—ships leaving the American flag to get tax advantages and other benefits under the Panamanian, Honduran and Liberian flags (the so-called flags of convenience) began in the 1950s.

In April of 1954 the runaway threat hit the SIU full throttle when the Eastern S.S. Company, one of the union’s oldest and largest operators, obtained permission from the Maritime Administration to switch the coastal liners *Yarmouth* and *Evangeline* to a



In 1958 in Wilmington, Calif. these Seafarers came out in protest of the ever expanding fleets of runaway flag ships.

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By this time Liberia was fast becoming the number one haven for runaways, displacing Panama in ships

taxes or abide by safety standards, wage and manning scales and shipboard conditions of legitimate maritime fleets.’

During 1956, more than 150 American ships were transferred to the Liberian flag, 47 to Panamanian, ten to Venezuelan and six to Honduras, with a loss of 7,000 jobs.

Encouraged by the SIU, Sen. Warren Magnuson (D-Wash.), in March of 1957 introduced a bill to set stringent restrictions on the transfer of American ships to foreign flags. Like other legislation against runaways, it languished in committee but it served as a loud signal to owners eyeing flags of convenience that the merchant marine’s best friend in Congress was aware of the problem and anxious to stop the exodus from American registry.

About this time, Aristotle Onassis, the Greek shipping tycoon, obtained permission to transfer 15 of his American flag ships to foreign flags in exchange for building three super-tankers in American yards. This was a good deal for the shipyards but it meant more job losses for American seamen.

## SIU, NMU Join Forces

As the government continued its lenient stance on runaways, the SIU and the National Maritime Union took direct action to emphasize this threat to our shipping. Pickets were thrown up at all piers handling runaway ships in American ports, with the result that 150 vessels flying flags of convenience were immobilized for four days.

Under prodding from the SIU and the NMU, the International Transport Workers Federation staged a four day boycott in December of 1958 but the foreign unions did not cooperate to the extent the SIU and NMU had expected and most of the tied-up runaways were those in American ports.

Opposition to runaway ships was an area in which the SIU and the NMU found common ground for cooperation

## History of the SIU Part XVI

When MARAD approved the transfer of 50 more Liberty ships to foreign flags in July of 1954 the SIU registered another strong objection. In the nine years since World War II, the union pointed out, foreign shipyards had fully recovered and foreign fleets were rebuilding without the need of more American vessels.

### Thousands of Lost Jobs

From July 1, 1945, to February 28, 1954, more than 1,100 American ships had been sold foreign and another 461 had been transferred by American

and tonnage. In one year, Liberia acquired 1½ million tons of shipping, while the American registry lost 635,000 tons. Sailing under the Liberian flag, according to the SIU, were 100 former U.S. Liberty ships, tankers and passenger ships, representing a loss of 6,000 jobs!

The *Seafarers Log* had this to say in 1956:

“Virtually none of these ships ever goes near Liberia or are owned in any way by Liberian nationals. They compete directly with legitimate registries, mostly United States, but do not pay



Here members of the SIU, MM&P, MEBA and the NMU joined forces to picket runaway flag vessels in the late '50s.



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# Threat to U.S. Jobs, Marine Safety

and one which, in the light of history, shows they had more reason for cooperating than for costly confrontations.

In another attempt to cripple the runaways, the SIU and the NMU in November of 1959 set up the International Maritime Workers Union and began a drive to organize the crews on flags of convenience vessels.

SIU President Paul Hall and NMU President Joe Curran said the new union would try to unionize all seamen on foreign vessels “whose legitimate ownership has no connection with the country of registry.”

In this fight, the unions attempted to have runaway ships owned by American companies, and especially those which regularly used American ports, come under the jurisdiction of the National Labor Relations Board.

In 1961 the SIU and NMU won several important decisions from the NLRB, which said that because an American owned vessel flies a foreign flag and is manned by alien crews is no reason why U.S. labor laws should not apply, providing the ship “operates regularly from an American port.”

This decision came out of an SIU organizing drive on the car ferry *Sea Level*, which was owned by The West India Fruit and Steamship Co. and ran regularly out of New Orleans.

The SIU won another important vic-

tory in July of 1961 when the NLRB ordered an election on the passenger ship *Florida*, a former SIU ship that had been transferred to the Liberian flag. It looked as though the union had finally found a way to recapture some of the jobs lost to flags of convenience.

### Defeat in Supreme Court

But these victories came to naught in February of 1963 when the Supreme Court ruled that the NLRB had no jurisdiction over alien seamen on foreign flag ships operating in the U.S. foreign trade.

Paul Hall appeared many times before Congressional committees and other groups to emphasize the runaway problem and propose means of curbing it. He blamed flags of convenience for being “a significant cause of the decline of the American merchant marine during the years since World War II.”

Hall pushed proposals to tighten up tax laws covering American-owned ships under foreign flags, but tax law revisions follow a devious and uncertain road in Congress and big corporations worked hard to preserve their tax advantages under runaway ship operations.

By 1970, more than 3,000 merchant ships were operating under flags of convenience, with even more nations offering registries for runaways. Joining

Liberia, Panama and Honduras in this tax shelter game were the Bahamas, Malta, Cyprus, Lebanon and Somalia, plus others.

### ‘Effective Control’ Scam

Making the situation harder to fight was the position of the Navy and State Departments in defending American-owned “runaways,” claiming that hundreds of them were under “effective control” of the United States and would be available to this country in event of an emergency. This “effective control” argument continues to be a barrier to solving the runaway ship problem.

The fight against runaways has never resulted in helpful legislation from Congress despite the fact that in the last decade and a half, flags of convenience have posed an ever increasing threat in another area—worldwide ecology. Tanker disasters, such as the *Torrey Canyon* in 1967, the *Argo Merchant* in 1975 and the *Amoco Cadiz* in 1978 brought international attention to the fact that flag of convenience tankers, with no international authority monitoring manning and safety standards for these ships were being crewed by officers with phony licenses and unlicensed personnel with no training or knowledge of marine safety.

A warning sounded by SIU President Paul Hall in the 1960s still holds true today, as far as SIU policy on flags of convenience is concerned.

“A continuing fight against runaway ships,” he said, “is essential to the well being of American flag shipping



Seafarer pickets runaway flag ship in Seattle in 1952 pointing out substandard conditions on the vessel.

because the runaway device is one of the major factors which threaten the existence of an adequate U.S. merchant fleet.”

“We are opposed to the runaway fleet,” he said in a later position statement, “because it robs our members of jobs, robs our country of tax dollars, robs our nation of the new vessels needed to maintain a strong and adequate merchant marine, and threatens the safety of the world’s seafarers.”



The runaway flag tanker *Argo Merchant* broke up off Nantucket, Mass. Dec. 19, 1976 causing the worst spill ever in U.S. coastal waters. Flags-of-convenience tankers are notorious for their pitiful record of safety at sea.



Seafarers in Baltimore carry signs alerting the public to the dangers of runaway flag vessels in 1958. The battle continues still.



Here members of the SIU, MM&P, MEBA and the NMU joined forces to picket runaway flag vessels in the late '50s.



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Piney Point, MD. 20674



## Dispatchers Report for Inland Waters

MARCH 1-30, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	13	2	0	0	0	0	25	4	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	8	0	6	3	0	1	14	4	7
Mobile	1	1	0	0	0	0	6	5	2
New Orleans	3	3	2	1	1	1	5	5	0
Jacksonville	2	4	0	2	3	0	5	5	0
San Francisco	0	0	0	0	0	0	6	6	7
Wilmington	1	1	3	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	1	1	7
Puerto Rico	1	1	8	0	0	0	13	3	9
Houston	4	1	4	0	2	0	9	3	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	7	4	21
St. Louis	8	5	11	2	5	5	0	0	1
Piney Point	0	1	1	0	1	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>41</b>	<b>19</b>	<b>35</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>86</b>	<b>37</b>	<b>57</b>
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	2	0	0
St. Louis	1	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	0	0	0	0	0	2	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	0	1	1	0	0	4	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	2	2	1
Jacksonville	1	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	2
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	1	1	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>6</b>
<b>Totals All Departments</b>	<b>52</b>	<b>19</b>	<b>38</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>101</b>	<b>40</b>	<b>63</b>

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

## Legal Aid

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

### NEW YORK, NEW YORK

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

### BALTIMORE, MD.

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

### BOSTON, MASS.

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

### CHICAGO, ILL.

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

### DETROIT, MICH.

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

### GLOUCESTER, MASS.

Orlando & White  
Two Main Street  
Gloucester, Mass. 09130  
Tele. # (617) 283-8100

### HOUSTON, TEXAS

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

### LOS ANGELES, CALIF.

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

### WILMINGTON, CALIF.

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

### MOBILE, ALA.

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

### NEW ORLEANS, LA.

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

### PHILADELPHIA, PA.

Kirschner, Walters, Willig,  
Weinberg & Dempsey Suite 1100  
1529 Walnut Street  
Philadelphia, Pa. 19102  
Tele. # (215) 665-2700

### ST. LOUIS, MO.

Gruenberg, Saunders & Levine  
Suite 105—Chemical Building  
721 Olive Street  
St. Louis, Missouri 63010  
Tele. # (314) 231-7440

### SAN FRANCISCO, CALIF.

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

### SEATTLE, WASH.

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

### TAMPA, FLA.

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



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Chief Steward

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Write to: SHLSS Admissions  
Piney Point, MD. 20674



## Dispatchers Report for Inland Waters

MARCH 1-30, 1982

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
<b>DECK DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>41</b>	<b>19</b>	<b>35</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>86</b>	<b>37</b>	<b>57</b>
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>8</b>
<b>Totals All Departments</b>	<b>52</b>	<b>19</b>	<b>38</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>101</b>	<b>40</b>	<b>63</b>

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

## 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  
355 Fifth Avenue  
New York, New York 10001  
Tele. # (212) 279-9200

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

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

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

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

**GLOUCESTER, MASS.**  
Orlando & White  
Two Main Street  
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) 879-9642

**LOS ANGELES, CALIF.**  
Fogel, Rothschild, Feldman & Ostrov  
5900 Wilshire Boulevard, Suite 2800  
Los Angeles, Calif. 90036  
Tele. # (213) 937-6250

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

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

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

**PHILADELPHIA, PA.**  
Kirschner, Walters, Wilgig,  
Weinberg & Dempsey  
1529 Walnut Street  
Philadelphia, Pa. 19102  
Tele. # (215) 865-2700

**ST. LOUIS, MO.**  
Gruenberg, Saunders & Levine  
Suite 105—Chemical Building  
721 Olive Street  
St. Louis, Missouri 63010  
Tele. # (314) 231-7440

**SAN FRANCISCO, CALIF.**  
John Paul Jennings  
Hemming, Walsh & Ritchie  
100 Bush Street, Suite 440  
San Francisco, Calif. 94104  
Tele. # (415) 4400

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

**TAMPA, FLA.**  
Hamilton, Douglas, Hamilton,  
Loper & Macy, P.A.  
2620 West Kennedy Boulevard  
Tampa, Florida 33609  
Tele. # (813) 879-9642

## INLAND LINES



In Norfolk recently on a routine servicing visit was Patrolman Dave "Scrapiron" Jones, right, chatting with Gannett Hewitt on the harbor tug Frances McAllister.



Also in Norfolk is Sam Mormando, engineer on the Dorothy McAllister.

## Contract Talks Start at Harbor Towing

Contract negotiations at the port of Baltimore's Harbor Towing (SONAT-IOT) started up early this month.

Curtis Bay Towing has moved its headquarters to the Inner Harbor here where it is located at the World Trade Center, Suite 800, 401 E. Pratt St., 21202.

