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Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO

No. 3 Mar. 26, 1982

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President's Report

by Frank Drozak



IT'S only March, but in the pressure-cooker business of election politics November is just around the corner.

The entire House of Representatives, one third of the Senate, numerous gubernatorial seats and scores of other important slots are up for grabs in the November 1982 elections. And even though most candidates have not gone public yet in their campaigns, they are all running extremely hard in the difficult behind-the-scenes electioneering process.

Every incumbent and potential candidate for office has been raising campaign funds and lining up supporters for months.

At the same time, the Political Action Committees of American big business, the multinational energy conglomerates and numerous anti-labor groups are well into their political game plan to rid Congress of as many pro-labor legislators as possible next November. These well-financed groups will spend over \$100 million in the upcoming elections to achieve their ends. And that may be a conservative estimate of their monetary resources.

Unfortunately, big business did quite well in the 1980 elections. They are very confident that '82 will be a good year for them as well.

Trade unionists learned a tough lesson in 1980. That is you can't wait until after the primaries to gear up the political machine and expect to have great influence in the outcome of key campaigns.

To be truly effective in modern American politics, you must be in there working and supporting the people who support you every day

of every week of every year.

As far as the 1982 elections are concerned, the SIU is already geared up. The future of the maritime industry and our way of life as American seagoing people will be on the line come November.

Many key maritime supporters in both the House and Senate are on the so-called "hit-list." Many other good maritime legislators are facing tight races where a few hundred votes could be the difference between victory or defeat.

In the last Congressional election, maritime lost some strong supporters. As a result, the SIU has had to fight tooth and nail simply to protect what we already have on the books. Since the 97th Congress took over, we have beat back attacks against the Jones Act and PL-480, as well as efforts to export Alaskan oil to Japan. We can expect more of the same for the rest of this year, as well as further cutbacks in all the industry's basic promotional programs such as construction and operating subsidies and Title XI construction loan guarantees.

Simply put, maritime cannot afford to lose any friends in the 1982 elections, because if we do, there might not be any maritime industry to fight for when it comes time for the 1984 elections.

For us there is only one answer. Hard work and a total commitment to succeed in our political programs. The SIU will be deeply involved in scores of primary races. We'll carry this effort right through to November.

Our success of course depends on you, the individual member. Contributions to SPAD are crucial. If you have not yet signed a voluntary SPAD checkoff at the Union hall, you should make it a point to do so soon.

The SIU, however, or for that matter the labor movement in general, cannot come close to matching our enemies dollar for dollar. But we can beat them in another way—people power. That is brother and sister SIU members donating a little time in the coming months to help the election campaigns of our friends in Congress. A few hours donated each by thousands of SIU members to passing out literature, attending rallies or manning the phone banks can make a big difference to the future of our industry and our Union.

These are the things that add up to victory when the final votes are counted.

Congress Must Move Fast on Port Development

Drozak to Public Works Subcommittee

WASHINGTON, D.C.—U.S. Port Development—an issue of crucial importance to the future of the U.S. maritime fleet is once again being considered in Congress.

Before Congress left on its winter recess in early December, a Port Development bill (H.R. 4627) was passed in the House Merchant Marine and Fisheries Committee.

It concerns the development of America's ports through widening and deepening ship channels in anticipation of the expected explosion in coal exports. Deeper channels are needed to accommodate deep draft coal colliers.

The bill also contains a provision guaranteeing that U.S.-flag ships haul 40 percent of all American dry bulk imports and exports, commercial or otherwise, within ten years time.

The bill is now before the Water Resources Subcommittee of the House Public Works and Transportation Committee.

In mid-March SIU President Frank Drozak testified before the

Subcommittee and pointed to "the need for a comprehensive U.S. bulk export program" in light of the "recent increase in U.S. coal exports."

Drozak made it clear to the Subcommittee that it is in America's interest to involve the U.S.-flag fleet in any bulk export program.

Bilateral Agreements

"We strongly believe," the SIU President said, "that a cargo policy provision calling for bilateral agreements with our major trading partners is a necessary ingredient of this program."

He said that bilateral agreements would be beneficial to both bulk exporters and the U.S. merchant marine because "long-term coal contracts would move the United States away from being merely a spot market supplier of coal and toward being a major permanent supplier to the world coal market."

He strongly disputed figures that had been presented claiming that U.S.-flag carriage would add substantially to the price of a ton of coal delivered overseas.

"Let me make one thing perfectly



SIU President Frank Drozak testifying before Congress March 18, 1982.

clear: we would not be making our proposal if we thought that it would kill the export market. We think that the actual increase is modest. In addition, we think that it is in this country's best interest to build a U.S.-flag dry bulk fleet."

He pointed out that through such a building program a real boost would be given to the U.S. maritime industry resulting in long-term jobs

for American workers at time of high unemployment.

Foreign-Flag Monopoly

"But it would also go beyond that," Drozak said. "It would break up the dangerous shipping monopoly that flag-of-convenience operators presently enjoy in this critical area. We think that a modest increase is not too great a price to pay for the benefits derived."

He said that several U.S. maritime groups had done studies showing that bilateral agreements reserving a portion of the bulk trade for the vessels of both trading partners would add "a mere thirty-five to forty cents to the cost of a ton of coal."

Noting that cost of a ton of coal goes down as the size of the ship increases, Drozak told the Subcommittee that "the ideal ship size is 100,000 deadweight tons or larger."

Since today's ports cannot handle these ships, the SIU President said, "it is, therefore, very important that the Congress move as quickly as possible to promote the development of our ports."

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SS Constitution Has June Date in Hawaii

Will Join SS Oceanic Independence in Passenger Liner Trade

WASHINGTON, D.C.—Seafarers will soon be filling 300 more jobs than they are right now when the SS Constitution joins her sister ship in the Hawaii passenger liner cruise trade in late spring.

The anticipated event was given its final go-ahead on Mar. 2 when President Reagan signed into law H.R. 3782, which allows the Constitution to be redocumented under the U.S. flag.

The ship is tentatively scheduled to begin service on June 6.

There's only one other full service American-flag passenger vessel, the SIU-contracted Oceanic Independence. Both the Constitution and the Oceanic Independence are owned by American Global Lines. The trips are run by American Hawaii Cruises.

The SIU's legislative team here was very instrumental in getting H.R. 3782 passed. Legislative representatives from the SIU testified in favor of the bill in both the U.S. House of Representatives and the Senate while personally visiting the offices of scores of legislators.

The bill had widespread bipartisan support since it was passed unanimously in both Houses of Congress; on Dec. 8 in the House of Representatives and on Feb. 11 in the Senate.

With President Reagan's signature, H.R. 3782 became Private Law 97-113.

