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No. 8

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## PRESIDENT'S REPORT

ONE of the strongest assets of our Union is our ability to openly and honestly communicate with one another.

The leadership of this Union has always laid the cards out on the table. And this membership has responded by backing the decisions and programs of the Union 100 percent.

One of the programs this membership has always supported has been SPAD—our voluntary political fund.

We have effectively used SPAD to support the election or re-election campaigns of legislators who pledge

their help to preserve and revitalize the American maritime industry.

As a result, we have been extremely effective on the political battle grounds of Washington. The level of job security enjoyed by SIU members reflects this fact better than anything else.

However, a new political day is upon us. And unless we rise to these new challenges quickly and effectively, the very existence of the U.S. merchant marine will be in serious jeopardy.

In just the first six months of this year, virtually every important maritime law on the books has been brought under siege.

We have faced and turned back an assault on the Jones Act, which guarantees that all U.S. domestic cargo be carried on American ships. We fought off a threat to Public Law-480, which mandates that at



Frank Drozak

least 50 percent of all government generated cargoes destined overseas be hauled in U.S. bottoms.

There have been setbacks as well. Congress has cut funding for the USPHS hospitals after 200 years of service to seamen and thousands of other beneficiaries. They have also cut funding for the Construction Differential Subsidy program, which had provided funds to build new ships in American yards.

In the next few months, we will be facing among other things, a legislative challenge from the oil companies to export Alaskan oil to Japan. Such a move could have a disastrous effect on the U.S. tanker industry.

You'll recall that just two short years ago we won a tremendous fight to keep Alaskan oil for American use only. But again, in this new political climate, anything and everything is subject to change or overhaul.

The SIU has never backed-water in the face of adversity. We're not about to do it now. The answer is to move quickly and smartly to counter these forces. And we must do it with SPAD.

The membership has already acted by voting to increase the SPAD checkoff from 30 cents a day to 50 cents a day.

Hundreds of SIU members have already signed the new SPAD checkoff. But there's still a long way to go.

The increased SPAD funding is crucial to our future at sea. The increased funds will first of all help us cope with the inflationary realities of political campaigns today. Media exposure is an absolute necessity to a candidate. But just a 30-second commercial costs thousands.

The increased SPAD funding will, most importantly, allow us to remain a potent political force in Washington on a daily basis.

Our political enemies probably believe they have the deck stacked against us.

But we still have plenty of hole cards left to play. In fact, with the 100 percent support of this membership for the new SPAD checkoff program, we could come in with a pat hand.

The stakes are too high to gamble on anything less than a total effort from each and every member of our Union.

## Boatmen OK New Contract With IOT After 46-Day Strike

Philadelphia—SIU tugboatmen and tankermen who man the tug and barge fleet of Interstate and Ocean Transport (IOT) ratified a new contract on Aug. 15 and returned to their boats, ending a 46-day strike against the company.

The new contract includes a wage package totalling 21 percent in increases, spread out over the three-year life of the agreement. The new pact also has provisions for Cost of Living Adjustments. Wage hikes in the first year of the contract come to 8 percent with increases of 7 percent in the second and 6 percent in the third and final year of the contract.

IOT Boatmen walked off their jobs at midnight, June 30, when negotiations on a new contract broke down. It was the first strike in the 25 years since the SIU organized IOT.

SIU Boatmen tied up equipment and set up picketlines at IOT headquarters in Philadelphia as well as in virtually every major port on the East and Gulf coasts.

Honoring the IOT picketlines were scores of SIU Boatmen em-

ployed by IOT's directly affiliated companies which include Mariner Towing, IBC, Harbor Towing and Gellenthin Barge Line.

Following the ratification vote on the new IOT contract, SIU President Frank Drozak said: "This contract marks a tremendous victory for the SIU; a victory achieved because of 100 percent unity and solidarity of Union brothers working for all IOT affiliated companies."

IOT was sold last year to Southern Natural Resources, a huge conglomerate.

When SIU representatives began contract talks with the new management prior to the June 30 expiration date of the IOT contract, it was clear from the very beginning that new management's ultimate goal was to bust the Union.

Contract talks broke down when management demanded inclusion of a "managements rights" clause in the agreement. The Union negotiating committee, which included SIU officials and an eight-man rank-and-file contract committee saw the managements rights clause as an ill-disguised attempt by manage-

ment to bust the union.

In addition to the managements rights clause, the company's initial

wage offer was totally inadequate.

And the company wanted the COLA clause deleted from the contract.

### A Tight Fit for a Bulky Lady



The brand new SIU-manned Great Lakes bulk carrier M/V *American Republic* makes way along Cuyahoga River in Cleveland without the support of a tug, thanks to bow and stern thrusters. The vessel was christened last month.



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## Lakes Seafarers Ratify 3-Year GLAMO Pact

GRAT Lakes Seafarers have overwhelmingly approved a new three-year contract negotiated with the Great Lakes Association of Marine Operators, following a month-long, ship-by-ship ratification process.

The vote, concluded recently, ratified the collective bargaining agreement negotiated by an SIU contract committee and GLAMO at the end of June.

Speaking about the new GLAMO pact which covers the bulk of the SIU-contracted Great Lakes fleet, Algonac Port Agent Jack Bluit said "it's a very good contract. Every major issue the membership indicated they wanted in the new agreement was successfully negotiated."

Some of the highlights of the new

GLAMO contract include an unlimited cost of living adjustment clause. Adjusted quarterly, the Great Lakes COLA has no ceiling but rises proportionately with the Consumer Price Index.

Across-the-board wage hikes are also included under the terms of the new contract, which runs until June, 1984. In addition, all Great Lakes companies signatory to the GLAMO agreement will be increasing contributions to the SIU Vacation Plan.

Wage increases and provisions for COLA hikes included in the new Great Lakes contract make the day-to-day security of "sweet water" Seafarers more secure. But the new contract also includes a brand-new benefit for unlicensed Great Lakes seamen that beefs up their security for the future, too.

For the first time ever, employer contributions to the SIU Pension Plan on behalf of all unlicensed SIU crewmen on GLAMO ships will continue during vacation time. Under this important new contract provision, every day a Great Lakes Seafarer is on vacation is credited towards his pension.

The new GLAMO contract also answers what has been a key concern of Great Lakes seamen—transportation costs to and from the vessel for vacation leave.

Once a seaman puts in the required 125 days seetime he is entitled to work a 90 days on, 30 days off schedule. Prior to negotiations of the 1981 GLAMO agreement, Great Lakes seamen had to pay their round-trip expenses leaving or returning to their vessels for vacation

out of their own pockets.

Under the terms of the new contract, when SIU Great Lakes crewmen leave their ships after 90 days on, they will receive round-trip transportation expenses including 20 cents per mile for auto travel and a jump in room-and-board from \$29 to \$42 per day.

Seafarers joining a ship as relief men will now receive round-trip transportation from the nearest Union hall to the vessel and back to the Union hall.

The provisions of the new GLAMO/SIU contract cover SIU members crewing about 55 ships operated by: American Steamship Co., Cement Transit Co., Erie Sand Steamship and Erie Navigation Co., Huron Cement Co., Litton Great Lakes Corp., and Pringle Transit.

## Rep. Walter Jones Seeks Tax Breaks for U.S. Ships

Washington, D.C.—A bill which could undercut the growing presence of foreign-built vessels in the U.S. trade was introduced in the House of Representatives by Rep. Walter B. Jones, chairman of the House Merchant Marine & Fisheries Committee, late last month.

Co-sponsored by Reps. John Breaux (D-La.), Mario Biaggi (D-NY) and Barbara Mikulski (D-Md.), who have long been vocal advocates of a strong U.S.-flag merchant marine, the bill would grant special tax treatment to U.S.-flag vessel operators.

The Jones bill, numbered H.R. 4236, seeks to amend the Internal Revenue Code of 1954 by allowing U.S.-flag carriers who acquire cap-

ital assets to depreciate their costs in the first year of their investment. Current tax law requires such depreciation over a period of 14½ years.

In addition, H.R. 4236 includes a key provision which would allow U.S. operators to deposit any earnings from foreign-built, U.S.-flag vessels in a capital construction fund. Assets could be withdrawn from the fund to build new vessels only with the proviso that those vessels be constructed in a U.S. shipyard.

Such a requirement could be a first step in bringing crippled U.S. shipbuilding back to life.

Speaking about H.R. 4236, which has the strong backing of the SIU, Merchant Marine & Fisheries

Committee Chairman Jones said "the ocean carrier business is one of relatively low earnings to equity ratios, a condition which inhibits investment in this essential industry."

"The bill I introduce," Jones continued, "recognizes the special nature of this industry and, without changing any present or proposed tax program, grants to the merchant marine the relief necessary."

Noting that the mood of the current Administration favors the curtailment of government subsidy for private industry Rep. Jones said "this bill... provides encouragement to maintain [the maritime] industry with a minimum of government intrusion or public cost."

"We recognize that our maritime subsidies are threatened with phase-

out," said Jones "and that more and more operators may construct or re-construct their U.S.-flag vessels in foreign shipyards."

Rep. Jones believes the tax incentives extended to U.S. ship operators under H.R. 4236 could "make the difference between the United States having a merchant marine or becoming even more reliant on the fleets of other nations."

"The investment this country makes in our merchant fleet," said the North Carolina Democrat, "is paid back many times over in the form of availability for seafair support for our Armed Forces and by providing a stable and reliable ocean transportation system, so necessary to this nation's importers and exporters."

## Union-Management Comm. Studies Permanent Jobs, Upkeep of 'A' Seniority

A joint Union-Management Committee is continuing to study the feasibility of creating permanent

positions for specific key ratings, such as; Bosuns, QMED/Pumpman, Chief electricians, QMED/Electri-

cians, Reefer Engineers, Chief Stewards, Steward/Cooks, Steward/Bakers, and Passenger BR/Utilitymen.

The Committee is also evaluating the need to require a specific number of days of shipboard employment

each year in order to maintain Class "A" Oceans seniority.

Subject to the recommendations made by the Union-Management Committee, any necessary changes in the Shipping Rules will be made not later than January 1, 1982 by the Seafarers Appeals Board.

### Teamwork Gets the Job Done



Able seamen Chris Dirollo and Phil Poole demonstrate the meaning of teamwork while connecting hoses for discharge aboard the Cove Ranger recently at the Hess Oil Terminal in Port Reading, N.J.

### Correction on MSTU Story in July Issue

A typographical error appeared in last month's story on the proposed merger of the military Sea Transport Union (MSTU) with the SIU Atlantic, Gulf, Lakes, and Inland Waters District.

In the first paragraph of item #7 of the provisions concerning the merger it was incorrectly reported that dues increases were not "to exceed 100%." It should have read

10%.

The paragraph should read as follows:

"MSTU regular dues is to be their present \$280.00 per year, plus dues increases percentage-wise equal to their COLA increases received, but not however to exceed 10% per increase."

The Log is sorry for the error.



## USPHS Hospitals Phasing Out:

# 200 Years of Service to Seamen Winds Down

**T**HE network of eight USPHS hospitals and 27 clinics on which American seamen have relied for so many years will soon be a thing of the past.

Early this month President Reagan signed the Federal Budget for Fiscal Year 1982 in which no monies are allocated for the continued operation of the hospitals and clinics.

Despite a strong fight by the SIU and other marine labor unions, the Reagan Administration won out and convinced the Congress that the facilities should be closed.

Further, Congress had passed a measure asserting that merchant seamen no longer have the right to free medical treatment at those facilities.

Thus ends a nearly 200-year-old commitment on the part of the U.S. government to take care of the medical needs of seamen.

Since the Fiscal Year 1982 budget begins on Oct. 1, 1981, the hospitals will remain open as Federal institutions until Sept. 30.

After that some of the hospitals

may remain open but not as Federal institutions. Some may possibly operate under community sponsorship.

Details on exactly what will happen in each hospital, including the manner in which current in and out patient cases will be handled, will be carried in upcoming issues of the *Log*.

The fight to keep the USPHS facilities open was not confined to the Reagan Administration. It was an old struggle.

At one time there were many more than eight hospitals. Over the last decade there have been numerous attempts to shut down those remaining eight, each of which is located in a major port city. They are: Baltimore, Boston; Galveston; New Orleans; Norfolk; San Francisco, Seattle, and New York.

As in the past, the SIU fought vigorously this year to keep the facilities open. Union representatives spoke at numerous hearings that were held in Washington, D.C. and around the country by the House

Merchant Marine Subcommittee.

At one of these hearings SIU Washington Legislative Representative Frank Pecquex noted that the seaman is "an adjunct of foreign trade in time of peace and a necessary arm of military service in time of war. In this respect," he said "a seaman's status is as unique as is the government's historical provision to provide medical care" to the seafarer.

The U.S. government has been providing for the medical needs of seafarers since 1798 and Pecquex told the Committee that today there still exists "the principal factors which warranted a health care delivery system under the auspices of the Federal government."

### Not Only Seamen Will Suffer

Pecquex's words as well as those of other strong supporters of the hospitals did not prevail. Neither did the many demonstrations that the SIU, other maritime unions, and community groups held in cities around the country.

Many groups will suffer because of the shutdown. The hospitals did not only care for American seamen. They also provided care for the U.S. Coast Guard, Department of Defense beneficiaries, Federal employees, and many of the community's poorer residents.

In fact the San Francisco facility treats more than 400 victims of Hansen's Disease (leprosy).

Seamen account for approximately one-third of the average case load of PHS hospitals and clinics. Since the Federal government must continue to provide medical care services for many primary and secondary beneficiaries, the closures seem to be a false economy.

As Pecquex had said, "it is estimated that the government will not realize meaningful economies if the present system of medical care and entitlement for merchant seamen is terminated."

The closing of the PHS facilities is not only a sad one for its beneficiaries, it's probably a foolish one for its proponents.

## '82 Budget Cuts CDS; Allows Building Foreign

**T**HE fate of Federal monies for the U.S. merchant marine during Fiscal Year 1982 is no longer up in the air.

When President Reagan signed the U.S. Budget this month at his ranch in California he was signing into law a money package that cuts \$37 billion out of Federally sponsored programs.

Among those cuts was the **elimination of \$107 million that was slated for the Construction Differential Subsidy (CDS) program** in the original version of the Maritime Authorizations bill. This bill allocates monies to be spent by the Federal Maritime Administration for Fiscal Year 1982.

The bill also contains a "build foreign" amendment strongly opposed by the SIU. However, amendments to the provision have greatly softened the blow.

The final \$502.5 million Maritime Authorizations package contains the following monies:

- \$417.1 million for the Operating Differential Subsidy (ODS) program.
- \$10.5 million for research and development.
- \$74.9 million for operations and training.

These allocations were worked out in a House and Senate Conference Committee through a bill entitled the Omnibus Budget Rec-

onciliation Act of 1981 (H.R. 3982). A Conference Committee was necessary to work out differences between the House and Senate versions of the Maritime Authorizations bill.

Among the positive points in the maritime legislation is the \$700 million increase in Title XI loan guarantees available for merchant ship construction.

The Title XI program, which is part of the Merchant Marine Acts of 1936 and 1970, provides Federally backed loan guarantees for the construction of ships and boats.

The increase for merchant shipbuilding will be done by transferring \$350 million from the ocean thermal energy conversion program and \$350 million from the fishing vessel fishery facility program. The action put the Title XI program at \$1.2 billion for Fiscal Year 1982.

The "build foreign" amendment that is part of the bill is a temporary provision that allows operators who get ODS funds to build in foreign shipyards. The measure was introduced by Rep. Paul McCloskey (R-Calif.)

However, other Congressmen, such as Rep. Mario Biaggi (D-N.Y.) lessened the impact of the amendment by modifying it. For instance, the amendment is only good through Sept. 30, 1983 and Congress must be informed of any requests to build or acquire ships in foreign countries

when ODS funds will be used.

Biaggi further watered down the amendment by getting the following language inserted, "The provisions of this section shall be effective for fiscal year 1983 only of the President in his annual budget message for the year requests at least \$100,000,000 in construction differential subsidy or proposes an alternate program that would create equivalent merchant shipbuilding activity in privately-owned United States shipyards...."

Also, because of intensive lobbying by the SIU, some very important language was added to the amendment to insure that ODS operators do not use their capital construction funds to build abroad. Capital construction funds are

monies received from profits but not taxed because they are used for building more ships.

Even though no CDS funds have been allocated for Fiscal Year 1982, there are some monies left over from the Fiscal Year 1981 budget. Thirty-seven million dollars has been deferred to 1982 and the Conference Committee said that this CDS money "could prudently be used for strengthening the National Defense Reserve Fleet (particularly the Ready Reserve Fleet), to trade in commercially obsolete vessels, for national defense features, or possibly for the reconstruction or reconditioning of existing vessels serving current trade routes, if such vessels are not authorized to be reconstructed abroad."

### Author Seeks Memorabilia For Paul Hall Bio

For a biography of late SIU President Paul Hall, author Philip Ross, Professor of History at Cornell University, would appreciate hearing from anyone with recollections, letters or memorabilia that might help him with his project.

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## T.I. to Energy Dept.

# U.S. Ships Not Getting 50% Share of SPR Oil

The Transportation Institute (T.I.) has stepped up efforts to ensure the role of U.S.-flag carriage of oil acquired for the Strategic Petroleum Reserve (SPR).

Federal law requires that at least half of all government-generated cargo in foreign commerce be carried on American-flag ships "to the extent that such vessels are available at fair and reasonable rates." Yet, since SPR purchases resumed in October 1980, only 27 percent have been shipped aboard U.S.-flag carriers.

## House Unit Raps USCG for Failures on Tanker Safety

WASHINGTON, D.C.—Members of the U.S. House of Representatives' Subcommittee on the Coast Guard and Navigation in a probe hearing late last month criticized the USCG on its failure to carry out some tanker safety proposals put forth by President Carter in 1977.

The Carter Tanker Safety Program was triggered by the grounding and subsequent oil spill pollution by the flag-of-convenience tanker *Argo Merchant* off Nantucket Is., Mass. and by other tanker and oil barge spills.

The Carter program called for:

- Passage of the International Convention for the Prevention of Pollution From Ships.

- Require all new tankers over 20,000 dwt to have double bottoms, segregated ballast, inert gas systems, collision avoidance gear (radar) and better emergency steering equipment.

- Improve crew standards and training.

- Develop a Foreign Tanker Boarding Program and U.S. Marine Safety Information System which would disclose tanker owners and stockholders names, vessels name changes, accidents and spills.

- Passage into law of a Oil Pollution Liability and Compensation Bill.

- Improve U.S. ability to respond to all pollution emergencies.

Replying to why all of Carter's proposals weren't implemented, Coast Guard Cmdr. Adm. John B. Hayes told the subcommittee chairman, Rep. Gerry Studds (D-Mass.) that his service followed the mandates of the 1978 Tanker Safety Pollution Prevention (TSPP) Conference whose rules were less severe than Carter's.

He added that the TSPP didn't require double bottoms on new tankers. But noted that Carter's proposals on segregated ballast, inert gas systems and collision avoidance were being carried out.

On crew training, Adm. Hayes said that the United States had not ratified a convention on the training of sea-

T.I. is a Washington, D.C. based research and promotional organization for the maritime industry.

American-flag ships are readily available to carry the oil cargo according to T.I. Presently there are at least eight Very Large Crude Carriers, as well as eight vessels in the smaller 90,000 deadweight ton category that are prepared to transport the oil in foreign trade to the storage areas in Texas and Louisiana.

T.I. notes that the 50 percent minimum rate applies only to for-

eign oil purchases. Purchases from Alaska (such as the one currently being negotiated by the Reagan Administration) and other domestic regions are covered under the Jones Act, which requires that all domestic trade be carried by U.S.-flag ships.

In recent telegrams to both Department of Energy Secretary, James B. Edwards, and the Commander of the Defense Fuel Supply Center, Brigadier General L.R. Seamon, U.S.M.C., Executive Director, Peter J. Luciano, outlined the SPR

program's failure to meet the legislated cargo preference requirement level. Along with other industry representatives, Luciano met with Energy Secretary Edwards to urge that action be taken to bring the SPR program into compliance with federal law.

Luciano said, "it is essential that the United States develop the capacity to maintain critical imports during times of emergency. Energy Department compliance with cargo preference law will help to achieve this vital national objective."

farers. Although he reported that a carried out foreign tanker boarding plan had shown "... safety improvements in the quality of response and compliance."

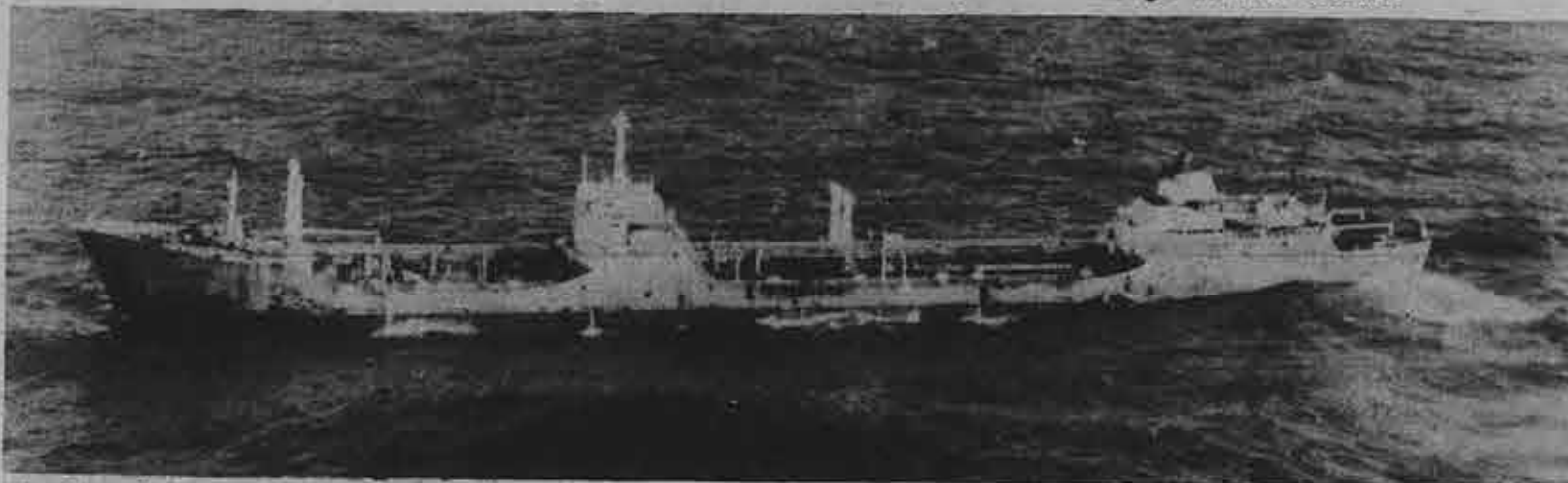
Hayes said that the CG could get to

big oil spills in six hours 80 percent of the time and in 12 hours 19 percent of the time.

Rep. Studds criticized the admiral for not finding out the name of the *Argo Merchant* owner. But Hayes re-

plied that that was an "impossible" and "impractical" task. However, Rep. William J. Hughes (D-N.J.) retorted that this reply was "incomprehensible."

The hearings will resume next month and go on into October.



The flag-of-convenience tanker *Argo Merchant* breaks apart off Nantucket in late 1978, causing the worst oil spill ever in American coastal waters.

## SIU, SUP, MFU Wrap Up Pact With PMA

Negotiating jointly, the SIU, the Sailors Union of the Pacific and the Marine Firemen's Union wrapped up a new three-year contract, subject to membership approval, with the Pacific Maritime Association (PMA) in San Francisco.

The collective bargaining agreement covers unlicensed seamen employed aboard 30 PMA member vessels, operated by Matson Navigation and American President Lines.

The SIU represents steward department seamen on PMA ships,

while the SUP represents unlicensed deck personnel and the MFU speaks for the black gang.

The economic package calls for a 7.5 percent wage increase in each of the three years of the contract. A COLA clause will continue in the new contract under the same formula as the old agreement.

In addition, vacation benefits will be increased to 12 days for 30 worked in the first year of the contract; 13 for 30 in the second year, and 14 for 30 in the third year.

The contract is retroactive to June

16, 1981 when the old agreement ran out. The delay in reaching the new accord was caused by differences over the manning levels on APL's three new slow-speed C-9 diesels presently under construction and expected out in July of 1982.

Negotiations for the unions were handled by SIU West Coast Vice President George McCartney and SIU Executive Vice President Ed Turner for the SIU, and President Paul Dompster for the SUP and President Henry "Whitey" Disley for the MFU.

## Star of Texas Launched; Set for Dec. Delivery

The second of three SIU-contracted 36,000-dwt, dry bulk carriers was launched and christened *Star of Texas* at Livingston Shipbuilding Company's Orange, Texas, yard recently.

The vessel followed her sister ship *Pride of Texas*, the first dry bulk carrier to be built specifically for U.S. foreign trade, down the ways. The *Pride of Texas* sailed on her

maiden voyage to the People's Republic of China from Mobile May 30.

The vessels are 612 feet long, have beams of 93 feet, drafts of 32 feet, and have service speeds of 15.7 knots at loaded condition.

The ships were originally scheduled to be the first of five identical vessels built with the help of a team of technical advisors from Japan's

Ishikawa-Harima Heavy Industries Company Ltd. (IHI), but two vessels on the order were cancelled. The *Star of Texas* is scheduled for delivery in December, with the third vessel to follow in July 1982.

The team of technical advisors involved in the "technology transfer" cost \$2.4 million, with Livingston and the Maritime Administration splitting the costs.



# Some Notes of Thanks for Pension Increase

**S**CORES of letters of thanks have come flooding into Union Headquarters recently from SIU pensioners pleased and grateful for their increase in the monthly pension.

As a result of the recent deep sea contract, all retirees on deep sea pension getting less than \$300 per month were raised to \$300 a month. This represented a \$50 monthly increase for most of those who got the increase.

The SIU leadership is acutely aware of the problems facing many retirees who must cope with the ever increasing burden of inflation on fixed income.

SIU President Frank Drozak said, "I know the increase won't wipe out all the financial problems some of our retirees are faced with. But it's definitely a big step forward for retired seamen getting the old pension rate."

Drozak also pledged that the SIU "will work closely with the labor movement in Washington to fight cutbacks in social security, medicare and other programs for the elderly."

Drozak also offered a vote of thanks to the 69 rank-and-file delegates to the SIU Crews Conference at Piney Point last April. These delegates recommended that the Union negotiating committee make an increase in pension for those getting less than \$300 a month a part of the deep sea contract package.

Following are some of the letters sent to President Drozak from SIU pensioners who received the pension increase:

## Gentlemen:

Just a note of appreciation for the raise in my pension this month. Needless to say it is a big help in coping with the rising costs of everything.

I also want to thank you for the quick and efficient way my recent medical claim was handled.

I know it is the dedication, hard work, and honesty of our officials that has made our pension fund solvent.

It is with pride I say that I am a member of the Seafarers International Union. Thank you again.

Sincerely,

Walter F. Mueller,  
M226 Tampa, Fla.