## National Marine to Add 8 Supply Boats

National Marine Service (State Boat Corp.) of the port of Houston has applied to MARAD for \$36-million in construction subsidy aid to build eight new supply boats and four new tugs.

Four of the 192-foot supply boats are now being built by Blount Marine Corp., Warren, R.I. and the other four by Bender Shipbuilding and Repair Corp., Mobile. The builder of the four new 204-foot tugs has not been chosen as yet.

The \$50-million construction job completion is set for the end of 1983.

## Crowley Tug Fire Squelched

Quick action by an SIU Crowley Marine tug captain, crew and two Los Angeles Fire Department's fireboats and six firetrucks

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	May 3	2:30 p.m.	7:00 p.m.
Philadelphia	May 4	2:30 p.m.	7:00 p.m.
Baltimore	May 5	2:30 p.m.	7:00 p.m.
Norfolk	May 6	9:30 a.m.	7:00 p.m.
Jacksonville	May 6	2:00 p.m.	
Algonac	May 7	2:30 p.m.	
Detroit	May 7	2:30 p.m.	
Alpena	May 10	2:30 p.m.	
Houston	May 10	2:30 p.m.	7:00 p.m.
New Orleans	May 11	2:30 p.m.	7:00 p.m.
Mobile	May 12	2:30 p.m.	
San Francisco	May 13	2:30 p.m.	
Wilmington	May 17	2:30 p.m.	
Seattle	May 21	2:30 p.m.	
Piney Point	May 8	10:30 a.m.	
San Juan	May 6	2:30 p.m.	
Columbus	May 15		1:30 p.m.
Chicago	May 11		
Port Arthur	May 11	2:30 p.m.	
St. Louis	May 14	2:30 p.m.	
Honolulu	May 13	2:30 p.m.	
Duluth	May 14	2:30 p.m.	
Jeffersonville	May 12	2:30 p.m.	
Frankfort	May 14	2:30 p.m.	
Tampa	May 20	2:30 p.m.	
Gloucester	May 18	2:30 p.m.	
Jersey City	May 19	2:30 p.m.	

recently helped to put out a fire aboard the vessel in the crew's quarters which could have threatened a company barge moored alongside.

It happened early on a Sunday morning at Berth 68 as Capt. Larry Levinson of the tug **George S.** spotted smoke seeping from a hatch and gave the alarm rousing the tug's crew and alerting Tankerman Jeff Mask on **Barge 14**.

At once heaving to to fight the blaze, were crewmembers, Mates Murray Hughes, Tony Boccanfuso, Al Romero, Jim Luke and Jeff Mask.

After the fiery tug was towed by the SIU tug **Spartan** (Crowley Marine) to Berth 228, the fireboats and trucks did their thing.

Later the crew was treated for smoke inhalation at Long Beach (Calif.) Hospital. Mate Hughes stayed in the hospital overnight for observation and the rest of the crew were sent home.

The tug **George S.** was back in harbor and coastwise service in a week.

## Towboat Dixie Patriot Delivered

The towboat **Dixie Patriot** (Dixie Carriers) the first delivery in a set of extra-heavy-duty triplets for the Harvey, La. company, joined the 27-boat fleet last month for service on Ole Man River after completion at the Janoush Marine Boatyard in Rosedale, Miss. Four other towboats all to be manned by SIU Boatmen, are currently under construction there.

The sisterboats will be completed in April, May and June. They will be, like the **Dixie Patriot**, 110 by 34 by 10½ feet with a working draft of 8 feet. Main propulsion power for each boat will come from a pair of Alco diesels each supplying 1,600 hp designed to use heavier, blended fuel.

On deck on each towboat are four 40-ton winches, a crane, a Loudhailer, searchlights, navigational running lights, radar and VHF sets.

And each boat will carry 63,000 gallons of fuel, 1,200 gallons of lube oil and 10,000 gallons of potable water.

## Riverboats at Knoxville World's Fair on May 1

A comprehensive exhibit of Tennessee riverboats and barges will be shown at the Knoxville World's Fair on May 1 through October by the Tennessee Valley Authority (TVA).

The displays will be on towboats and barges in the "Tamed River", the Tennessee River featuring photos, audio-visual, films and TVA models. One model will be of a pilothouse complete with marine radios, radar and steam whistle.

In the pilothouse will be a live "riverboat captain" in costume. At the three bow bay windows, video console monitors will show continuous films of a trip downriver through the locks.

## Riverman-Folksinger in K.C. May 22

Riverman-folksinger John Hartford will give a concert at the Kansas City, Mos. Stockyards on May 22. The next day he'll be at the Guthrie Theater, Minneapolis, Minn. On June 7-8, he will sing in the Tennessee State Amphitheater, Knoxville.



Connie Forbes, chief engineer on the Michael J. McAllister in port of Norfolk.



Here's Bill Meekins, mate on the Norfolk harbor tug Jane McAllister.





**William Henry Price, 56,** joined the SIU in the port of Norfolk in 1955 sailing as a FOWT. Brother Price sailed 36 years. He is a veteran of the U.S. Navy in World War II. Seafarer Price was born in Tarboro, N.C. and is a resident of Portsmouth, Va.



**James Thomas Regan, 63,** joined the SIU in the port of New Orleans in 1954 sailing as a cook. Brother Regan sailed 34 years. He was born in New Orleans and is a resident there.



**Jesus Delos Reyes, 65,** joined the SIU in the port of New York in 1964 sailing as a chief steward. Brother Reyes sailed 39 years. He was born in the Philippines and is a resident of New Orleans.



**Herman Rogge, 63,** joined the SIU in the port of New York in 1953 sailing as a FOWT. Brother Rogge was born in Manila, P.I., and is a resident of the Bronx, N.Y.



**Willis Clifton Williams, 65,** joined the SIU in 1943 in the port of Tampa sailing as an AB. Brother Williams is a veteran of the U.S. Army in World War II. He was born in Alabama and is a resident of Valrico, Fla.



**Frank J. Rylance, 66,** joined the SIU in the port of New Orleans in 1963 sailing as a FOWT. Brother Rylance sailed 25 years. He was born in Boston, Mass. and is a resident of Killeen, Tex.



**Woodrow Foshee, 63,** joined the SIU in Port Arthur, Tex. in 1963 sailing as a chief engineer for Sabine Towing in 1972. Brother Foshee also sailed deep sea. He is a veteran of the U.S. Navy in World War II. Seafarer Foshee was born in Rosepine, La. and is a resident of De Ridder, La.



**Charles Warren Garrison, Jr., 56,** joined the SIU in 1947 in the port of Mobile sailing as a chief electrician. Brother Garrison was born in Georgia and is a resident of Fitzgerald, Ga.



**George W. McDaniel, 71,** joined the Union in the port of St. Louis, Mo. in 1964 sailing as a chief engineer for Inland Tugs in 1963. Brother McDaniel was a member that year of the Marine Engineers Beneficial Assn. (MEBA). Boatman McDaniel was born in Sunnyside, Calif. and is a resident of Hamersville, Ohio.

**Thomas Roland O'Brien, 62,** joined the SIU-merged Atlantic Fishermen's Union in 1938 in the port of Gloucester, Mass. Brother O'Brien is a veteran of the U.S. Army in World War II. He was born in Gloucester and is a resident there.

## Pensioner's Corner



**Bertram Ginley, 69,** joined the Union in the port of Cleveland in 1961 sailing as a lead deckhand for the City of Cleveland Division of Engineers from 1947 to 1950 and for the Great Lakes Dredge and Dock Co. from 1950 to 1982. Brother Ginley is a veteran of the U.S. Army's Armored Tank Corps in World War II. He was born in Cleveland and is a resident there.



**Michael John Martinac, 62,** joined the Union in the port of Duluth, Minn. in 1957 sailing as a watchman and AB. Brother Martinac sailed 40 years. He was born in Escanaba, Mich. and is a resident of Gladstone, Mich.



**Francis Hubert McCann, 63,** joined the Union in the port of Cleveland in 1961 sailing as an oiler and deckhand for the Great Lakes Dredge & Dock Co. from 1942 to 1981. Brother McCann's son, Michael was a 1967 winner of a SIU scholarship to study chemistry at the University of Dayton, Ohio. McCann Sr. was a former member of the Tug Firemen, Linemen and Oilers Union from 1947 to 1961. Born in Cleveland, he is a resident of Strongsville, Ohio.



**Joseph Louis Mikloczak, 61,** joined the Union in the port of Detroit in 1960 sailing as a FOWT. Brother Mikloczak sailed 40 years. He was born in Superior, Wisc. and is a resident there.



**Ejner Peter Nielsen, 59,** joined the Union in the port of Detroit in 1960 sailing as a gateman for the American Steamship Co. Brother Nielsen sailed 32 years. He is a veteran of the U.S. Army in World War II. Laker Nielsen was born in Buffalo, Minn. and is a resident of Sandstone, Minn.



**James Lewis Shipley, 55,** joined the Union in 1945 in the port of Boston sailing as a chief electrician and QMED. Brother Shipley was born in Hot Springs, N.C. and is a resident of Allen Park, Mich.



**Constantine Dean Sams, 62,** joined the Union in the port of Detroit in 1961 sailing as a wiper and linesman for Great Lakes Towing from 1958 to 1982 and for Peter Sams Co. from 1946 to 1958. Brother Sams was a former member of the Cook and Bartenders Union. He is a veteran of the U.S. Army in World War II. Laker Sams was born in Mansfield, Ohio and is a resident of River Rouge, Mich.



**Donald Clarence Foster, 65,** joined the SIU in the port of New York in 1951 sailing as a chief cook. Brother Foster attended a Piney Point Educational Conference. He was born in Fremont, Ohio and is a resident of Texas City, Tex.



**William Boyd Horner, 62,** joined the Union in the port of Philadelphia in 1961 sailing as a captain for IOT from 1959 to 1981. Brother Horner is a former member of the Masters, Mates & Pilots Union (MMP) District 50. He attended the 1978 Piney Point Atlantic Coast Educational Conference. Boatman Horner was born in Mt. Vernon, Md. and is a resident of Princess Anne, Md.



**Sloan Mitchell Orr, 61,** joined the SIU in the port of New York in 1950 sailing as a FOWT. Brother Orr is a veteran of the U.S. Navy in World War II. He was born in Walhalla, S.C. and is a resident of Jacksonville, Fla.



**Walter Raymond Hugate, 60,** joined the Union in the port of Norfolk in 1960 sailing as a deckhand for the Penn-Central Railroad from 1940 to 1982. Brother Hugate was a former member of the MM&P. He was born in Ware Neck-Gloucester, Va. and is a resident of Gloucester.



**Fenton C. Kimball, 65,** joined the Union in 1942 in the port of Norfolk sailing as a deckhand and captain for the Penn-Central Railroad from 1942 to 1981. Brother Kimball was born in Newark, Ohio and is a resident of Mathews, Va.



**Isalah Nottingham, 65,** joined the Union in the port of Norfolk in 1971 sailing as a deckhand for Penn-Central. Brother Nottingham sailed for the railroad from 1943 to 1982. He was a former member of the Transport Workers Union (TWU) from 1959 to 1971. Boatman Nottingham was born in Machipongo, Va. and is a resident there.



**Carroll Vincent Sadler, 65,** joined the Union in the port of Norfolk in 1980 sailing as an AB, mate, captain and pilot for the Penn-Central Railroad from 1936 to 1980. Brother Sadler sailed 45 years. He was born in Diggs, Va. and is a resident of Mathews, Va.