Bill Seeks Tax Write-offs for Convention on U.S. Liners

Washington, D.C.—SIU President Frank Drozak appeared before the Subcommittee on Select Revenue Measures of the House Ways & Means Committee this month to testify on behalf of a bill which would make U.S.-flag cruise vessels eligible to compete equitably with hotels for the lucrative multi-million dollar convention trade.

Authored by Rep. Frank Guarini (D-N.J.), the bill, H.R. 3191, would amend the Internal Revenue Code of 1954 to allow tax deductions for convention expenses when the convention is held aboard a U.S.-flag cruise ship making North American ports of call.

Tax deductions for conventions held aboard cruise ships were eliminated from the Internal Revenue Code by Congress in late 1980 but no distinction was made between foreign-flag cruise vessels and those



The SS Oceanic Independence will soon be joined by the SS Constitution in the Hawaiian Island passenger liner industry.

After the bill was signed, SIU President Frank Drozak praised the new law saying it "will help revitalize the American maritime industry and boost the economy of the United States and the State of Hawaii—without expense to the American taxpayer."

A bill to redocument the Constitution under the U.S. flag was necessary because, although the ship was built in America in 1951, the company who owned her went bankrupt and sold the vessel in 1974 to a Liberian corporation. She was later transferred to the Panamanian flag and towed to Hong Kong where she was laid up until early last year.

The Constitution and the Oceanic Independence both were built at the Bethlehem Steel Shipyard in Quincy, Mass. in 1951 and were recently

refurbished. They can travel at 17 knots, carry a crew of 340, and have a passenger capacity of approximately 800. They are 682 feet long, 89 feet wide, and have a displacement tonnage of 30,090.

The sailing itinerary of the Constitution will be similar to that of the Oceanic Independence. Both take passengers on a seven-day inter-island Hawaii cruise. But the Constitution will leave on Sunday nights whereas the Oceanic Independence leaves on Saturday nights.

The Constitution will depart from Honolulu and will make stops at Nawiliwili on the island of Kauai, Kona and Hilo on the island of Hawaii, and Kahului on the island of Maui.

The first contingent of prospective crewmembers for the Steward

Department have begun their training at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md.

This group consists of 90 crewmen. Among them are cooks, waiters, cocktail waitresses, room stewards, and assistant pursers.

While at the School, the crewmembers are refining their skills as well as taking lifeboat, firefighting, and cardio-pulmonary resuscitation training.

At the SHLSS, a dining room was set up that is modeled after the one on the Constitution.

The crew also went through union education classes.

The course is six weeks long and the next group of crewmembers—93 of them—will begin their training on Apr. 9.

Mexico. Yet the same law denies tax writeoffs for conventions on American cruise ships "whose flag is an extension of U.S. territory, whose owners are U.S. citizens employing other U.S. citizens, paying U.S. corporate and personal taxes."

H.R. 3191 will correct this inequity by allowing the same tax deductions for conventions held aboard U.S. cruise ships as are currently granted for conventions at land-based hotels. In addition, H.R. 3191, originally introduced last summer, specifically excludes foreign-flag cruise ships from the tax break.

SIU President Drozak reminded the subcommittee that "over the past two years, Congress passed legislation that was intended to revive the U.S.-flag passenger fleet. As a

result," he said, "the Oceanic Independence is operating as a cruise ship in the Hawaiian Islands and the S.S. Constitution will soon be returning to service in the same trade."

However, if tax laws which penalize U.S. cruise ships are not amended, the American flag passenger ship revival, for which the SIU has worked long and hard, may never really get off the ground.

H.R. 3191 appears to have support from both sides of the House of Representatives. Rep. Don Young (R-Alaska) co-sponsored the measure "because I believe," he said, "that the current law unfairly harms the U.S. cruise ship industry."

With the S.S. Constitution ready to join the Oceanic Independence in the U.S. cruise trade, passage of H.R. 3191 is more important—and more timely—now than ever before.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second class postage paid at Brooklyn, N.Y. Vol. 44, No. 3, March 1982. ISSN #0160-2047.

9 Lost in Golden Dolphin Blast

Tanker Sinks As Survivors Watch From Rescue Ship

Nine seamen, including seven SIU members, were killed instantly when an explosion tore through the empty cargo tank they were working in or near and set the SIU-contracted *S.S. Golden Dolphin* ablaze on the afternoon of March 6.

The blast ripped a huge hole in the starboard side of the vessel touching off an inferno which burned out of control until the *Golden Dolphin* sank in the Atlantic at about 8:30 A.M. the following day. En-route to Port Said, Egypt, the vessel was about 900 miles east of Bermuda when the blast occurred.

The 16 surviving crewmen were plucked from two lifeboats by the crew of the Swedish-flag bulk carrier, the *S.G. Norrland*. Responding to the *Golden Dolphin's* "May Day" call, the *Norrland* arrived on the scene about two hours after the explosion and remained there until after the *Golden Dolphin* disappeared in moderate seas on a balmy, 60-degree day.



Aerial view of the *Golden Dolphin* taken in New York harbor a few years back.

Five days after the accident, the 16 survivors arrived in the Azores where they were met by SIU N.Y. Agent Augie Tellez and General Counsel Arthur Abarbanel.

Five of the nine crewmen who were killed had been mucking out the #4 center cargo tank and four were nearby on deck when the tank exploded. The casualties included the following SIU members: **Norman Beavers**, bosun; **Norman Wright**, AB; **Leonard Martin**, AB; **Roy Mack**, AB; **Emanuel Rodriguez**, OS; **Norman Geno**, QMED and **Donald Sidney**, QMED. Also killed were the vessel's chief engineer and 2nd engineer.

An SIU representative visited the next of kin of each of the SIU members who were officially listed as missing in the wake of the March 6 fire and explosion. On March 9, SIU President **Frank Drozak** telegraphed the families confirming

the deaths of the seven missing crewmen.

"On behalf of myself and our entire Union membership," Drozak said, "we offer our deepest and sincere sympathy in your time of bereavement." Drozak also assured the families that "we will...inform you promptly as soon as any new information is available concerning the casualty and...do everything possible to protect the rights of our departed friends and members and their next of kin."

Board of Inquiry

In addition, the Union halls in New Orleans, Mobile and Jacksonville—home ports for most of the *Golden Dolphin* crewmen—were kept open around-the-clock from the time word of the explosion reached the SIU, to keep the families of the survivors, as well as the next of kin of the casualties, informed about the details of the accident.

On Tuesday, March 16, in New York City the Coast Guard and the National Transportation Safety Board convened a joint Board of Inquiry to determine the circumstances leading to the explosion and fire on the *Golden Dolphin*. Safety regulations may also be issued if the Board finds it necessary.

When the *Log* went to press the Board was still meeting and no official conclusions on the cause of the explosion on the *Golden Dolphin* had yet been reached.