Frank Drozak

Beloved Sir and Brother:

Thankyou, thankyou, thankyou, thankyou, thankyou, thankyou! God bless the SIU.

Fraternally,

G.B. Williams, W-513, Retired  
Houston, Texas

Dear President Frank Drozak:

I have just received the check representing my pension increase. Thank you very much for this raise. God bless you and the Union and best wishes and good luck in your future efforts in behalf of retired seamen.

Enrique Gonzalez  
Hollywood, Florida

Dear Brothers:

I have received my check from the Union for the increase in pension. It is hard to find the words to express our thanks to such a fine and considerate organization. Needless to say, with the high cost of food, the increase will be put to good use. Thanks again and God be with you all in your great deeds.

Yours in Brotherhood,  
George B. Fleming,  
F-138, Retired  
Brooksville, Fla.

Dear Sir:

What a pleasant surprise to receive mail these days. I'm truly thankful for the raise in money I got for my pension.

To all my seafaring buddies, Harold Knipp is alive and well in Toledo, Ohio.

Sincerely,  
Harold Knipp  
Toledo, Ohio

Dear Sir:

Just a little thankyou note for the increase in my pension. I started sailing in 1920, joining the ISU in Boston. I joined the SIU in 1938 and retired in 1962. I'm 83 plus.

Sincerely,  
Wilfred Grant

Dear President Drozak:

I have received your letter about the increase in my pension benefit. Thankyou very much.

Sincerely,  
Eric Dake, D-569  
Brooklyn, N.Y.

Hello Drozak:

My right side is not so good these days due to a stroke five months ago so I'll keep this short.

To all SIU brothers, and the Board of Trustees, thank you all for the \$50 increase in the pension benefit.

Fraternally,  
M. Carrarco  
C-57

Dear Sir and Brother:

We are very happy and grateful for the \$50 increase in my pension. The Union has been very good to me. I think the SIU is one of the best unions in America.

Fraternally,  
Warren Alderman  
Fort Lauderdale, Fla.

Dear Mr. Drozak:

I was sure surprised and delighted to receive a supplementary check of \$50 toward my pension. I read in the Log where the Trustees had a meeting to vote on an extra pension for older pensioners.

I mentioned to my wife that as much as I'd like an extra benefit on account of inflation that surely the extra benefit would be dropped.

I started sailing in 1927 and the SIU was the best thing that ever happened to me and the other sailors.

There are three of us brothers that are on pension. My wife and I are feeling fine as of now.

Fraternally,  
Andrew Aspsiter  
Exeland, Wisc.

Dear Brother Drozak:

You may not remember me but I sailed with you on an old Waterman Line ship. How many stories we could tell from those days.

I am not going to go on and on, just a word of thanks for the increase in pension.

I know we have a battle with Ronald Reagan as President. But we beat better men than he will ever be.

If I can ever help as I always did in the past, just call on me.

Fraternally,  
Edward Anderson  
Cambridge, Mass.


## SIU Research Dept. Looking For Korea, Vietnam Sealift Memories

If you worked on an SIU-contracted ship in either the Korean or Vietnam War Zones, and you have a memory you might like to share with posterity, now's the time to do it!

We'd like to know the ships you worked on, when and where you went in either Korea or Vietnam, and what your impressions of time spent there might be. And don't worry if your middle name isn't John Wayne. We are as interested in hearing about the ships, your shipmates, the "native populace" and time spent "relaxing ashore after a hard voyage" as we are about incidents of the war.

We are thinking about running some articles about the Vietnam and Korean Sealifts in future issues of the Log, so don't wait too long to get that pen and paper into gear and jot something down. And get that old shoebox (or album) of snapshots down from the shelf too—we are also looking for pictures. We'll answer every letter and will return, upon request, any photos you send in.

Send your letter and photos to: Mike Gillen, Seafarers Historical Research Department, 675 4th Ave., Brooklyn, N.Y. 11232.



**WELDING**

Courses begin:  
October 12—November 6  
November 23—December 18

(New class added.)



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## Joe Curran, President of NMU for 36 years, Dies at 78

Joseph Curran, president of the National Maritime Union of America, AFL-CIO, since its founding in 1937 until 1973, died Aug. 14, after a long illness. He was 78 years old and lived in Boca Raton, Florida.

As one of the country's best known labor leaders, Curran was thrust into the national spotlight during the days of the Great Depression when he led a shipboard seamen's revolt for more pay and better conditions.

During the next three decades, Curran fought for a 40-hour week aboard ship with payment for overtime, paid vacations, pension and health benefits for NMU seamen and their families.

He helped set standards for shipboard food and living quarters, and especially the membership of the NMU, owe a great debt of thanks to Joe Curran for his dedication to the principles of trade unionism and his innumerable contributions to the advancement of seagoing labor. Joe Curran deserves an honored place in the annals of the American merchant marine.

In his telegram to Mrs. Curran, Drozak stated, "We at the SIU found Joe Curran a strong ally or a tough adversary as the occasion demanded. But he was always a man who held the good of the National Maritime Union and his membership as his top priority."

In his telegram to NMU President Shannon Wall, Drozak said that Curran "was a man pivotal to the development of the American Maritime Labor movement and his unique leadership qualities helped mold the National Maritime Union



Joseph Curran, 1903-1981.

into the outstanding labor organization it is today."

He went on the say that "American seamen, as a class of workers, and especially the membership of the NMU, owe a great debt of thanks to Joe Curran for his dedication to the principles of trade unionism and his innumerable contributions to the advancement of seagoing labor. Joe Curran deserves an honored place in the annals of the American merchant marine."

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Joe Curran was born in New York

City in 1903. He left school at the age of fourteen and began going to sea in (1922).

He sailed as AB and bos'n and joined the old International Seamen's Union (ISU). But he did not take an active role in union affairs until the early 30s.

Curran got the nickname "Big Joe" in his early days at sea, a name still in use among seamen.

In 1936, he came into the spotlight as the leader of a strike on the SS California in San Pedro harbor using the "sit in" technique aboard ship. The crew did not walk off the ship, which would have allowed the shipowners simply to replace them with scabs. Instead, they stayed aboard, doing all routine duties except casting off lines. Thus the crew kept the ship tied up for

three days demanding more pay and better conditions.

The crew agreed to sail the ship only after Curran received personal assurances by long distance from U.S. Labor Secretary Frances Perkins. The Secretary promised to help the crew obtain a hearing on their grievances and prevent company reprisals on their return to the East Coast.

As a result of his role in the California strike, Curran was projected into national leadership of the seaman's revolt. He became chairman of a rank-and-file group known as The Seamen's Defense Committee.

In May 1937, the NMU was founded. Curran was elected president of the new organization, following its founding convention.

Curran was elected a vice president of the CIO in 1940, a post he held until the AFL-CIO merger in 1955, when he became a vice president of the merged labor organization.

He was also a vice president of the United Seamen's Service, which provides welfare and recreation services for seamen in foreign ports.

Curran was re-elected to his thirteenth term as president in 1969 and succeeded by Secretary-Treasurer Shannon J. Wall in 1973.

Curran is survived by his wife Florence and his son, Joseph Paul Curran.

## Libra Crew Rescues 51 Boat People in 2 Craft

WITHIN a period of 48 hours, the crew of the SIU-manned LNG Libra rescued two boatloads of Vietnamese "boat people" and delivered a baby onboard.

The ship was enroute in ballast from Osaka, Japan to North Sumatra, Indonesia when both incidents occurred.

As reported by Capt. Ismail Shekem in his official "Master's Report," the first boat crowded with Vietnamese refugees was spotted on July 22 at 7:15 p.m. "exhibiting international signals of distress including flashing lights and flames on the vessel."

The LNG Libra was maneuvered along side the small craft and all survivors were brought aboard. In all there were 25 men and 12 women for a total of 37. But before you knew it there were 38. One of the Vietnamese women delivered a baby boy with the aid of the captain and a deck cadet.

The "boat people" were given soap, clean clothes and food and the ship continued on its course.

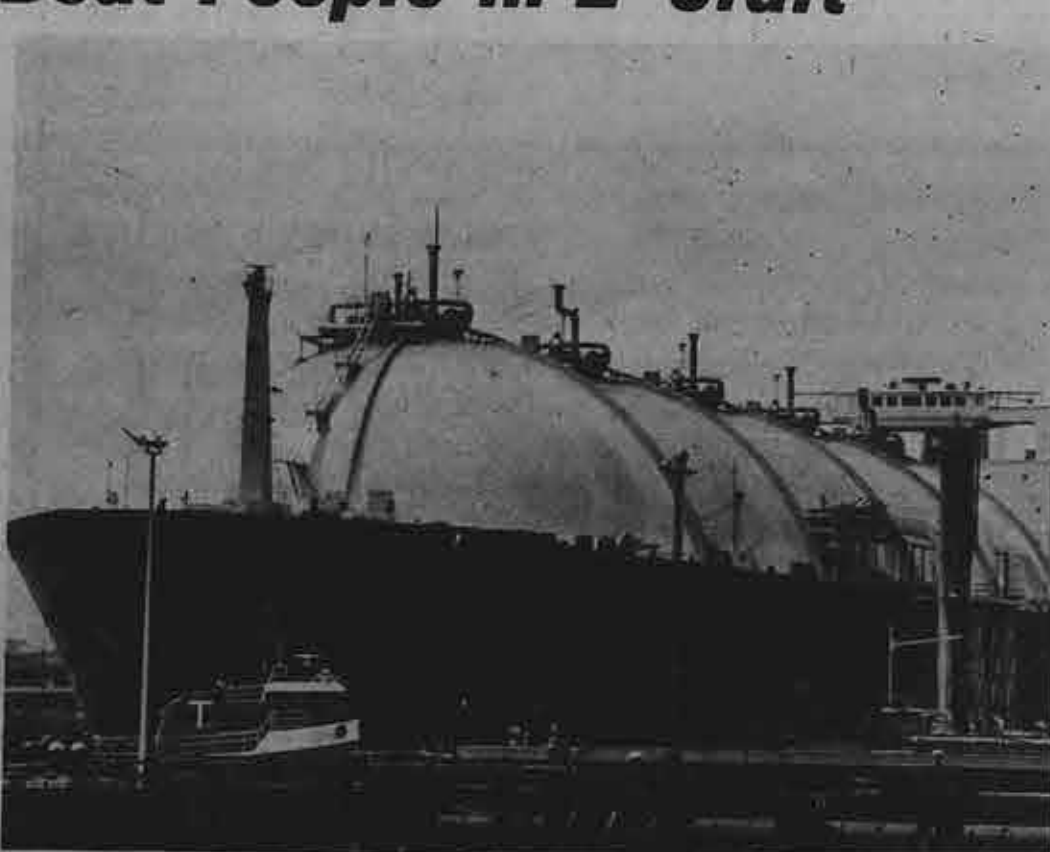
However, on July 24, another boatload of refugees was spotted. The people were waving orange flags and desperately waving their hands.

The Libra was again maneuvered alongside and this time 9 men and 4 women were picked up from the tiny boat. Like the first group, the crew took good care of their new passengers with food and clothes.

Before resuming course in both cases, the refugees' boats were holed and set ablaze to clear the sealanes of dangerous obstructions.

American ships have picked up literally thousands of Vietnamese refugees in recent years. These people risk their lives to leave Vietnam. Hundreds lose their lives.

Ships from other nations often spot the "boat people" but simply ignore them and continue on course. American ships and American seamen would never do such a cruel and heartless thing, which once again demonstrates the humanitarianism of U.S. seamen and all Americans to people in trouble.



### Deliver Baby Onboard, Too

The crew of the LNG Libra, as well as the crews of so many other American ships who have pulled these helpless victims from sure death, deserve tremendous credit for their actions on behalf of their fellow men.

The information of these two rescues were passed on to the Log by ship's chairman Otho Ware, Jr. and secretary reporter, Edward Haber. They also praised their Captain for his handling of the vessel in the two incidents.



# Reagan Inks Bill Shifting Marad to DOT

Washington, D.C.—President Reagan has signed a bill transferring the Maritime Administration from the Department of Commerce to the Department of Transportation.

At the signing of H.R. 4074—after its quick passage in the Congress—Reagan issued a statement in which he called the transfer “a significant achievement” that “will be of assistance in considering the maritime industry as part of a comprehensive national transportation system.”

The SIU supported the transfer after SIU President Frank Drozak had several productive meetings with Department of Transportation

(DOT) head Drew Lewis.

Drozak said he was impressed with Secretary Lewis’ understanding of the maritime industry’s problems “and of his desire to direct the advancement of the . . . industry.”

President Reagan tapped Drew Lewis as “my administration’s spokesman on maritime matters”—the first time a cabinet level officer has been so designated.

However, in the legislation signed by Reagan, the Maritime Administrator, who has yet to be named, is designated as a Level III appointee rather than a Level II appointee. Level II is held by the heads of the Federal Aviation and Highway

Administrations, which are also part of DOT.

The SIU feels that the Maritime Administrator should have equal status with other top DOT administrators.

President Reagan, in his statement issued when he signed the bill, affirmed the fact that several times during his campaign for the Presidency he voiced his support for a viable U.S. merchant fleet. He added, “We must have a strong merchant marine capable of meeting both our peacetime need for transportation of resources and products and our need for logistical support in time of national emergency.”

Reagan went on to say that the “merchant marine and the maritime industry of our country need effective leadership and direction. I have promised that my Administration will provide the leadership and direction for a strong merchant marine.”

However, the President noted that, “The process of correcting the problems of the maritime industry . . . will be difficult and will take time. . . . Vision and innovation accompanied by a spirit of cooperation, sacrifice, and compromise by all segments of the industry, labor, and government are essential if we are to succeed.”

## SIU Gearing Up With Labor for Solidarity Day Sept. 19

THE SIU will be well represented when workers and other concerned citizens rally in Washington, D.C. on Sept. 19, ‘Solidarity Day.’

Sponsored by the AFL-CIO, the ‘Solidarity Day’ rally will include trade unionists from both inside and outside the Labor Federation.

Concerned people from other groups, such as the National Association for the Advancement of Colored People (NAACP), will also take part in the demonstration.

The SIU is planning to send a substantial delegation to join with their brothers and sisters in the fight for jobs, justice, human rights, and social equity.

In a speech to the Communications Workers of America convention in Boston, AFL-CIO President Lane Kirkland said “Solidarity Day will show those who have written off the labor movement that we have lost none of our driving force.”

He said labor must resist “with

all our strength and resolution the effort that is underway to bring back the days when our nation was a two-class society—with great wealth and privilege on one side, supported by all the largesse and solicitude of government, and insecurity, privation and neglect on the other.”

It is American workers whose lives and health are threatened by the crippling of the Occupational Safety and Health Administration (OSHA) and the weakening of protective regulations.

The Reagan Administration, said Kirkland, is seeking to dismantle “the social programs that hold together the relatively humane society that the labor movement has helped to build in the last half-century.”

He pointed to the Administration’s efforts to cut back on the social security system as well as Federal aid to states and cities. The latter will result in the deterioration of schools and the loss of effective police and fire protection.

Kirkland ended by saying, “In a just society, it is the business of government to look after the interests of the poor and the weak. The rich and the powerful can and do look after themselves.”

The one day protest will begin at 10 a.m. on the West Slope of the Washington Monument.

Around noon a march will begin up Constitution Avenue, past the National Archives and the Departments of Labor and Justice to the West front of the Capitol.

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

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

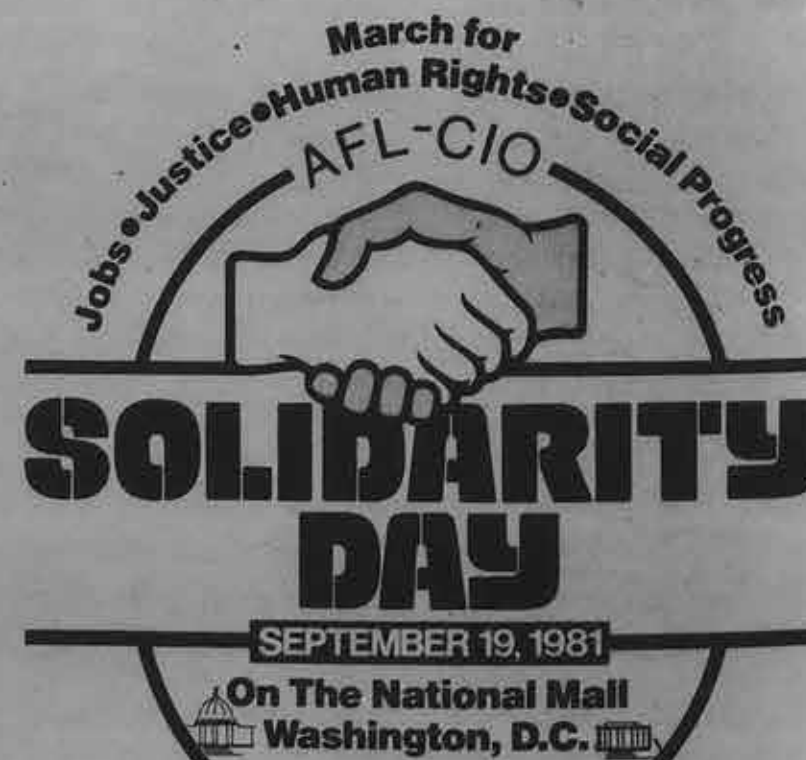
You're an SIU Seafarer—  
the most professional maritime  
worker in the world.

Make it pay.

Sign up for the Pumproom  
Maintenance and Operations  
Course at SHLSS.

Contact SHLSS or your  
SIU Field Representative  
for details.

**Course begins  
October 26**



### New Address for Columbus Hall

As of August 1, 1981, the Union hall in Columbus, Ohio is conducting all Union business out of a new headquarters. The new office is located at

2800 South High Street, Columbus, Ohio 43207. The new phone number is (614) 497-2446.



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all our strength and resolution the effort that is underway to bring back the days when our nation was a two-class society—with great wealth and privilege on one side, supported by all the largesse and solicitude of government, and insecurity, privation and neglect on the other.”

It is American workers whose lives and health are threatened by the crippling of the Occupational Safety and Health Administration (OSHA) and the weakening of protective regulations.

The Reagan Administration, said Kirkland, is seeking to dismantle “the social programs that hold together the relatively humane society that the labor movement has helped to build in the last half-century.”

He pointed to the Administration’s efforts to cut back on the social security system as well as Federal aid to states and cities. The latter will result in the deterioration of schools and the loss of effective police and fire protection.

Kirkland ended by saying, “In a just society, it is the business of government to look after the interests of the poor and the weak. The rich and the powerful can and do look after themselves.”

The one day protest will begin at 10 a.m. on the West Slope of the Washington Monument.

Around noon a march will begin up Constitution Avenue, past the National Archives and the Departments of Labor and Justice to the West front of the Capitol.

**Responsibility. Respect.  
And more money, too.**  
**THEY’RE THE THINGS YOU EARN  
WHEN YOU’RE THE CHIEF PUMPMAN.**



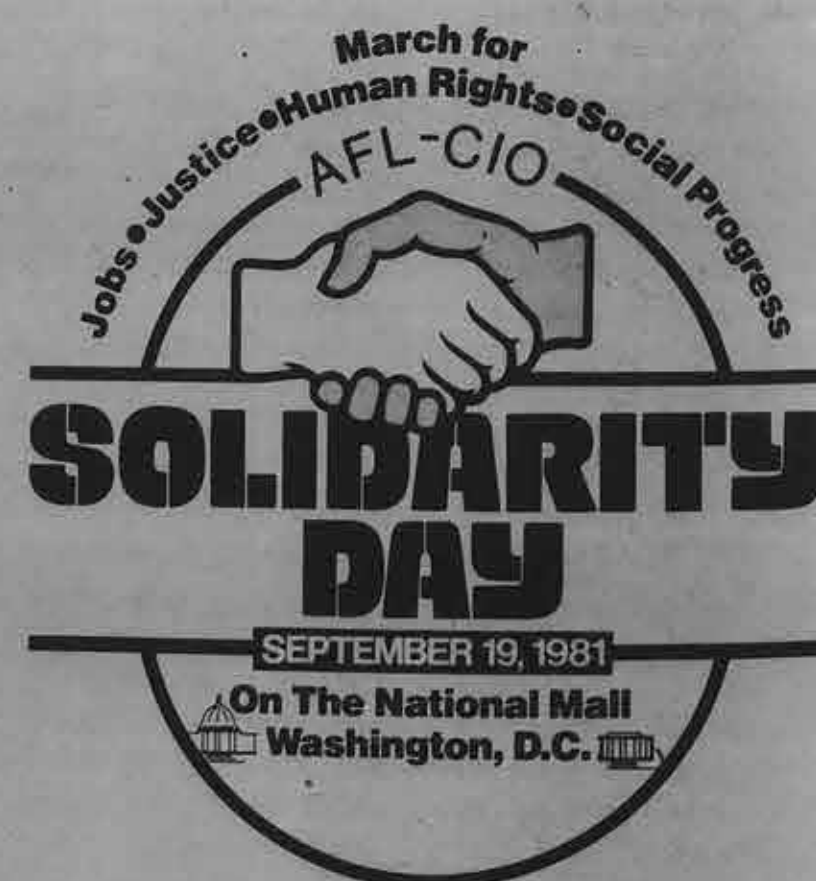
You’re an SIU Seafarer—the most professional maritime worker in the world.

Make it pay.

Sign up for the Pumproom Maintenance and Operations Course at SHLSS.

Contact SHLSS or your SIU Field Representative for details.

**Course begins  
October 26**



### New Address for Columbus Hall

As of August 1, 1981, the Union hall in Columbus, Ohio is conducting all Union business out of a new headquarters. The new office is located at 2800 South High Street, Columbus, Ohio 43207. The new phone number is (614) 497-2446.

# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1981

Legislative, Administrative and Regulatory Happenings

## Washington Report:

The summer heat always seems to have a strange effect on the people who work here. But this year, at least, the weather has taken a back seat to the rapid and unpredictable changes that are occurring in the nation’s political make-up. So much has happened in such a short time that one would not be surprised to see the Washington Monument taken down and replaced with something just a bit more contemporary.

The Democrats, once in the majority, lost two important budgetary votes that they had expected to win. They are now laying low, licking their wounds, and waiting for the right moment to recoup their losses.

All these changes may make interesting headlines, but they do not bode well for American workers. Important Federal programs are being cut, programs such as Social Security and Medicaid that have helped save a generation of Americans from poverty and hunger. Safety standards are being relaxed to the point where American workers can expect drastic repercussions. Labor unions no longer talk about Labor Law Reform, but just about holding their own.

The representatives of this union are in Washington looking after your interests. It is not the easiest of times. But with your support, we can do more than just hold our own; we can work towards bringing about a revival of the American flag Merchant Marine. We have just one thing on our minds: ships. Translated that means jobs for American seamen.

## Shipping Regulations:

The Senate and the House are once again considering ways to untangle the numerous and often conflicting Federal regulations that govern the maritime industry.

Bills have been introduced in both houses that seek to ease those Federal regulations that inhibit shipping companies from realizing their full commercial potential. Both bills take into account present political realities and avoid promotional issues such as cargo sharing or increased subsidies.

The Senate bill, which was co-sponsored by Daniel Inouye (D-Hawaii) and Slade Gorton (R-Wash.), is fairly far-reaching. It would permit American flag liner companies to participate in closed conferences, something which is now prohibited by law. It would also drastically reduce the Justice Department’s authority over anti-trust issues.

The House bill is less ambitious. It would attempt some clarification of anti-trust problems that have arisen in the maritime industry, and speed up approvals by the Federal Maritime Commission. Like the Senate bill, it would strengthen the powers of the rate-making conferences.

Regulatory reform of the maritime industry has taken on a new importance. Given the present mood of Congress, with its tendency to cut important maritime programs, special attention must be paid to strengthening the American flag merchant marine without spending vast amounts of money.

## Weinberger Supports Foreign Flags for Defense

Caspar Weinberger, Secretary of Defense, recently told reporters that he endorsed the “Effective U.S. Control Doctrine” (EUSC) which has been one of the primary reasons behind the decline of the American flag merchant marine.

During the past two decades, money has been diverted from the development of the American flag merchant marine to other Federal programs on the grounds that certain foreign flag merchant marines, most notably those of Liberia and Panama, are under effective U.S. control.

Mr. Weinberger did not make any mention of the 1973 Yom Kippur War, which has been the only time that the EUSC Doctrine was ever put to a test. When the Yom Kippur War began, William Tolbert, the assassinated President of Liberia, forbade Liberian flag vessels from carrying U.S. military cargo to the Middle East. Tolbert’s executive order was implicitly directed towards Israel, which was America’s Middle East ally and the only country that would have been adversely affected by the ruling.

## Inland User Fees

The Administration has unveiled plans to increase the 4¢-per-gallon waterway fuel tax to 15¢.

Congressional experts have given the proposal a cold reception. According to one, Senator James Abdnor (R-SD), chairman of the Senate Subcommittee on Water Resources, “I am not convinced of the need for waterway user fees. I am concerned about the problems those fees may cause for many shippers, especially in the farm community.”

## U.S. Flag Cruise Ships

A bill has been introduced that would amend the tax code to allow deductions for expenses incurred for conventions, seminars or meetings held onboard U.S. flag passenger vessels, when all ports of call are within North American waters.

The bill, H.R. 3191, seeks to encourage the development of the U.S. flag passenger industry by reversing long-standing discriminatory practices. Tax deductions have been allowed for expenses incurred at conventions held at land-based hotels. Yet those same deductions have been denied when conventions were held onboard U.S. flag passenger vessels.

This discrimination has had the effect of inhibiting the growth of the American flag passenger vessel industry. In recent years, however, there has been a turnaround in the fortunes of the industry, thanks in large part to legislation approved by the 96th Congress. The 97th Congress should follow its predecessor’s lead and redress the mistakes of the past by enacting H.R. 3191.

## Alaskan Oil Swap

Legislation has been introduced in Congress that would rescind those provisions of the Export Administration Act of 1979 that prohibit the export of Alaskan oil.

The Export Administration Act is considered by many to be a landmark piece of legislation. It protects American security at a time when American security is threatened by dangerously low levels of oil reserves.

The issue is an important one for American seamen. Thousands of American jobs would be lost were Alaskan oil allowed to be exported to Japan. The jobs are presently protected by the Jones Act, which forbids foreign flag vessels to carry cargo from one American port to another.

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

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

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

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

# SUPPORT SPAD



# Reagan Tax Bill Passed Over Labor's Objections

**P**RESIDENT Reagan signed the income tax cut bill earlier this month at his California retreat.

The new law will permit individual taxpayers a 5 percent income tax break on Oct. 1.

The House of Representatives on Aug. 4 passed the bill 282 to 95 votes.

A day earlier the Senate passed it 67 to 8 despite a two-hour debate in which Sen. Edward M. Kennedy (D-Mass.) tried to defer the final vote by offering a motion to send the bill back to conference for reduction of the \$33 billion in windfall profits tax relief given to the "big oil companies" on their crude oil production over the remaining 10-year life of the tax. The motion lost by 55 to 20.

The AFL-CIO had opposed the Reagan tax bill as inequitable, charging that America's workers will shoulder a bigger share of the nation's tax burden.