**Upsher Crawley Rainier, 61,** joined the Union in the port of Norfolk in 1960 sailing as a deckhand, pilot and engineer for the Penn-Central Railroad from 1936 to 1981. Brother Rainier is a veteran of the U.S. Navy in World War II. He was born in Blakes-Mathews, Va. and is a resident of Gloucester, Va.



**William Peter Ulrich Sr., 60,** joined the Union in the port of New York in 1960 sailing as a deckhand and bridgeman for the N.Y. Dock Railway Co. from 1946 to 1981. Brother Ulrich was a former member of the MM&P. He is a machinist/veteran of the U.S. Army in World War II. Boatman Ulrich was born in Jersey City, N.J. and is a resident of North Bergen, N.J.





**William Henry Price**, 56, joined the SIU in the port of Norfolk in 1955 sailing as a FOWT. Brother Price sailed 36 years. He is a veteran of the U.S. Navy in World War II. Seafarer Price was born in Tarboro, N.C. and is a resident of Portsmouth, Va.



**James Thomas Regan**, 63, joined the SIU in the port of New Orleans in 1954 sailing as a cook. Brother Regan sailed 34 years. He was born in New Orleans and is a resident there.



**Jesus Delos Reyes**, 65, joined the SIU in the port of New York in 1964 sailing as a chief steward. Brother Reyes sailed 39 years. He was born in the Philippines and is a resident of New Orleans.



**Herman Rogge**, 63, joined the SIU in the port of New York in 1953 sailing as a FOWT. Brother Rogge was born in Manila, P.I., and is a resident of the Bronx, N.Y.



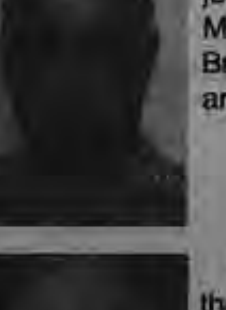
**Willis Clifton Williams**, 65, joined the SIU in 1943 in the port of Tampa sailing as an AB. Brother Williams is a veteran of the U.S. Army in World War II. He was born in Alabama and is a resident of Valrico, Fla.



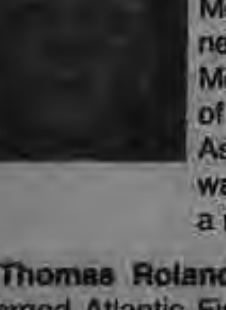
**Frank J. Ryliance**, 66, joined the SIU in the port of New Orleans in 1963 sailing as a FOWT. Brother Ryliance sailed 25 years. He was born in Boston, Mass., and is a resident of Killeen, Tex.



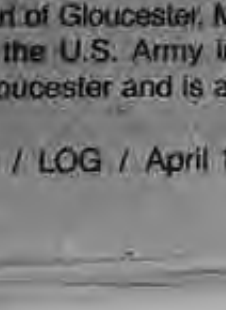
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**Thomas Roland O'Brien**, 62, joined the SIU merged Atlantic Fishermen's Union in 1938 in the port of Gloucester, Mass. Brother O'Brien is a veteran of the U.S. Army in World War II. He was born in Gloucester and is a resident there.

## Pensioner's Corner



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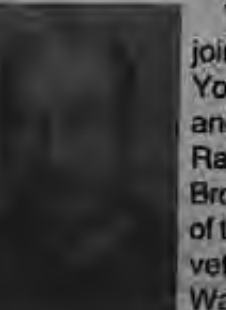
**Isaiah Nottingham**, 65, joined the Union in the port of Norfolk in 1971 sailing as a deckhand for Penn-Central. Brother Nottingham sailed for the railroad from 1943 to 1982. He was a former member of the Transport Workers Union (TWU) from 1959 to 1971. Boatman Nottingham was born in Machipongo, Va. and is a resident there.



**Carroll Vincent Sadler**, 65, joined the Union in the port of Norfolk in 1960 sailing as an AB, mate, captain and pilot for the Penn-Central Railroad from 1936 to 1980. Brother Sadler sailed 45 years. He was born in Diggs, Va. and is a resident of Mathews, Va.



**Upsher Crawley Rainier**, 61, joined the Union in the port of Norfolk in 1960 sailing as a deckhand, pilot and engineer for the Penn-Central Railroad from 1936 to 1981. Brother Rainier is a veteran of the U.S. Navy in World War II. He was born in Blakes-Mathews, Va. and is a resident of Gloucester, Va.



**William Peter Ulrich Sr.**, 60, joined the Union in the port of New York in 1960 sailing as a deckhand and bridgeman for the N.Y. Dock Railway Co. from 1946 to 1981. Brother Ulrich was a former member of the MM&P. He is a machinegunner veteran of the U.S. Army in World War II. Boatman Ulrich was born in Jersey City, N.J. and is a resident of North Bergen, N.J.



**James William Fleming**, 65, joined the SIU in 1942 in the port of Boston sailing as a bosun. Brother Fleming is a veteran of the U.S. Army in World War II. He was born in Saltpa, Ala. and is a resident of Mobile.



**Robert Kenneth C. Goodnick**, 55, joined the SIU in 1946 in the port of New York sailing as a FOWT and engine delegate. Brother Goodnick is a wounded Pfc. veteran of the U.S. in World War II serving as a sound ranging crewman for Gen. Mark Clark's Hqs. Co. of the 9th Infantry Div. which landed on the Normandy (France) Beachhead in the invasion on June 6, 1944. He was born in Belleville, Ill. and is a resident there.



**Kermit Chapman Green Sr.**, 65, joined the SIU in the port of Jacksonville in 1971 sailing as a 2nd mate, AB and bosun. He sailed both deep sea and inland. Brother Green is a veteran of the U.S. Navy in World War II. Seafarer Green was born in Florida and is a resident of Jacksonville.



**George Louis Hand**, 61, joined the SIU in 1947 in the port of New York sailing as a oiler. Brother Hand sailed 42 years. He is a veteran of the U.S. Navy in World War II. Seafarer Hand was born in South Carolina and is a resident of Baltimore.



**Bertrand Stuart Hoffman**, 65, joined the SIU in 1946 in the port of New York sailing as a FOWT. Brother Hoffman sailed 34 years. He is a veteran of the U.S. Navy in World War II. Seafarer Hoffman was born in Canada and is a resident of Baltimore.



**Harry Russell Huston**, 65, joined the SIU in 1944 in the port of New York sailing as a chief steward and pumpman. Brother Huston is also a butcher and boilermaker. He is a former member of the Teamsters Union, Local 729. And a veteran of the U.S. Army Corps in World War II and the Vietnam War. Seafarer Huston attended Northeast Missouri State College, Kirksville studying physical training. Born in Illinois, he is a resident of Tampa.



**Edward Joseph Boles**, 65, joined the SIU in the port of New York in 1956 sailing as an AB. Brother Boles sailed 46 years. He walked the picketline in the 1961 N.Y. Harbor strike. Seafarer Boles also helped to organize the A&S Transportation Co. in 1956. He is a veteran of the U.S. Navy before World War II. Born in White Haven, Pa., he is a resident of Jersey City, N.J.



**Aubrey Preston Clark**, 65, joined the SIU in the port of Jacksonville in 1969 sailing as a chief pumpman and QMED. Brother Clark is a veteran of the U.S. Navy in World War II and the Korean War. He was born in Texas and is a resident of Corpus Christi, Tex.

## Pensioner's Corner



**Donald Leon "Lee" Brothers**, 64, joined the Union in the port of Philadelphia in 1957 sailing as a cook for C. G. Willis from 1955 to 1973 and for IOT from 1973 to 1982. Brothers was born in Aurora, N.C. and is a resident of Lowland, N.C.



**Robert S. Carlton**, 61, joined the Union in the port of Norfolk in 1967 sailing as a tankerman for Allied Towing from 1965 to 1973 and Crowley-Maritime in 1978. Brother Carlton was a former member of Local 133 from 1955 to 1959. He is a veteran of the U.S. Army in World War II. Boatman Carlton was born in Wilmington, N.C. and is a resident there.



**Collie Lee Cutler**, 65, joined the Union in the port of Norfolk in 1960 sailing as a deckhand for the Penn Central Railroad (now Conrail) from 1943 to 1982. Brother Cutler was a former member of the Masters, Mates & Pilots Union (MM&P). He was born in Melfa, Va. and is a resident of Onancock, Va.



**Frank Leonidas Durocher II**, 60, joined the Union in the port of New York in 1960 sailing as a mate, lead deckhand and bridgeman for the Bush Terminal Railroad from 1941 to 1971 and for the Brooklyn (N.Y.) Dock Railroad from 1972 to 1982. Brother Durocher was a former member of the MM&P from 1941 to 1960. Boatman Durocher was union chairman of the Bush Terminal Marine Department. He is a veteran of the U.S. Army in World War II. Durocher is also an amateur photographer. Born in Brooklyn, he is a resident there.



**Walter Ancel Glisson**, 68, joined the Union in the port of Norfolk in 1970 sailing as a cook for Sheridan Transportation and for Allied Towing from 1975 to 1976. Brother Glisson was a former member of the Teamsters Union from 1941 to 1944. He was born in Platte-Bostwick, Fla. and is a resident of Ocala, Fla.



**Gardner Hewitt**, 65, joined the Union in the port of Norfolk in 1960 sailing as a mate for Curtis Bay Towing in 1951 and for McAllister Brothers from 1951 to 1960. Brother Hewitt sailed 56 years. He was a former member of the International Longshoremen's Association (ILA) and the United Mine Workers (UMW) District 50. Boatman Hewitt was born in North Carolina and is a resident of Chesapeake, Va.



**John Samuel Hudgins Jr.**, 66, joined the Union in the port of Norfolk in 1962 sailing as a mate and captain on the small tanker W. Coles Hudgins (M. L. Hudgins Co.) from 1951 to 1962, for the Association of Maryland Pilots in 1964 and for Marine Towing (IOT) from 1969 to 1977. Brother Hudgins was born in Mathews, Va. and is a resident of Port Haywood, Va.



**Pedro Finjan Alvarez**, 76, joined the SIU in the port of Seattle in 1966 sailing as a chief cook. Brother Alvarez sailed 39 years. He was born in the Philippines and is a resident of Seattle.



**Confesor Ayala**, 67, joined the SIU in 1946 in the port of New York sailing as a chief cook. Brother Ayala hit the bricks in the 1961 Greater N.Y. Harbor beef. He is a veteran of the U.S. Army in World War II. Seafarer Ayala was born in Puerto Rico and is a resident of Brooklyn, N.Y.



**Theodore Jones**, 76, joined the SIU in the port of Lake Charles, La. in 1958 sailing as a deck engineer and pumpman. Brother Jones sailed 42 years. He was born in Salina, Kans. and is a resident of Porter, Tex.



**Michael Casanueva**, 57, joined the SIU in 1945 in the port of New Orleans. Brother Casanueva graduated from the Union's Recertified Bosuns Program in October 1974. He also sailed inland for Crescent Towing. A native of Havana, Cuba, he is a resident of River Ridge, La.



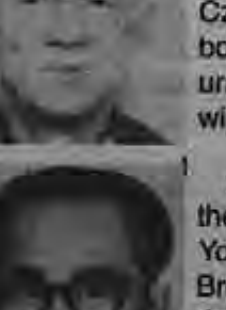
**Eduardo Castro**, 61, joined the SIU in 1943 in the port of Baltimore sailing as a FOWT. Brother Castro was born in Puerto Rico and is a resident of Puerto de Tierra, P.R.