The hearing was chaired by Capt. Richard T. Hess of the Coast Guard Office of Merchant Marine Safety in Washington, D.C. Named as "parties in interest" with full rights to question and call witnesses were: Aeron Marine, the *Golden Dolphin's* operator; Apex Marine, the agent; the vessel's master and chief

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One Minute of Silence for Lost Brothers of the Sea

The following SIU brothers were killed in the explosion and fire aboard the *Golden Dolphin* on March 6. The Bosun, **Norman F. Beavers**, ABs **Leonard J. Martin**, **Norman Wright** and **Roy Mack**, were inside the #4 center cargo tank when it exploded. Also working in the tank was OS **Emanuel Rodriguez** but no photograph of him was immediately available.

Two SIU QMEDs, **Norman Geno** and **Donald Sidney**, who had been replacing steam lines on deck were also killed by the blast as were the vessel's chief engineer and first engineer.

Bosun Norman Frank Beavers, 55, completed the eighth Bosun Recertification Program in Jan., 1974. Brother Beavers began shipping with the SIU in 1952 and received his "A" book in March, 1959. A veteran of the U.S. Navy, Beavers was born in West Virginia on May 6, 1926 and lived in Slidell, La. He shipped out of the port of New Orleans.

AB Leonard John Martin, 53, was born March 2, 1929 in Michigan. He began sailing in 1952 and received his Union book in 1958. Brother Martin was a veteran of the U.S. Army, serving from 1945-1947. He lived and shipped out of the port of Jacksonville, Fla.

QMED Norman Glenn Geno, 27, was a 1973 graduate of the SHLSS Entry Trainee Program. He returned to Piney Point in 1978 to upgrade to FOWT. Brother Geno was born on July 30, 1954 in Alabama. He lived in Mobile, Ala. and

shipped out of that port.

AB Roy Mack, Jr., 34, completed the SHLSS Trainee Program at Piney Point, Md., in 1969. He was a veteran of the U.S. Navy, serving from 1965 to 1969. Born on November 19, 1947, Brother Mack was a resident of Mobile, Ala., and shipped out of that port.

QMED Donald Eugene Sidney, 49, joined the SIU in the port of Seattle in 1969. He went through the Union's "A" Seniority upgrading program at SHLSS in 1975 and took the LNG upgrading

course there in 1980. Brother Sidney was a U.S. Navy veteran, serving from 1950 to 1953. He was born on August 8, 1932 in New Hampshire, was a resident of New Orleans, La., and shipped out of that port.

AB Norman Ralph Wright, 54, joined the SIU in the port of Baltimore in 1957. He was a veteran of the Coast Guard from 1943-44. Born in South Carolina on Feb. 11, 1928, Brother Wright made his home in Savannah, Ga., and shipped out of the port of Jacksonville.



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Norman Ralph Wright

Roy Mack, Jr.

Donald Eugene Sidney

Leonard John Martin

Norman Glenn Geno

Fate Saves Golden Dolphin OS Zemlock

NEW YORK, N.Y.—SIU member Roy P. Zemlock was the first witness called to testify before the Marine Board of Inquiry into the explosion aboard the S.S. *Golden Dolphin* when the Board convened here on March 16.

Brother Zemlock, 23, was an OS aboard the *Golden Dolphin* and witnessed the explosion that claimed the lives of nine of his fellow crewmen. If it weren't for a small twist of fate and a lot of good luck, Roy Zemlock might not have been alive to tell his tale.

About 1:00 P.M. on March 6, Zemlock, along with most of the deck department, were told by the Bosun that the chief mate had given the okay for them to enter the #4 center tank and begin mucking it out.

Zemlock and three ABs descended into the tank which had muck ranging "from one-to-two inches in some spots to four-to-six inches deep." The muck was "really thick," Zemlock said, "almost like asphalt."

At 2:50 the mucking crew took



OS Roy Zemlock

a half-hour coffee break, returning to the tank at 3:20. The bosun told one of the ABs to stay on deck and operate the winch "which brought buckets up when they were full and lowered them again," Zemlock explained.

"The AB was being nice to me," said Zemlock. "He told me to operate the winch and he went down into the tank."

OS Zemlock told the Board he had been concentrating on his task

when he felt "an explosion directly beneath me." That explosion, followed "two seconds later" by a second blast, "picked me up and threw me about 40 feet," he said.

The explosion forced the walls of the tank right up through the deck and they acted like a shield for Zemlock, standing between him and the spreading flames.

Responding to a question about what he did after the explosion, Roy said "I started looking for bodies—survivors—but I didn't see any. Then, I began looking for an escape route."

Zemlock picked his way around the debris and the holes in the deck caused by the explosion. He was covered with muck from the tank which is very dangerous because it's so flammable.

When he arrived at the bridge, the first thing the captain did was send him to take a shower and get the muck off. He tried, but couldn't get all the muck off.

The captain then sent him to the engineroom with his orders to

evacuate, then to the Radio Officer to summon him to the bridge.

Shortly thereafter, the starboard lifeboat was launched. Zemlock was in the port lifeboat which was lowered by the chief mate who "climbed down the embarkation ladder and jumped into the water." About two and a half hours later the 16 survivors were rescued by the Swedish S.G. *Norrlund*.

Each of the *Golden Dolphin* crewmen were given a private cabin. The two Swedish GSU's—both female—helped Zemlock scrub the muck off himself. (Roy got their addresses so he could make sure to thank them in person if he's ever in Sweden!)

Zemlock graduated from the SHLSS Entry Trainee program in Dec. 1980 and has been sailing ever since. His first trip was aboard the S.S. *Golden Endeavor* as OS. Right now, he plans to return home to Miami Beach, Fla., where he lives with his parents and two sisters and "relax for awhile." After that?—back to sea!

Survivors Came Thru When Chips Were Down

It's when the chips are down that a person's true character usually shows. In the crucial minutes immediately following the explosion and fire aboard the S.S. *Golden Dolphin*, the 16 surviving crewmen showed courage and concern for one another above and beyond the call of duty.

Immediately after the explosion occurred, the entire surviving unlicensed crew attempted to fight the fire. OS Roy Zemlock, whose first thought in the wake of the explosion was to look for survivors of the blast, passed "the chief cook standing outside the house with the fire hose," as he made his way to the vessel's bridge.

"Someone else was trying to use the aft monitor," Zemlock said, but the blast had apparently wiped out the water pressure.

Upon being told to evacuate the engineroom, QMED Bruce Williams refused to leave the first assistant engineer alone. Williams, who hails from Jacksonville and has been sailing 13 years, stayed in the engineroom until the auxiliary diesel had been started and the boilers vented.