Almost every loophole business has used to lower its tax payments will be enlarged. The oil industry especially will benefit, getting to keep a bigger share of windfall profits from decontrol. Individual tax cuts in the twin bills reflect what AFL-CIO President Lane Kirkland termed "naked favoritism toward the rich."

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A THIRD VERSION, which the AFL-CIO backed as "far more equitable," was beaten on a 288-144 vote. It was sponsored by Democrats Morris K. Udall (Ariz.), David R. Obey (Wis.) and Henry S. Reuss (Wis.), but opposed by the party's leadership.

President Reagan's bill will cut taxes an estimated \$37.6 billion in the year starting Oct. 1. Nearly \$100 billion in fiscal 1983, \$150 billion in fiscal 1984 and \$200 billion in fiscal 1985.

The measure will trim individual tax rates across the board by 25 percent in three years or 33 months between this October and July 1, 1983. The tax breaks are both 10 percent on July 1, 1982 and July 1, 1983.

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## Interest Relief

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On taxes on gifts, there will be an increase yearly in the exemption from \$6,000 to \$20,000 for marrieds and from \$3,000 to \$10,000 for singles.

## U.S.-USSR Extend Grain Treaty; Mull Ship Pact

The United States and the Soviet Union five-year grain sales accord was extended for another year early this month after three days of negotiations in Vienna, Austria.

Unable to reach agreement on a long-term pact, the present treaty which was due to end Sept. 30, calls for the USSR to buy annually 6 to 8 million metric tons of wheat and corn.

The quota is guaranteed against an embargo.

In a maritime grain related de-

velopment, late next month the two countries plan to negotiate a new bilateral ocean-going commerce treaty in Europe.

The current agreement expires Dec. 31. It requires both nations to share their cargoes with third-nation vessels. But the U.S. has not shipped any cargo to the USSR since the 1979-1980 grain sales embargo to the Soviets.

Heavy rains last year and a long hot summer now in Russia have caused an estimated 36-38 million

ton shortfall in grain production, while in the U.S. an expected record harvest of 76.5-million tons of grain is seen. This is 10-million more tons than in '80.

Moscow during the 16-month U.S. grain embargo has been buying grain at a higher price from Australia, Canada and Argentina principally. The year just before the U.S. embargo, the Soviets purchased 15.5-million tons of grain from America.

Last June the U.S. agreed to let

the Russians buy 3-million tons of grain, but they have only purchased 1-million tons with ship delivery set for after October under the new treaty just negotiated.

During the five-year grain trade agreement, Moscow could have bought 25-million tons a year, but former President Jimmy Carter cut back shipments in January 1980 to 8-million tons annually as a rebuke to Soviet intervention in Afghanistan.

## BRAC Chief Fred Kroll, 45, Dies

Fred J. Kroll, president of the Brotherhood of Railway & Airline Clerks and a vice-president of the AFL-CIO, died July 30 at a Philadelphia hospital after a five-year battle with leukemia. He was 45.

AFL-CIO President Lane Kirkland in a statement described Kroll as a "forceful and successful leader of railroad and airline workers and a recognized spokesman for a new generation of trade unionists."

**HIS VOICE**, Kirkland said, "will be missed in the AFL-CIO Executive Council and in the leadership of the railroad unions."

Born in Philadelphia on Oct. 29, 1935, Kroll was a second-generation trade unionist whose father and mother

both were members of the Electrical, Radio and Machine Workers.

He joined the Railway & Airline Clerks in 1953 when he went to work for the Pennsylvania Railroad as an IBM machine operator. Eight years later, he was elected chairman of BRAC Local 587 in Philadelphia, marking the start of a lifelong career with the union that led to the presidency of the international in 1976. He was re-elected by acclamation at BRAC's 1979 convention.

Kroll was elected to the AFL-CIO Executive Council as a federation vice president in February 1978 at age 42.

**SURVIVORS** include his wife, Hildegard; three daughters, Karen, Anita, and Michelle; three brothers, and his parents.

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## Will Navy Finally Help M.M.? Jury Still Out

## Seafarers Turn to for 'No Notice' MSC Alert

### MARAD Praises

### SIU, Merchant

### Marine Readiness

SIU members have proven, once again, that the U.S. merchant marine is ready to fulfill its military auxiliary obligation capably, enthusiastically and at a moment's notice.

As they do every year, the Maritime Administration conducted a "No Notice Activation Test," tapping part of the Ready Reserve Fleet for a simulated emergency exercise.

In years past, Marad has called for mobilization of only one of the 31 RRF vessels which are kept in a state of semi-readiness for military assistance at all times.

But on July 16, 1981, when the SIU got the call from Marad for the annual "No Notice Ready Reserve Fleet Activation Test," three SIU-contracted vessels were needed. The Chief of Naval Operations selected the *SS President* from the Reserve Fleet at Suisun

Bay; the *SS Washington* from the Beaumont RRF (a veteran of last year's RRF exercise) and the *Catawba Victory* for the first multi-ship RRF exercise.

Neither the SIU nor any of the other 11 maritime unions which supply manpower for the Ready Reserve Fleet knew when the Activation Test would occur. The exercises are held on a "No Notice" basis to duplicate, as far as possible, conditions of an actual military Red Alert.

However, earlier this year, Marad informed the Union that they would be conducting multi-ship tests in the interests of stepped-up national security.

Within days of Marad's July 16 order that the RRF exercise was underway, crews had manned three Union-contracted vessels and readied them for military duty. The *Catawba Victory* completed her sea trials on July 21; the *SS Washington* finished sea trials on July 23 and the *SS President* one day later. Following sea trials, the three vessels

were tendered to the Military Sealift Command, which together with Marad, controls the Ready Reserve Fleet.

### Telegrams of Praise

In telegrams to SIU President Frank Drozak and Executive Vice President Ed Turner, Marad chief Samuel B. Nemirow extended his "appreciation and thanks, plus congratulations on an outstanding job... to those individuals in your organization who put in the long and hard hours of work necessary to accomplish this mission."

"The complete and enthusiastic cooperation shown by your organization," Nemirow continued, "was the major factor in the achievement of this activation."

"Despite difficult and sometimes trying conditions," Nemirow added, the SIU had demonstrated once again "the ability of our United States merchant marine to react quickly in support of our national defense requirements in an emergency."

Assistant Commerce Secretary Nemirow's praise for the crews on all three of the SIU vessels participating in the RRF exercise was echoed by a vice president of Ogden Marine, which operates the *SS Washington*. "The master of the vessel," wrote the Ogden spokesman, "as well as Ogden... wish to express our gratitude to your crew and office staff for a job well done."

The key to the successful completion of the 1981 Ready Reserve Fleet mobilization exercise is the commitment of the SIU and other maritime unions to the national security needs of the United States. Several months prior to the July RRF test, Marad's Nemirow noted that U.S. maritime labor had demonstrated repeatedly that "they stand ready to serve the needs of the U.S. government by supplying highly-trained, well-qualified professional seamen... in a timely manner."

The actions of SIU members in this year's exercise underscore, once again, the commitment and capability of the U.S. merchant marine.

WASHINGTON, D.C.—"I agree that the Navy has not always been as forceful and aggressive in supporting a strong merchant marine as it could be."

Considering the source of the above statement—G. A. Sawyer, assistant secretary of the Navy for Shipbuilding and Logistics—there seems to be a willingness on the part of the Navy to at least look at the U.S. merchant marine's problems.

Sawyer's comments were contained in a July letter to SIU President Frank Drozak. The Assistant Secretary was responding to a letter sent to the Navy in June by Drozak.

In that letter, Drozak said "short term Navy contracts, muted Navy voices in critical forums, and benign neglect by government and its officials have left the U.S. merchant marine fleet in a state of decline. The Navy has sought to work around the problem by establishing its own competing support fleet far in excess of its emergency needs."

Sawyer's letter indicates that the Navy is aware of the plight of the American merchant fleet and seems willing to explore ways to solve the problem. Of course it remains to be seen just how much the Navy will do, if anything.

Sawyer is arranging for a meeting between him, Drozak and "other interested merchant marine representatives" to discuss problems and possible solutions.

Showing the Navy's good intentions, in his letter Sawyer told Drozak "I can promise you that I will do all within my power to focus government policies and practices on the need for a strong merchant fleet."

Meanwhile, he said, the Navy will continue to pursue the build and charter option "to maximize the number of non-combatant ships available," and the Department will continue "the process of substituting civilian for military in appropriate ships."

He said that the Navy is "defining a new program for longterm charter which would not use civil service crews. We believe there are several categories of new ships for which this option should be carefully evaluated."

However, Sawyer wrote, "...I do not foresee a substantial increase in contractor manning of Navy support ships." He cites certain obstacles that he said the Navy faces in this matter, such as Section 502 of the Fiscal Year 1981 Defense Authorization Act.

That section states, said Sawyer, "that no commercial or industrial-type function being performed by Department of Defense personnel may be converted to performance by a private contractor to circumvent civilian personnel ceilings, or unless Congress is notified, in advance, of any decision to study a function for possible performance by a private contractor."

Navy also contended that "under current Office of Management and Budget rules civil service crewing is less costly than contract labor.... However, he did add that "...cost is not the sole determining factor in such decisions."

## Electrify Your Knowledge

Shock your fellow Seafarers who have not moved forward in their career. Take this six week course in Marine Electronics. Learn troubleshooting, maintenance and repair operations on Shipboard Electronic systems.

### Courses begin:

September 14 - October 23

October 26 - December 4

(New class added.)

### Cove Ranger Committee



Chief Steward Charles Miles (left) secretary-reporter of the ST Cove Ranger (Cove Tankers) last month is with the Ship's Committee at a payoff at the Hess Dock, Port Reading, N.J. They are (l. to r.) Assistant Cook William C. Daniels, steward delegate; Chief Pumpman Doug Turner, educational director; Recertified Bosun Fred Cooper, ship's chairman and AB David Taylor, deck delegate.



# At Sea & Ashore

## New Orleans

The U.S. Maritime Subsidy Board, Washington, D.C. last month ruled that American flag service is inadequate in Atlantic-Caribbean runs and that Delta Line should be allowed to make privilege calls with its LASH and C-4 ships to Mexico, Belize, Honduras, British Honduras, Guatemala, Nicaragua and Costa Rica. The ruling allows 33 sailings a year for three years.

## ST Golden Dolphin

From Aug. 20 to Aug. 31, the *ST Golden Dolphin* (Aeron Shipping) will carry 29,000 tons of heavy grains to Taiwan from a Gulf port.

## New York

Cove Tankers here has applied to the U.S. Government for operating subsidies for their vessels to take part in the grain trade to Russia. The contracts, if given, would run through Dec. 31, 1981. The ships used would be the *ST's Cove Ranger, Engineer, Spirit and Tide*.

## SS Presidents Jackson, Taylor, Fillmore and Cleveland

From Aug. 25 to Sept. 10, from the West Coast the *SS Presidents Jackson, Taylor and Cleveland* (APL) will sail to Trincomalee, Sri Lanka with each ship carrying 18,000 metric tons of bulk wheat.

The *SS President Fillmore* (APL) recently won the fleet's Safety Award for sailing 125,000 miles in 1980 with no mishaps.

## Savannah

Late last month construction began here on this port's first major coal storage and shipping facility with a groundbreaking ceremony on the eastern end of Hutchinson Is.

The new 366-acre facility will receive low-sulphur steam coal by rail from Appalachia in trainloads of 10,000 tons for export.

The \$50-60-million terminal is expected to be in operation in December 1983. It will have a big loop track, fast transloaders for rail hopper cars and a stacker-reclaimer system for moving coal. It will be able to store 1-million tons of coal.

The project could export 15 million tons of coal yearly to Europe and generate \$15 million of business activity in the area. It is estimated that by the year 2000, coal use worldwide could double or triple.

## Bayonne-Elizabeth (N.J.) Central RR Bridge

Demolition work on the center island piers which housed the lift machinery of the old, abandoned Bayonne-Elizabeth (N.J.) Central RR Drawbridge in Newark Bay has begun with all bridge-removal work to be done by the end of this month.

The \$3.4-million, three-year job called for blowing up the east and west twin sets of lift spans, the island and supporting towers to clear a 650-foot wide obstruction-free channel.

Recently, the biggest (800 tons of lifting power) floating crane on the East Coast did a job in seven days that could have taken six months by smaller cranes!

It removed more than 4,500 tons of steel from the 299-foot long, 1,300 ton west span and four 195-foot high, 500 ton supporting towers onto two barges.

## Washington, D.C.

A new MARAD study finds that the next generation of merchant ships are likely to be diesel-powered, able to haul containers, vehicles and breakbulk cargoes, be up to 805-feet long and perhaps 26,000 dwt.

The study urged further extensive research on this versatile, future ship.

## SS Del Monte

From Aug. 25 to Sept. 5, the *SS Del Monte* (Delta Line) will sail from a Gulf port to Monrovia, Liberia with 4,651 metric tons of bagged, milled rice.

## Labor Day Message 1981

### Labor's Struggle To Expand Human Rights

By Lane Kirkland  
President, AFL-CIO

In this centennial year of our federation, American trade unionists are not celebrating the mere passage of time. We are celebrating the progress we have made toward the social and economic goals of equal rights, equal justice and equal opportunity that our movement embodies. We are measuring how far we have yet to go, and we are distinguishing between what is temporary and what is permanent in the experience of a hundred years.

As we begin our second century, we find the values we hold, the goals we seek and the humane social programs that we have helped to put in place under strong attack. There is nothing new in that. They have been under constant attack from the beginning, and they have been successfully defended again and again.

Today's setbacks, grave and painful as they are, are temporary—a normal and natural episode of the democratic process that has made our progress possible. We may lose a round, or many rounds, but our confidence and our efforts do not falter.

This movement of ours was built for the long haul, and it has kept afloat and in action through every kind of political storm and adverse economic weather.

Like our brothers and sisters of earlier days, who faced and overcame far worse odds and greater hostility than anything we face, we will keep building this movement of ours and using it as a tool for the assertion, defense and enlargement of human rights.

We do this in the certain confidence that sooner or later we will prevail simply because we will not quit.



Lane Kirkland

## Would you like to get your High School Diploma?

We would like to help you.

Here's all you have to do:

Come to the Seafarers  
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If earning your diploma is  
something you have been  
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Fill out this coupon and  
send for your application kit.



NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

Are you an SIU member ☐ yes ☐ no

book number \_\_\_\_\_

☐ Please send me an application and pretest packet.

☐ Please send more information on the GED program.



Address to: Tracy Aumann  
GED Department  
Seafarers Harry Lundeberg  
School of Seamanship  
Piney Point, Maryland 20674



## At Sea & Ashore

### New Orleans

The U.S. Maritime Subsidy Board, Washington, D.C., last month ruled that American flag service is inadequate in Atlantic-Caribbean runs and that Delta Line should be allowed to make privilege calls with its LASH and C-4 ships to Mexico, Belize, Honduras, British Honduras, Guatemala, Nicaragua and Costa Rica. The ruling allows 33 sailings a year for three years.

### ST Golden Dolphin

From Aug. 20 to Aug. 31, the *ST Golden Dolphin* (Aeron Shipping) will carry 29,000 tons of heavy grains to Taiwan from a Gulf port.

### New York

Cove Tankers here has applied to the U.S. Government for operating subsidies for their vessels to take part in the grain trade to Russia. The contracts, if given, would run through Dec. 31, 1981. The ships used would be the *ST's Cove Ranger, Engineer, Spirit and Tide*.

### SS Presidents Jackson, Taylor, Fillmore and Cleveland

From Aug. 25 to Sept. 10, from the West Coast the *SS Presidents Jackson, Taylor and Cleveland* (APL) will sail to Trincomalee, Sri Lanka with each ship carrying 18,000 metric tons of bulk wheat.

The *SS President Fillmore* (APL) recently won the fleet's Safety Award for sailing 125,000 miles in 1980 with no mishaps.

### Savannah

Late last month construction began here on this port's first major coal storage and shipping facility with a groundbreaking ceremony on the eastern end of Hutchinson Is.

The new 366-acre facility will receive low-sulphur steam coal by rail from Appalachia in trainloads of 10,000 tons for export.

The \$50-60-million terminal is expected to be in operation in December 1983. It will have a big loop track, fast transloaders for rail hopper cars and a stacker-reclaimer system for moving coal. It will be able to store 1-million tons of coal.

The project could export 15 million tons of coal yearly to Europe and generate \$15 million of business activity in the area. It is estimated that by the year 2000, coal use worldwide could double or triple.

### Bayonne-Elizabeth (N.J.) Central RR Bridge

Demolition work on the center island piers which housed the lift machinery of the old, abandoned Bayonne-Elizabeth (N.J.) Central RR Drawbridge in Newark Bay has begun with all bridge-removal work to be done by the end of this month.

The \$3.4-million, three-year job called for blowing up the east and west twin sets of lift spans, the island and supporting towers to clear a 650-foot wide obstruction-free channel.

Recently, the biggest (800 tons of lifting power) floating crane on the East Coast did a job in seven days that could have taken six months by smaller cranes.

It removed more than 4,500 tons of steel from the 299-foot long, 1,300 ton west span and four 195-foot high, 500 ton supporting towers onto two barges.

### Washington, D.C.

A new MARAD study finds that the next generation of merchant ships are likely to be diesel-powered, able to haul containers, vehicles and breakbulk cargoes, be up to 805-feet long and perhaps 26,000 dwt.

The study urged further extensive research on this versatile, future ship.

### SS Del Monte

From Aug. 25 to Sept. 5, the *SS Del Monte* (Delta Line) will sail from a Gulf port to Monrovia, Liberia with 4,651 metric tons of bagged, milled rice.

## Labor Day Message 1981

### Labor's Struggle To Expand Human Rights

By Lane Kirkland  
President, AFL-CIO

In this centennial year of our federation, American trade unionists are not celebrating the mere passage of time. We are celebrating the progress we have made toward the social and economic goals of equal rights, equal justice and equal opportunity that our movement embodies. We are measuring how far we have yet to go, and we are distinguishing between what is temporary and what is permanent in the experience of a hundred years.

As we begin our second century, we find the values we hold, the goals we seek and the humane social programs that we have helped to put in place under strong attack. There is nothing new in that. They have been under constant attack from the beginning, and they have been successfully defended again and again.

Today's setbacks, grave and painful as they are, are temporary—a normal and natural episode of the democratic process that has made our progress possible. We may lose a round, or many rounds, but our confidence and our efforts do not falter.

This movement of ours was built for the long haul, and it has kept afloat and in action through every kind of political storm and adverse economic weather.

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## Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

"We Are Ready to Help You"

## SHLSS Encourages "Partial Testers" To Achieve Their GED Diplomas

THE Seafarers International Union is committed to the academic development of its membership as well as to the upgrading of their vocational skills. And the academic staff at the Seafarers Harry Lundeberg School of Seamanship is continuously exploring and developing new programs to meet the needs of Seafarers and Inland Boatmen.

For more than nine years, SHLSS has offered a GED (High School Equivalency) program to encourage SIU members to continue their formal education. This program has included a "partial testing" opportunity to allow students to test in those areas where they are prepared. As the student masters the other areas included in the GED tests, he can come back to sit for those exams.

Recent examination of SHLSS records shows that approximately 250 SIU members have completed part of the GED diploma requirements. The SHLSS academic staff will be in touch with these members in the coming weeks to encourage them to complete their testing and achieve their diplomas.

The academic staff has developed a flexible program which can be adapted to meet the individual needs

of each SIU member.

Jacqueline Knoetgen, director of Academic Education at SHLSS, said that the staff is eager to help any Seafarer or Boatman who wants to broaden himself through the school's academic programs.

"All you need is the willingness to try," she said. "All of us at the school are ready, willing and able to give you all the help you need."

## Graduation Day at SHLSS

GRADUATION Day at the Seafarers Harry Lundeberg School of Seamanship is always a happy occasion for Seafarers and Boatmen who have successfully completed

their courses of study... and for the SHLSS staff.

Shown in the photos here are:  
• Seafarer Marshall McGregor who completed the Tankerman

course and received his Certificate of Achievement.

• Members of the latest Quartermaster class posing for their graduation photo. Standing from left

are Seafarers Daniel Vonderhaff, George Schatz, Sid Loman, Joseph Dallos, Howard Gibbs and SHLSS Deck Instructor Abe Easter. Kneeling from left are Ron Dailey, Mohamed Rawi and Salim Ibrahim.

• Members of the most recent QMED graduating class. In the front row from left are Seafarers Joe Negron, Hector Duarte, Donald Phillips, Michael Wadlington, Ray Joslin, Jim Varelera, Butch Vane and Chris Ricco. In the back row are Gerald Anderson, Dennis Baker, Bill Young, Mike Hall, Frank Tymczyszyn, Charlie Burns, Norman Nelson, Paul Orr, Ron Gilmette and Kelley Graham.



Quartermaster Grads!



QMED Grads!



Marshall McGregor!





**MARINE ELECTRONICS:** Electronic systems aboard today's merchant ships require highly trained technicians to keep them functioning properly. This Specialty Course at SHLSS will provide QMEDs with the knowledge and skills to enable them to troubleshoot and perform maintenance and repair operations on sophisticated electronic systems.



**AUTOMATION:** This special QMED advanced course includes both classroom and practical training in the operation of automated boiler equipment; systems analysis and operation of remote controls for components in various steam and water cycles, including main and auxiliary condensation systems, fire pumps and sanitary systems, bilge pumps and other related engineroom equipment.

## ★ SHLSS Specialty Courses To Help Seafarers



**REFRIGERATION SYSTEMS:** This advanced QMED course includes practical shop training on the operation and trouble-shooting of working refrigeration systems and refrigerated container units. Classroom work includes study of the theory of refrigeration, refrigerants and their use, and operation of the R-11 and R-12 refrigeration systems.

**M**EMBERSHIP interest in the QMED Specialty Courses has increased at a growing rate. To meet the demand, the Seafarers Harry Lundeberg School of Seamanship has added a series of new classes in most of the seven endorsements in the QMED classification system.

The new QMED Classification Program—which was approved during ratification of the new SIU Freightship and Tanker Agreements—is a major step forward in answering the challenge of automation and rapidly changing technology.

The QMED program will greatly improve the job opportunities and job security of all deep sea SIU members.

The classes which are being added to the 1981 course schedule at the Seafarers Harry Lundeberg School of Seamanship are as follows:

### **Marine Electrical Maintenance— September 7-October 23**

The Marine Electrical Maintenance course consists of both classroom and practical shop training that includes the following: instruction covering the theory of electricity, electrical power circuits, electrical schematics, electrical test equipment, electric motors and controllers and various shipboard electrical systems. Practical ship training includes: soldering, lighting circuits and fixtures, maintenance and trouble-shooting of working DC and AC motors and controllers, galley equipment and electrical distribution systems.

### **Marine Electronics— October 26-December 4**

The Marine Electronics course will provide the student with the





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**PUMPROOM MAINTENANCE & OPERATION:** Maintenance of valves, pumps and other pumping equipment are a part of the skills needed for a fully-qualified QMED. The advanced engine courses at SHLSS will provide these skills. Included in the course is training in the operation and maintenance of valves and pumps, loading procedures and cargo pump operations, discharge and ballasting procedures, pollution control and cargo control systems.



**MARINE ELECTRICAL MAINTENANCE:** Practical shop training at SHLSS for this essential Specialty Course includes trouble-shooting of working DC and AC motors and controllers; the use of electrical test equipment and schematics; and hands-on working with electrical power circuits and electrical distribution systems.



**DIESEL ENGINES:** Practical shop training for this specialized QMED advanced course includes practical shop training in overhaul procedures of all operating diesel engines and auxiliary equipment. This includes the operation, maintenance and overhaul of lubrication and exhaust systems; use of gauges, instruments and meters, and maintenance of diesel engine plant auxiliary systems.

## Upgrade Skills, Wages, and Job Security ★

knowledge and skills to trouble-shoot and perform maintenance and repair operations on sophisticated systems.

### Diesel—Regular— September 14-October 8

The Diesel—Regular course of instruction familiarizes students with both high and low speed diesel engine operations. There is classroom and practical shop training in the types, construction and principles of operation of various diesel engines: fuel, air, lubrication and exhaust systems, the use of various gauges, meters and instruments used in diesel engines, and the operation and maintenance of diesel engine plant auxiliary systems. Practical ship training includes complete overhaul procedures of operating diesel engines and auxiliary equipment.

### Automation— November 30-December 18

The Automation course, for automated vessels, consists of both classroom and practical training which includes the operation and control of automated boiler equipment, systems analysis and the operation of remote controls for all components in the steam and water cycles such as the main and auxiliary condensate systems, generator, fire pumps, the sanitary systems, bilge pumps and other associated engine room equipment.

### Basic Welding— October 12-November 13; November 23-December 18

The Basic Welding course consists of classroom and on-the-job training. This includes practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting.



**WELDING:** This advanced course includes both classroom and on-the-job training. In the SHLSS Machine Shop, QMEDs will gain experience in electric arc welding and cutting, and oxy-acetylene brazing, welding and cutting. Experienced instructors help students to learn the most efficient techniques for all kinds of shipboard work.



# 'Pumping Iron' for Physical Fitness

## SHLSS Offers Some Hints On Weightlifting

**T**HE Seafarers Harry Lundeberg School of Seamanship has put together a program of weight training for good health and physical fitness. The "pumping iron" program is part of the School's overall physical fitness program, which is overseen by Bart Rogers.

Realizing that many SIU members are interested in weightlifting for good health and muscular development, Brother Rogers has put together the following tips on the 'dos and don'ts' of weightlifting, including a program of nutrition which can be followed easily on ship or at home.

### NUTRITION

Nutrition is fifty percent of the battle in weight training. You can lift weights two hours a day for six days a week and not make any gains if the proper nutritional program is not instituted.

A young man needs an average of 2200 well balanced calories a day to function properly in his daily routine. However, if a person is involved in weight training he needs more than 3000 calories a day from well balanced meals to function and grow properly.

**A. PROTEIN**—sources of protein are eggs, milk, meat, fish, beans, nuts, and dairy products.

**B. FATS**—are necessary for good health and forms a part of every cell. Fats are found in french dressing, salad oil, cotton seed oil, nuts and mayonnaise. Do not be scared off by the word fat because it is a rich energy source and will supply your body with valuable nutrients.

**C. CARBOHYDRATES**—are best obtained through fruits and vegetables. They are not obtained through sugar and refined starches. Carbohydrates when broken down are used as a immediate energy supply.

**D. WATER**—is the most important to the athlete because our muscles and bodies are comprised mainly of water. Drinking lots of water also flushes your system of the poisons in certain foods. Water is needed in perspiration so the body may cleanse itself from within.

**E. VITAMINS**—are necessary for good health. The following is a list of vitamins and recommended dosages:

**Vitamin A**—necessary for eyesight, healthy skin and skeletal development. It is found in green vegetables, carrots, apricots, yams, liver, fish, egg yolks, butter and cream. **Dosage**—25,000 units daily taken two & three times a day.

**B Complexes**—combat stress, hair and skin maintenance, digestive juice secretion for blood vessels and eye maintenance.