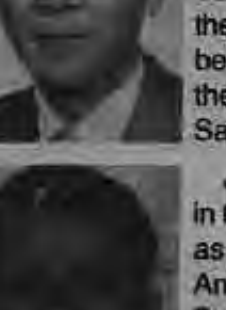
**James G. Juvenal**, 65, joined the SIU in the port of New York in 1962 sailing as a chief electrician. Brother Juvenal helped to organize the SS *Twin Falls Victory*. He was born in Texas and is a resident of Houston.



**Gibson Herbert Coker, Jr.**, 60, joined the SIU in 1944 in the port of New York sailing as a bosun and deck delegate. Brother Coker was born in Haynesville, Ala. and is a resident of Mobile.



**Jozef Albin Czerwinski**, 66, joined the SIU in the port of Baltimore in 1955 sailing as an FOWT. Brother Czerwinski sailed 35 years. He was born in Torun, Poland and is a naturalized U.S. citizen. Seafarer Czerwinski is a resident of Baltimore.



**Angeles Zabal Deheza**, 62, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Deheza sailed 48 years and during the Korean War. He was on the picketline in the 1961 N.Y. Harbor beef. Seafarer Deheza was born in the Philippines and is a resident of San Francisco.



**Joseph Dutko**, 61, joined the SIU in the port of New York in 1955 sailing as a 3rd cook. He sailed 35 years. And he is a veteran of the U.S. Air Force in World War II. Seafarer Dutko was born in Chester, Pa. and is a resident of Baltimore.



**HOUSTON** (Sea-Land Service), February 11—Chairman, Recertified Bosun Joseph Donovan; Secretary H. Ortiz; Educational Director M. Jones; Deck Delegate William Daniels. No disputed OT. Chairman suggested that all members go to Piney Point to upgrade so that you can obtain the rating necessary to man the new ships with their advanced technology. A higher rating means higher pay. Secretary discussed the article in the December issue of the *Log* about the progress our legislative team in Washington is making to insure a more secure future for those who are employed in the maritime industry. A vote of thanks to the steward department for a job well done and for good seamanship by the entire crew. Report to *Log*: "We want to extend a thank you to the Captain for the assistance he gave to one of our brothers that got hurt on the ship in bad weather."

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**LNG VIRGO** (Energy Transport), February 7—Chairman, Recertified Bosun Billy Nuchols; Secretary J. Golder; Educational Director T. Curtis. No disputed OT. Chairman held a discussion on shipping in New York. Secretary recommended that members who qualify should upgrade themselves at Piney Point. We have the latest in the equipment and the best in teachers there to help you learn. A vote of thanks to the steward department for the pool party. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND PIONEER** (Sea-Land Service), February 6—Chairman, Recertified Bosun Joseph Bourgeois; Secretary T. R. Goodman; Educational Director Hugh Lomas; Deck Delegate H. Peterson. Some disputed OT in steward department. The Electrician, Hugh Lomas, asked the membership to read the *Log* so that there can be some discussions on what is happening in the Union. If it is maritime news, it is in the *Log*. Observed one minute of silence in memory of our departed brothers and sisters. Next port Rotterdam.



**SEA-LAND PRODUCER** (Sea-Land Service), February 19—Chairman Ray Kitchen; Secretary Robert Boyd; Educational Director Jack Brook; Deck Delegate L. Jordan; Engine Delegate Paul Babbitt; Steward Delegate Leonard Scott. No disputed OT. The chairman gave a short talk on the new medical program. A vote of thanks to the steward department for a job well done. Report to *Log*: "I would like Piney Point to know that we have the best young men to come out of the school. They have been here six months and we are very proud of their record. The bosun and I sure hate to see them leave. R. M. Boyd, Chief Steward" Next port Houston.

**AMBASSADOR** (Coordinated Caribbean Transport), February 7—Chairman, Robert Dillon; Secretary J. F. Miller; Educational Director H. DuHadaway; Deck Delegate J. J. Ber-mudez. \$110 in ship's fund. No disputed OT. The *Logs* were received and distributed for all to read. The chairman talked about future cassettes that the Union will be sending to ships discussing various topics that are taking place in the Union. A vote of thanks to all departments from the chairman for their cooperation. Next port Miami.

**OGDEN WILLAMETTE** (Ogden Marine), February 21—Chairman W. Babbitt; Secretary R. De Boissiere; Educational Director Wiley L. Yarber; Deck Delegate Duane E. Stevens; Engine Delegate J. Watson; Steward Delegate John Robinson. No disputed OT. Chairman requested all members make sure that lockers are cleaned and linen turned in before leaving ship. He extended a vote of thanks to the crew for making this trip a very smooth one. The educational director gave a talk on the new ships that are now operating and the need to go to Piney Point and learn the new processes so that you will enjoy more job security and better pay. A special vote of thanks to the steward department who made this the best feeding ship afloat. Report to *Log*: "This ship is going to the shipyard on February 18, 1982. We wish to extend special thanks to Captain South, his wife, officers and crew for the finest ship in the fleet. Let's hope we can be together again in the future."

**SEA-LAND DEVELOPER** (Sea-Land Service), February 14—Chairman, Recertified Bosun James Boland; Secretary Norman Johnson; Educational Director Ernest Money-maker. \$22.25 in ship's fund. Some disputed OT in deck department. The Bosun discussed the importance of donating to SPAD and advised the crew that upgrading forms are available for those who are interested. A vote of thanks to the steward department for a job well done. Next port Long Beach.

**DEL SOL** (Delta Steamship), February 6—Chairman, Recertified Bosun Lee J. Harvey; Secretary W. P. Kaiser; Educational Director Ruben Villagran; Deck Delegate Marlow Barton; Engine Delegate Stanley Sporna; Steward Delegate Raul Cavalcanti. \$57.00 in movie fund. No disputed OT. The Bosun, Lee J. Harvey, reported that the ship's Captain gave a vote of thanks to the whole SIU crew. Everyone cooperated and did their jobs to the best of their ability. There are vacation and upgrading papers available for those who want to upgrade at Piney Point. Upgrading is a form of insurance for your future as it will enable you to qualify for better jobs on more modern ships and increase your take home pay and your job security. He requested the crew to make note of the fact that all repair slips should be turned into the department delegate on time. If you are getting off, 24 hour notice is required. Donations will be taken up for the Seamen's club in Houston and Freeport for giving us all the nice Christmas presents. Advised the crew that the ship is going to Houston, Pensacola and New Orleans and is supposed to carry eight passengers to Africa next trip. A vote of thanks to the radio operator and the 2nd electrician for trying to fix the TV which has been out-of-order due to mishandling. Observed one minute of silence in memory of our departed brothers. Deck Delegate, Marlow "Cherokee" Barton gave the steward department a special vote of thanks for a job well done.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), February 28—Chairman, Recertified Bosun Alan E. Whitmore; Secretary Roy R. Thomas; Educational Director R. V. Panos. Some disputed OT in deck department. \$14.50 in ship's fund. Chairman, Al Whitmer, praised each and every member of the crew for their general attitudes and ability to work together as a cohesive unit to make a super ship perform with a recent SIU crew. He also spoke of the recent "Solidarity" meeting in Tampa, Florida where the SIU was a main participant to show the Polish people of our solidarity for their plight in Poland. He explained why all of organized labor in the entire nation was involved and urged all members to become involved in our Union activities whenever and wherever possible. We don't want to lose what we have gained over the years by not showing any interest in our gains, our losses or our future. Support and solidarity are the key words to our survival. He also reminded all members to hold on to their medical cards for their own records. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

**SEA-LAND EXPRESS** (Sea-Land Service), February 7—Chairman, Recertified Bosun A. Lasnansky; Secretary Ken Hayes; Educational Director J. Atchison; Deck Delegate John Crane. Chairman talked on the necessity of constant cooperation by the crew. A lack of crew interest would be reflected in the work done on board and would lead outsiders to criticize our Union. The importance of donating to SPAD and the need to uphold any laws beneficial to the Maritime industry was discussed. The secretary stressed the need to read the *Log* from cover to cover. All of the articles in the *Log* contain information of value to you and will enable you to question and discuss problems that are bothering you knowing you have all the facts you need. It would be well too, he felt, to study the constitution and the agreements that are accessible to you. There was no disputed OT. The only communication received was the *Log*. A vote of thanks to the steward department for a job well done. Next port, Port Everglades.

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PANAMA  
POINT MANATEE  
PRIDE OF TEXAS  
PONCE  
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OVERSEAS NARRIETTE  
MERRIMAC  
LNG GEMINI  
WALTER RICE  
OVERSEAS JOYCE  
DELTA SUD  
PITTSBURGH  
POINT SUSAN  
SAN PEDRO  
MASSACHUSETTS  
DEL VALLE  
LONG BEACH  
SEA-LAND LIBERTY  
SEA-LAND MARINER  
OVERSEAS BOSTON  
OVERSEAS ULLA  
MOUNT WASHINGTON  
OGDEN LEADER  
COVE LEADER  
SEA-LAND GALLOWAY  
MANHATTAN  
NY RIVER  
DEL CAMPO  
WISER  
LNG LEO  
DELTA CARINE  
SANTA ISABEL  
SEA-LAND ECONOMY  
TAMPA  
JACKSONVILLE  
GOLDEN MONARCH  
MONTPELIER VICTORY  
ACUILLES  
NY PATRIOT  
SANTA CRUZ  
GEORGE WYTHE  
BOSTON  
SANTA ELENA  
SEA-LAND ADVENTURER  
CASQUAS  
SEA-LAND FREEDOM  
BORNIQUEN  
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DEL MUNDO  
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LNG GEMINI  
WALTER RICE  
OVERSEAS JOYCE  
DELTA SUD  
PITTSBURGH  
POINT SUSAN  
SAN PEDRO  
MASSACHUSETTS  
DEL VALLE  
LONG BEACH  
SEA-LAND LIBERATOR  
SEA-LAND MARROW  
OVERSEAS BOSTON  
OVERSEAS ULLA  
MOUNT WASHINGTON  
OGDEN LEADER  
COW LEADER  
SEA-LAND GALLOWAY  
MANHATTAN  
MY ROVER  
DEL CAMPO  
RIGER  
LNG LEO  
DELTA CARIBE  
SANTA ISABEL  
SEA-LAND ECONOMY  
TAMPA  
JACKSONVILLE  
GOLDEN MONARCH  
MONTPELIER VICTORY  
ACHILLES  
MY PATRIOT  
SANTA CRUZ  
GEORGE WYTHE  
BOSTON  
SANTA ELENA  
SEA-LAND ADVENTURE  
CAGUAS  
SEA-LAND FREEDOM  
BOWHOUEN  
SEA-LAND LEADER  
DEL MUNDO  
BALTIMORE  
SEA-LAND McLEAN  
DELTA NORTH  
BUTTERN OWENNETT

## 36 Years (14 on Long Lines) At Sea, He Never Hung Up on SIU

In Savannah, Ga. in 1946 when Stephen Sloneski decided to join the SIU, he made a wrong street-turn and went into the hall of a different union. He soon rectified his mistake and in the long seafaring career that followed, Brother Sloneski seems to have made very few wrong turns.

Now at age 65, the former boxer is retiring on an SIU pension after a sailing career of 36 years, of which the last 14 were spent on the SIU-contracted cable ship *Long Lines* (Transoceanic Cable Co.).

Sailing as a Cable-AB on board that very special ship, Sloneski traveled over a good part of the world—the North Atlantic, South America, the Pacific, Europe. But most importantly for Brother Sloneski, the C.S. *Long Lines* kept returning to her home port of Honolulu, Hawaii.

[The ship's home port now is Wilmington, N.C.]. Sloneski's wife, Melana, is Hawaiian, and she and her relatives were entertainers on the Islands.