About 20 minutes after the explosion the *Golden Dolphin's* master gave the crew permission to lower the lifeboats. To a man, the crew told the captain they would not leave the *Golden Dolphin* until he, too, was ready to leave the ship.

Everyone left the burning vessel



Homeward bound—part of the surviving crew of the S.S. *Golden Dolphin* snapped in Portugal, en-route to New York. They are (l-r): Earl C. Tyler, QMED; James Cannard, AB; Carl Jones, steward/baker; Bill Wilkerson, GSU (back to camera); the third assistant engineer; W. Blizard, radio operator; Roy Zemlock, OS; John Brown, AB; Costas Balomenus, third mate; Tom Cronan, 1st assistant engineer; Leroy Brown, chief cook; Bruce Williams, QMED and M. Wiegert, chief mate.

at the same time. AB John Brown made sure both lifeboats were equipped with blankets and radios. And he threw an inflatable liferaft over the side to make sure there would be something there in case anyone had to jump into the water.

When the rudder on the port lifeboat broke, Brother Brown rigged up an oar to give the boat some

steering ability, using skills he learned in the lifeboatman course at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

The crew of the *Golden Dolphin*, in turn, had nothing but praise for the Swedish crewmen of the S.G. *Norrlund*, the vessel which rescued the *Golden Dolphin* survivors.

Each of the seamen from the SIU-contracted tanker was given a private cabin on the *Norrlund* and treated with great hospitality during the five days they remained aboard.

In addition, the *Golden Dolphin* crewmen agreed the Swedish sailors showed excellent seamanship in the fast, professional way they conducted the sea rescue.

SIU Institutes Work Safety Program

IN the face of projected Coast Guard cutbacks and a waning interest in worker safety by the Federal Government, the Union is re-establishing the **SIU Safety Program** to insure the right of SIU members to a safe and clean working environment.

The need to reinstitute a Safety Program was first discussed at the SIU Port Agents Conference, chaired by **SIU President Frank Drozak**, in Miami, Fla. Feb. 10, 1982.

The Agents and other officials attending the conference felt that budgetary cutbacks to the Coast Guard, OSHA and other worker safety programs by the Federal government, as well as an increase in the transportation of hazardous cargoes demanded that the Union take independent steps in the area of workplace safety.

Since the Agents Conference, the Union has formed a Safety Committee of 10 SIU officials from the East, West and Gulf Coasts, the Great Lakes and Inland Waters to carry out the goals of the Safety Program.

The Safety Committee is as follows: **Jack Caffey**, General Safety Director; **Teddy Babkowski**, East Coast Safety Director; **Mark Trepp**, Asst. East Coast Safety Director; **Gerry Brown**, Gulf Coast Safety Director; **Dean Corgey**, Asst. Gulf director; **Steve Troy**, West Coast Safety Director; **Marshall Novack**, Asst. West Coast Director; **Jack**

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General Safety Director Jack Caffey said, "the Union is very confident that this program will enhance the safety of all our members working on our ships, tugs, towboats and barges."

"We all realize," he added, "that there is no way humanly possible to totally eliminate all safety hazards, especially considering the ever increasing amount of ship and barge traffic in our ports and harbors and the nature of hazardous cargoes being transported."

"The goal of this Program," said Caffey, "is to minimize accidents by early detection of potentially dangerous working conditions, while at the same time making every effort to maximize crew comfort in the galley, messhall and living quarters."

SIU President Frank Drozak said, "there is a real need for the Safety Program at this time. The nature of a seaman's and boatman's job has changed drastically in recent years. Automation, high technology, smaller crews and the huge cargoes of hazardous materials carried by ship and barge have put new demands on ship and tug crews. Hopefully, our Safety Program can fill the gaps in marine safety created by these problems."

The areas of responsibility charged to the SIU Safety Com-

mittee include:

- inspection of safety and emergency equipment in work areas on ships, tugs, towboats and barges.
- inspection of living quarters.
- inspection of the galley and storerooms.
- insure that the Medicine Chest is properly stocked.
- insure that lifeboat and fire-fighting drills have been held.
- insure that the annual Coast Guard inspection has been conducted.
- see that the crew repair list has been carried out by the company.
- provide video tapes on safety and other areas produced by the Seafarers Harry Lundeberg School of Seamanship.
- insure that a full crew com-

pliment is carried on all vessels.

- follow up on those logged, injured or repatriated.
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- conduct safety meetings whenever possible at payoffs and routine servicing visits.

In addition, the SIU Safety Program provides the membership with a readily accessible forum for questions or complaints concerning the safe operation of our ships and tugs as well as crew and personal safety issues.

The *Log* will regularly provide details on the progress and activities of the Safety Program.

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SIU Closing Yokohama Hall

Due to changing patterns in ship traffic, the SIU is closing down the hiring hall in Yokohama, Japan as of March 31, 1982.

The decision to close the Yokohama hall came after extensive study of present and projected vessel movement in the Far East of SIU-contracted ships.

As the hall closes, Yokohama Port Agent Frankie Boyne is taking a well deserved retirement after years of service to the SIU membership.

Frankie Boyne reports that he and his wife are looking forward to returning to the States to visit with

old friends from the SIU in New York and Piney Point.

At the present time, the SIU is looking at various locations in or near Subic Bay, P.I. to set up a hall for the purpose of servicing our contracted vessels in the Far East.

Subic Bay is more centrally located to service both SIU ships and vessels under contract to the former Military Sea Transport Union, which recently merged into the SIU-AGLIWD.

The *Log* will publish full details concerning the Subic Bay operation as soon as they are available.

826 ft. Cove Liberty Joins SIU Deep Sea Fleet

The newly-acquired SIU-contracted oil tanker *Cove Liberty* (Cove Shipping) brought good news to Seafarers because the 69,306 dwt vessel brought new

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On charter to Sohio Oil Co., the *Cove Liberty* is planned for a regular feeder service between the Panama Canal and either the Gulf

or East Coast. Right now, she's en-route from Panama to St. James, Va.

The SIU crew was kept very busy aboard the *Cove Liberty* on her first voyage because a lot of

maintenance work was necessary on the ship.

Rebuilt in Newport News, Va. in 1974, the *Cove Liberty* measures 826 feet in length and has a beam of 105 feet.



Part of the SIU Steward Department aboard the *Cove Liberty* are (left to right): Pedro Lavoy, chief cook; Oscar Carlok, crew messman; William H. Deskins, steward/baker; and Kevin Gardner, assistant cook.



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The *Cove Liberty*, snapped at the end of January before she left on her first trip since being acquired by SIU-contracted Cove Shipping.



AB Charles T. Fletcher (left) poses for photo early this month with the tug *Columbia's* (Sonat) Ocean 210 Barge Capt. Bill Boluk.