**Dosage**—50 mgs

**Vitamin C**—one of the most important vitamins. It aids in the formation of collage, a substance that holds a cell together. It also builds up the resistance to shock and infection. **Dosage**—100 mgs

**Vitamin D**—necessary for the growth of bones and teeth, prevents fatigue and helps burn sugar effectively. It is found in beef, chicken, liver, fortified milk, egg yolks, butter, and fish oils. **Dosage**—undetermined

**Vitamin E**—provides oxygen to the cells and supposedly improves ones sexual prowess. **Dosage**—

**E. 400 mgs**

**MINERALS**—people also require the following minerals: calcium, phosphorous, magnesium, sodium, potassium, sulfur, chlorine, iron, copper, cobalt, iodine, zinc, and fluorine in their daily diet. Because these minerals are found in most foods a deficiency is unlikely.

### FLEXIBILITY

To get the most out of weight training there have to be flexibility exercises with lots of stretches included in your workout. Weightlifting and flexibility should go together in your program, if not, you are reducing the effectiveness of your training program. The more flexible you are the more work you are capable of doing and that means more money for seafarers.

Finally, flexibility exercises reduce muscle immobility and prevents injury. Flexibility exercises are as important as any other training technique in the program. You need flexibility and successful weight training also needs flexibility.

Some good flexibility exercises are as follows:

Hamstring stretch, hurdlers stretch,

butterfly stretch, crossover stretch, and spread stretch.

### WEIGHT TRAINING

#### DELTOIDS

**1. front deltoid raise**—start in the standing position, grip the dumbbells in the palms down technique, raise the dumbbells until they are even with the shoulders, then continue to raise them directly overhead. Be careful not to bend the elbows.

**2. Bent over lateral raise**—back is parallel to the floor. Use palms down grip and lift dumbbells until they are even with the shoulders.

**3. Standing lateral raise**—stand with arms extended down with your palms facing each other. Raise dumbbells to your side and above your shoulders.

**4. Behind the neck military press** (seated)

**5. Standing military press**

#### BACK

**1. Bent over parallel row**—hold bar with a wide grip while you bend over parallel to the floor. Pull bar upward until it strikes you in the chest.

**2. Roman chair hyperextension**—keep your hands behind your head. Lie on your stomach, make an upward movement. 3 sets 20-25 ups.

**3. Dead lift**—hold bar with one hand facing upwards and one facing backward bend over lift the weight to your waist, while keeping your arms straight as you get the bar into position thrust your shoulders back and chest out.

**4. Upward T-Bar Row**—bend over and grip the bar. Pull upward to your chest and then let it down.

**5. Lat pull down front and back**—Grip bar to pull bar down to your shoulders. Front grip bar, pull bar down to your chin.

#### LEGS

**1. Leg extension**—in a seated position place your legs behind roller pads, extend both your legs at the same time.

**2. Hamstring curl**—lie face down

on the machine and place your feet under the roller pads, curl your legs while pushing down with your buttocks.

**3. Leg press**—take a deep breath and push with your legs until fully extended *not locked*, exhale and return to starting position.

**4. Regular squat**—place weight behind the neck, lower yourself slowly do not bounce to keep unnecessary pressure off the knees.

**5. Hack squat**—grip bar behind your back in the downward position, raise up to three quarters position, then down again until your knees are parallel to the ground.

### ARMS & WRIST

**1. Standing or seated tricep extensions**—grip dumbbell with both hands, lower it behind your head as low as it will go, after you have reached your low point, raise the dumbbell over your head, making sure your elbows are pointed inward.

**2. Tricep pull down**—stand erect, narrow grip on bar, palms down or up, and elbows fixed at your sides, force bar down until arms are fully extended.

**3. Tricep extension (lying)**—in a prone position grip the easy curl bar, hold bar over your forehead and press it upward to a position over your chest, make sure you extend your arms completely.

**4. One arm concentrated curl**—start with palms grip up, proceed to curl the dumbbell until you touch your shoulder.

**5. One arm press curl**—standing position grasp dumbbell in palms up grip with dumbbell horizontal to the floor. Lift it over your shoulder twisting it so it is vertical when you reach your high point, keep your arm and elbow pointed straight.

**6. Standing curl bar**—back straight, stand stiffly curl straight to your shoulder starting with your arms down.

**7. Preachers curl**—rest elbows on the preacher bench with arms fully extended, curl up toward your shoulders.

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### CHEST

**1. Bench press shoulder grip**—lie on back, hands shoulder width apart bring weight down, and up again.

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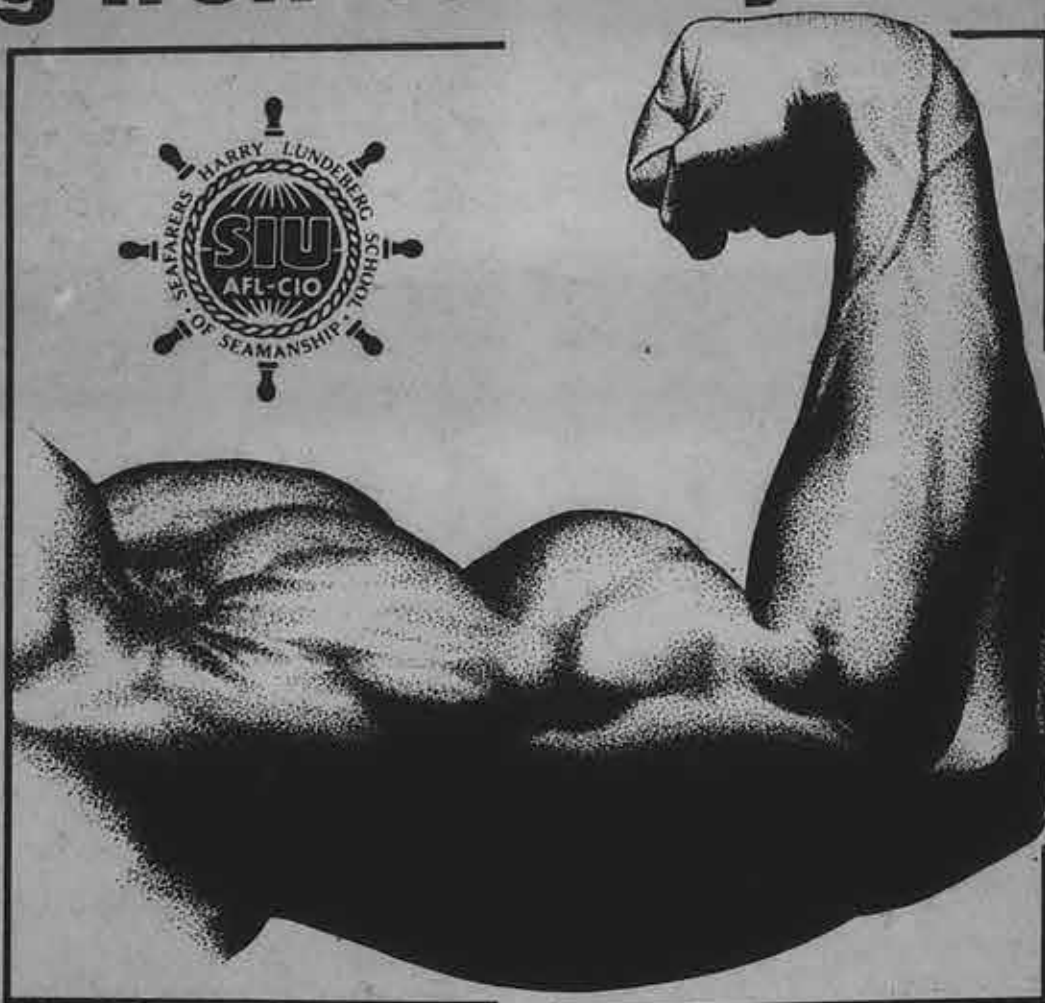
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### ABDOMINALS

**1. Sit-ups**—lie flat and lift your back up to your knees with hands behind your head.

**2. Knee raises**—rest elbows on the pads, pull your knees up, bending your legs as you proceed.

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2. **Knee raises**—rest elbows on the pads, pull your knees up, bending your legs as you proceed.

3. **Roman chair sit ups**—raise yourself up in a seated position.

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



## SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



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

\*Maximum number of students.





# Apply Now for an SHLSS Upgrading Course

(Please Print)	Seafarers Harry Lundeberg School of Seamanship Upgrading Application	(Please Print)
Name _____ Date of Birth _____ <small>(Last) (First) (Middle) Mo./Day/Year</small>		
Address _____ <small>(Street)</small>		
(City) _____ (State) _____ (Zip Code) _____ Telephone _____ (Area Code) _____		
Deep Sea Member <input type="checkbox"/> Inland Waters Member <input type="checkbox"/> Lakes Member <input type="checkbox"/>		
Book Number _____ Seniority _____		
Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____		
Social Security # _____ Endorsement(s) or License Now Held _____		
Piney Point Graduate: <input type="checkbox"/> Yes No <input type="checkbox"/> (if yes, fill in below)		
Entry Program: From _____ to _____ <small>(dates attended)</small>		
Upgrading Program: From _____ to _____ <small>(dates attended)</small> Endorsement(s) or License Received _____		
Do you hold a letter of completion for Lifeboat: <input type="checkbox"/> Yes No <input type="checkbox"/> Firefighting: <input type="checkbox"/> Yes No <input type="checkbox"/> CPR <input type="checkbox"/> Yes No <input type="checkbox"/>		
Dates Available for Training _____		
I Am Interested in the Following Course(s) _____		

<b>DECK</b> <input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Western Rivers <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot <input type="checkbox"/> Third Mate	<b>ENGINE</b> <input type="checkbox"/> FWT <input type="checkbox"/> Oiler <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Others _____ <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	<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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**No transportation will be paid unless you present original receipts upon arriving at the School.**

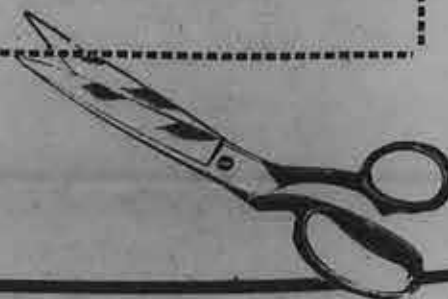
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

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

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

Please Print

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





## Apply Now for an SHLSS Upgrading Course

Seafarers Harry Lundeborg School of Seamanship  
Upgrading Application

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

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

Deep Sea Member ☐ 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)

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

## Oceanic Independence a Year in Operation



Hawaii's "floating island" the U.S. flag liner S.S. Oceanic Independence at her berth in Nawiliwili Bay, Kauai.

## Passengers Love the Ship, the Cruise, the Crews

A LOT of people thought the SIU's effort to reestablish the U.S.-flag passenger liner industry would end in failure. Those people are probably eating crow today while the passengers of the SIU's U.S.-flag full service passenger liner, the *SS Oceanic Independence*, (now more than a year in operation) are feasting on filet mignon and duck a l'orange.

Despite formidable odds, the SIU fought for and obtained the legislation necessary to redocument the 750 passenger *Oceanic Independence* under the U.S.-flag in early 1980. Then the men and women of the SIU took up the challenge and made the success of the *Oceanic Independence* their personal responsibility.

With that in mind, here's a look at the only ship in the U.S. fleet totally devoted to the carrying of passengers approximately one year after she went into service.

**HONOLULU, SATURDAY NIGHT!** Passengers have been boarding since 6 p.m. In typical Hawaiian fashion, they are greeted with a flowered lei and then escorted to their cabins by SIU room stewards.

Afterwards, at their leisure, passengers may go to the main dining room at the Aloha Deck for a Bon Voyage supper. This time it's open seating. Subsequent dinners are served at 6 and

8 p.m. at seats assigned by Matire d' Mike Murphy.

By 10 p.m. passengers have completed the first of many feasts and it's time for the *Oceanic Independence* to begin its one week cruise of the Hawaiian Islands. Captain V.R. Antworth welcomes everyone aboard and gives the signal that the vessel is preparing for sea. Soon the gangway is disengaged. Streamers are broken as tugboats gently nudge the 672 foot cruiser seaward.

As the lights of Honolulu fade into the distance, the music in the Latitude 20° disco is just starting to rock. Passengers are invited to dance the night away or, if they prefer, quietly sip a cocktail in the Pacific Ballroom or its adjacent lounge. Some passengers (used to late-night raids on the icebox) may opt for the midnight buffet, a nightly spread of cold cuts and deli favorites.

**SUNDAY MORNING**, somewhere in the Pacific! Sunrise over the beautiful blue ocean is something to behold—silent, powerful, deep red on deep blue, suddenly bursting into a golden orb—magnificent and just in time for the early riser's breakfast at the Barefoot Bar.

Sunday is spent entirely at sea, so a full day of activities is planned by the cruise director and his staff. Ex-

ercise classes for those mindful of physical fitness (the ship has complete exercise facilities including sauna on the Sports Deck); hula and ukelele lessons; shuffleboard, table tennis tournaments and even a class in the art of making a flowered lei. Of course, there are always the swimming pools and lounge chairs for folks requiring a true Hawaiian tan.

Others may, if they desire, borrow a book from the ship's library to read as they relax in a chaise lounge while the ship glides past the islands of Lanai and Kahoolawe.

Anyone merely wishing to eat may do so during late riser's breakfast (this is in addition to early riser's and regular riser's breakfasts), lunch, afternoon tea and crumpets or late afternoon cocktails and hors d'oeuvres. Please don't forget dinner and the midnight buffet . . . better loosen that belt!

**MONDAY, 7 A.M.!** The *Oceanic Independence* reaches its first port-of-call: Hilo, on the big island of Hawaii. Here, mainlanders get an up close look at the Hawaiian landscape. Some go "mauka" (towards the mountains) to investigate lava flows, water falls and nature trails. Others go "makai" (towards the sea) for sand, surf, swimming and all those things Hawaii's beaches are famous for. The day in Hilo passes quickly and soon it is anchors away

and time to sail for Kona on the Big Island's western shore.

**TUESDAY MORNING, KONA!** After a relaxing overnight cruise, passengers are ready for a full day of sightseeing and shopping. Those who have not yet done so will want to purchase Aloha shirts and muumuu at one of the shops that line the streets of Kona. Another favorite of tourists is Kona coffee, the only commercially produced coffee in the United States. The brew is rich and strong and considered by many to be an epicurean delight.

Fishermen on the cruise probably enjoy Kona best. The waters off the coast are some of the world's finest fishing grounds. Kona annually hosts the Hawaiian International Billfish Tournament, the most prestigious marlin fishing contest in the world. Entrants come from all over the world, as well as, up and down the entire U.S. coastline to compete.

If fishing isn't your bag, you might try visiting Parker Ranch. Founded in 1815 by John Palmer Parker, it is one of the largest individually owned spreads in the United States. Incidentally, Parker was a Massachusetts sailor who left his ship when he anchored in Big Island waters.

Other musts on the Big Island are

Continued on next page





"Miss Kauai," Cindy Rostic, paid a visit to the *OI* in Niihau Bay. What did she think of the ship? Same as we think of her—TERRIFIC!!!



Ass't cashier Gretchen Gaupp is all smiles as she collects payments from passengers. Gretchen came to the *OI* via New Orleans and San Francisco and now calls Honolulu home.



All dressed in white, with the exception of SIU patrolman Jake Dusich are (l. to r.): Chief Purser Barbara Blom, Cashier Cheryl Orsat and Hotel Manager Sam Nazario. The Log would like to give Sam a vote of thanks for making our stay very comfortable—passengers feel the same way too!



It is the aplomb of folks like plumbers Blake Makilan (l.) and Dave Kaim that make the *Oceanic Independence* such a plum.



Florence Holden, from Hamlet, didn't let a little rain dampen her spirits—instead she took advantage of an afternoon sprinkle to catch up on her reading. They say, if you don't like the weather in Kauai...wait ten minutes and it will change—it did.



Harry Bourne is the *OI*'s Sr. Second Steward.



Afternoon is time for sampling the tropical libation of your choice along with some native music.



FWT's Terry Wilcox (l.) and George Byoff man the aft engine room.



Passengers whooped it up in the Latitude 20° Disco, they are (l. to r.): Roni Thompson, from San Francisco; Mark Couch, Cincinnati and Sharon Doerr, Santa Rosa, California.



AB Morris Wright is intent on steering a steady course.



Waitress Lehua "Kitty" Nicolas is as pretty a sight as you're apt to see in Hawaii.

## Oceanic Independence a Year in Operation

*Continued from preceding page*

visits to the Birthplace of King Kamehameah I, the foremost ruler and unifier of the Hawaiian Islands or the Kona Gardens, a 12-acre botanical and cultural park displaying plants and flowers from all of Polynesia.

Don't forget Mauna Kea. The 32,000-foot peak is the only place in Hawaii where it is actually possible to ski all year long. That's right, it's almost always snowing in the upper regions of that mountain!

In case you didn't bring your skis you can still visit the University of Hawaii's Mauna Kea Observatory. Or, take a walk through Volcanoes National Park and have a look at the Halemau-

pire pit in Kilauea caldera but, under any circumstances take many lava rocks. Many a mainlander has mailed back a lava rock to the Chamber of Commerce after experiencing much bad luck with the rock possession.

**WEDNESDAY EVENING**—back on the *Oceanic Independence*. What could be better than sipping on a Tropical Negroni served by a pretty SIU waitress? watching a tropical sunset? No! And the steady movement of the ship makes this sunset even more relaxing as the vessel makes way for Maui.

Passengers (and any crewmembers who can) keep a watchful eye out for the "green flash," a tropical phenomenon which under the right condi-

tions occurs just as the sun dips below the horizon.

**WEDNESDAY MORNING**—the *OI* docks in Kahului, Maui. Here, the islanders boast, "Maui no ka oi." The phrase which means, "Maui is the best" is echoed by many of the *OI*'s passengers and rightfully so. A visit to Maui might truly be considered one of the luxuries of life. Replete with magnificent mountains and beautiful beaches—not to mention more good restaurants and interesting shops than anyone could rightfully expect on such a tiny island.

One of Maui's greatest attractions is the swimming pool at Lahaina's Hyatt Regency. The pool is more like a tropical rain forest. It comes complete

with a waterfall which one must swim under in order to get to the bar (a feat accomplished many, many times).

Golfers also love Maui; the course in Kaanapali looks out onto the Pacific (for that matter so does most of Hawaii) and is a gorgeous sight even for non-players. The links are extremely visible from The Peacock House a local restaurant boasting many Hawaiian and Tahitian dishes.

If you're still feeling adventurous, go climb a rock. Actually you can climb to the summit of Maui's 10,000 foot Haleakala, a dormant volcano. Some of the *OI*'s passengers who hailed from the great State of Washington passed on this one. Were they thinking of Mt. St. Helen's? Anyway, the trip is long,

the road is narrow and it gets pretty cold at the top—but, anyone who made the trip said it was worth it.

**WEDNESDAY EVENING**—the *OI*'s underway and Maui is quickly becoming a fond memory. After three days of sightseeing, this seems like a good night to skip dinner and catch a short nap instead. Besides, no one wants to miss the talent show in the Pacific Ballroom; Tonight it's the passengers turn to entertain the passengers—On with the show!

Tonight is also the night of the Grand Buffet—a feast for sore eyes (magnificent ice sculptures abound) and an even better reason for having skipped dinner. Lobster, shrimp and Alaskan

*Continued on next page*



# Oceanic Independence a Year in Operation

*Continued from preceding page*  
crab are everywhere, not to mention roast beef, pork and salmon. There's also fruits, nuts, cheeses and patés. Are you pau? Leave room for dessert. Every kind of cake, cookie and candy you can imagine. Puleeze pass the bicarbonate—mahalo!

**THURSDAY MORNING**, Nawiliwili Bay, Kauai! If Maui is the best, then Kauai is the best kept secret. There's as much to do here—tennis anyone? do you scuba?—as anywhere. Many passengers go on trips to Waimea Canyon and Mt. Waialeale by bus. Others make the trip by helicopter. One such person was Mark Couch of Cincinnati, Ohio who described the breathtaking scene as "the highlight

of the week."

Kauai is the only island the *Oceanic Independence* berths at overnight. Indeed, on this night the vessel seems almost deserted. Most passengers are off to the Luau feast (provided by the cruise line at a local resort). Others are out in search of Kauai's nightlife. Surprisingly, there's plenty of that—be it disco dancing at the hotels or rock-n-roll at the Club Jetty. The 'Jetty' is a favorite of both passengers and crew. Coincidentally many of them meet each other here for the first (and only) time.

Another popular spot with Kauai's 'in crowd' is Rosita's a small Mexican style restaurant and cantina. Here, it is said that a 'kane' from the mainland

and a wahine from the islands may meet and if the light is just right and the air thick with the aroma of rum, she just may steal his heart—or at least capture his imagination. Anyway, that's what they say.

**FRIDAY EVENING!** Steam is up in both of the *OI's* engine rooms. Engine room personnel now as they have all week, make sure everything below is in shipshape. On deck AB's and OS's, under the supervision of Bos'n **Ray Mansfield**, man their stations fore and aft. Soon the gangway is raised and the vessel is on the homeward lap of its cruise through the Pacific. Nawiliwili Bay glistens in the sunset as the *OI* leaves Kauai in its wake. Now

*Continued on next page*



Passengers head up the gangway, after a day trip on the island of Maui.



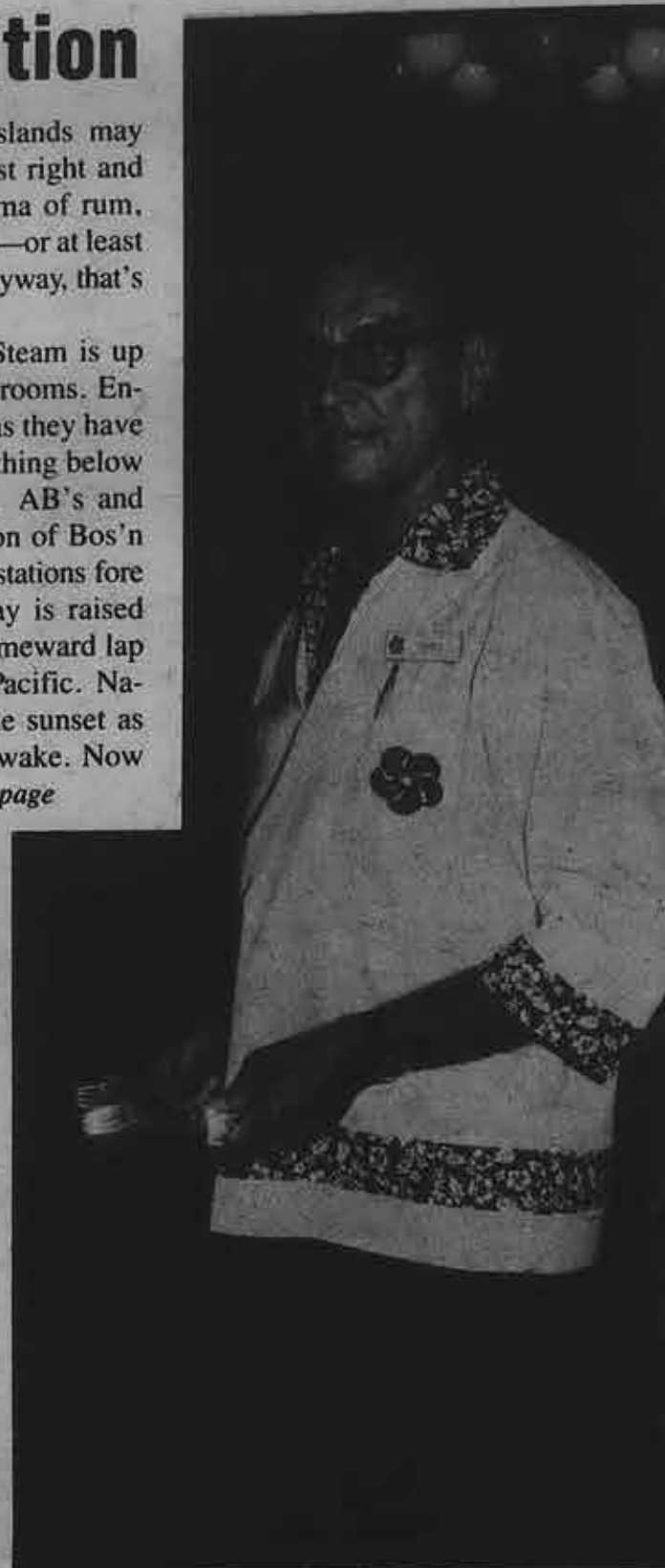
Ass't Purser Janice Matsushima (r) helps passenger Louise Phillips with details for a helicopter tour of Kauai.



Wiper Thomas Bullen (center) is flanked by wiper Earl Batsell (l.) and EMU Jose Sulse. It appears as though Earl is flicking the world's largest BIC in an effort to light Jose's cigaret. Actually Earl's holding a ratchet.



The O I's dining room staff managed to take time out from a hectic schedule to pose for this group photo. Say cheese!



Waiter Howard Moffett sets the table for dinner. Howard is an original member of the O I's crew.



Joe Hipolito, chief plumber, peruses a new plumbing fixture.



## Oceanic Independence a Year in Operation

*Continued from preceding page*  
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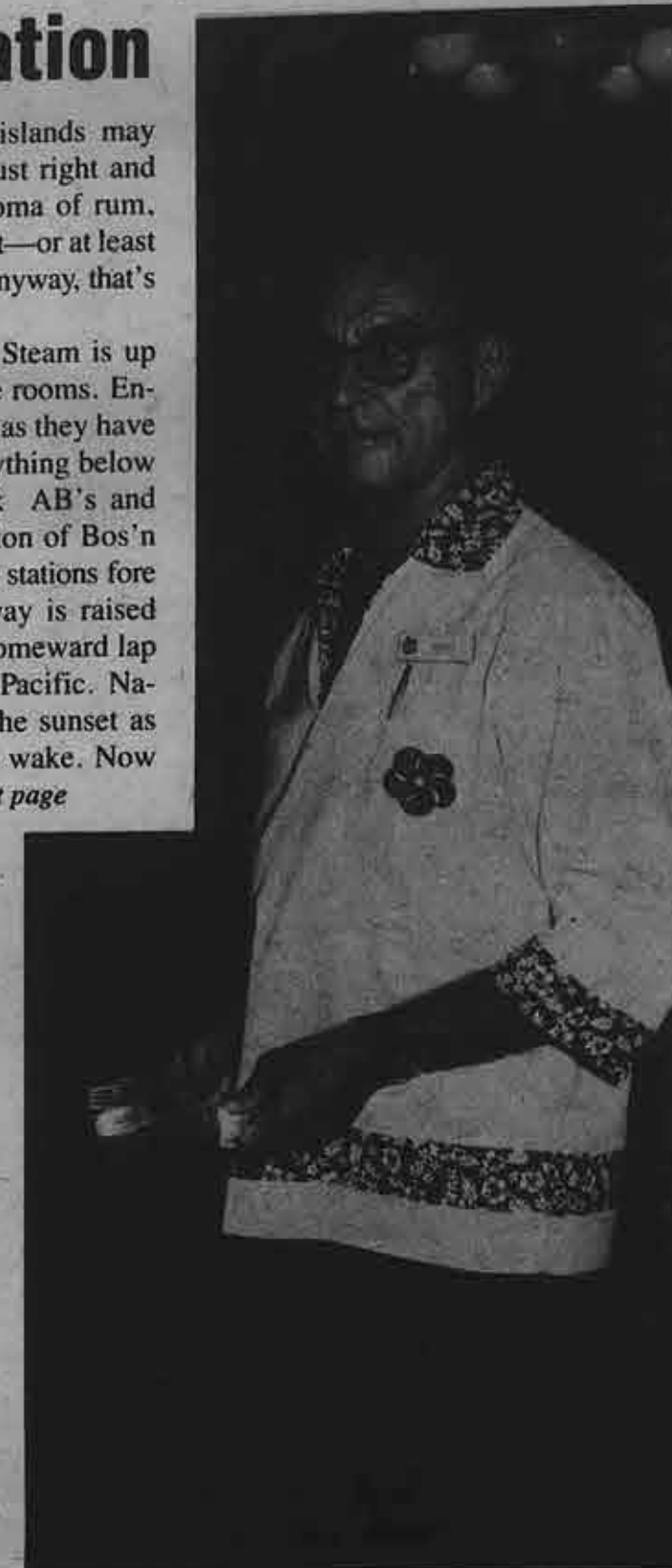
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Joe Hipolito, chief plumber, peruses a new plumbing fixture.