Even before his long sojourn on the *Long Lines* though, Seafarer Sloneski had made regular trips to Hawaii. He was on the "pineapple run" between the West Coast and the Hawaiian Islands with the once large fleet of Isthmian Lines (now

defunct). In fact he was on the last trip made by Isthmian's *Steel Executive*.

When the "pineapple run" ended, Brother Sloneski went to the port of New York to see what jobs were available. His brother Seafarers kidded him—"the Hawaiian days are all finished." Not quite, fellows! There was still the *Long Lines*.

That amazing ship, which is 19 years old now, plays an enormous role in bringing people in this world a little bit closer. In one two year period alone, she laid 17,000 miles of ocean cable, a world record, according to her owner, Transoceanic Cable Co., Inc., a subsidiary of the American Telephone and Telegraph Co.

With a length of 511 feet and a beam of 69 feet, the 17,120-ton ship has a cruising speed of 15 knots and a draft when fully loaded of 26 feet. She can lay cable as deep as five or six miles down.

### Pro Boxer at 16

Of course, his job on the *Long Lines* was quite different from the watchstanding AB work he had become accustomed to on other ships.

But Seafarer Sloneski is no stranger at making job switches. In fact, the career switch he made in

his younger days was much more dramatic than going from AB to cable AB.

Starting at the age of 16, Sloneski was earning his living as a professional boxer. He began fighting in his native New York state and then moved on to some of the southern states—Florida, the Carolinas, and Georgia.

Sloneski went from lightweight to welterweight and, as he put it, he "won some" and "lost some," and, predictably in such a profession "got hurt" several times along the way.

During World War II, Sloneski got an introduction to the sea when he worked in America's shipyards. In 1946 he was in Savannah, Ga. where a friend of his, Charles Starling, was the SIU's port agent. Starling encouraged his friend to try shipping out and wouldn't listen to Sloneski's protests of "I'm no seaman."

When Sloneski finally decided to give seafaring a whirl, he discovered that he didn't know exactly where the SIU hall was. After going to the hall of the National Maritime Union, he realized his mistake, left, and when he saw Starling again, got specific instructions about the SIU hall.

He was a Seafarer from then on



Pensioner Stephen Sloneski

as well as an active Union man. In the late 1940's he helped organize U.S. Petroleum Carriers in New York, and during the Moore-McCormack-Robin Line beef in 1962, Brother Sloneski was on the picket line.

Now he's retired to his home in Kissimmee, Fla. which is about 18 miles from Orlando. He plans to work around his home and to do some fishing.

Once in awhile, when he makes a long distance phone call, he may even stop and think about all those years on the *Long Lines* and wonder if his work is responsible for such a clear call.

## KNOW YOUR RIGHTS

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

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

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

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

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

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

## KNOW YOUR RIGHTS



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

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

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

## KNOW YOUR RIGHTS

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

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

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

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





**John Neil Cullison**, 60, died on Oct. 28, 1981. Brother Cullison joined the SIU in the port of New York in 1963 sailing as a chief electrician. He sailed 29 years and in the Vietnam War. And he was a veteran of the U.S. Navy in World War II. Born in Casktown, Pa., he was a resident of Houston. Surviving are his widow, Mary; a son, Edward; two daughters, Rebecca and Mrs. Deborah A. Schuyler; his mother, Frances of Baltimore and a brother, Robert, also of Baltimore.



**Edward Donald Brewer**, 60, died of heart disease on Jan. 1. Brother Brewer joined the SIU in the port of New York in 1962 sailing as an AB. He sailed 24 years and in the Vietnam War. Seafarer Brewer was a veteran of the U.S. Navy in World War II. Born in Silcott, Wash., he was a resident of Seattle. Cremation took place in the Yarrington Crematory, Seattle. Surviving are his mother, Mrs. P. D. Brewer and a brother, Robert, both of Seattle.



**William Harold Butts Jr.**, 59, succumbed to cancer in the U.S. Veterans Administration Medical Center, Gainesville, Fla. on Feb. 19. Brother Butts joined the SIU in 1945 in the port of Savannah sailing as a bosun. He also sailed inland for Mariner Towing. Seafarer Butts was a former member of the International Union of Operating Engineers and was at one time a steelworker. Butts was also a veteran of the U.S. Navy in World War II. A native of Jacksonville, he was a resident of Middleburg, Fla. Burial was in Riverside Cemetery, Jacksonville. Surviving are his widow, Crystal; his mother, Mrs. Ellen B. McDonnell and a sister, Mrs. Elizabeth Anderson, both of Marathon, Fla.

**Edwin E. Carey**, 71, passed away on Mar. 18. Brother Carey joined the Union in the port of Philadelphia in 1962 sailing as a cook for Curtis Bay Towing. He was born in New Jersey, and was a resident of Lindenwood, N.J. Surviving are his widow, Isabel; three daughters, Mary, June and Candice; a brother, Albert of Audobon, N.J. and sister, Mrs. Catherine Butler of Belmar, N.J.

Pensioner **Hilary Allen Comeaux**, 74, passed away on Mar. 5. Brother Comeaux joined the Union in the port of St. Louis in 1964 sailing as a chief engineer for Inland Tugs. He was a former member of MEBA. Boatman Comeaux was born in Berwick, La. and was a resident of Paterson, La. Surviving are his widow, Ruby; a son, Gilbert; a sister, Mrs. E. M. Wood of Corpus Christi, Tex. and a brother-in-law, Mr. Rogers.



**Leonard Morris McInnes Jr.**, 31, died in the University of Southern Alabama Medical Center, Mobile on Nov. 25, 1981. Brother McInnes graduated from Piney Point in 1968 sailing as a QMED on the *LNG El Paso Southern*. He was born in Mobile and was a resident there. Interment was in the Whispering Pines Cemetery, Prichard, Ala. Surviving is his mother, Allie Olin of Mobile.



Pensioner **Hugh Lloyd Meacham**, 67, died on Mar. 21. Brother Meacham joined the SIU in 1941 in the port of Norfolk sailing as a bosun. He sailed 50 years and in World War II. Seafarer Meacham also sailed as ship's delegate. Born in North Carolina, he was a resident of Chesapeake, Va. Surviving are his widow, Emma; a son, James; a daughter, Mrs. Sandra Y. Lowery of Chesapeake; and a sister, Mrs. Effie Barr, also of Chesapeake.



Pensioner **John Erwin Moore Jr.**, 70, passed away from a heart attack in the Peninsula Hospital, Burlingame, Calif. on Feb. 22. Brother Moore joined the SIU in 1944 in the port of Mobile sailing as a chief electrician. He was born in Holdenville, Okla. and was a resident of Artesia, N.M. Cremation took place in Woodlawn Cemetery Crematory, Colma, Calif. with burial at sea of his ashes, off San Francisco. Surviving are a son, John Jr. of San Mateo, Calif. and an aunt, Mrs. Maggie McCowan of Redwood City Calif.



Pensioner **David Pashkoff**, 66, passed away on Mar. 6. Brother Pashkoff joined the SIU in 1945 in the port of New York sailing as an AB. He once worked on the Isthmian N.Y. Maintenance Gang. Seafarer Pashkoff was born in New York and was a resident of Ozone Park, Queens, N.Y.C. Surviving are his father, Harry of Brooklyn, N.Y. and three brothers, Martin of Ozone Park, Yale and Norman of Brooklyn.

Pensioner **Charles Louis Simmons**, 66, died of heart disease at home in New Orleans on Mar. 14. Brother Simmons was born in Lofton, Fla. Cremation took place in the St. John's Crematory, New Orleans. Surviving are a brother, Claude of Brooklyn, N.Y. and a sister, Mrs. Thelma Leonard of Tampa.

Pensioner **Joseph J. Plona**, 69, died of a stroke in the Oakwood Hospital, Dearborn, Mich. on Feb. 9. Brother Plona joined the Union in the port of Alpena, Mich. in 1951 sailing as a cook. He was born in Wyandotte, Mich. and was a resident there. Burial was in the Michigan Park Cemetery, Huron Twp., Mich. Surviving are his widow, Constance; his daughter, Mrs. Sheila A. Claypool and his mother, Mrs. John Kulikowski of Avon, Conn.



Pensioner **Erich Pfrommer**, 74, succumbed to cancer in the Gulfport (Miss.) Hospital on Jan. 17. Brother Pfrommer joined the SIU in 1944 in the port of Norfolk sailing as a cook and butcher. He was a veteran of the U.S. Army in World War II. Seafarer Pfrommer was born in Germany and was a naturalized U.S. citizen. He was a resident of Long Beach, Miss. Cremation took place in the St. John's Crematory, New Orleans. Surviving is his widow, Nell.



**Norman Glen Emile Geno**, 27, was lost when the *SS Golden Dolphin* (Westchester Marine) sank on Mar. 6. Brother Geno was a 1973 graduate of Piney Point. He sailed as a QMED. Surviving are his parents, Seafarer Norwood Geno and Mrs. Kathryn Geno of Mobile.



**Clarence Harrison Harvin**, 40, died aboard the *Sea-Land Freedom* on Feb. 25. Brother Harvin joined the SIU in the port of New York in 1967 sailing as a chief cook. He was born in Norfolk and was a resident of Seattle. Surviving is his mother, Nancy of Chesapeake, Va.



**Mitchell Robert King**, 28, died on Mar. 5. Brother King joined the SIU in the port of New York in 1979 sailing in the steward department. He was born in New York City and was a resident of Staten Is., N.Y. Surviving are his mother, Mrs. Doris McClure of Staten Is. and a sister, Linde.



Pensioner **Weldon Lamar Kitchens**, 69, passed away on Mar. 2. Brother Kitchens joined the SIU in 1949 in the port of Tampa sailing as a 2nd cook. He was a veteran of the U.S. Army in World War II. Seafarer Kitchens was born in Escanaba County, Fla. and was a resident of Mobile. Surviving are his widow, Glaidie; a son, Barry of Mobile and his mother, Ziphia of Chickasaw, Ala.



**Charles William McComie Jr.**, 23, died of pneumonia in the Hermann Hospital, Houston on Dec. 29, 1981. Brother McComie graduated from Piney Point in 1981. He sailed as a FOWT. Seafarer McComie was a veteran of the U.S. Navy. Born in Elizabeth, La., he was a resident of Houston. Burial was in Blue Branch Cemetery, Pitkin, La. Surviving are his parents, Mr. and Mrs. Charles McComie of Pitkin.



Pensioner **Jesse Wilson Puckett**, 79, passed away on Mar. 31. Brother Puckett joined the SIU in 1944 in the port of New York sailing as a chief steward. He sailed 34 years. And was a veteran of the U.S. Army in World War II. Born in Pomona, Calif., he was a resident of San Francisco. Surviving are three sons, Donald Max of One Thousand Oaks, Calif., Jesse Jr. of Torrance, Calif. and Rodney of Los Angeles; five daughters, Mrs. Tina M. Medina of Baltimore, Louise, Virginia, Mrs. Catherine Cobb of Harbor City, Calif. and Florea; a sister, Mrs. Margaret A. Bean of Crestline, Calif. and a granddaughter, Martha of Davis, Okla.



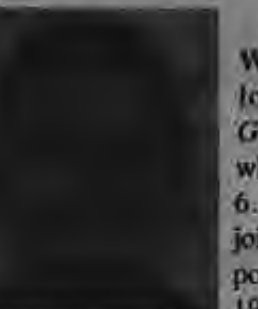
Pensioner **Felipe Quintayo**, 74, passed away on Mar. 24. Brother Quintayo joined the SIU in the port of New York in 1955 sailing as a chief steward. He sailed 47 years. Seafarer Quintayo was born in the Philippine Is. and was a resident of Houston. Surviving are his widow, Rosa and a niece, Mrs. Neita Chavaso of San Pedro, P.I.