Getting off in Savannah, Ga. is *Columbia's* mate James Wigley as his wife, Susan helps him with his gear.

New Tug Columbia Plying Gulf Coast Trade

A new SIU-contracted tug is opening up more jobs to SIU Boatmen.

Named the *Columbia*, she's owned by Mariner Towing, a subsidiary of Philadelphia-based Sonat Marine. Last month the Log reported on another new Mariner tug, the *Patriot*. (See February Log, page 8).

The *Columbia* is working in the Gulf of Mexico and along the southern East Coast. Pushing the oil barge, *Ocean 210*, she is working between Garyville, La. and the ports of Tampa, Port Everglades, Charleston, and Savannah. She has been plying this route for several months now and the Log photographer caught up with her in Savannah early this month.

With a horsepower of 6,000, the 185-ton tug measures 130 feet in length, 37 feet in width, and has a draft of 20 feet.

The *Columbia*, which was built

at the Main Ironworks in Houma, La., carries a crew of seven, five of whom are SIU Boatmen. The barge carries three crewmembers, all of whom are under SIU contract.



Barge Capt. Bill Boluk is seen here checking one of the oil holding tanks with the barge's pipelines in the background.



Here's a view of the tug fitting into the oil-carrying barge's slot so it can be pushed between the ports of Garyville, La., Florida, Savannah and Charleston, S.C.



Before sailing, part of the crew of the tug *Columbia* lined up for the LOG photographer. They are (l. to r.) Cook Colin Chalmers, ABs Ron Russell and Jack McDermott, MEBA District 2 Engineer Doug Gibbs and Mate Paul Brown.



The *Ohio* loaded in Wilmington, N.C. for participation in Ready Reserve Fleet military exercises.



Norfolk Patrolman Dave "Scrapiron" Jones, left, visited the vessel in Wilmington, N.C. He poses here with Chief Steward Richard Huford, center, and Anthony Morant, crew messman.

Seafarers Turn To for RRF Military Exercise

A former Seatrain container vessel, the *SS Ohio*, was recently reactivated by the U.S. Navy's Military Sealift Command to test the nation's

emerging sealift readiness.

The *Ohio*, along with the *USNS Comet* (a Navy operated ro/ro), is part of the MSC's Ready Reserve

Fleet and as such, is participating in the U.S. Readiness Command sponsored exercise known as **Gallant Eagle 82**.

According to the MSC, the purpose of the Gallant Eagle exercise is to train, evaluate and exercise the Rapid Deployment Joint Task Force and its multi-service forces and to provide a simulated combat environment in the desert areas of California.

Approximately 25,000 military personnel will participate in the operation. They will be supported by 196 fixed-wing aircraft, 450 helicopters, 1,100 wheeled vehicles and two ships.

For their part in the Gallant Eagle exercise, the *SS Ohio* and her 29 man SIU crew loaded military cargo in Wilmington, N.C. from March 5-8. After passing through the Panama Canal, and sailing along Central America's western coast,

she will arrive in Port Hueneme, California in late March. There she will unload and await the completion of the exercise. In mid April, *SS Ohio* will reload and return to Wilmington, N.C.

SS Ohio was chosen for the Gallant Eagle exercise on the basis of its similarities to a ro/ro ship. MSC felt the sealift portion of the exercise could be accommodated efficiently by the ro/ro *USNS Comet* and the railcar carrier *SS Ohio*. It would also be an opportune time to evaluate the *Ohio* after a \$3 million overhaul.

The *Ohio* and other ships of the RRF are maintained in a state of readiness so that they may, if necessary, be deployed within a 10 day span. It is anticipated that there will be a total of 32 ships in the RRF when the program is fully implemented in 1983. Currently the RRF has 27 ships.



No ship is complete without its committee. The *Ohio*'s is, from the left: S. H. Nicholson, deck delegate; Winston "Winky" Shanks, deck maint.; Brad Bardshaw, crane maint.; Earmel Halley, engine delegate; Jerry Wood, steward delegate; Gene Nicholson, bosun, and Curtis Brodnax, chief cook.



Ohio QMED Chromer Jefferson.



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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

March 1982

Legislative, Administrative and Regulatory Happenings

1983 Maritime Budget

Reaction to the President's proposed 1983 budget has dominated headlines in Washington.

The budget, which has projected deficits of nearly \$300 billion over the next three years, received a chilly reception in Congress.

Members from both sides of the aisle oppose increasing military spending and decreasing taxes when interest rates are hovering around 16%.

A good many of them oppose the drastic cuts being planned for non-military programs. They went along with last year's cuts because they felt that a "minimum safety net" was still intact to protect this country's social structure and transportation network.

If enacted in its present form, the President's budget would translate into huge cuts for the maritime industry.

Especially hard hit would be the ship building industry. For the second year in a row, no new funding is being allotted for the construction differential subsidy program.

The President would also place a ceiling on the Title XI loan guarantees for new ship and tug construction, and cut this year's expenditures for it by more than 10%.

A detailed account of the rest of the budget is contained elsewhere in this issue of the Log.

Regulatory Reform

Sen. Slade Gorton (R-Wash.) is expected to make public revisions in S. 1593, legislation he introduced to reform US regulation of ocean shipping. By making these revisions, Gorton hopes to come up with a bill that can be acceptable to all interested parties.

There has been disagreement on two issues contained in the bill: the legalization of shippers councils, and the ending of requirements that common carrier tariffs be filed with the Federal Maritime Commission.

Gorton's present bill would legalize shipper's council, would leave intact present requirements that common tariffs be filed with the Federal Maritime Commission.

The real sticking point seems to be the Administration's position on tariff filing, which is at odds with the language contained in Gorton's bill and with the position being taken by most of the maritime industry.

The Administration would like to have the filing requirement dropped.

Many people feel that the possible termination of tariff filing would make it impossible for the government to police against tariff violations.

According to Gerald Seifert, General Counsel of the House Merchant Marine and Fisheries Committee, the ending of filing requirements would "break the entire tariff structure as we know it."

Recertified Stewards See Politics in Action



The most recent class of recertified stewards got a close up view of the SIU in action in Washington. The group, being briefed here at the House Office Building by SIU legislative reps Liz Coker, center, and Mark Reahl, right, witnessed SIU President Frank Drozak's testimony on Port Development (see page 2) before the Public Works Committee. Accompanying the stewards is Houston patrolman Ray Singleterry (second right).

AFL-CIO Endorses UNCTAD

The Executive Council of the AFL-CIO called upon the United States, Great Britain and Greece to support the findings of the United Nations Conference on Trade and Development Committee on Shipping, which voted overwhelmingly last June to phase out flags-of-convenience.

According to the AFL-CIO, the governments of the U.S., Greece and Great Britain are quietly working behind the scenes to keep open registries from being banned.