It's anchors aweigh at Kahului, Maui as carpenter Bob Swan unleashes the passenger gangway.



Casey Clift, porter, keeps the corridors glistening.



Danny Gilbert got most of his napkins folded during the shipboard union meeting. The *OI's* busy waiters haven't much time to spare.



Here are wipers Walter "Kooki" Fey (l.) and Jim Thurmond.



This smiling group works the main imbibery astern of the Pacific Ballroom. They are (top row l. to r.): Wendy Gonsalves, waitress; Jon Costa, bartender; Debbie "Rue" Rosario, waitress and Lester Chang, bartender; (bottom row l. to r.): Phyllis Maitland, Lisa McKeague and Rene "the Champ" Fernandez.

## Oceanic Independence a Year in Operation

*Continued from preceding page*  
however is no time for sadness—the evening has just begun.

The word for tonight is festive. Couples dress in matching Aloha shirts and muumuus. The dining room is adorned with colorful Hawaiian decorations for the Captain's Aloha Dinner. The bill-of-fare opens with Chilled Seafood Cocktail Supreme and goes literally from soup-to-nuts before ending with a Baked Alaska Flambe. The featured entrée is Broiled Filet Mignon King Kamehameha, although the Lau-lau of Island Fish baked in Ti Leaves

is difficult to pass on. As usual, the evening's repast is served in elegant fashion by the ship's SIU waiters and waitresses.

After everyone has stuffed themselves royally, the passengers move to the Pacific Ballroom where they are treated to a performance of (what else?) "South Pacific." When the curtain comes down, all are in agreement: the food, the show, the entire voyage has been fantastic.

There is still time for some celebrating before the *OI* reaches Honolulu. Tonight however is better spent just

sitting on a deck chair watching the clouds move past, while reflecting on the wonderful week gone by.

The saga of the *Oceanic Independence* is an ongoing one. It begins over and over again every Saturday. It brings people to places they've never been before to see things they can't see anywhere else. People meet and enjoy new people in an atmosphere teeming with graciousness, comfort and style—the style of the men and women who make it all possible: the members of the Seafarers International Union...



# Oceanic Independence a Year in Operation



SIU Vice-President George McCartney (center) is flanked by (l. to r.) OI Hotel Manager Sam Nazario; Executive Chef John Bulawan; waitress Janet Brodie and SIU Honolulu Patrolman Jake Dusich. Photo was taken following shipboard union meeting, conducted by McCartney, with the entire crew of the *Oceanic Independence*.



Newlyweds Andy and Debbie Burnett found touring the Hawaiian Islands on the *Oceanic Independence* a great way to spend their honeymoon.



Maitre'D Mike Murphy conducts weekly meeting with his dining room staff.

## What Would You Do If You Found a Wallet Containing \$2700?

**W**HY is Neville Monteith smiling? Probably because he sleeps the sleep of an honest man. And Lord knows he has been tempted.

What do you think you would do if you found a wallet void of any identification, in fact void of anything at all, with one small exception—\$2,700.00 in cash.

Don't muse over this too long, you might get upset. Instead, here's what Neville Monteith did when in August of 1980 he found the wallet in question on the deck of the *Oceanic Independence*. Without a moment's hesitation Neville turned the wallet (money intact) over to the ship's Hotel Manager Sam Nazario who in turn located the passenger who owned the wallet and returned the money.

Sounds too good to be true? Well then consider the man—29 year old Neville Monteith is a man of strong convictions. He speaks proudly of how he was promoted to Captain's Waiter right after the OI's first voyage because of his "excellent service" during that

cruise. He also speaks proudly of his native Jamaica and the upbringing that helped to mold him. When asked if he ever considered keeping the money, Neville's reply was, "no, not for a moment. I believe honesty is the best policy for me and for the good of the ship... but mostly, to live free in my conscience." Neville shouldn't have any problems with that.

Captain's Waiter Monteith now makes his home in Richmond, Calif. when he's not on board the *S.S. Oceanic Independence*. However, the words he wishes to impart to his fellow Americans come from the Jamaican tradition: they are simply: "One love." Neville explains that this means "the one love God has for all his creations." Words to live by for a man who is as "honest as a sailor."

By the way, Neville's honesty wasn't totally unrewarded. Besides his inner peace he also received \$100.00 from the grateful passenger and an additional \$100.00 as a bonus from American-Hawaii Cruise Lines.



Neville Monteith, an honest man



## Oceanic Independence a Year in Operation



SIU Vice-President George McCartney (center) is flanked by (l. to r.) OI Hotel Manager Sam Nazario; Executive Chef John Bulawan; waitress Janet Brodie and SIU Honolulu Patrolman Jake Dusch. Photo was taken following shipboard union meeting, conducted by McCartney, with the entire crew of the *Oceanic Independence*.



Maitre'D Mike Murphy conducts weekly meeting with his dining room staff.



Newlyweds Andy and Debbie Burnett found touring the Hawaiian Islands on the *Oceanic Independence* a great way to spend their honeymoon.

## What Would You Do If You Found a Wallet Containing \$2700?

WHY is Neville Monteith smiling? Probably because he sleeps the sleep of an honest man. And Lord knows he has been tempted.

What do you think you would do if you found a wallet void of any identification, in fact void of anything at all, with one small exception—\$2,700.00 in cash.

Don't muse over this too long, you might get upset. Instead, here's what Neville Monteith did when in August of 1980 he found the wallet in question on the deck of the *Oceanic Independence*. Without a moment's hesitation Neville turned the wallet (money intact) over to the ship's Hotel Manager Sam Nazario who in turn located the passenger who owned the wallet and returned the money.

Sounds too good to be true? Well then consider the man—29 year old Neville Monteith is a man of strong convictions. He speaks proudly of how he was promoted to Captain's Waiter right after the OI's first voyage because of his "excellent service" during that

cruise. He also speaks proudly of his native Jamaica and the upbringing that helped to mold him. When asked if he ever considered keeping the money, Neville's reply was, "no, not for a moment. I believe honesty is the best policy for me and for the good of the ship... but mostly, to live free in my conscience." Neville shouldn't have any problems with that.

Captain's Waiter Monteith now makes his home in Richmond, Calif. when he's not on board the *S.S. Oceanic Independence*. However, the words he wishes to impart to his fellow Americans come from the Jamaican tradition: they are simply: "One love." Neville explains that this means "the one love God has for all his creations." Words to live by for a man who is as "honest as a sailor."

By the way, Neville's honesty wasn't totally unrewarded. Besides his inner peace he also received \$100.00 from the grateful passenger and an additional \$100.00 as a bonus from American-Hawaii Cruise Lines.



Neville Monteith, an honest man

## Bankrupt, But Not Broke, in Port Said, Egypt

### Chapter III

This is chapter III of the wild and woolly voyage of the *SS Bridgehampton* back in the early '60s. The first two chapters recall a raging fire at sea in a winter storm in the North Atlantic. This chapter winds up this series, with the company going bankrupt and the crew pulled off the vessel in Port Said Egypt. Chapter II appeared in the June 81 Log.

by Saki Jack Dolan

THE *S.S. Bridgehampton* was a converted T-2 tanker. She had been elongated and widened making her cargo holds much, much larger. She was licensed to carry 25,000 tons and we carried a full load.

After a mad three-ring circus affair, all the way from the Great Lakes to Halifax, Canada; a double-start across the North Atlantic, including a North Atlantic storm with 40-foot waves; a raging fire at sea (out of control for two days and nights); much harassment from our wonderful, American consul in Halifax, (the best of cooperation from the wonderful Canadian Consulate), we were finally allowed to set sail for the Suez Canal and the Middle East. Luckily the weather had changed and we got a fair start with very small seas running.

Kulakundis, our Greek owners had supplied the captain with enough fuel and port fees to reach the Suez Canal. The master a Capt. John Horan (one of the best I ever sailed with) came to the crew messhall and told us we would get further orders when we reached Port Said, Egypt. And he said he would inform us of any news he received from the States.

My fof'sl was amiship and it was a long walk back aft to the saloon mess and crew mess. The bosun rigged a safety line from midship to aft so we would have something to hold onto in bad weather (of which we had plenty).

The radio officer was out of Baltimore. He was a midget and a fine gentleman, except he had a habit of making a pest of himself at times. He seemed to like me (as I would listen to his soap-opera-sad stories) and was always coming to my fof'sl whenever he could catch me in and many a sad tale I listened to. All in all, he was a nice guy and we got along very well. He was well known in Baltimore (I do not remember his name) and had been a seaman for many years.

We had a 60 percent Canadian crew. You could not ask for better seamen to sail with anytime. Capt. Horan had made sure we had plenty of provisions on board before we sailed so we ate very well. I had taken on plenty of stores and was "ready for Freddy" all the way across.

After fighting the North Atlantic for almost two weeks, we passed the Rock of Gibraltar and tied up to a buoy at Port Said, Egypt. The captain went ashore to get our orders. All hands anxiously awaited his return. It was

early in the a.m. and no one was allowed to go ashore until the 'Old Man' returned with orders from ashore.

Port Said was a good port, but not so good as Port Suez on the other end of the canal. There were many Greeks in Port Said left over from the days when it was built. Many thousands of Greeks were employed there then, and many remained to make it their home.

The "bum boats" were not allowed to come alongside, so no salesmen were on board. I spent the day listening to the news and hoping we could get some fresh stores from the wonderful Farmers Market there. All the fresh vegs and fruits came from the Nile Valley, so the stores (fresh) were quite good. I used to go ashore there and pick my own stuff at the market. I always made it a habit to check the markets wherever we happen to be around the world and enjoyed it.

### Company Folds

The following morning about chow time, the Old Man came on board and announced there would be a meeting in the messhall right after breakfast. All hands had to be there as it was of great importance to all.

Tom Pons, our good ship's delegate, made sure everyone knew about the meeting and we all gathered in the crew messhall awaiting the arrival of the 'Old Man'. He came in at 9 sharp. The Bosun called the meeting to order and at once gave the floor to the captain. The Old Man came right to the point with no beating around the bush. He had a radiogram which the American Consul gave him that was sent from Washington, D.C. from the State Department. It went something like this:

Master, *S.S. Bridgehampton*  
c/o American Embassy  
Port Said, Egypt.

Dear Sir and Master:

Please notify all hands to get off the ship with all their gear and report to the American Consul General there in Port Said at once. By order of the Secretary of State.

Signed,

Mr. Dean Rusk  
U.S. Secretary of State.

Well, you can bet this came as a shock to all hands. The captain told us to go to the Cairo Palace Hotel where the consul had made arrangements for us to stay until he could have us sent back to the United States. He would send a launch at 1 p.m. to pick us up. All hands brought their gear out by the gangway and stood by waiting for the launch, that is all hands but the chief engineer (a die-hard company stiff). The captain tried to explain to him that he didn't have a job any more, that the company had declared Bankruptcy. But to no avail. He would not leave the engineroom. All the other engineers and crew, including the cap-

tain, were on deck with their gear waiting to go ashore.

Finally a launch came alongside. The captain sent word into the American Consulate that the chief engineer refused to leave the ship and was staying aboard to keep the boilers on with steam ready to sail if ordered. Well, this went over like a lead balloon with all hands including the captain. This chief engineer was named Singleberry. He was an old Bull Line stiff, a nice man, but very stubborn in his ways. He would not believe the company went broke.

In about one hour, the Harbor Police launch came alongside. The chief of police came aboard and told the captain to tell the chief engineer that he had one hour to shut down the boilers and get his gear ashore or he would be arrested and taken ashore in handcuffs.

This put an end to the Mexican standoff. So we all got on the launch and headed for the hotel with the captain and other ship's engineers trying to explain to the chief engineer that he had no job, no money, no company, etc., etc. But they never did convince him.

### 200 Bucks Each

Before we left the ship our good captain informed us he had exactly enough money left in the safe so that each man would get about \$200. He would evenly divide it to officers and crew alike. This money came in handy since we stayed in Port Said two weeks before they sent us to Cairo to fly home.

The American consul was a very nice man in Port Said. He came to the hotel next morning and said we could have whatever we wanted on the menu, but no booze. Well, this was no problem, as the waiters are easily bribed in Egypt. So, we would order a steak dinner and get booze instead. I never ate breakfast, so in the morning I would order a large breakfast with everything, and get several quarts of beer instead.

I had been in Port Said many, many times and knew the place very well. I had made several Greek and Egyptian friends there so I had a good time going to the beach, horseback riding in the desert, watching camel races, and visiting the Farmers' Markets. I had about \$400 and with what the captain gave me, I was well heeled even for Port Said.

One morning about two weeks later, we were awakened at 4 a.m., and told we were leaving by bus for the airport in Cairo. We all had chow. The American consul was there to put us on the bus. At the same time, the crew from the *S.S. Suzanne*, another Kulakundis ship came over from Port Suez. They were going back with us on the same plane. I knew over half the crew so we had a ball comparing notes.

The bus turned out to be an old World War I bus on its last legs. All hands were surprised it made it across the desert. The driver had his foot all the way to the floor all the way. I don't think he ever got it up over 30 miles an hour. It took us from 5 a.m. until

6:30 p.m. from Port Said to Cairo Airport of steady driving with no stops at all (there was no place to stop, nothing but desert all the way).

On arrival at the airport, we were told the restaurant had just closed for the day. This went over like an Arab in a synagogue. The plane was ready to leave at once. Well, we just sat down and said we would not go aboard until we had some chow, no chow, no fly. They reopened the restaurant and fed us and we went aboard and took off for New York, N.Y. U.S.A.

Our captain tried to explain to the captain of the *S.S. Suzanne* that the company went broke and that he should divide the money among his officers and crew. But he would have none of it, being an old, phoney company stiff. He just sat there with the briefcase chained to his wrist and stared at the floor while his ex-crew and officers called him every name known in the curse world (believe me, Seamen sure know some beatus).

### A Happy Ending

They sent us back on an old propeller job. Our first stop was for fuel and breakfast in Shannon Airport, Ireland. That's the only time I had ever touched Ireland. We stayed about an hour and took off for Gander, Newfoundland, Canada.

We arrived in Gander about 3 in the afternoon. Then Tom Pons and I called Headquarters in New York. I got hold of Joe DiGiorgio and told him he had better meet us at the airport or there would be a riot. Many of the *Suzanne* crew had threatened to murder their fink captain if he didn't give them some of their money he had with him (and I think they would have done it, too. I would have helped all I could). Joe DiGiorgio told me to tell them not to worry: the SIU would meet the plane and put out a money-draw at the airport for all hands.

Luigi Iovino, Ed Mooney and Joe DiGiorgio met us on arrival at Kennedy Airport to give all hands a \$200 draw. About four months later, Kulakundis paid off. All hands got all their money, including overtime (which made me happy as I had put in extra plenty, never expecting to collect at all).

It was a wild and woolly voyage. I made a half dozen trips through the Suez Canal after. The *S.S. Bridgehampton* was still there tied up to the buoy. She must have stayed there for a year after Kulakundis went under.

I hated to see the Greeks go under at that time. I had sailed as chief steward with many Greek companies and found them to be damn good for the steward department. They gave you any stores you ordered, much, much better than a hell of a lot of companies I could name.

Well, if they start another War, I will be the first up the gangway and ready to go. One thing I know from experience: age is no barrier during a war as long as you can crawl up the gangway they will sign you on.



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(New class added.)

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## Dispatchers Report for Inland Waters

JUNE 1-30, 1981

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	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	1	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	9	1	3
Tampa	3	1	5	1	1	3	10	0	7
Mobile	0	0	0	0	0	0	0	2	0
New Orleans	4	5	1	2	1	0	6	5	4
Jacksonville	2	2	0	1	3	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	2	1	0	0	0	4	3	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	1	0	0	0
Houston	3	4	6	0	1	4	5	5	6
Port Arthur	28	5	7	23	3	3	14	3	5
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	5	7	0	0	1	7	0	0
Piney Point	0	2	0	0	2	0	1	8	9
Paducah	2	0	10	0	1	1	1	0	0
<b>Totals</b>	<b>45</b>	<b>27</b>	<b>37</b>	<b>27</b>	<b>12</b>	<b>13</b>	<b>66</b>	<b>29</b>	<b>54</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	1	0	0	0	1	0	1	0	0
Port Arthur	2	0	0	0	0	0	2	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	0	0	0	0	0	2	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	1	0	0	0	0	0	1
<b>Totals</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</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	1	1	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	1	1	0	0	2	1	0	1
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	4	1	1	0	1	0	6	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	2	0	0	0	0	1	2
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	1	0	0	0	0	0	2
<b>Totals</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>7</b>
<b>Totals All Departments</b>	<b>56</b>	<b>31</b>	<b>44</b>	<b>27</b>	<b>14</b>	<b>15</b>	<b>79</b>	<b>32</b>	<b>62</b>

\*\*\*Total Registered\*\*\* means the number of men who actually registered for shipping at the port last month.  
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### NEW YORK, NEW YORK

Schulman & Abarbanel  
350 Fifth Avenue  
New York, New York 10118  
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  
95 Commercial Wharf  
Boston, Mass. 02110  
Tele. # (617) 523-1000

### CHICAGO, ILL.

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

### DETROIT, MICH.

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

### GLOUCESTER, MASS.

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

### 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

### ST. LOUIS, MO.

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

### SAN FRANCISCO, CALIF.

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

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

### SEATTLE, WASH.

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

### TAMPA, FLA.

Hamilton & Douglas, P.A.  
2620 W. Kennedy Blvd.  
Tampa, Fla. 33609  
Tele. # (813) 879-9842

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



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Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	45	27	37	27	12	13	66	29	54
Port									
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
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
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Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	5	0	1	0	1	0	5	0	1
Port									
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
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	6	4	6	0	1	2	8	3	7
Totals All Departments	56	31	44	27	14	15	79	32	62

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Charles & Redwood Streets  
Baltimore, Md. 21201  
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Lati Associates  
95 Commercial Wharf  
Boston, Mass. 02110  
Tele. # (617) 523-1000

**CHICAGO, ILL.**  
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7 South Dearborn Street  
Chicago, Ill. 60603  
Tele. # (312) 263-8330

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

**GLoucester, MASS.**  
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Two Main Street  
Gloucester, Mass. 09130  
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Gruenberg & Saunders  
721 Olive Street  
St. Louis, Missouri 63101  
Tele. # (314) 231-7440

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

**SEATTLE, WASH.**  
Philip Welling  
Welling & Van Dam  
No. 1 Ecker Bld.  
San Francisco, Calif. 94105  
Tele. # (415) 777-4500

**TAMPA, FLA.**  
Hamilton & Douglas, P.A.  
2620 W. Kennedy Blvd.  
Tampa, Fla. 33609  
Tele. # (813) 879-9842

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

## INLAND LINES

### norfolk

Proposals on new contracts were made last month to McAllister Brothers and the Curtis Bay Towing Co. here for the startup of negotiations.

### st. louis

A new boat, the 1800 hp *Michael Schmaeng* (Heartland Transportation) will be put into service and crewed by SIU Boatmen by the end of this month.

### houston

Contract negotiations at G & H Towing and at Moran Towing are due to start up around Sept. 30.

### new orleans

Actress Helen Hayes early last month presented the Golden Antlers Award to the SIU-manned paddlewheeler *Delta Queen's* Pilot Arthur McArthur after the steamboat beat the also SIU-manned *Mississippi Queen* in an 11-day, 1,039-mile race from here to St. Louis.

At the finish line at the Poplar St. Bridge, Capt. Gabriel Chengary of the *Mississippi Queen* said he never thought he would lose until the last 5 minutes of the race.

### mobile

The U.S. Fifth Circuit Court of Appeals in New Orleans last month told a Mississippi U.S. District Court to halt by injunction further construction on parts of the 252-mile Tenn-Tom Waterway (55 percent completed) until the U.S. Army Corps of Engineers files a new assessment of the impact of the \$1.8-billion barge canal on the environment.

The segments affected in northeast Mississippi are the ones that were changed since 1971 when the Corps filed its original environmental impact statement.

The Federal Court overturned in part a lower court's ruling against the Environmental Defense Fund and the Louisville & Nashville RR.

A canal is now being cut between the Tombigbee and Tennessee Rivers to link the Gulf here and the Tennessee River and Ohio River Valley and connect 16,000 miles of navigable waterways. It is expected to be finished by the mid 1980's.

In 1976, the railroad and the environmentalists also sued the Corps for

widening a channel from 170 to 300 feet and for faulty calculating of benefit-cost ratios.

The Corps then had predicted a 350 percent increase in traffic, a 150 percent increase in total land use, creation of 45-mile "chain of lakes" and straightening of 21 miles of the Tombigbee River.

The lower court enjoined the construction of or letting of contracts on the "chain of lakes" and the 21-mile stretch of the Tombigbee as well as "any activity significantly affecting the environment of the land acquisitions planned after 1971."

A contract has been negotiated here at the Ideal Cement Co. for its Boatmen.

New terms include a 9 percent increase in pay for the first year, a cost of living clause and an increase in the pension.

### cleveland

A half-century old idea of a "Big Ditch" may soon come to pass. Legislative bills have been introduced in both houses of the Pennsylvania Legislature to create a Pittsburgh-Cleveland Waterway Development Authority which would resurrect the old "Billion Dollar Ditch" idea first mulled in the early 1920's.

The latest estimated cost of the proposed canal hits the \$2.5 billion mark. It would link Pittsburgh, Cleveland's Lake Erie and the St. Lawrence Seaway.

### algonac, mich.

Peter Kiewit Sons' Co. was the low bidder last month on the contract for fall dredging of the Cuyahoga River in the port of Cleveland, Ohio.

Late last month the Midwest Construction Co., Nebraska City, Neb. was the apparent winner of the contract for fall dredging, piledriving and building of a stone breakwall in the port of Waukegan, Ill.

### port arthur, tex.

Next month contract negotiations will begin at Moran Towing here. And in October, Higman Towing Boatmen will get their next increase in wages under the present contract.

### baltimore

Contract negotiations here are going on at the Baker Whiteley Towing Co. and at Curtis Bay Towing. Curtis Bay Towing is a subsidiary of Moran Towing.

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Sept. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Sept. 8	2:30 p.m.	7:00 p.m.
Baltimore	Sept. 9	2:30 p.m.	7:00 p.m.
Norfolk	Sept. 10	9:30 a.m.	7:00 p.m.
Jacksonville	Sept. 10	2:00 p.m.	
Algonac	Sept. 11	2:30 p.m.	
Detroit	Sept. 11	2:30 p.m.	
Alpena	Sept. 14	2:30 p.m.	
Houston	Sept. 14	2:30 p.m.	7:00 p.m.
New Orleans	Sept. 15	2:30 p.m.	7:00 p.m.
Mobile	Sept. 16	2:30 p.m.	
San Francisco	Sept. 17	2:30 p.m.	
Wilmington	Sept. 21	2:30 p.m.	
Seattle	Sept. 25	2:30 p.m.	
Piney Point	Sept. 12	10:30 a.m.	
San Juan	Sept. 10	2:30 p.m.	
Columbus	Sept. 19		1:00 p.m.
Chicago	Sept. 15		
Port Arthur	Sept. 15	2:30 p.m.	
St. Louis	Sept. 18	2:30 p.m.	
Cleveland	Sept. 17		
Honolulu	Sept. 10	2:30 p.m.	
Duluth	Sept. 16	2:30 p.m.	
Paducah	Sept. 25	2:30 p.m.	
Jacksonville	Sept. 24	2:30 p.m.	
Frankfort	Sept. 18	2:30 p.m.	
Tampa	Sept. 24	2:30 p.m.	
Boston	Sept. 21	2:30 p.m.	
Gloucester	Sept. 22	2:30 p.m.	
Jersey City	Sept. 23	2:30 p.m.	

## The Professional Touch

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

Courses begin:

September 7 - October 23  
(New class added.)  
October 26 - December 18





# Prof: More at Stake Than Blackened Beaches with 'Flags-of-Convenience'

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—Michael Gillen,  
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## Dispatchers Report for Great Lakes

June 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	35	10	5	20	15	0	84	16	12
ENGINE DEPARTMENT									
Algonac	28	3	3	18	8	1	49	10	10
STEWARD DEPARTMENT									
Algonac	3	4	0	9	3	0	9	7	2
ENTRY DEPARTMENT									
Algonac	27	53	29	0	0	0	49	85	72
Totals All Departments	93	70	37	47	26	1	191	118	96

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



Bryden John Dahlke, 66, joined the SIU in the port of New York in 1962 sailing as a FOWT Brother Dahlke hit the bricks in the 1962 Robin Line beef. He was born in Chicago, Ill. and is a resident of South Houston, Tex.



Charles Augustine "Lucky" Lindberg, 51, joined the SIU in the port of New York in 1955 sailing as an AB. Brother Lindberg is a veteran of the U.S. Navy in the Korean War. He was born in Philadelphia and is a resident there.



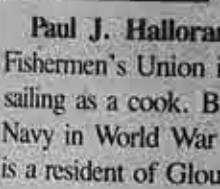
Theodore Ruben Martinez, 55, joined the SIU in the port of Philadelphia in 1960 sailing as a wiper and 3rd cook. Brother Martinez is a wounded (in the Philippines) veteran of the U.S. Army in World War II. He was born in Westport, Tex. and is a resident of Galveston, Tex.



Ralph Nelson Motley, 65, joined the SIU in the port of Houston in 1968 sailing as a cook. Brother Motley is a wounded veteran (Italy) of the U.S. Army in World War II. He was born in Concord, N.C. and is a resident there.



Juan Nieves, 65, joined the SIU in the port of New York in 1955 sailing as a 3rd cook. Brother Nieves is a veteran of the U.S. Army in World War II. He was born in Toalta, P.R. and is a resident of the Bronx, New York City.