**Alfred William Roper**, 50, died on Feb. 28. Brother Roper joined the SIU in the port of Norfolk in 1969 sailing as an AB. He also sailed inland with Curtis Bay Towing. Roper was also a sheetmetal worker. And he was a veteran of the U.S. Army in the Korean War. A native of Portsmouth, Va., he was a resident there. Surviving is his mother, Mrs. Mary Powell of Portsmouth.



**Michael Sovich**, 60, died of a heart attack in the Seattle USPHS Hospital on Sept. 4, 1981. Brother Sovich joined the SIU in 1944 in the port of Norfolk sailing as an AB. He was born in Garfield, N.J. and was a resident of Everett, Wash. Cremation took place in the Cypress Lawn Crematory, Everett. Surviving are his widow, Hazel; four sons, Michael Jr. and Christopher, both of Everett, Francis and Wayne; two daughters, Valerie and Jacqueline and a sister, Mrs. Helen Rymarz of Saddlebrook, N.J.



**Norman Ralph Wright**, 54, was lost on the *SS Golden Dolphin* which sank on Mar. 6. Brother Wright joined the SIU in the port of Baltimore in 1957 sailing as an AB and bosun. He was a veteran of the U.S. Coast Guard in World War II. Seafarer Wright was born in Union Heights, S.C. and was a resident of Savannah. Surviving are his widow, April; a son, Ralph Jr.; a daughter, Theresa and his mother, Mrs. Theresa K. Harvey of Savannah.





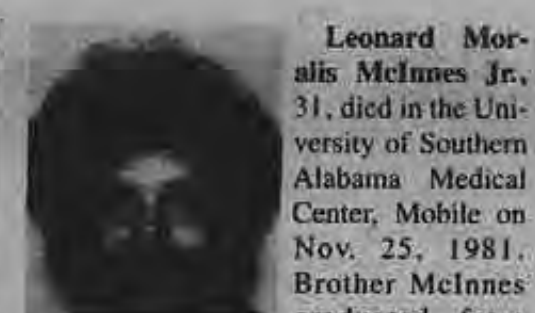
**John Neil Cullison**, 60, died on Oct. 28, 1981. Brother Cullison joined the SIU in the port of New York in 1963 sailing as a chief electrician. He sailed 29 years and in the Vietnam War. And he was a veteran of the U.S. Navy in World War II. Born in Casktown, Pa., he was a resident of Houston. Surviving are his widow, Mary, a son, Edward; two daughters, Rebecca and Mrs. Deborah A. Schuyler; his mother, Frances of Baltimore and a brother, Robert, also of Baltimore.

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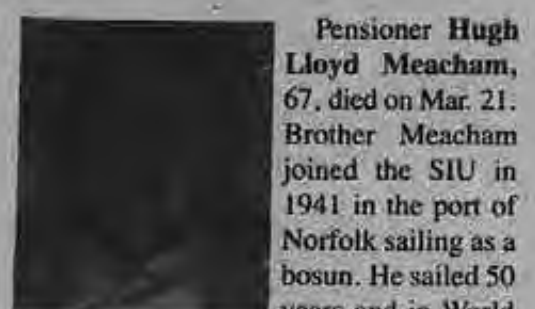
**William Harold Butts Jr.**, 59, succumbed to cancer in the U.S. Veterans Administration Medical Center, Gainesville, Fla. on Feb. 19. Brother Butts joined the SIU in 1945 in the port of Savannah sailing as a bosun. He also sailed inland for Mariner Towing. Seafarer Butts was a former member of the International Union of Operating Engineers and was at one time a steelworker. Butts was also a veteran of the U.S. Navy in World War II. A native of Jacksonville, he was a resident of Middleburg, Fla. Burial was in Riverside Cemetery, Jacksonville. Surviving are his widow, Crystal; his mother, Mrs. Ellen B. McDonnell and a sister, Mrs. Elizabeth Anderson, both of Marathon, Fla.

**Edwin F. Carey**, 71, passed away on Mar. 18. Brother Carey joined the Union in the port of Philadelphia in 1962 sailing as a cook for Curtis Bay Towing. He was born in New Jersey, and was a resident of Lindenwood, N.J. Surviving are his widow, Isabel; three daughters, Mary, June and Candice; a brother, Albert of Audobon, N.J. and sister, Mrs. Catherine Butler of Belmar, N.J.

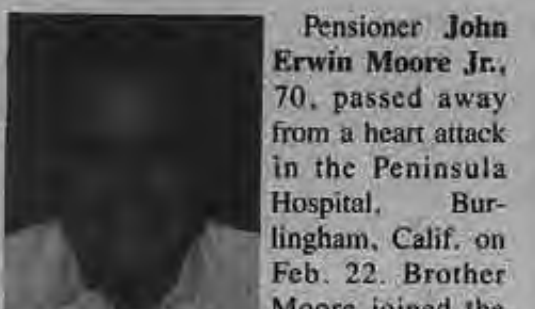
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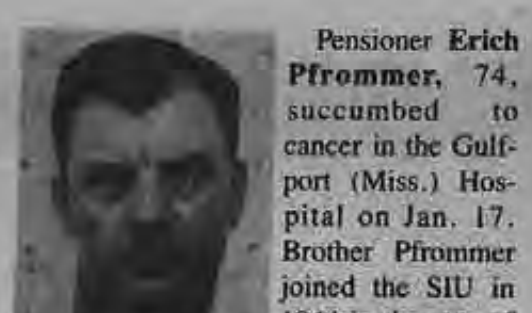
**Pensioner John Erwin Moore Jr.**, 70, passed away from a heart attack in the Peninsula Hospital, Burlingame, Calif. on Feb. 22. Brother Moore joined the SIU in 1944 in the port of Mobile sailing as a chief electrician. He was born in Hendersonville, Okla. and was a resident of Artesia, N.M. Cremation took place in Woodlawn Cemetery Crematory, Colma, Calif. with burial at sea of his ashes, off San Francisco. Surviving are a son, John Jr. of San Mateo, Calif. and an aunt, Mrs. Maggie McCowan of Redwood City Calif.



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**Norman Glen Emile Geno**, 27, was lost when the *SS Golden Dolphin* (Westchester Marine) sank on Mar. 6. Brother Geno was a 1973 graduate of Piney Point. He sailed as a QMED. Surviving are his parents, Seafarer Norwood Geno and Mrs. Kathryn Geno of Mobile.



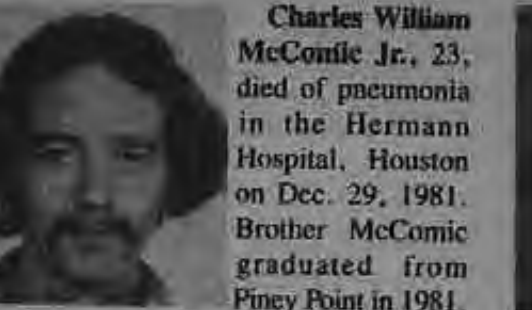
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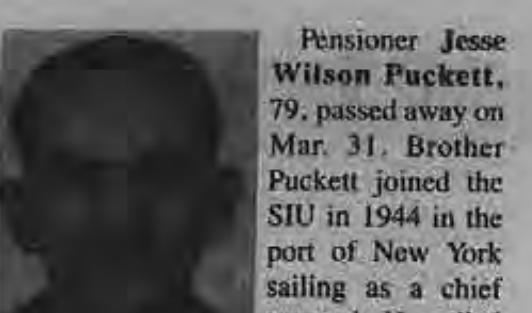
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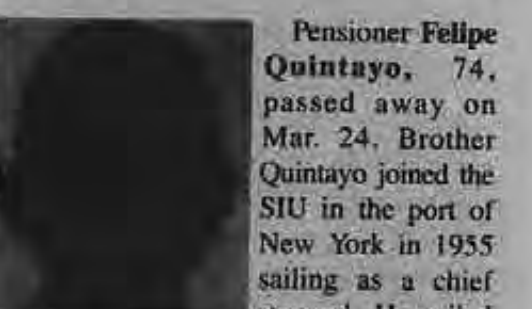
**Pensioner Weldon Lamar Kitchens**, 69, passed away on Mar. 2. Brother Kitchens joined the SIU in 1949 in the port of Tampa sailing as a 2nd cook. He was a veteran of the U.S. Army in World War II. Seafarer Kitchens was born in Escambia County, Fla. and was a resident of Mobile. Surviving are his widow, Glaidie; a son, Barry of Mobile and his mother, Ziphia of Chickasaw, Ala.



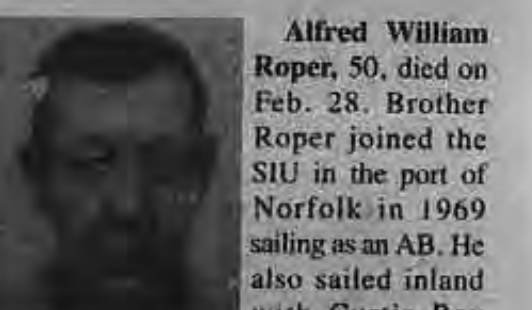
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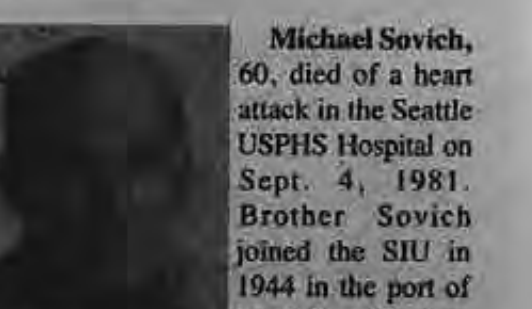
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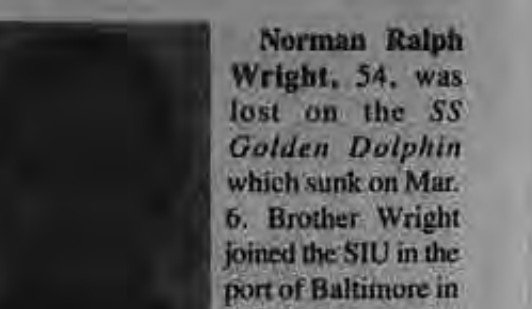
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**Alfred William Roper**, 50, died on Feb. 28. Brother Roper joined the SIU in the port of Norfolk in 1969 sailing as an AB. He also sailed inland with Curtis Bay Towing. Roper was also a sheetmetal worker. And he was a veteran of the U.S. Army in the Korean War. A native of Portsmouth, Va., he was a resident there. Surviving is his mother, Mrs. Mary Powell of Portsmouth.



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**Norman Ralph Wright**, 54, was lost on the *SS Golden Dolphin* which sank on Mar. 6. Brother Wright joined the SIU in the port of Baltimore in 1957 sailing as an AB and bosun. He was a veteran of the U.S. Coast Guard in World War II. Seafarer Wright was born in Union Heights, S.C. and was a resident of Savannah, S.C. Surviving are his widow, April; a son, Ralph Jr.; a daughter, Theresa and his mother, Mrs. Theresa K. Harvey of Savannah.



The delicate orbiter wings are carefully crated and carefully stowed aboard the *Transcolumbia* before being moved to Los Angeles, Ca.

## Wings of New Space Shuttle Get a Ride in Inner Space

WATCHING a rocketship lift off its launching pad and soar towards outer space is like watching a miracle happen. But it's not a

miracle. A lot of people spend a lot of time doing slow, painstaking work before a final countdown starts at Cape Canaveral, Fla.