In the report it issued last June, UNCTAD underlined the subhuman conditions under which seafarers employed by convenience flags are often forced to work.

95% of this nation's foreign commerce is carried on foreign flag vessels, most of which are registered under open registries.

The issue is expected to be discussed when UNCTAD's Inter-Governmental preparatory group meets sometime in mid-1982.

Reagan Maritime Plan 'Slowed Down'

Rep. Mario Biaggi (D-N.Y.) chairman of the House Merchant Marine Subcommittee, grilled Maritime Administrator Harold E. Shear about the Administration's alternative merchant marine promotional program. Shear admitted that progress on the program was "somewhat slower than had been expected."

The new program was to have replaced the cuts being proposed in the maritime budget.

The Administration is seeking to eliminate construction subsidies, restrict new operating subsidy contracts, and place a ceiling on Title XI loan guarantee program.

Biaggi expressed concern over what will happen to the merchant marine if the cuts are enacted without an alternative maritime marine promotional program being put in place.

"The more I hear," Biaggi observed, "the more I conclude that there is no real intention of preserving a merchant marine."

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



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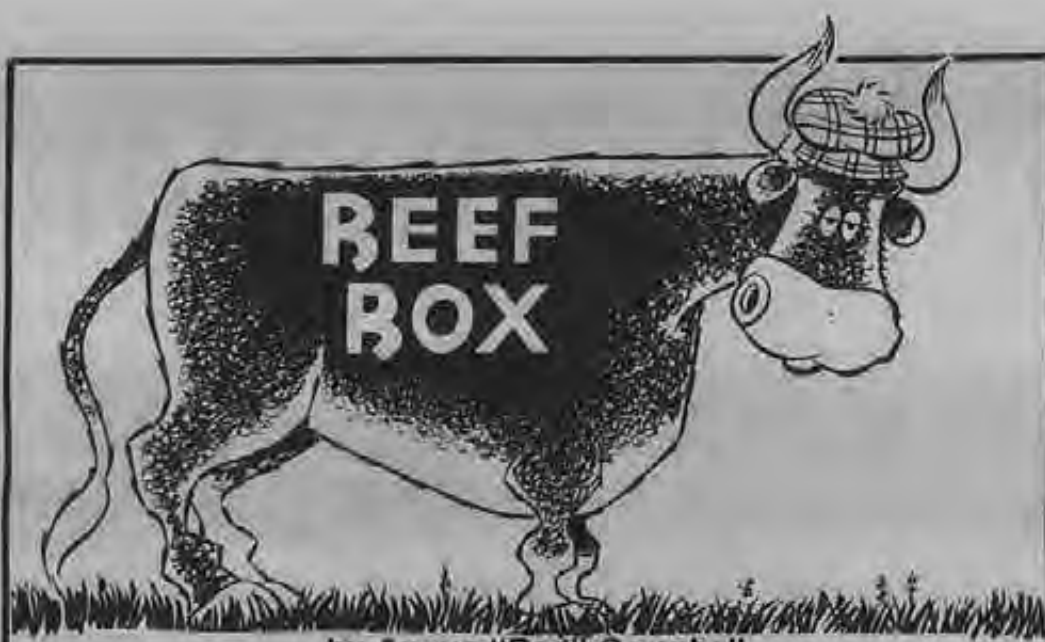
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Loading military cargo.



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by Angus "Red" Campbell

Vice President in Charge of Contracts and Contract Enforcement
Chairman, Seafarers Appeals Board

Trip Reliefs for Key Ratings

On April 1, 1982 the procedures for implementing *trip reliefs for the various key ratings* will be instituted in all deep sea U.S. ports and Puerto Rico. To assist in clarifying the procedures involved, the Seafarers Appeals Board has answered correspondence from the membership, which is the basis for this article.

By way of explanation, it is important to know that these procedures were formulated after extensive study by an Industry Committee consisting of Union and Management representatives.

We have seen the effects of decreased productivity in various U.S. industries, particularly job losses. To prevent to some degree, the same from happening aboard SIU contracted vessels, these procedures were formulated.

It should be noted that the SIU (AGLIWD) is the last maritime union to institute this type of procedure. Every other U.S. maritime Union has had the permanent job status for years. And it will be limited basically to three shipboard ratings, except on those vessels that carry a Reefer Engineer and one Passenger Utility.

Since the Union's inception, on some ships, Bosuns, Stewards and other key ratings have been aboard anywhere from one to five years and sometimes longer without a relief. The new rule requires that the specified key ratings must leave the vessel **for at least 90 days each year**, starting with their original date of hire, which cannot exceed the 6 month period prior to April 1, 1982.

Subject to the vessels operations, the key ratings may request two reliefs of approximately 60 days or one relief consisting of 90 or 120 days relief.

The seaman requesting relief must notify the Captain; the Ship's Chairman, and the departmental delegate **48 hours prior to the vessels arrival in port**. If the ship is due to arrive on a week-end, the notice must be given no later than Thursday. A relief must be available before the seaman requesting it can leave the ship.

He must also register for the ship within 48 hours after being relieved, excluding Saturdays, Sundays and holidays and only at Continental U.S. ports and Puerto Rico.

Seamen registered for reliefs cannot compete for other jobs. If they do, they waive their right to rejoin the ship on which they were relieved.

Seamen on vessels that remain outside the U.S.A. in excess of six months, such as, shuttle vessels, may register at their home ports.

The seaman being relieved must reclaim his job from the shipping board no later than the day before the vessel arrival. If the vessel is to arrive over the week-end he must reclaim his job from the shipping board no later than Friday.

If the seaman being relieved fails to reclaim his job in the manner prescribed above, **the job is open to any other qualified seaman pursuant to seniority and date of registration.**

All Port Agents are to maintain a record of reliefs for each ship as they are requested. When a specific rating is shipped as a relief, the shipping card shall specify the job as a "RELIEF"

Transportation for the seaman being relieved and his relief shall be paid by the company.

This new procedure will be reevaluated after one year to determine whether it should be continued or terminated.

Anyone having any questions or comments relating to these procedures may contact the Seafarers Appeals Board, 675 Fourth Avenue, Brooklyn, New York 11232.

Sen. 'Scoop' Jackson Visits Seattle Hall



The SIU hall in Seattle had a VIP visitor recently when Senator Henry "Scoop" Jackson, center, dropped in for a political chat on maritime problems. Sen. Jackson, who is up for election this year, has been a strong maritime supporter, and as seen in this picture, a loyal Log reader. With the good Senator in the photo are from the left: Bill Lawrence, representative of the Transportation Institute; Edward X. Mooney, retired Headquarters Representative; Seattle Port Agent Ken "Catfish" McGregor, and SIU Seattle field representative Mike Delman.