Paul J. Halloran, 64, joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1966 sailing as a cook. Brother Halloran is a veteran of the U.S. Navy in World War II. He was born in Boston, Mass. and is a resident of Gloucester.

Jack Arne Haavisto, 68, joined the Union in the port of Detroit in 1959 sailing as an oiler. Brother Haavisto was born in Virguncio, Minn. and is a resident of Duluth, Minn.

Carlton H. Colson, 64, joined the Union in the port of Norfolk in 1961 sailing as a cook for G & H Towing in 1957. C. G. Willis in 1971 and for Allied Towing. Brother Colson has been a union member since 1950. He is a veteran of the U.S. Marine Corps in World War II. Boatman Colson was born in North Carolina and is a resident of Maxton, N.C.



Adrian Texidor, 60, joined the SIU in the port of New York in 1955 sailing as a FOWT Brother Texidor sailed 33 years. He walked the picketline in the 1961 Greater N.Y. Harbor beef. Seafarer Texidor was born in Guanica, P.R. and is a resident of Bayamon, P.R.



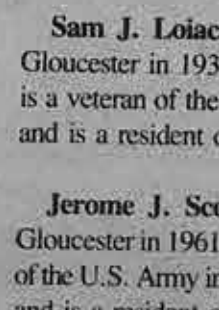
John Joseph Tobin, 63, joined the SIU in 1944 in the port of New York sailing as an oiler for 44 years. Brother Tobin also attended a Union Piney Point Educational Conference. He was born in Salem, Mass. and is a resident of Pilot Mountain, N.C.



Jose Martins Da Costa, 65, joined the SIU in the port of Baltimore in 1956 sailing as a bosun. Brother Da Costa was born in Brazil and is a resident of Baltimore.



Alvin Ross Taylor, 63, joined the Union in the port of Norfolk in 1963 "sailing" as an electrician for the UIW's Curtis Bay Towing Shipyard, Norfolk from 1939 to 1981. He is a veteran of the U.S. Navy in World War II. Boatman Taylor was born in West Point, Va. and is a resident of Norfolk.



Sam J. Loiacano, 62, joined the Union in the port of Gloucester in 1939 sailing as a fisherman. Brother Loiacano is a veteran of the U.S. Navy. He was born in Massachusetts and is a resident of Gloucester.

Jerome J. Scola, 67, joined the Union in the port of Gloucester in 1961 sailing as a cook. Brother Scola is a veteran of the U.S. Army in World War II. He was born in Massachusetts and is a resident of Gloucester.

Peter T. Ventimiglia, 70, joined the Union in the port of Gloucester in 1967 sailing as a fisherman. Brother Ventimiglia is a veteran of the U.S. Navy in World War II. He was born in Lawrence, Mass. and is a resident of Gloucester.



Robert Holcombe Guiberson, 65, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Guiberson was on the picketline in the 1961 N.Y. Harbor beef. He was born in Connecticut and is a resident of New Britain, Conn.



Hubert Quinton Lawson, 65, joined the SIU in 1940 in the port of New Orleans sailing as an assistant steward. Brother Lawson was born in New York and is a resident of Torn Bean, Tex.



Hubert Stanley Martin, 65, joined the SIU in the port of Seattle in 1967 sailing as a chief electrician. Brother Martin is a wounded (Leyte, P.I.) U.S. Army chief warrant officer veteran of World War II. He was born in Rhea County, Tenn. and is a resident of Seattle.



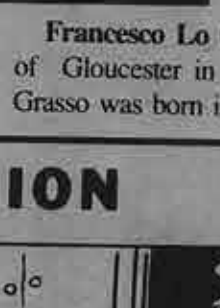
John Nash, 62, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Nash is a veteran of the U.S. Army in World War II. He was born in Elizabeth, N.J. and is a resident of Maitland, Fla.



James William Donohue, 65, joined the Union in the port of Philadelphia in 1964 sailing as a cook for IOT in 1963. Brother Donohue was born in Philadelphia and is a resident of Millville, N.J.

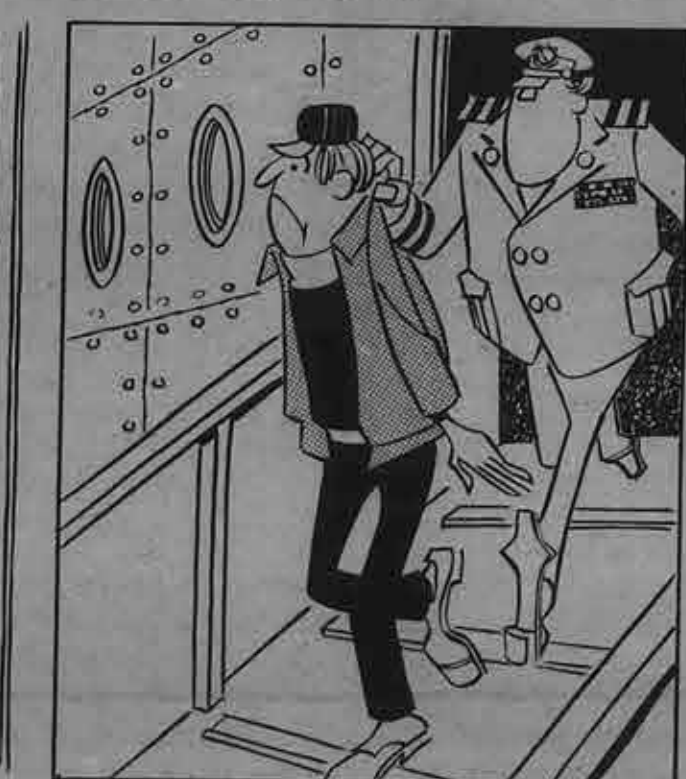
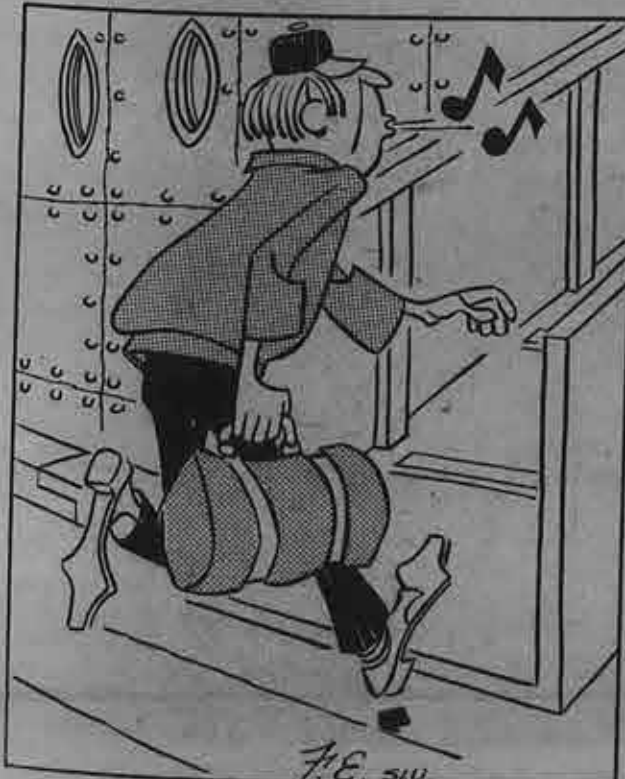


John Joseph Early, 54, joined the SIU in 1945 in the port of New York sailing as an AB. Brother Early is a veteran of the U.S. Army during the Korean War. He was born in Brooklyn, N.Y. and is a resident of New York City.



Francesco Lo Grasso, 62, joined the Union in the port of Gloucester in 1967 sailing as a fisherman. Brother Lo Grasso was born in Italy and is a resident of Gloucester.

### A MESSAGE FROM YOUR UNION



SEAMEN'S  
USE OF  
NARCOTICS  
LEADS  
TO  
PERMANENT  
LOSS  
OF  
PAPERS



# SIU Tames Cities Service After Bitter 4-Year

by John Bunker

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Cities Service Signs Up:  
Cities Service, Too, Is SIU!

"In one of the most significant collective bargaining victories in modern maritime history," said the story that followed, "the SIU Atlantic and Gulf District brought the Cities Service 16 ship tanker fleet under union contract late last night."

With this signing, the SIU became the bargaining agent for about 300 Cities Service tankermen. The contract ended what the *Log* well described as "one of the longest and most bitter anti-union campaigns on record."

## Company Spies Abound

The Cities Service campaign had been bitter. More than that, it had been bizarre enough to have come right out of a "private eye" novel, with a cast of characters on the company side that would have been more at home cavorting across the stage of a comic opera.

The company hired spies to spy on the SIU and spies to spy on its own spies. It even reverted to the old crimp system to hire crews, and fired any sailor who so much as whispered "union" aboard ship.

In some ways the Cities Service battle was tougher than the Isthmian campaign that came along about the same time. The Isthmian fleet was many times larger than Cities Service and its ships were engaged in worldwide trading, which posed more challenging organizational problems. But with Cities Service, the SIU was up against an outfit that was bull-headedly anti-union and was determined to throw up every roadblock and baffle that it could before signing on the dotted line.

Signing up the men on the ships was the easy part of it. The real fight was against company shenanigans. There were no Marquis of Queensberry rules in this organizational drive. No punches were held back by either side. It was a dogfight all the way.

Cities Service was selected for the SIU's break into the tanker field because its fleet paid lower wages, paid no overtime and was behind the times in other conditions. It was considered ripe for unionizing.

Organizing efforts began in 1946 when SIU men began infiltrating the company's ships and talking up SIU to Cities Service sailors.

## NMU Enters Fray

By October of that year, the union had gathered enough pledge cards to ask the company to recognize it as the



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bargaining agent for its seamen. The request was ignored. A few days later, the union petitioned the National Labor Relations Board for an election in the Cities Service fleet.

At this point the National Maritime Union threw a monkey wrench into the gears by claiming that it still represented CS seamen as the result of being certified for the CS fleet by the NLRB back in 1938. When the Board asked the NMU to show pledge cards for only five percent of CS seamen in order to support its claim, it could not do so and its claim was disallowed.

The NMU's experience with Cities Service was an omen for the SIU. When the NMU was organizing these tankers in the late 1930s, the company created two phony company unions to foul up legitimate union efforts and once the NMU was certified neither side ever managed to sign a contract. The NMU had spent its money and effort for nothing.

Now began the first in a long series of chess-like moves and counter-moves by the company and the SIU which was to drag on for more than three years.

## NLRB Orders Election

In October of 1947 the NLRB issued an order calling for an election on eight CS tankers, with the voting to take place over 30 days. Lawyers for the company immediately asked for and received a 30 day extension for voting.

When this period of grace was over the company threw up the first of many roadblocks to prevent crews from voting. Company guards refused to let SIU and NLRB representatives on board the tanker *French Creek* in Philadelphia when the crew was scheduled to vote. The ship had to be voted later in Jacksonville.

## SIU Wins Landslide

Seeking every opportunity to obstruct an election, CS now asked the NLRB to delay the voting another 75 days because the tanker *Lone Jack* was on an extended trip in the Pacific. It also petitioned the NLRB to nullify the election entirely. Both requests were

denied and the NLRB said "get on with it."

Voting finally began on February 9, 1948, and by February 12 the count showed the SIU was the winner by a landslide, with 83 percent of the unlicensed men voting SIU.

As would be expected by now, the company protested the election. NLRB rejected the protest.

On March 5, 1948, the CS legal beavers dreamed up more reasons for protesting the election but got nowhere with the NLRB. Each of these obstructionists moves, of course, meant that SIU lawyers had to get to work and refute company charges. It was a process by which Cities Service hoped to wear down the union and have it throw in the towel, deciding the legal hassle and expense wasn't worth the 300 jobs. But the company didn't count on the SIU being headed by Paul Hall, a man who loved to punch and counter-punch, march and counter-march and for whom strategy and tactics were pure delight. He loved to match wits. He had the stamina of a top-of-the-card ten rounder and the tenacity of a bulldog.

On March 8, more protests to the NLRB by company lawyers.

## Delaying Tactics

This was fruitless but time-consuming . . . a delaying action, as it was meant to be.

On May 24, 1948, the NLRB officially certified the SIU as bargaining agent for all the company's unlicensed seamen except for the *Lone Jack*, which had not yet voted.

Another complication arose at this point when the company bought eight more ships. On June 22, 1948, the SIU petitioned for an election on these tankers, plus the *Lone Jack*, which was still wandering around the Pacific.

At this point there appeared on the scene a company union called the Citco Tanker Men's Association. The SIU pointed out to the NLRB that this was purely a company creation aimed at obstructing union efforts and that there was no labor involvement in it at all. The head of this outfit was a John Collins, who had set up similar unions for other tanker companies.

In testimony given later to a Senate investigating committee, SIU Secretary-Treasurer Paul Hall said that members of this company union "got nothing but dues receipts. If a CTMA card holder were to cease working on a Cities Service ship or were to fall behind in his dues he was immediately dropped."

(A New York court in July of 1950 ordered dissolution of this phony union because it had been created only to obstruct SIU organizing and "had attempted to masquerade as a spontaneous rank and file organization of CS seamen." Such organizations being forbidden by the Wagner Act.)

Back to the organizing chronicle of events.

Before the NLRB could approve an election on the eight newly-acquired



The Cities Service docks at Lake Charles, La. Barges brought in the crude oil and tankers hauled away the refined products to East Coast ports.



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## (1946-1950) Organizing Drive



Tanker crewmen sign up for the SIU during the Cities Service drive. Most of the signing had to be done dock-side because the company booted any organizers found aboard ship.

Cities Service tankers, the company's legal brains came up with still another gimmick, claiming that bosuns, stewards, pumpmen and machinists were supervisory personnel and were excluded from SIU jurisdiction under the Taft-Hartley Act.

Both union and company lawyers had to prepare extensive briefs on this and the procedure ate up several more weeks. It wasn't until December 30, 1948, that NLRB considered the claim and decided in favor of the SIU, ordering an election on the eight new ships, plus the still unvoted *Lone Jack*. There were about 29 unlicensed men on each ship, except for the bosuns and stewards, whom the NLRB decided were supervisors.

### Hire From Crimp Houses

Long before this, Cities Service had become so fearful of SIU men infiltrating its ships through its New York hiring hall that it began hiring crews from such places as the Red Lantern Cafe in Boston, the Rialto Cafe in Bayonne, Paddy Keane's gin mill in Bayonne and other such joints, where men frequently even paid to get shipped on CS tankers.

And in another desperate attempt to keep SIU sympathizers out of its fleet the company built up an elaborate spy apparatus.

A former Coast Guard officer, John Dugan, was hired to set up this spy system, in an attempt to spot SIU men on the ships. John Basciano and Lawrence Hennessey, who had worked for Coast Guard intelligence during World War II, sailed CS ships to put the finger on any known SIU men or others who listened to SIU propaganda.

One private eye hung around the Citco hiring hall in New York, fingering any known SIUers who came in applying for a job. Another detective shadowed the company's own marine employment manager because higher-ups didn't trust him. They even tapped the phone in his office and his home. There were other ramifications to this apparatus, some of them out and out

ports. The NLRB was not fooled by this ploy either and ordered voting to start on February 20, 1949.

Again, more obstructionism. Unbelievable, but it happened. When the first tanker came in for voting, the union and government representatives were not allowed on board. The crew had to be voted outside the refinery gate!

After six of the eight ships had voted the company went to court and obtained a temporary injunction to halt the voting. After two or three days the court heard SIU objections to this silliness and the injunction was dumped.

By April 15, 1949, the company was back in court, claiming ballots should not be counted because 12 members of the CTMA had not been notified of the election. This claim was held phony and invalid.

### 89% Vote SIU

Ballots were finally counted in this second election and the SIU received 89 percent of the vote.

Ignoring this clear-cut preference of their seamen, Cities Service was back in court again on April 27 with 19 objections to the election, plus a charge that the NLRB had acted "capriciously and illegally."

Four more months went by while the Board analyzed these objections in an attempt to be utterly fair in the matter. The objections were finally denied. However, CS attorneys filed "exceptions to the objections."

As Paul Hall later told a Senate investigating committee, "the entire pattern set by the company attorney was stall... stall... stall."

Another stall developed when the company union (CTMA) petitioned NLRB for recognition as bargaining agent on seven of the ships voted in the second election. It was January, 1950, when this stall was thrown out by the NLRB, but time was marching on.



The smiling Cities Service serviceman, symbol of the company's advertising in 1950, belied the attitude of the company toward the desires of its men aboard ship to have union representation.

### More legal maneuvering.

Exasperated by years of stalling and determined to get action, the SIU took a bold initiative. Full page ads addressed to Cities Service stockholders were placed in the *New York Times* and the *New York Herald Tribune*. These ads told how the company's marine division was fighting proper union efforts in its fleet and promised a costly strike if the CS marine division did not start negotiating immediately for a contract.

These ads brought dramatic results.

Within 72 hours Cities Service notified the union that it was prepared to sit down and talk contract.

On February 8, 1950, there was a full-fledged bargaining session but it wasn't until March 9 that the company finally capitulated, signing a regular SIU tanker agreement and ending a battle that had started in 1946. The SIU had been represented in the final negotiations by Paul Hall, Bob Matthews, Lloyd Gardner, George Ruf, John Arabasz and Lindsay Williams, director of organization.

### Total Victory for SIU

This, however, wasn't the end of the Cities Service story.

In June of 1950 the NLRB put the company on trial, charging it with 150 instances of unfair labor practices and ordering it to rehire about 200 seamen fired for union activity and to pay them \$150,000 in back wages.

In September of 1950, a Senate Subcommittee held hearings on Labor-Management Relations in the East Coast Oil Tanker Industry, at which time a detailed story was unveiled of the entire Cities Service organizing drive. Paul Hall was the principal witness for the union.

He said that Cities Service was one of the "bitter enders" in the maritime industry, determined to wipe out attempts of seamen to organize "by fair means or foul."

The company had expected the SIU to be worn out by continual stalling, signal "finished with engines" and give up the fight. But they had miscalculated. In tackling the SIU they had taken on an outfit that would stand up to anyone, win or lose, and battle all the way.



This aerial shot of the Cities Service refinery in Philadelphia shows why it was difficult to organize tanker outfits. Companies could easily control access to the tanker docks in these huge refinery complexes.





## Dispatchers Report for Deep Sea

**JUNE 1-30, 1981**

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	10	4	0	1	1	0	12	12	1
New York	103	43	3	82	63	0	177	82	12
Philadelphia	4	0	0	2	0	0	11	9	1
Baltimore	25	9	1	9	6	0	54	27	5
Norfolk	15	8	0	9	3	0	32	24	1
Tampa	10	17	1	8	9	1	17	22	4
Mobile	15	8	0	9	2	0	34	10	1
New Orleans	67	29	4	58	36	0	155	47	9
Jacksonville	33	14	1	43	23	1	66	29	3
San Francisco	34	21	5	32	20	0	51	20	6
Wilmington	37	24	7	15	12	2	63	37	19
Seattle	29	20	3	31	16	1	64	32	9
Puerto Rico	17	2	0	20	10	1	23	0	0
Houston	68	21	3	54	34	0	138	43	12
Piney Point	0	1	0	0	8	0	0	0	0
Yokohama	0	1	1	1	0	2	2	1	0
<b>Totals</b>	<b>467</b>	<b>222</b>	<b>29</b>	<b>374</b>	<b>243</b>	<b>8</b>	<b>899</b>	<b>395</b>	<b>83</b>
<b>ENGINE DEPARTMENT</b>									
Boston	5	3	0	1	1	0	4	5	0
New York	85	35	2	60	45	0	154	58	3
Philadelphia	1	0	0	2	0	0	9	4	0
Baltimore	23	3	1	11	2	1	34	17	3
Norfolk	11	5	0	5	1	0	22	16	0
Tampa	9	3	1	3	4	1	15	10	1
Mobile	18	4	0	12	4	0	30	5	1
New Orleans	53	19	0	26	24	0	107	38	0
Jacksonville	21	10	1	27	10	0	38	12	4
San Francisco	31	18	2	33	14	2	39	17	5
Wilmington	17	9	6	14	10	0	27	22	16
Seattle	25	11	1	14	8	3	53	27	6
Puerto Rico	6	3	0	18	14	1	9	5	0
Houston	41	12	2	31	5	1	119	37	9
Piney Point	1	1	0	1	13	0	0	0	0
Yokohama	1	1	1	1	1	2	2	1	1
<b>Totals</b>	<b>348</b>	<b>137</b>	<b>17</b>	<b>259</b>	<b>156</b>	<b>11</b>	<b>662</b>	<b>274</b>	<b>49</b>
<b>STEWARD DEPARTMENT</b>									
Boston	1	4	0	1	3	0	1	8	0
New York	45	29	1	32	50	1	74	47	3
Philadelphia	0	1	0	0	0	0	4	4	0
Baltimore	10	2	0	8	3	1	16	7	3
Norfolk	9	3	0	2	7	0	20	13	3
Tampa	7	2	1	4	4	0	11	3	4
Mobile	20	2	0	7	0	0	30	3	0
New Orleans	31	3	1	30	29	1	50	11	1
Jacksonville	15	1	0	26	15	1	22	8	0
San Francisco	17	11	1	32	14	12	34	16	8
Wilmington	4	4	4	4	7	0	17	8	11
Seattle	22	1	4	14	12	3	42	4	17
Puerto Rico	7	1	0	10	12	0	11	4	0
Houston	31	7	0	25	14	0	64	19	2
Piney Point	0	3	0	0	33	0	0	1	0
Yokohama	0	0	1	0	0	1	0	0	0
<b>Totals</b>	<b>219</b>	<b>74</b>	<b>13</b>	<b>195</b>	<b>203</b>	<b>20</b>	<b>396</b>	<b>156</b>	<b>52</b>
<b>ENTRY DEPARTMENT</b>									
Boston	4	8	1				7	22	4
New York	23	136	39				38	258	103
Philadelphia	0	2	0				3	29	4
Baltimore	11	22	10				19	74	17
Norfolk	1	18	6				8	57	14
Tampa	1	16	1				5	31	7
Mobile	3	9	1				8	38	1
New Orleans	24	40	5				54	107	27
Jacksonville	17	33	3				18	56	10
San Francisco	12	24	30				27	50	47
Wilmington	6	19	36				9	58	96
Seattle	11	31	15				20	58	51
Puerto Rico	14	21	7				15	29	9
Houston	25	42	9				32	109	27
Piney Point	0	49	0				0	14	0
Yokohama	1	0	1				0	1	0
<b>Totals</b>	<b>153</b>	<b>470</b>	<b>164</b>				<b>263</b>	<b>991</b>	<b>417</b>
<b>Totals All Departments</b>	<b>1,187</b>	<b>903</b>	<b>223</b>	<b>828</b>	<b>602</b>	<b>39</b>	<b>2,220</b>	<b>1,816</b>	<b>601</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 June was good in all A&G deepsea ports. A total of 1,469 jobs were shipped in June to SIU-contracted deep sea vessels. Of the 1,469 jobs, only 828 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

## Directory of Ports

Frank Drozak, president  
Ed Turner, exec. vice president  
Joe DiGiorgio, secretary-treasurer  
Leon Hall, vice president  
Angus "Red" Campbell, vice president  
Mike Sacco, vice president  
Joe Sacco, vice president  
George McCartney, vice president

### HEADQUARTERS

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

### ALGONAC, Mich.

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

### ALPENA, Mich.

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

### BALTIMORE, Md.

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

### BOSTON, Mass.

215 Essex St. 02111  
(617) 482-4716

### CHICAGO, ILL.

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

### CLEVELAND, Ohio

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

### COLUMBUS, Ohio

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

### DULUTH, Minn.

705 Medical Arts Building 55802  
(218) RA 2-4110

### FRANKFORT, Mich.

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

### GLOUCESTER, Mass.

63 Rogers St. 01903  
(617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
(808) 537-5714

### HOUSTON, Tex.

1221 Pierce St. 77002  
(713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
(904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
(201) HE 5-9424

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
(504) 529-7546

### NORFOLK, Va.

115 3 St. 23510  
(804) 622-1892

### PADUCAH, Ky.

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

### PHILADELPHIA, Pa.

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

### PINEY POINT, Md.

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

### PORT ARTHUR, Tex.

534 9 Ave. 77640  
(713) 983-1679

### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
(415) 543-5855

### SANTURCE, P.R.

1313 Fernandez, Juncos,  
Stop 20 00909  
(809) 725-6960

### SEATTLE, Wash.

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

### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
(314) 752-6500

### TAMPA, Fla.

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

### TOLEDO, Ohio

935 Summit St. 43604  
(419) 248-3691

### WILMINGTON, Calif.

408 Avalon Blvd. 90744  
(213) 549-4000

### YOKOHAMA, Japan

P.O. Box 429  
Yokohama Port P.O. 5-6 Nihon Ohdori  
Naka-Ku 231-91  
201-7935





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Yokohama	0	1	1	1	0	2	2	1	0
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<b>ENGINE DEPARTMENT</b>									
Boston	5	3	0	1	1	0	4	5	0
New York	85	35	2	60	45	0	154	58	3
Philadelphia	1	0	0	1	0	0	9	4	0
Baltimore	23	0	0	11	0	0	34	17	3
Norfolk	11	5	0	5	1	0	22	16	0
Tampa	9	3	0	3	4	1	15	10	1
Mobile	18	4	0	12	4	0	30	5	0
New Orleans	53	19	0	26	24	0	107	38	0
Jacksonville	21	10	1	27	10	0	38	12	4
San Francisco	31	18	2	33	14	2	39	17	5
Wilmington	17	9	6	14	10	0	27	22	16
Seattle	25	11	6	14	8	3	53	27	6
Puerto Rico	6	3	0	18	14	1	9	5	0
Houston	41	12	2	31	13	0	119	37	0
Piney Point	1	1	1	1	0	2	2	1	1
Yokohama	1	1	1	1	1	0	2	1	0
<b>Totals</b>	<b>348</b>	<b>137</b>	<b>17</b>	<b>259</b>	<b>156</b>	<b>11</b>	<b>662</b>	<b>274</b>	<b>49</b>
<b>STEWARD DEPARTMENT</b>									
Boston	1	4	0	1	3	0	1	8	0
New York	45	29	1	32	50	0	74	47	0
Philadelphia	0	0	0	0	0	0	4	4	0
Baltimore	10	2	0	8	3	1	16	7	3
Norfolk	7	3	0	2	4	0	20	13	3
Tampa	9	2	0	4	4	0	11	3	0
Mobile	20	2	0	7	0	0	30	3	0
New Orleans	31	3	1	30	29	1	50	11	1
Jacksonville	15	11	0	26	15	1	22	8	0
San Francisco	17	11	1	32	14	12	34	16	8
Wilmington	4	4	4	4	7	0	17	8	11
Seattle	22	1	4	14	12	3	42	4	17
Puerto Rico	7	1	0	10	12	0	11	4	0
Houston	31	7	0	25	14	0	64	19	2
Piney Point	0	3	0	0	33	0	0	1	0
Yokohama	0	0	1	0	0	1	0	0	0
<b>Totals</b>	<b>219</b>	<b>74</b>	<b>13</b>	<b>195</b>	<b>203</b>	<b>20</b>	<b>396</b>	<b>156</b>	<b>52</b>
<b>ENTRY DEPARTMENT</b>									
Boston	4	8	1	7	7	0	7	22	4
New York	23	136	39	7	258	103	38	258	103
Philadelphia	0	2	0	3	29	4	4	4	4
Baltimore	11	22	10	19	74	17	19	74	17
Norfolk	1	18	6	8	57	14	8	57	14
Tampa	1	16	1	5	31	7	5	31	7
Mobile	3	9	1	8	38	1	8	38	1
New Orleans	24	40	5	54	107	27	54	107	27
Jacksonville	17	33	3	18	56	10	18	56	10
San Francisco	12	24	30	27	50	47	27	50	47
Wilmington	6	19	36	9	58	96	9	58	96
Seattle	11	31	15	20	53	51	20	53	51
Puerto Rico	14	21	7	15	29	9	15	29	9
Houston	25	42	9	32	109	27	32	109	27
Piney Point	0	49	0	0	14	0	0	14	0
Yokohama	1	0	1	1	0	0	1	0	0
<b>Totals</b>	<b>153</b>	<b>470</b>	<b>164</b>	<b>263</b>	<b>991</b>	<b>417</b>	<b>263</b>	<b>991</b>	<b>417</b>
<b>Totals All Departments</b>	<b>1,187</b>	<b>903</b>	<b>223</b>	<b>828</b>	<b>602</b>	<b>39</b>	<b>2,220</b>	<b>1,816</b>	<b>601</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 June was good in all A&G deepsea ports. A total of 1,469 jobs were shipped in June to SIU-contracted deep sea vessels. Of the 1,469 jobs, only 828 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

## Directory of Ports

Frank Drozak, president  
 Ed Turner, exec. vice president  
 Joe DiGiorgio, secretary-treasurer  
 Leon Hall, vice president  
 Angus "Red" Campbell, vice president  
 Mike Sacco, vice president  
 Joe Sacco, vice president  
 George McCartney, vice president

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

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

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

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

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

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

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

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

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

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

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

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

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

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

JERSEY CITY, N.J.  
 99 Montgomery St. 07302  
 (201) HE 5-9424

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Seafarer's New Book Destined to be Best Seller

THREE of the world's top contemporary literary figures including Norman Mailer, Arthur Clark (2001 A Space Odyssey) and Clifford Irving have highly acclaimed a new book written by an SIU member with 31 years of going to sea under his belt.