When the space shuttle *Discovery*, number four in NASA's shuttle program, is launched in 1985, the SIU will have played a part in her history. Different parts of each of the space shuttles are built at aerospace companies across the United States. The wings for *Discovery* were built by Grumman Aerospace Corp. in Long Island, N.Y.

Chosen to transport the 58 foot long wings, which weigh in at 50,000 pounds, from the Military Ocean Terminal in Bayonne, N.J., to the port of Los Angeles was the SIU-crewed *S.S. Transcolumbia*.

The *Transcolumbia* was chosen as the safest means of transport for the delicate technology of the orbiter wings which took a full year to construct. The ship, with an overall length of 523 feet and a beam of 71½ feet, has unusually large cargo hatches.

Built in 1945, the *Transcolumbia* and her sistership the *S.S. Transcolorado*, originally served as troop ships during World War II. The *Transcolumbia*, which was later outfitted with three, 100-foot cargo booms, has been operated by the Military Sealift Command since 1968.

After the *Transcolumbia* delivered the space shuttle *Discovery* orbiter wings to Los Angeles they were moved on land the 95 miles to their final destination in Palmdale, Ca. Before arriving in Bayonne, the wings were towed to a dock at Oyster Bay, L.I., loaded aboard a



Chief Cook Jesse L. James rustles up some Long Island duck for dinner.



The space shuttle *Discovery's* orbiter wings are carefully lowered into Cargo Hold #4 aboard the *S.S. Transcolumbia*.



Here's a shot of SIU AB Kent Seratt shooting the space shuttle's wings as they're loaded aboard the *Transcolumbia*. Seratt knows this trip is one for the history books!



*Transcolumbia's* crewmen gathered for this photo along with the Union Ship's Committee. The Committee (seated, l-r), Chief Cook Jesse L. James, steward delegate; Bosun Carlos Spina, chairman; AB Ron Flowers, deck delegate; New York Patrolman George Yukmir; Crew Messman Mike Anzalone. Standing (l-r) are OS Steve Migliara; OS Joe Tusa; AB Kent Seratt; Chief Electrician Silas Greer, educational director; Steward/Baker Paul Franco. Standing in the rear are Wiper Ali Shale (left) and OS Andy Kent.



The *Transcolumbia* was specially outfitted with three cargo booms which are 100 feet long, weigh 45 tons and have a reach of 50 feet over the side.



# Bosun Recertification

Ten more bosuns received their recertification degrees after taking a rigorous 6 week program which will help them better represent their fellow brother members at sea.

The bosuns received their certificates at the April membership meeting at Headquarters after

having attended special classes at the Seafarers Harry Lundeberg School of Seamanship in Piney Point and at Union Headquarters in Brooklyn.

After the program was over, all 10 recertified Bosuns were in agreement that they had learned a great deal about their profes-

sions, the state of the maritime industry, and the inner workings of their union.

As recertified bosuns, they will be better able to answer any questions their fellow shipmates may have concerning welfare benefits, overtime, and pension eligibility requirements.



James Tanner



Paul Butterworth



Stewart Dixon



William Hampson



Seymour Wolfson



Harrison Furukawa



Glenn Miller



James Sanders



Francis Adams



Ulu Veach, Jr.

## 'Blue' Walters: Thru the Hawespipe His Way

FRANK SINATRA'S hit tune "I Did It My Way" suits Herwood Barrington "Blue" Walters to a tee. Because in another five or ten years when "Blue" takes his first ship as Captain—and you can be sure he will—he'll have done it the hard way—but that's his way.

At the age of 38, "Blue," a name he picked up from his shipmates for his penchant for light blue duds going ashore, has already come quite a distance through the hawespipe.

He presently holds an Original 2nd Mate's license which he achieved Nov. 10, 1980 through the District 2 MEBA-AMO upgrading school.

"Blue," a native of Jamaica, left his home for sea in 1962 despite a promising career as a sign painter in a commercial studio. He shipped on British and other foreign flag lines until 1966 when he got the opportunity to ship American during the Vietnam sealift crisis in 1966.

He got a job on the SIU-contracted *Raphael Semmes* as an OS and he's been with the SIU ever since.

He got his AB ticket in 1967, and since then has been compiling endorsements one after the other. He participated in the Bosun Recertification Program in 1975. He got his Quartermaster ticket, LNG training and firefighting certificate at Piney Point in 1977. And he just recently completed the Celestial Navigation course at SHLSS.

"Blue" also took part in the April 1981 Deep Sea Crews Conference in Piney Point where 69 rank-and-file delegates drew up the proposals for the recently negotiated three-year deep sea contract.

"Blue" has had only one opportunity to sail with his license so far. But he is by no means discouraged. He'll continue to sail unlicensed with the SIU and when the opportunity arises, he'll sail as a mate.

"Blue" puts no time limit on when he must achieve a certain goal.

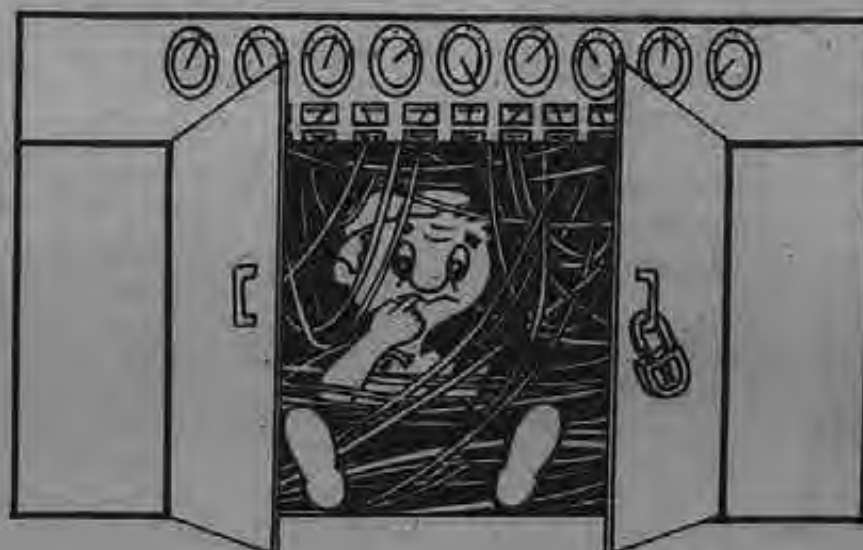
He just sets his sight on a goal and perseveres. If it takes a month, a year or ten years, so be it.

"Blue" also takes his Union and his responsibilities as a Union member very seriously. "It's very important to pay your dues," he says, "to have a sense of responsibility for your job and the Union. You must also stay united as a crew. You don't necessarily have to like the

guy working next to you on a ship, but you do have the responsibility to cooperate as shipmates and to do a good job."

At the present time, "Blue" is a resident of Oakland. But as with everything else, he has very definite goals for his life ashore. He wants to buy land in Arkansas "and put my roots down. And if I have to I'll create my own environment."

## Don't Get Tangled Up In Shipboard Electronics



Every SIU ship has electronic gear that QMED's need to know how to handle. Now you can learn how!

Take the new **Marine Electronics Course** at SHLSS.

In this six-week course you'll get the skills you need to work on:

- Electronic systems in the Engine Room
- Winch controls
- Anchor windlass controls
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**Sign Up Today!**  
Course starts June 7.

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Herwood "Blue" Walters proudly displays numerous endorsements including his Original 2nd Mate's license achieved in a 16-year career at sea with the SIU.



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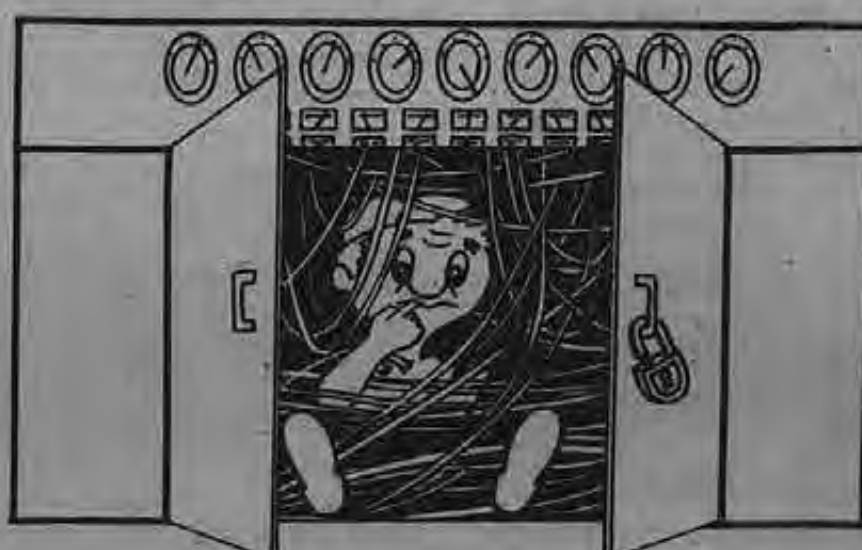
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### Robert Leroy Gilbo

Seafarer Robert Leroy Gilbo, 21, graduated from the SHLSS in 1979 sailing in the engine department. He now sails as a QMED, a rating also held by his father, SIU member Donald V. Gilbo. He has the firefighting, lifeboat and CPR papers. Brother Gilbo was born in Long Beach, Calif. and lives in Vancouver, Wash. He ships out of the port of Seattle.

### Andrew Stanley Witkowski

Seafarer Andrew Stanley Witkowski, 28, began sailing with the SIU out of the port of New York in 1977 as a chief pumpman. Brother Witkowski sails as a QMED now. He has the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) tickets. Witkowski attended the N.Y. Maritime Academy, Fort Schuyler, the Bronx, N.Y., studying engineering for 2½ years. Born in Poland, he is a naturalized U.S. citizen and lives in Barnegat, N.J. He ships out of the port of New York.

### Michael Dulany Murphy

Seafarer Michael "Mike" Dulany Murphy, 25, graduated from the SHLSS in 1978 sailing as an engineer trainee for Crowley Maritime out of the port of Jacksonville. Brother Murphy upgraded to QMED at Piney Point in 1979. He has the firefighting, lifeboat and CPR papers. And he is a graduate of the American H.S. in Tangiers, Morocco. His father is a radio broadcasting engineer. Also his hobbies are reading and building models. Born in Munich, West Germany, he lives in Springfield, Va. He ships out of the ports of Baltimore and New York.

### Larry Lee Lightfoot

Seafarer Larry Lee Lightfoot, 38, joined the SIU in the port of Wilmington, Calif. in 1971 sailing as a cook and baker, chief cook and chief steward. Brother Lightfoot in 1981 was commended by Sea-Land for good service on the run to Anchorage, Alaska. He holds the firefighting, CPR and lifeboat tickets. Lightfoot is a veteran of the U.S. Navy in the Vietnam War. Born in Huron, S.D., he resides in Seattle and ships out of that port.

### Michael Shannon McIlwain

Seafarer Michael Shannon McIlwain, 31, graduated from the Andrew Furuseth Training School in the port of New Orleans in 1967. He upgraded to QMED at SHLSS in 1981. Brother McIlwain hit the bricks in the 1980 American Commercial Barge Line (ACBL) beef. He earned the CPR, lifeboat and firefighting endorsements. And he attended Southwest Tech studying diesel engines. A native of Mobile, he lives there and ships out of that port city.

### Claude Alexander Leacock

Seafarer Claude Alexander Leacock, 43, first sailed with the SIU in 1977 out of the port of New York sailing as an AB. Brother Leacock is a former member of the NMU and the Wirewood, Metal Lathers Union, Local 46. He holds the CPR, lifeboat and firefighting documents. And he is a veteran of the U.S. Navy. Leacock was born in the Virgin Islands and is a resident of the Bronx, N.Y. He ships out of the port of New York.