Unions Not Giving Up Ship on V.A. Benefits For WWII Seamen

The Secretary of the Air Force and the Dept. of Defense Civilian/Military Review Board may have turned thumbs-down on veteran's benefits for World War II-era merchant seamen but the fight for those benefits is far from over.

In the wake of the Board's January decision, key AFL-CIO-affiliated maritime unions who make up the Federation's Ad Hoc Maritime Committee have pledged "all appropriate legal action to secure the recognition to which these men are entitled."

The Committee, which includes the chief executive officers of the SIU, the NMU, MEBA, the MM&P and the Radio Operators pointed out that the World War II merchant marine sustained higher casualties than any branch of the armed services with the exception of the Marine Corps.

"It is shocking and absurd," the Committee charged, that veteran's status was conferred on "clerical employees, therapists and dieticians, among others, who did not risk their lives and limbs" while the heroic service of the merchant marine has been overlooked.

The Ad Hoc Committee's statement was released following publication of the Air Force Secretary's decision to deny veteran's benefits to merchant mariners who sailed between 1941-1946. The Committee charged that the Secretary's decision "displayed the usual prej-

udice held by many members of the regular armed forces [that] the service of the merchant marine has remained basically the same over the last several hundred years" and was not "a unique wartime institution."

A joint application for veteran's status was filed on behalf of World War II-era merchant seamen by U.S. maritime unions under the auspices of the 1977 G.I. Improvement Act.

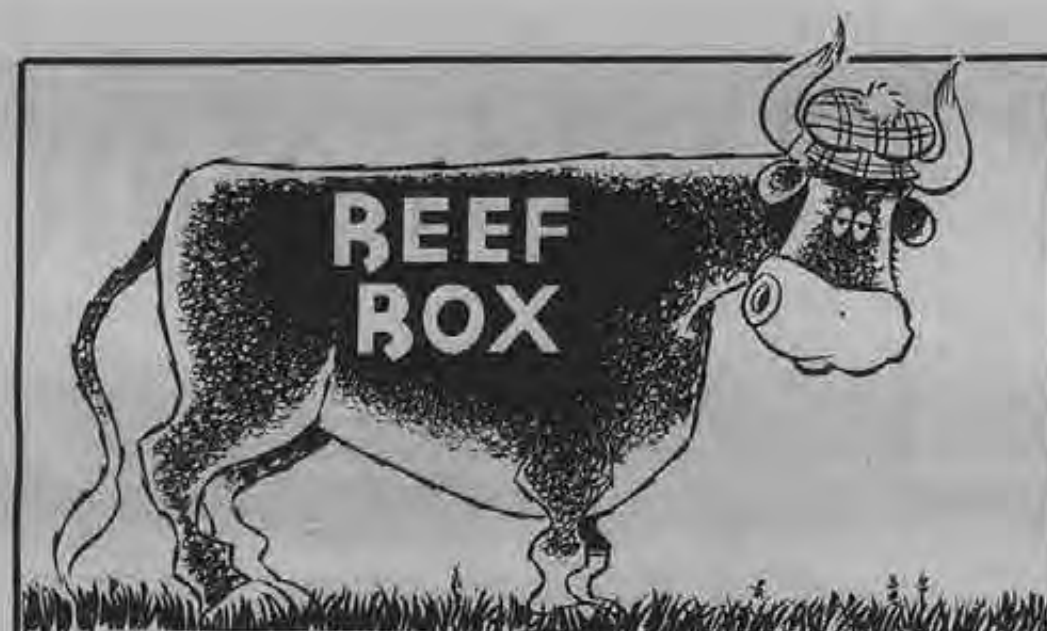
Since the Act does not include an appeal mechanism, the AFL-CIO Ad Hoc Maritime Committee has begun urging Congress to act on the issue. Oversight hearings, probably before the House Merchant Marine Committee, are the likely next step in the on-going effort to win just recognition for the contribution of the merchant marine to the war effort.

In evaluating the extensive, well-documented merchant marine application for veterans status, the Civilian/Military Review Board acknowledged that "the service performed by the World War II merchant marine was critical to the success of the American war effort..."

However, those contributions, the Board concluded were "insufficient to be categorized as active military service..."

To date, the DOD Civilian/Military Review Board has granted veterans' status to eight groups which made war-time contributions and turned down 29 others.

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



by Angus "Red" Campbell

Vice President in Charge of Contracts and Contract Enforcement
Chairman, Seafarers Appeals Board

Trip Reliefs for Key Ratings

On April 1, 1982 the procedures for implementing *trip reliefs for the various key ratings* will be instituted in all deep sea U.S. ports and Puerto Rico. To assist in clarifying the procedures involved, the Seafarers Appeals Board has answered correspondence from the membership, which is the basis for this article.

By way of explanation, it is important to know that these procedures were formulated after extensive study by an Industry Committee consisting of Union and Management representatives.

We have seen the effects of decreased productivity in various U.S. industries, particularly job losses. To prevent to some degree, the same from happening aboard SIU contracted vessels, these procedures were formulated.

It should be noted that the SIU (AGLIWD) is the last maritime union to institute this type of procedure. Every other U.S. maritime Union has had the permanent job status for years. And it will be limited basically to three shipboard ratings, except on those vessels that carry a Reefer Engineer and one Passenger Utility.

Since the Union's inception, on some ships, Bosuns, Stewards and other key ratings have been aboard anywhere from one to five years and sometimes longer without a relief. The new rule requires that the specified key ratings must leave the vessel **for at least 90 days each year**, starting with their original date of hire, which cannot exceed the 6 month period prior to April 1, 1982.

Subject to the vessels operations, the key ratings may request two reliefs of approximately 60 days or one relief consisting of 90 or 120 days relief.

The seaman requesting relief must notify the Captain; the Ship's Chairman, and the departmental delegate **48 hours prior to the vessels arrival in port**. If the ship is due to arrive on a week-end, the notice must be given no later than Thursday. A relief must be available before the seaman requesting it can leave the ship.

He must also register for the ship within 48 hours after being relieved, excluding Saturdays, Sundays and holidays and only at Continental U.S. ports and Puerto Rico.

Seamen registered for reliefs cannot compete for other jobs. If they do, they waive their right to rejoin the ship on which they were relieved.

Seamen on vessels that remain outside the U.S.A. in excess of six months, such as, shuttle vessels, may register at their home ports.

The seaman being relieved must reclaim his job from the shipping board no later than the day before the vessel arrival. If the vessel is to arrive over the week-end he must reclaim his job from the shipping board no later than Friday.

If the seaman being relieved fails to reclaim his job in the manner prescribed above, **the job is open to any other qualified seaman pursuant to seniority and date of registration.**

All Port Agents are to maintain a record of reliefs for each ship as they are requested. When a specific rating is shipped as a relief, the shipping card shall specify the job as a "RELIEF".