The author is Seafarer Peter Arthurs and the new book is entitled "With Brendan Behan," published by St. Martin's Press, New York City.

Here's what Mailer, Clark and Irving had to say:

"I know no memoir like this. There are sides of Brendan Behan never presented before, and yet I believe them. Peter Arthurs' book is intimate, scandalous, overpowering, and reads like a streak. No study of Behan will ever again be the same. What can I say? It has true flavor."

Norman Mailer

"An extraordinary feat of literary reincarnation, WITH BRENDAN BEHAN, unlike many books in the marketplace today, delivers exactly what its title promises. When you turn these pages you will be, whether you like it or not, With Brendan Behan."

Arthur C. Clarke  
 from the Forward to  
 WITH BRENDAN BEHAN

"This is a unique and unforgettable portrait of a sado-masochistic monster—a vicious tank of a man rolling relentlessly through the mine fields of America, crushing everything in sight until he blew up. I knew Brendan and couldn't stand him; but the bastard lived, he made his mark. Peter Arthurs' book bursts with a dogged reverence, and at the same time is a stunning story

of a worshiper's rites of passage toward freedom from the brutal writer who all but enslaved him. For that alone, it should live too."

Clifford Irving

With Brendan Behan, by Peter Arthurs, St. Martin's Press, 175 Fifth Ave., New York, N.Y. 10010, (212) 674-5151, \$16.95.

The book is a startling personal memoir of the tumultuous three years prior to Brendan Behan's death in 1964.

Arthurs became a close personal friend, confidant, body guard and companion to Behan, the famous Irish playwright, in 1961.

Arthurs memoir strips down the media-built character of Brendan Behan as the tough, bar-room brawling defender of the working class and Irish sovereignty, and paints an incredible new rendering of the real Brendan Behan, one of the most outrageous people who ever walked the face of the earth.

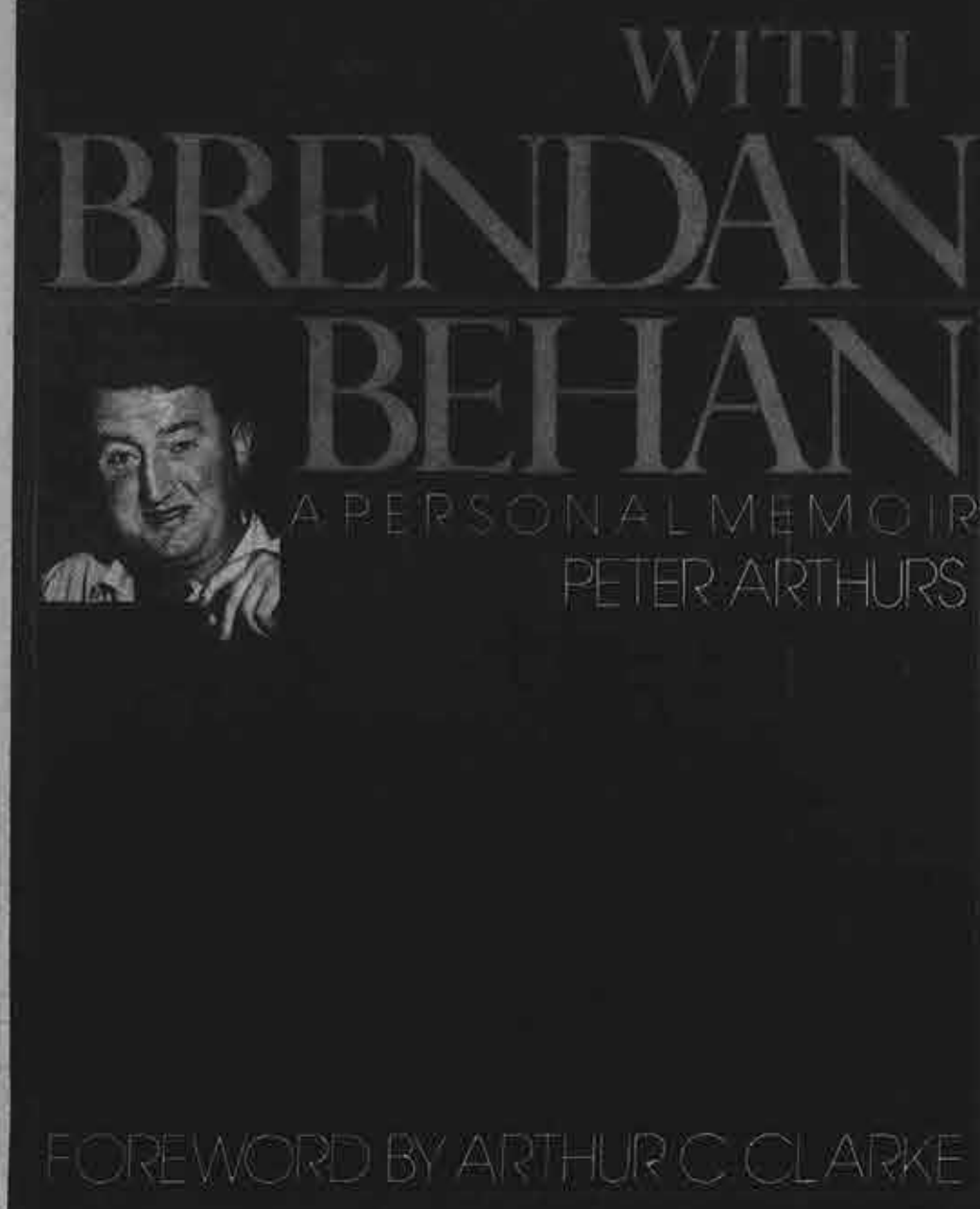
As you turn the pages of this unique diary recounting the antics of the self destructive Behan, you come to the realization that this book is much more than simply the telling of a story as it happened. For Arthurs, it is a confession of sorts, a cleansing of the soul and a determined effort to throw off the albatross of Brendan Behan from around his neck.

This book is by no means light reading. The language is harsh, but incredibly descriptive and at times outrageously funny.

You will either love the book or hate it. But you won't be able to put it down.

"I know no memoir like this. There are sides of Brendan Behan never presented before, and yet I believe them. Peter Arthurs' book is intimate, scandalous, overpowering, and reads like a streak. No study of Behan will ever again be the same. What can I say? It has true flavor."

Norman Mailer



## Personals

William Joseph Smith  
 Please contact, Annie Smith, 343 E. Pershing, Pritchard, Ala. 366103.

Ray G. Lamb  
 Please call Bernard Sachs. Tel. (215) 925-8200.

Mike Piskin  
 Please contact G. Ripcord Pulignano, 6514-Keystone St., Philadelphia, Pa. 19135.

Ramon Del Toro  
 Ramon Del Toro, formerly of 325 State St., Brooklyn, N.Y., please contact your nephew, Victor E. Lopez. Tel. 1-(914) 693-4651.

Jess Radell  
 Please contact Richard Worthy, c/o Mr. Mike Richardson, 420 Lytle Ct., Memphis, Tenn. 38122.

## Pride of Texas Committee



Here's the Ship's Committee of the new bulk carrier, the 36,000 dwt SS *Pride of Texas* (Livingston-Falcon) the first U.S. ship to carry 35,000 tons of American wheat to China this month. They are seated at the table (l. to r.) Chief Cook Jack White, steward delegate, Recertified Bosun Duke Duet, ship's chairman, Chief Steward J. Darrow, secretary-reporter, AB C.J. Blanchard, deck delegate and QMED S. Crawford, engine delegate. The vessel paid off recently at Orange, Tex. before the epoch-making voyage to Peking's port.

Author-Seafarer Peter Arthurs





**Lance Bailey**, 62, died on Feb. 1. Brother Bailey joined the SIU in 1942 in the port of New York sailing as a bosun. He upgraded at the HLS, Piney Point, Md. Seafarer Bailey was born in Alabama and was a resident of Tuscaloosa, Ala. Burial was in the Gray Cemetery, Walker County, Ala. Surviving are his sister, Lucille of Houston and a niece, Christine Bonita of Tuscaloosa.



**Pensioner Otto Robert Hoepner**, 72, passed away on June 8. Brother Hoepner joined the SIU in 1945 in the port of Norfolk sailing as a bosun for 29 years. He was a veteran of the U.S. Navy in World War II. Seafarer Hoepner was born in Hamburg, Germany and was a naturalized U.S. citizen. He was a resident of Staten Is., New York City.



**Ernest Morgan Jackman**, 49, died on July 13. Brother Jackman joined the SIU in the port of San Francisco in 1968 sailing as a FOWT. He was a veteran of the U.S. Army in the Korean War. Seafarer Jackman was born in Portsmouth, Va. and was a resident of San Francisco. Surviving are his widow, Hyong Mi; a son Song-Chin Pak; a daughter, Diane Jacqueline and his mother, Ella of Portsmouth.



**George J. Maloney**, 53, died on July 20. Brother Maloney joined the SIU in 1944 in the port of New York sailing as an AB. He was a veteran of the U.S. Army in the Korean War. Seafarer Maloney was born in Kentucky and was a resident of Slidell, La. Surviving are his widow, Dale Ann; his mother, Lela and a sister, Mrs. Lilly Lane, both of Middletown, Ohio.

**John Lopes**, 80, passed away on Nov. 11, 1980. Brother Lopes joined the AFU in the port of Gloucester in 1980. He was born in Portugal and was a resident of Gloucester. Surviving is his widow, Rose.

**Pensioner Theodore Harold Jones**, 66, died of heart failure on Feb. 6. Brother Jones joined the MC&S in 1955 sailing as an assistant cook. He first sailed on the West Coast in 1946. And he sailed 29 years. Jones was a resident of Los Angeles. Burial was in Holy Cross Cemetery, Los Angeles. Surviving are his widow, Thelma and a daughter, Julie of New Orleans.



**Edmund Richard Cross**, 47, died on June 6. Brother Cross joined the Union in the port of Buffalo, N.Y. in 1962 sailing as an AB for Kinsman Marine. He was a veteran of the U.S. Air Forces during the Korean War. Laker Cross was born in Superior, Wisc. and was a resident there. Surviving are his widow, Dolores of Superior; two sons, Gary and Gregory and his mother, Agnes of Superior.



**Pensioner Ernest Emil Rau**, 75, passed away on May 24. Brother Rau joined the Union in the port of New York in 1960 sailing as a deckhand and bridge motorman for the Penn Central RR from 1926 to 1971. He was a former member of the Assn. Maritime Workers, MM&P Union from 1950 to 1960. Boatman Rau was born in Germany and was a resident of Hasbrouck Heights, N.J. Surviving is his widow, Anna.



**Pensioner Jerome Anthony Di Domenico**, 71, passed away from heart failure in Nassau Hospital, Mineola, L.I., N.Y. on June 8. Brother Di Domenico joined the Union in the port of New York in 1966 sailing as an oiler for 23 years and tug dispatcher on Pier H, Jersey City, N.J. for the Penn Central RR from 1940 to 1972. He was a former member of the Brotherhood of Railroad Clerks, Local 1463, Union City, N.J. from 1940 to 1966. Boatman Di Domenico also worked for the Federal Advertising Agency from 1936 to 1940. Di Domenico was born in New York City and was a resident of Massapequa, L.I., N.Y. Interment was in Pinelawn's St. Charles Cemetery, Farmingdale, L.I., N.Y. Surviving are three sons, Jerome Jr., Robert and Alfonso of New York City and a sister, Mrs. Rosemary Shaw of New York City.

**Pensioner Frederick Carl Baumler Jr.**, 70, was dead on arrival of a heart attack at the Winter Haven (Fla.) Hospital on Jan. 18. Brother Baumler joined the Union in 1938 in the port of Lorain, Ohio sailing as a deckhand for the L.A. Wells Construction Co. from 1939 to 1946 and the Great Lakes Towing Co. from 1938 to 1975. He was a former member of the Licensed Tugmen's, Pilots Protective Assn. Local 14 from 1939 to 1961. Laker Baumler was a motorboat operator for 45 years. A native of Kelley's Is., Ohio, he was a resident of Sandusky, Ohio. Burial was in Calvary Cemetery, Sandusky. Surviving are his widow, Dorothy; two sons, Frederick Jr. and John and two daughters, Janet and Joyce.

**Pensioner Manuel N. Gementiza**, 80, died of a cerebral hemorrhage in Metropolitan Hospital Manila, P.I. on Nov. 21, 1980. Brother Gementiza joined the MC&S in the port of San Francisco sailing as a chief cook. He first sailed on the West Coast in 1925. A native of the Philippines, he was a resident of San Francisco. Surviving are his widow, Rosario and a daughter, Agnes.



**Thomas Samuel Siciliano**, 67, died in the Seattle-USPHS Hospital on July 8. Brother Siciliano joined the SIU in the port of Seattle in 1973 sailing as a FOWT for Sea-Land. He was born in Canada and was a resident of Seattle. Surviving is his widow, Jenny of Vancouver, British Columbia, Canada.



**Pensioner Harold Emil Thilhorn**, 72, succumbed to lung failure in the Community Hospital, Cheboygan, Mich. on June 7. Brother Thilhorn joined the Union in the port of Detroit in 1961 sailing as a cook on the SS Chief Wawatana (Makinac Transportation). He sailed 26 years and during World War II. Born in Cheboygan, he was a resident there. Burial was in Pinehill Cemetery, Cheboygan. Surviving are his widow, Lela; two sisters, Mrs. Faye Jewell and Mrs. Ada Beatrice Jewell, both of Cheboygan and a granddaughter, Margaret Moore.

**Pensioner Charles Frederick Crockett**, 61, died of pneumonia in the Maryland General Hospital, Baltimore on Oct. 25, 1980. Brother Crockett joined the Union in the port of Baltimore in 1957 sailing as a deckhand and 2nd engineer for Harbor Towing. He was born in Tangier, Va. and was a resident of Baltimore. Burial was in Cedar Hill Cemetery, Baltimore. Surviving are his widow, Theresa; two sons, Paul and Charles Jr. and a daughter, Ellen.

**Ollins Hoffpauir Jr.**, 61, died of a heart attack on the M/V K.C. Smith (Sabine Towing) offshore West Cameron, La. in the Gulf's Indian Bayou on Nov. 12, 1980. Brother Hoffpauir joined the Union in Port Arthur, Tex. in 1963 sailing as a captain for Sabine Towing from 1945 to 1981. He was a former member of the NMU from 1960 to 1963. Boatman Hoffpauir was born in Polman Flats, La. and was a resident of Lake Charles, La. Surviving is his brother, Ronald Lee Guillot of River Ridge, La.

**Pensioner Edward Joseph V. Leathem Jr.**, 49, succumbed to liver failure in the West Jefferson General Hospital, Marrero, La. on Oct. 16, 1980. Brother Leathem joined the Union in the port of New Orleans in 1956 sailing as a deckhand and tanker for Dixie Carriers. He was a veteran of the U.S. Air Forces during the Korean War. Boatman Leathem was born in New Orleans and was a resident of Avondale, La. Cremation took place in the St. John's Crematory, New Orleans. Surviving are his widow, Josephine and his parents, Mr. and Mrs. E. J. Leathem Sr. of New Orleans.

**Pensioner John E. Smith**, 77, passed away from heart-lung failure in the Einstein Medical Center, North Division, Philadelphia on Jan. 15. Brother Smith joined the Union in the port of Philadelphia in 1960 sailing as a tug captain for IOT from 1941 to 1969 and for the Graham Oil Transportation Co. from 1936 to 1941. He was a veteran of the U.S. Coast Guard before World War II. Boatman Smith was born in Wanchese County, N.C. and was a resident of Philadelphia. Burial was in the Holy Sepulchre Cemetery, Wyndmar, Pa. Surviving is his widow, Agnes.



**Pensioner Robert Gregory Jr.**, 66, died on May 22. Brother Gregory joined the SIU in the port of Norfolk in 1956 sailing in the steward department. He was a veteran of the U.S. Army in World War II. Seafarer Gregory was born in Edenton, N.C. and was a resident of Chesapeake, Md. Surviving are his widow, Dorothy; a sister, Mrs. Melinda Gaines of Chesapeake and a nephew Robert Gregory III, also of Chesapeake.

**Lyle Miller**, 20, died in Port Arthur on Nov. 10, 1980. Brother Miller joined the Union in Port Arthur in 1978 sailing as a deckhand for Sabine Towing from 1977 to 1980. He was born in Port Arthur and was a resident of Port Neches, Tex. Interment was in the Oak Bluff Memorial Park Cemetery, Port Neches. Surviving are his mother, Valdris of Beaumont, Tex. and his father, Herman.

**Pensioner Charles Francis Van Schaack Jr.**, 58, passed away from leukemia on Jan. 15. Brother Van Schaack joined the Union in the port of New York in 1960 sailing as a deckhand for the N.Y. Central-Pennsylvania Railroad's Tug 25 from Weehawken, N.J. from 1940 to 1971. He was a union member from 1940. Boatman Van Schaack was a veteran of the U.S. Navy in World War II. Born in Hoboken, N.J., he was a resident of Ridgefield, N.J. Interment was in the George Washington Memorial Park Cemetery, Paramus, N.J. Surviving are his widow, Claire; two sons, Charles Jr. and Edward and a daughter, Susan.

**Pensioner Bennett Cook Sterling**, 61, died of lung disease in the Long Beach (Calif.) Community Hospital, Los Angeles on Dec. 14, 1980. Brother Sterling joined the MC&S in the port of San Francisco in 1955 sailing as an officers' mess waiter. He first sailed on the West Coast in 1946. Born in California, he was a resident of Daly City, Calif. Burial was in Green Hills Cemetery, San Pedro, Calif. Surviving are his widow, Betty; two daughters, Jacqueline and Pamela, and a sister, Mrs. Betty Domegeaux of Los Angeles.

**Pensioner Calvin Claude Adams**, 78, succumbed to lung failure in the Portland (Ore.) U.S. Veterans Administration Hospital on Aug. 17, 1980. Brother Adams joined the SIU's MC&S Union in 1945 in the port of San Francisco sailing as a chief cook. And he first sailed on the West Coast in 1919. He sailed during World War II and was a veteran of the U.S. Armed Forces. Adams was born in Texas and was a resident of Portland. Burial was in Rose City Cemetery, Portland. Surviving are two nieces, Gilda and Linda and a granddaughter, Yvette.

**Pensioner Elinio Rafael Armero Baliche**, 84, passed away from a ruptured appendix in the San Francisco USPHS Hospital on Feb. 4. Brother Baliche joined the MC&S in 1945 in the port of San Francisco sailing as a chief steward. He first sailed on the West Coast in 1933. Baliche also sailed in World War II. Born in the Philippine Is., he was a resident of San Francisco. Interment was in Woodlawn Cemetery, Colma, Calif. Surviving are widow, Rosa; a son, Joseph; two daughters, Maxima and Rebecca and a sister, C. Kellogg of San Francisco.





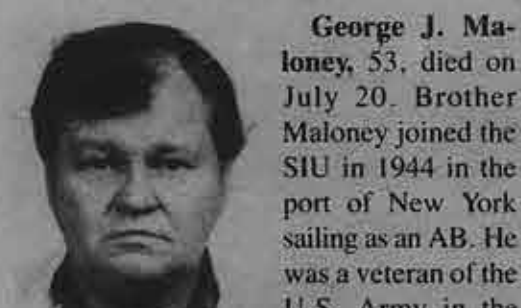
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**Pensioner Otto Robert Hoepner**, 72, passed away on June 8. Brother Hoepner joined the SIU in 1945 in the port of Norfolk sailing as a bosun for 29 years. He was a veteran of the U.S. Navy in World War II. Seafarer Hoepner was born in Hamburg, Germany and was a naturalized U.S. citizen. He was a resident of Staten Is., New York City.



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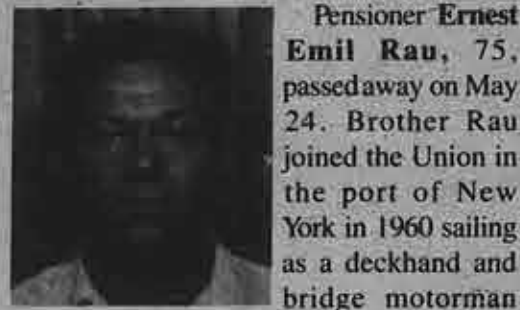
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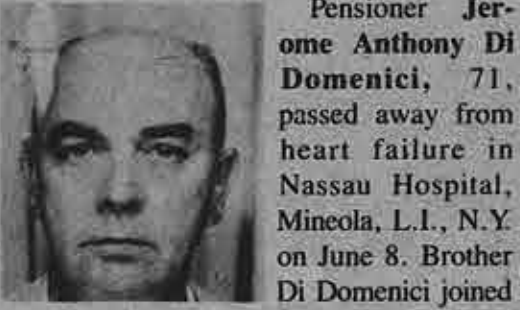
**Pensioner Theodore Harold Jones**, 66, died of heart failure on Feb. 6. Brother Jones joined the MC&S in 1955 sailing as an assistant cook. He first sailed on the West Coast in 1946. And he sailed 29 years. Jones was a resident of Los Angeles. Burial was in Holy Cross Cemetery, Los Angeles. Surviving are his widow, Thelma and a daughter, Julie of New Orleans.



**Edmund Richard Cross**, 47, died on June 6. Brother Cross joined the Union in the port of Buffalo, N.Y. in 1962 sailing as an AB for Kinsman Marine. He was a veteran of the U.S. Air Forces during the Korean War. Laker Cross was born in Superior, Wisc. and was a resident there. Surviving are his widow, Dolores of Superior; two sons, Gary and Gregory and his mother, Agnes of Superior.



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**Pensioner Frederick Carl Baumber Jr.**, 70, was dead on arrival of a heart attack at the Winter Haven (Fla.) Hospital on Jan. 18. Brother Baumber joined the Union in 1938 in the port of Lorain, Ohio sailing as a deckhand for the L.A. Wells Construction Co. from 1939 to 1946 and the Great Lakes Towing Co. from 1938 to 1975. He was a former member of the Licensed Tugmen's, Pilots Protective Assn. Local 14 from 1939 to 1961. Laker Baumber was a motorboat operator for 45 years. A native of Kelley's Is., Ohio, he was a resident of Sandusky, Ohio. Burial was in Calvary Cemetery, Sandusky. Surviving are his widow, Dorothy; two sons, Frederick Jr. and John and two daughters, Janet and Joyce.

**Pensioner Manuel N. Gementiza**, 80, died of a cerebral hemorrhage in Metropolitan Hospital Manila, P.I. on Nov. 21, 1980. Brother Gementiza joined the MC&S in the port of San Francisco sailing as a chief cook. He first sailed on the West Coast in 1925. A native of the Philippines, he was a resident of San Francisco. Surviving are his widow, Rosario and a daughter, Agnes.



**Thomas Samuel Siciliano**, 67, died in the Seattle-USPHS Hospital on July 8. Brother Siciliano joined the SIU in the port of Seattle in 1973 sailing as a FOWT for Sea-Land. He was born in Canada and was a resident of Seattle. Surviving is his widow, Jenny of Vancouver, British Columbia, Canada.



**Pensioner Harold Emil Thilhorn**, 72, succumbed to lung failure in the Community Hospital, Cheboygan, Mich. on June 7. Brother Thilhorn joined the Union in the port of Detroit in 1961 sailing as a cook on the SS Chief Wawatam (Makinac Transportation). He sailed 26 years and during World War II. Born in Cheboygan, he was a resident there. Burial was in Pinehill Cemetery, Cheboygan. Surviving are his widow, Lela; two sisters, Mrs. Faye Jewell and Mrs. Ada Beatrice Jewell, both of Cheboygan and a granddaughter, Margaret Moore.

**Pensioner Charles Frederick Crockett**, 61, died of pneumonia in the Maryland General Hospital, Baltimore on Oct. 25, 1980. Brother Crockett joined the Union in the port of Baltimore in 1957 sailing as a deckhand and 2nd engineer for Harbor Towing. He was born in Tangier, Va. and was a resident of Baltimore. Burial was in Cedar Hill Cemetery, Baltimore. Surviving are his widow, Theresa; two sons, Paul and Charles Jr. and a daughter, Ellen.

**Ollins Hoffpauir Jr.**, 61, died of a heart attack on the M/V K.C. Smith (Sabine Towing) offshore West Cameron, La. in the Gulf's Indian Bayou on Nov. 12, 1980. Brother Hoffpauir joined the Union in Port Arthur, Tex. in 1963 sailing as a captain for Sabine Towing from 1945 to 1981. He was a former member of the NMU from 1960 to 1963. Boatman Hoffpauir was born in Polman Flats, La. and was a resident of Lake Charles, La. Surviving is his brother, Ronald Lee Guillot of River Ridge, La.