### Marvin Lyndale Emans

Seafarer Marvin Lyndale Emans, 53, first sailed with the SIU in 1973 sailing as a QMED. He holds the CPR, lifeboat and firefighting tickets. Brother Emans also worked for the City of Seattle for 15 years as a steam engineer. Emans is a veteran of the U.S. Army. And he attended Willmar (Minn.) Junior College. Born in Willmar, he lives in Edmonds, Wash. and ships out of the port of Seattle.

### Reinhard Ehler

Seafarer Reinhard Ehler, 43, first sailed with the SIU in 1978 out of the port of San Francisco sailing as an AB. Brother Ehler graduated from the Marine Cooks and Stewards Union (MC&S) Training School, Santa Rosa, Calif. in 1966. He earned the firefighting, lifeboat and CPR documents. A native of Germany, he lives in San Francisco and ships out of that port metropolis.

### Carl Klaus Schmidt

Seafarer Carl "Chuck" Klaus Schmidt, 26, is a 1979 graduate of the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Piney Point, Md. He sails as an AB. And he earned the lifeboat, firefighting and CPR endorsements. Brother Schmidt is a veteran of the U.S. Navy. Schmidt attended the North Virginia Community College and the Charles County (Md.) Community College. He is familiar with French, Spanish, German and English languages. A native of Siegelbach, West Germany, he is a naturalized U.S. citizen and lives in Alexandria, Va. He ships out of the ports of New York and Baltimore.

### Melvin Franklin Di Biasi

Seafarer Melvin Franklin Di Biasi, 32, is a 1971 graduate of Piney Point. Brother Di Biasi upgraded to AB there in 1977. He was born in Sumter, S.C. and lives in San Pedro, Calif. Di Biasi ships out of the port of Wilmington, Calif.

## DON'T MISS YOUR CHANCE

to  
Improve Your Math Skills

### HOW?

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

You can use these math skills:

- ★ in your JOB
- ★ to improve your math skills for **UPGRADING**
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I am an SIU member. Yes ☐ No ☐

Book Number is \_\_\_\_\_ Social Security No. \_\_\_\_\_

I joined the SIU in 19 \_\_\_\_\_ Department Sailing In \_\_\_\_\_

Please send me the area(s) checked below.

☐ Fractions  
☐ Decimals  
☐ Percents  
☐ Algebra  
☐ Geometry

NOTE: Complete all five areas and earn four college credits.

Send my area(s) here:

Name \_\_\_\_\_

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Cut out this coupon and mail it to this address:  
Academic Education Department  
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Piney Point, MD. 20674  
ATTN: Mathematics Department  
Send it today!



## DEEP SEA



# LETTERS TO THE EDITOR



## 38-Year Vet Swallows the Anchor

I have shipped for the past thirty-eight (38) years and now that I am retired, I would like to let the officials of the SIU know how much I have appreciated their help and support through the years and I am very grateful to be able to receive a pension.

Fraternally,

Richard J. Boles  
Book #B-529  
New Orleans, La.

## 'Thank God for My Pension'

I have been retired for six years this month. There have been some trying times with my wife's illness and the cost-of-living going up day by day. Social security and my railroad pension just is not enough. But I thank God that I had my SIU pension coming in every month. May God bless each and every one of my SIU brothers and officials and good health and happiness always.

Sincerely,  
Paul Morris  
Toledo, Ohio

## A Little Kindness Goes a Long Way

We wish to express our appreciation to the SIU and the Seafarers Welfare Plan for the kindness in giving us a helping hand to pay for my wife's medical bills. God bless all of you kind people at the Union and my good Union brothers.

Sincerely,  
Mr. and Mrs. Vincent Tomasello  
Buffalo, N.Y.

## That Cargo Has Gotta Move!

...And you're the one who makes it happen

Responsibility. Respect. And more money, too.  
These are the things you can earn when  
you are good at what you do.

## AND THERE'S MORE — JOB SECURITY

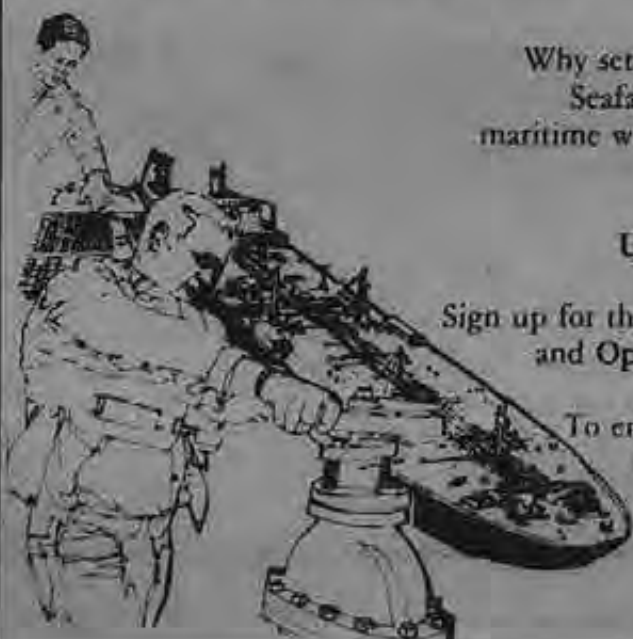
Why settle for less? You're an SIU  
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### UPGRADE YOUR SKILLS.

Sign up for the Pumproom Maintenance  
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out the application in this  
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Course starts  
July 19



## Oldtimer, 87, Still Ready for Action

First of all, I'd like to say how much I enjoy reading the **Log**. Sometimes I see my former shipmates' names or pictures as I thumb through it. I read, however, with particular interest the history article on the '**American Coal Reef of 1957**' in the January **Log** which brought the oldtimers back to sea. It brought back a lot of memories since I was one of the oldtimers that got a job on the **SS Martha Berry**. I made ordinary seaman. We sailed for Antwerp with a cargo of coal and from there we sailed to South America, up the Amazon River for ore, and back to the U.S.

My early seafaring was on sailing vessels. In 1918 I joined the four-masted Russian-Finn Bark **Port Stanley** at Port Arthur, Tex. We took case oil to South Africa, paid off there at Durban and joined the British full-rigger **Milnerton** to Hong Kong, Samarang, Java and on to France. Joined the American bark **Snowden** there and sailed to Boston. My next sailing vessel was the Norwegian three-mast bark **Hariscourt**. We went from Sabine, Tex. to Bordeaux, France with a cargo of sulphur. Paid off there to go on the beach at Marseilles. Later I joined the American schooner **Racheal W. Stevens**, a four-mast ship, and paid off in Boston.

I sailed coastwise for a while and was a member of the ISU when the 1921 strike was called. I was quartermaster on the **Thomas H. Wheeler** and joined the picketlines at New York. It has been a long time. I am now 87 years of age and enjoying a comfortable living near the beach.

Fraternally and best wishes  
to all,  
Nicholas Sargent  
Long Beach, Calif.

## Thanks for Kindness

While in Panama on the **Ogden Champion**, I was informed that my mother had passed away. This is the most distressing time for any seaman to learn that a loved one has died and you are thousands of miles away.

I wish to thank from the bottom of my heart the officers and crew of the **Ogden Champion** for their kindness and generosity during this difficult time.

Sincerely,  
Marion Beeching, Bosun  
Ogden Champion

## Proud of His SIU Book

The SIU has always been helpful in protecting my rights as a seaman. Therefore, I am proud to have been an active member of the SIU for the past 35 years. I am also very pleased and grateful to be able to receive a pension which I intend to enjoy thanks to the SIU.

Fraternally,  
Lawrence Smith, S-933  
Port of New Orleans

## Difficult Moment for Seaman's Wife

Being a seaman's wife has had some difficult moments. Writing this letter of thanks for services for my late husband, Derrick "Sam" Lamb has been one of the most difficult ones.

Derrick died at home on Jan. 4, 1982 in Jacksonville, Fla. at the age of 50. Originally from England, he started sailing at the age of 14. He joined the SIU in the mid 40's and later became a U.S. citizen. His final departure was with a captain and crew he had previously sailed with.

I first would like to thank Jacksonville Port Agent Leo Bonser for making the arrangements for the burial at sea. No less appreciated is Capt. Eddie Williams and the crew of the **M/V Gauntlet**. Capt. Williams called me and said that every crewman had at one time sailed with Derrick. They were all there on deck when his final trip ended near the islands he so loved.

God bless you all,  
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## LETTERS

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## U.S. Merchant Marine Won't Float on Promises

WHEN he ran for President in 1980, Ronald Reagan's platform proclaimed: "A Republican Administration will... encourage the maintenance and development of an American-flag ocean transportation system."

"We must arrest," the 1980 Republican Party platform declared, "the significant decline in the ability of American-flag shipping to compete effectively for the carriage of world commerce."

In July, 1981, at a White House meeting, President Reagan reiterated his pledge to revitalize the American merchant marine. Transportation Secretary Drew Lewis said the Administration's oft-talked about maritime policy would be "on the table" by mid-February, 1982, at the latest.

An official U.S. maritime policy is still nowhere in sight. It is difficult in any case, to reconcile the Administration's lip service to a strong, American merchant fleet on the one hand while they do a hatchet job on the funding that ensures the fleet a marginal existence on the other.

That funding, contained in the annual Maritime Administration appropriation bill has historically provided minimal but important support for the nation's merchant fleet and shipyards.

Both the Construction Differential Subsidy (CDS) program and the Title XI mortgage and loan guarantee program have made it possible for American shipbuilders to remain in operation.

Last year the Administration proposed—and Congress enacted—a budget which wiped out the CDS program. Voted along with the Fiscal Year 1982 maritime authorizations bill was an amendment temporarily allowing foreign construction of vessels that receive Operating Differential Subsidies from the federal government.

The FY 1983 Marad Appropriations bill introduced in the Senate (by Slade Gorton, R-Wash.) targets nothing for CDS. It also permanently amends the Merchant Marine Act, 1936, to permit "an operator receiving or applying for operating differential subsidy" to "construct, reconstruct, or acquire its vessels of over five thousand deadweight tons in a foreign shipyard."

The Senate bill, which is clearly backed by the Administration, also sets limit on new Title XI commitments for merchant vessel construction at \$675 million for FY 1983.

The House version of Marad Appropriations, authored by Rep. Mario Biaggi (D-N.Y.) includes the same ODS appropriations of \$454 million as the Senate bill. But Biaggi's bill would also restore the CDS program, allocating \$100 million for U.S. vessel construction in U.S. shipyards.



and eliminate the cap on the Title XI credit program. In addition, the House bill would increase the Title XI loan guarantee ceiling from \$12 to \$15 billion.

When the Administration slashed the maritime industry budget last year they offered assurances that they weren't abandoning the U.S. merchant fleet, even though that's what it looked like. Their new program would strengthen the fleet, they said, urging the U.S. maritime industry to wait and see.

We have repeatedly said that the SIU is willing to accept some belt-tightening, along with everyone else, to help control federal spending. We have a long history of working with the industry to better the U.S. merchant fleet and to ensure jobs for Union members.

We've tried to work with the Administration, offering cost-free proposals to turn the fortunes of the maritime industry around. The Administration just keeps saying "wait and see" while they're well on their way to eliminating the U.S. shipbuilding base and a good portion of

the U.S. merchant marine in the process. Politicians may get elected on wait-

and-see pledges made during a campaign, but the merchant marine can't stay afloat on promises.

# LOG

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