**Pensioner Edward Joseph V. Leatham Jr.**, 49, succumbed to liver failure in the West Jefferson General Hospital, Marrero, La. on Oct. 16, 1980. Brother Leatham joined the Union in the port of New Orleans in 1956 sailing as a deckhand and tankerman for Dixie Carriers. He was a veteran of the U.S. Air Forces during the Korean War. Boatman Leatham was born in New Orleans and was a resident of Avondale, La. Cremation took place in the St. John's Crematory, New Orleans. Surviving are his widow, Josephine and his parents, Mr. and Mrs. E. J. Leatham Sr. of New Orleans.

**Pensioner John E. Smith**, 77, passed away from heart-lung failure in the Einstein Medical Center, North Division, Philadelphia on Jan. 15. Brother Smith joined the Union in the port of Philadelphia in 1960 sailing as a tug captain for IOT from 1941 to 1969 and for the Graham Oil Transportation Co. from 1936 to 1941. He was a veteran of the U.S. Coast Guard before World War II. Boatman Smith was born in Wanchese County, N.C. and was a resident of Philadelphia. Burial was in the Holy Sepulchre Cemetery, Wyndear, Pa. Surviving is his widow, Agnes.



**Pensioner Robert Gregory Jr.**, 66, died on May 22. Brother Gregory joined the SIU in the port of Norfolk in 1956 sailing in the steward department. He was a veteran of the U.S. Army in World War II. Seafarer Gregory was born in Edenton, N.C. and was a resident of Chesapeake, Md. Surviving are his widow, Dorothy; a sister, Mrs. Melinda Gaines of Chesapeake and a nephew Robert Gregory III, also of Chesapeake.

**Lyle Miller**, 20, died in Port Arthur on Nov. 10, 1980. Brother Miller joined the Union in Port Arthur in 1978 sailing as a deckhand for Sabine Towing from 1977 to 1980. He was born in Port Arthur and was a resident of Port Neches, Tex. Internment was in the Oak Bluff Memorial Park Cemetery, Port Neches. Surviving are his mother, Valdie of Beaumont, Tex. and his father, Herman.

**Pensioner Charles Francis Van Schaack Jr.**, 58, passed away from leukemia on Jan. 15. Brother Van Schaack joined the Union in the port of New York in 1960 sailing as a deckhand for the N.Y. Central-Pennsylvania Railroad's Tug 25 from Weehawken, N.J. from 1940 to 1971. He was a union member from 1940. Boatman Van Schaack was a veteran of the U.S. Navy in World War II. Born in Hoboken, N.J., he was a resident of Ridgefield, N.J. Internment was in the George Washington Memorial Park Cemetery, Paramus, N.J. Surviving are his widow, Claire; two sons, Charles Jr. and Edward and a daughter, Susan.

**Pensioner Bennett Cook Sterling**, 61, died of lung disease in the Long Beach (Calif.) Community Hospital, Los Angeles on Dec. 14, 1980. Brother Sterling joined the MC&S in the port of San Francisco in 1955 sailing as an officers' mess waiter. He first sailed on the West Coast in 1946. Born in California, he was a resident of Daly City, Calif. Burial was in Green Hills Cemetery, San Pedro, Calif. Surviving are his widow, Betty; two daughters, Jacqueline and Pamela and a sister, Mrs. Betty Demeugeaux of Los Angeles.

**Pensioner Calvin Claude Adams**, 78, succumbed to lung failure in the Portland (Ore.) U.S. Veterans Administration Hospital on Aug. 17, 1980. Brother Adams joined the SIU's MC&S Union in 1945 in the port of San Francisco sailing as a chief cook. And he first sailed on the West Coast in 1919. He sailed during World War II and was a veteran of the U.S. Armed Forces. Adams was born in Texas and was a resident of Portland. Burial was in Rose City Cemetery, Portland. Surviving are two nieces, Gilda and Linda and a granddaughter, Yvette.

**Pensioner Elio Rafael Armero Baliche**, 84, passed away from a ruptured appendix in the San Francisco USPHS Hospital on Feb. 4. Brother Baliche joined the MC&S in 1945 in the port of San Francisco sailing as a chief steward. He first sailed on the West Coast in 1934. Baliche also sailed in World War II. Born in the Philippine Is., he was a resident of San Francisco. Internment was in Woodlawn Cemetery, Colma, Calif. Surviving are his widow, Rosa; a son, Joseph; two daughters, Maxima and Rebecca and a sister, Mrs. C. Kellogg of San Francisco.

## Drozak Calls For Maritime Labor Unity at ILA Convention

Atlantic City, N.J.—Bluntly stating that the future of the U.S. maritime industry depends on active cooperation among maritime labor

unions, SIUNA President Frank Drozak told the annual International Longshoremen's Association Convention that maritime labor must

put aside past differences and "develop a cohesive policy among ourselves."

Drozak, who is also president of the AFL-CIO Maritime Trades Department, addressed the 71st annual ILA convention here on July 21.

"If we continue to get bogged down in jurisdictional disputes," Drozak told the ILA whose membership includes inland boatmen as well as longshoremen, "our enemies will devour us."

Drozak said that "unless we start rowing in the same direction," he warned, "there will be no industry to fight about."

Noting that both the number of deep sea shipboard jobs and employment figures for American longshoremen had slipped in the 1970's Drozak called for a united effort to "make the 1980's years of growth—years of working together and years of setting aside differences. "If we pursue a united approach," he said, "then I am certain we will begin to see real victories in the months and years ahead."

"Communication is the key," said Drozak, adding that "a positive step towards open communication" was taken when the ILA reaffiliated with the MTD last February.

"In the fights for social and economic fair play," Drozak reminded the ILA delegates and officials, "organized labor has always been on the front lines. As we enter labor's second century," he continued, "let no historian write that we ever turned our backs while our enemies' foul play undid the good works of decades."

Targeting unity as the number one objective of organized labor in general and maritime labor in particular Drozak said "our second task is to develop a cohesive program with management."

"We share the same boat," the SIUNA president said, speaking of maritime labor and industry. "It is only after we are determined and unified as an industry" that we will be able to succeed at the critical tasks of restoring and reviving the U.S. merchant marine.

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## Help Your Brother Down the Road to Sobriety

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

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

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

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

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

### Alcoholic Rehabilitation Center

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

Name ..... Book No. ....

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

Mail to: THE CENTER Telephone No. ....

Star Route Box 153-A  
Valley Lee, Md. 20692

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





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CHARLESTON  
SEA-LAND RESOURCE  
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OGDEN CHARGER  
AMBASSADOR  
SCORPIO  
SANTA MARIA  
TAMPA  
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COASTAL KANSAS  
HOUSTON  
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OGDEN WILLAMETTE  
OVERSEAS ALASKA  
THOMPSON PASS  
SEA-LAND VOYAGER  
POINT REVERE  
PHILADELPHIA  
SEA-LAND PATRIOT  
ROSE CITY  
MANHATTAN  
WILLIAMSBURGH  
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SAN JUAN  
SEA-LAND EXPLORER  
SEA-LAND LEADER  
BOSTON  
CHARLESTON  
SEA-LAND RESOURCE  
DEL CAMPO  
OGDEN CHARGER  
AMBASSADOR  
SCORPIO  
SANTA MARIA  
TAMPA  
NEWARK  
COASTAL KANSAS  
HOUSTON  
COVE SAILOR  
OVERSEAS ALEUTIAN  
SEA-LAND CONSUMER  
OGDEN CHAMPION  
DELTA MAR  
DELTA CARIBE  
SEA-LAND ENDURANCE  
OGDEN WILLAMETTE  
OVERSEAS ALASKA  
THOMPSON PASS  
SEA-LAND VOYAGER  
POINT REVERE  
PHILADELPHIA  
SEA-LAND PATRIOT  
ROSE CITY  
MANHATTAN  
WILLIAMSBURG  
COVE RANGER  
MERRIMAC  
PRESIDENT MCKINLEY  
SEA-LAND MARINER  
DEL RIO  
SAM HOUSTON  
SEA-LAND LIBERATOR

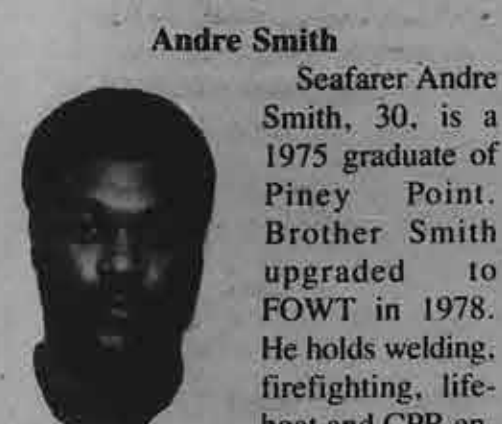


#### Barbara Malecek

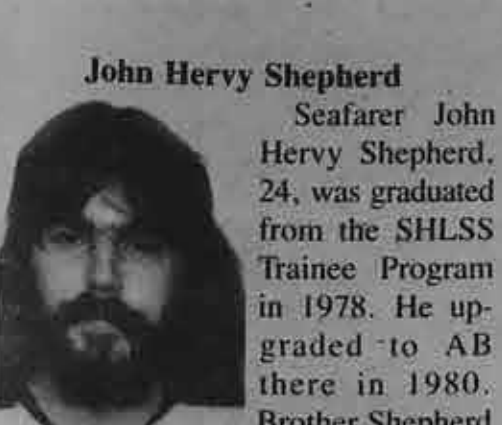
Seafarer Barbara Malecek, 25, graduated from the Seafarers Harry Lundberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1979. Sister Malecek upgraded to FOWT there in 1979, too. She has the firefighting, lifeboat, LNG safety and CPR endorsements. This year she earned the QMED rating. Her home port is Seattle.



Cardell Dunn, 24, is a 1977 graduate of the SHLSS Trainee Program. Brother Dunn upgraded to FOWT last year. He got his QMED endorsement this year. Dunn holds the CPR, firefighting and lifeboat certificates. And he lives and ships from the port of San Francisco.



Seafarer Andre Smith, 30, is a 1975 graduate of Piney Point. Brother Smith upgraded to FOWT in 1978. He holds welding, firefighting, lifeboat and CPR endorsements. Born in Norfolk, he lives and ships out of that port city.



Seafarer John Hervy Shepherd, 24, was graduated from the SHLSS Trainee Program in 1978. He upgraded to AB there in 1980. Brother Shepherd holds the firefighting, lifeboat and CPR papers. Shepherd ships out of the port of New Orleans.

#### James B. Darda

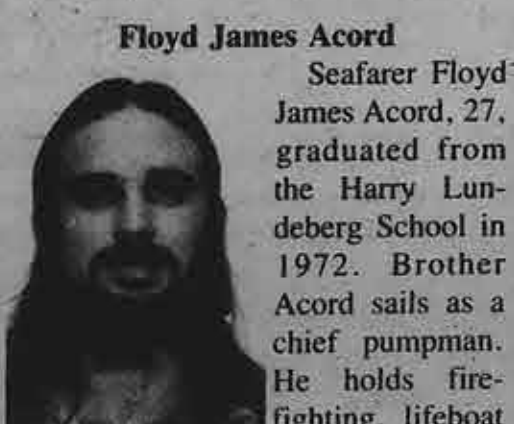
Seafarer James B. Darda, 27, graduated from Piney Point in 1975. He upgraded to AB in 1979. Brother Darda has the LNG, CPR, firefighting, lifeboat and first aid documents. Darda says he'll get his 3rd mate ticket in two years. He's a native and resident of Baltimore and ships out of all ports.



Seafarer Dennis R. Groleau, 25, graduated from the SHLSS in 1979. Brother Groleau sails Group 1 in the steward department. He has earned LNG, firefighting, lifeboat and CPR endorsement. Groleau lives in Massachusetts and ships out of the port of New York.

#### Rafael Atehortua

Seafarer Rafael Atehortua, 44, started sailing in 1970. Brother Atehortua upgraded to QMED at the SHLSS in 1979. He has sailed as a tankerman and chief pumpman. Atehortua has the LNG, lifeboat, firefighting, first aid and CPR tickets. And he's a yoga teacher. He ships out of the port of San Francisco.



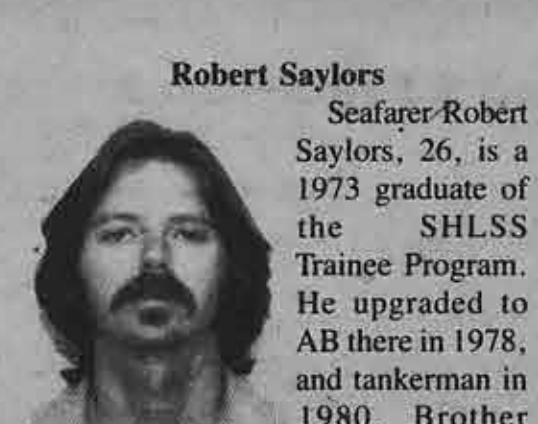
Seafarer Floyd James Acord, 27, graduated from the Harry Lundberg School in 1972. Brother Acord sails as a chief pumpman. He holds firefighting, lifeboat and CPR tickets. Acord lives in Redondo Beach, Calif. and ships out of the port of Wilmington.

#### Douglas C. Barnes

Seafarer Douglas C. Barnes, 26, graduated from Piney Point in 1976. The next two years he sailed as a tankerman for National Marine Service in the port of Houston. Brother Barnes upgraded to FOWT at the HLSS in 1978. He now sails as a QMED and pumpman. Barnes also earned the CPR, lifeboat and firefighting documents. He lives in and sails out of the port of Seattle.

#### Robert "Doc" Welles

Seafarer Robert "Doc" Welles, 26, graduated from Piney Point in 1979. Brother Welles has upgraded to AB. He has the firefighting, lifeboat and CPR tickets. Welles ships out of West Coast ports.



Seafarer Robert Saylor, 26, is a 1973 graduate of the SHLSS Trainee Program. He upgraded to AB there in 1978, and tankerman in 1980. Brother Saylor earned the CPR, lifeboat and firefighting endorsements. He sails out of the port of San Francisco.

#### Ray Lopez Jr.

Seafarer Ray Lopez Jr., 20, graduated from Piney Point in 1979. He upgraded to AB. Brother Lopez earned the CPR, lifeboat and firefighting endorsements. Lopez ships out of the port of New York.

### Notice On Job Call Procedure (Inland)

When throwing in for work during a job call at any SIU Hiring Hall, boatmen must produce the following:

- membership certificate (where possessed)
- registration card
- clinic card
- seaman's papers

### Massachusetts Committee



Coming in from Scotland late last month, is the Ship's Committee of the VLCC Massachusetts (Bay Tankers) at a payoff at Red Hook, Brooklyn, N.Y. They are (l. to r.) Chief Cook Francisco Monsibals, steward delegate; Chief Steward/Baker Joseph S. Smith, secretary-reporter; AB James M. Williams, deck delegate; Bosun Henry E. Jones, ship's chairman and QMED/Chief Pumpman W.T. Christopher, engine delegate.

## AUTOMATION

Brothers: Today's Modern Ships need qualified Seafarers with the highest regard in safety and professionalism.

World technology is moving Automation into our lives aboard our U.S. Flag vessels to ensure the swiftest, safest shipment of goods. Experience is needed to meet these new challenges. Experience gained through Automation class is offered by the Seafarers Harry Lundberg School of Seamanship.

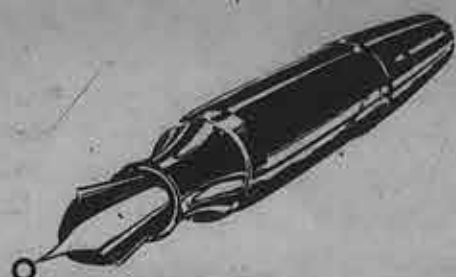
Contact SHLSS or your SIU Field Representative for details.

**Courses begin: September 14 - October 9**

**November 20 - December 18**



# LETTERS TO THE EDITOR



## WW II Hero Pulled 3 From Drink

There is an error in the April issue of the *Log* in the article entitled "SIU in W.W. II—Heroes in Dungarees." It says the *Seatrains Texas* was torpedoed Jan. 19, 1942. The *Seatrains Texas* was not torpedoed. It was the *City of Atlanta*.

It was my husband, Gustav S. Carlson, that went in a life boat from the *Seatrains Texas* and picked up those three men Dowdy, Fennell, and Tovel from the wreckage of the *City of Atlanta*. This is just to keep the record straight. Mr. Carlson shipped out the whole duration of the war. He had many narrow escapes but was never on a torpedoed vessel. I thought it should be corrected.

Yours sincerely,  
Mrs. Ruth Carlson  
(wife) Gustav S. Carlson

P.S.

Just another thank you to the S.I.U. Plans for everything you are doing for my husband. It's the greatest organization in the world.

Thank you again,  
R.C.

## Scholarship Winner in Pre-Med

I am writing to express my thanks and appreciation to the entire Seafarers International Union for the scholarship which has been helping fund my college career for the past three years.

I have been attending Eastern Mennonite College in Harrisonburg, Virginia where I am majoring in Biology and Chemistry for my pre-medical studies. My time spent at college has been very rewarding to me in all senses; physical, mental, and spiritual. College has taught me how to apply myself with people and situations that come about in everyday life.

I feel that attending a small, private college has been very beneficial to me in that I get to personally interact with my professors, which I find a very rewarding experience.

On April 4, 1981, of this year I took the Medical College Admission Test (MCAT) which was about eight hours in duration and tested one's knowledge of the first three years of college. I thank the Lord that the testing went well and that the results were good.

Presently, I am applying to medical schools and the earliest possible acceptance date will be around November.

I again want to thank the SIU for the scholarship because with the ever increasing tuition rates, the money is appreciated.

I would like to close with congratulating this year's winners with the hope that they will strive to achieve the goals they have mapped out for themselves.

Thank you!

Sincerely,  
Sigmund Seiler

## Everyone Loves the Log...

It is our pleasure to be receiving your fine publication for quite a few years through the courtesy of an SIU member in California, our valued friend of many years.

We have received much knowledge that we would not have access to any other way. We have missed the fine articles by the late Paul Hall, and we extend our wishes for long life and much success to Mr. Frank Drozak.

Thank you once again for the *Log*. Our sincere best wishes for continued success with the paper.

Sincerely,  
Alva R. Rainier and Family  
Lake City, Mich.

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I'm sick and tired of receiving your *Log* magazine all the time. I've been getting it for over a year. Mr. E. M. Sharay has left the country and has no intention of coming back, and I've been getting his paper.

Please discontinue immediately. I've got high blood pressure, and every time I see that *Log* it drives me nuts.

Thank you,  
Norman Sharay  
Dearborn, Mich.

## BP Lauds UST Pacific Crew

We are accustomed to hearing good things about our American flag vessels, but it usually comes in the course of a management meeting or telephone call. Therefore, it gives me the greatest pleasure to share with you the comments made on the occasion of the lay-up of the *UST Pacific* recently made by the British Petroleum Shipcare Port Captain. His comments were as follows:

*"This is the first ULCC that we have had under our care, a fine vessel and well maintained in every respect and therefore all the more saddening to be involved in the lay up of such a vessel."*

*"This vessel was of an all American crew who understandably were very proud of the vessel. I understand that both officers and crew are Union members and not Company. Therefore it is all the more to their credit for the enthusiasm and dedication in laying up the ship."*

*"Finally I think I voice the opinion of all the officers and crew involved in the lay up of this vessel from British Petroleum, when I state that it was a pleasure to work with, and socialize with, the Superintendents, Captain, Officers and crew of the UST Pacific, and my own view is that all concerned are a credit to the American Merchant Marine."*

Captain A. E. Sainty,  
British Petroleum

I hope you will join me in extending congratulations to those Union members involved.

With kindest personal regards, I am,

Sincerely,  
GEORGE P. STEELE, President  
Interocean Management

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## Alaska Oil Swap Plan Rears Its Ugly Head

TWO years ago the *Log* announced a big victory for U.S. consumers and seafarers under the headline "Alaskan Oil Will Not Be Exported." Unfortunately, we should have added the words "For Now."

In Oct., 1979, then-President Carter signed into law the Export Administration Act which banned the sale, export or swap of Alaskan-produced crude oil.

That Act had the vigorous support of this Union, as well as many consumer and public interest groups because it guaranteed that the American people had exclusive rights to the nation's only extensive oil reserve.

Passage of the Export Administration Act put the kibosh on the oil companies' fond hopes that they'd be able to export Alaskan crude to Japan and bring in additional import supplies to the U.S. from Mexico or the Middle East. Since both ends of the swap involved a foreign country, the oil companies would surely use their foreign flag tankers for both the export and import ends of the transaction.

The Export Administration Act was hotly debated against a backdrop of nationwide oil shortages, which pricked the conscience of Congress. It was difficult to justify the export of our only secure oil resources while their constituents waited on long gas lines.

Today the gas crunch of 1979 is just a memory. But the issue of exporting Alaskan oil to Japan is being fired up once again.

A bill was introduced in the House of Representatives late last month which includes a provision to amend the Export Administration Act and allow the sale of Alaskan crude to Japan.

Co-sponsored by Congressmen Jim Jones (D-Okla.), Bill Frenzel (R-Minn.) and Sam Gibbons (D-Fla.) the bill, H.R. 4346, is essentially a mechanism to implement recommendations to improve U.S.-Japanese trade relations, embodied in a report by the U.S.-Japan Economic Relations Group.

The group's recommendations—and the bill designed to implement them—touch on many areas of U.S.-Japanese relations. But only the bill's Title III which would amend the Export Administration Act, spells disaster for the interests of U.S. consumers and national security.

Rep. Jones has said H.R. 4346 is just a "talking piece" intended to stimulate debate and discussion on Nippon-American trade. The bill has been referred to three different House committees and hearings will probably be scheduled sometime next year.

Debate and discussion on the bill's Title III have already taken place, less than two years ago, prior to passage of the Export Administration Act. And the reasons for banning the sale of Alaskan oil to Japan now are the same as they were then.

Exporting Alaskan crude will deprive the American people of a source

of secure, domestically-produced oil. The fact that the oil shortage has eased doesn't change the fact that Alaska's North Slope is this nation's only major domestic oil preserve.

Exporting Alaskan oil will increase our already gross dependence on imported oil, leaving the nation vulnerable to supply disruptions and political pressure from our oil suppliers.

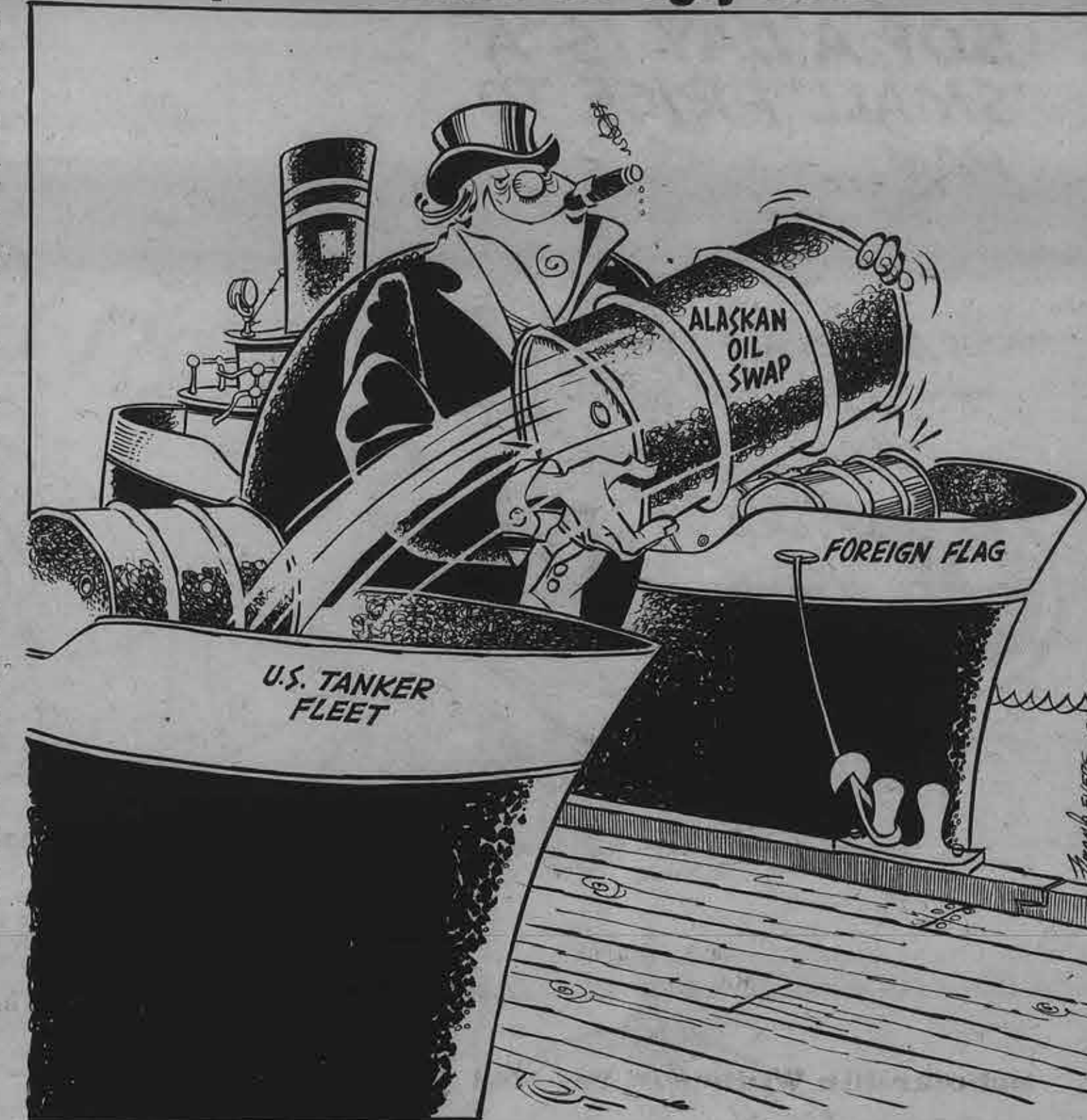
Exporting Alaskan crude will force from two to three million tons of U.S. tankers into layup with attendant loss of thousands of American seagoing jobs as well as a loss of U.S. shoreside and shipyard employment.

According to observers, it's still too early to call the stand the Reagan Administration is likely to take on the Alaskan oil export scheme.

Secretary of Transportation Drew Lewis is reportedly strongly opposed to the plan—at least privately. But exporting Alaskan oil could sweeten federal coffers by almost a billion dollars through windfall profit taxes on the oil producers—a potentially powerful incentive.

The only sure losers should the Export Administration Act's ban on Alaskan oil exports be lifted, are the American people: American seamen and U.S. national security.

In 1979 Congress felt the energy, employment and security needs of the



U.S. were compelling reasons for voting the Export Administration Act into law.

Two years have not diminished this country's need for jobs or for energy

supplies from secure sources. Neither should two years diminish Congress' resolve, now contained in law, that precious American oil belongs to the American people.

# LOG

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Vol. 43, No. 8

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