Transportation for the seaman being relieved and his relief shall be paid by the company.

This new procedure will be reevaluated after one year to determine whether it should be continued or terminated.

Anyone having any questions or comments relating to these procedures may contact the Seafarers Appeals Board, 675 Fourth Avenue, Brooklyn, New York 11232.

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

Sen. 'Scoop' Jackson Visits Seattle Hall



The SIU hall in Seattle had a VIP visitor recently when Senator Henry "Scoop" Jackson, center, dropped in for a political chat on maritime problems. Sen. Jackson, who is up for election this year, has been a strong maritime supporter, and as seen in this picture, a loyal Log reader. With the good Senator in the photo are from the left: Bill Lawrence, representative of the Transportation Institute; Edward X. Mooney, retired Headquarters Representative; Seattle Port Agent Ken "Catfish" McGregor, and SIU Seattle field representative Mike Delman.

Unions Not Giving Up Ship on V.A. Benefits For WWII Seamen

The Secretary of the Air Force and the Dept. of Defense Civilian/Military Review Board may have turned thumbs-down on veteran's benefits for World War II-era merchant seamen but the fight for those benefits is far from over.

In the wake of the Board's January decision, key AFL-CIO-affiliated maritime unions who make up the Federation's Ad Hoc Maritime Committee have pledged "all appropriate legal action to secure the recognition to which these men are entitled."

The Committee, which includes the chief executive officers of the SIU, the NMU, MEBA, the MM&P and the Radio Operators pointed out that the World War II merchant marine sustained higher casualties than any branch of the armed services with the exception of the Marine Corps.

"It is shocking and absurd," the Committee charged, that veteran's status was conferred on "clerical employees, therapists and dieticians, among others, who did not risk their lives and limbs" while the heroic service of the merchant marine has been overlooked.

The Ad Hoc Committee's statement was released following publication of the Air Force Secretary's decision to deny veteran's benefits to merchant mariners who sailed between 1941-1946. The Committee charged that the Secretary's decision "displayed the usual prej-

udice held by many members of the regular armed forces [that] the service of the merchant marine has remained basically the same over the last several hundred years" and was not "a unique wartime institution."

A joint application for veteran's status was filed on behalf of World War II-era merchant seamen by U.S. maritime unions under the auspices of the 1977 G.I. Improvement Act.

Since the Act does not include an appeal mechanism, the AFL-CIO Ad Hoc Maritime Committee has begun urging Congress to act on the issue. Oversight hearings, probably before the House Merchant Marine Committee, are the likely next step in the on-going effort to win just recognition for the contribution of the merchant marine to the war effort.

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However, those contributions, the Board concluded were "insufficient to be categorized as active military service..."

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Seafarers HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland



SHLSS Instructor Jim Brown guides his class through the steps by which latitude is determined by observation of Polaris.

Jack Prescott, who hails out of Tampa and Jacksonville, concentrates on a plotting problem during a classroom session in Celestial Navigation.

Celestial Navigation Aims for Polaris

The Celestial Navigation course offered at the Seafarers Harry Lundeborg School of Seamanship covers all of the navigation requirements that are required for licensing as Towboat Operator—Oceans; Master/Mate of Uninspected Vessels Not Over 300 Gross Tons; and Master/Mate of Freight and Towing Vessels.

The course of instruction includes: determining latitude by Polaris, determining compass error by azimuth and amplitude, determining latitude by meridian altitude of the sun, position by sunline, and the use and adjustments of the sextant.

The course is six weeks, and the next class begins May 17.

All candidates who are eligible for license as Master or Mate of Uninspected Vessels, or Freight and Towing Vessels, may enroll. Candidates who are eligible for license as Towboat Operator—Oceans may also enroll. See your SIU Field Representative for further details.



Seafarer Herwood "Blue" Walters, of San Francisco, is determining the time of sunrise and sunset during a classroom session on Celestial Navigation.

Jim Darden, who ships from the Port of Baltimore, uses the Nautical Almanac to aid him in determining latitude by Polaris sighting.

Seafarer Gets College Degree Through SHLSS

Seafarer **Alex Reyer** described himself as a professional student.

"I was going to school at City College in San Francisco for a number of years, and I never got close to achieving a diploma. I was getting close to my 30th birthday, and I was losing interest."

Today, Alex Reyer has a diploma. After nearly ten years at sea, and three months of intensive study at the Seafarers Harry Lundeberg School of Seamanship, Brother Reyer has an Associate of Arts degree.

He is the first Seafarer to enroll in and to complete the Work/Study Program which was launched late last year by the Seafarers International Union to provide our membership with still another way to improve themselves through education.

Seafarer Reyer has been going to sea as a Cook & Baker since he joined the former Marine Cooks & Stewards Union in San Francisco in 1973. During the past five years, he has shipped out of SIU halls, sailing with Delta, Waterman and Sea-Land. It was nine years since he last took any courses at City College, but he knew he would have to complete his formal education.

"In this hustle and bustle world, an education is a must. I will need this education and discipline to meet the demands of my future."

Reyer said he slipped back into the classroom with ease and comfort.

"Thanks to the program and the staff at SHLSS, I was able to come back to education after a long time away from it and feel comfortable and confident."

Seafarer Reyer began his study program Jan. 6. He completed his

studies and received his Associate of Arts degree this month. Working with the SHLSS Academic Department where he received close support and guidance, he completed the science, math and English requirements he needed for his degree. These included English literature, zoology, algebra and trigonometry.

"I was able to pass all of the courses with flying colors because of the one-on-one teaching atmosphere, and the encouragement of all of the staff here at SHLSS."

Brother Reyer is presently enrolled in the Chief Steward program at SHLSS, and will continue his career at sea—and he will continue his education.

"I see more clearly the need to tie things together, and as I get older (he is now 31) I realize more the need for education in my life."



SHLSS Vice President Frank Mongelli, center, presents a certificate of completion to Seafarer Alex Reyer who is the first SIU member to complete studies and receive an Associate of Arts degree through the Independent study program offered at SHLSS. Smiling her approval is Jacquelyn Knoetgen, director of the SHLSS Academic Department.

Seafarers Complete Welding Training Course



Nine more Seafarers completed the four-week course in Welding at the Seafarers Harry Lundeberg School of Seamanship and received their Certificates of Achievement. From left are SHLSS Instructor Bill Foley, and Seafarers Dave Cameron, from Algonac; Gene Dorsey, San Francisco; Carl Castagna, Baltimore; Jimmy Sabga, New York; Prince Wescott, New York; Joaquin Miller, San Francisco; Dominick Orsini, New York; Leroy Tanner, New York, and Tim Calhoun, from the Port of Houston.

Pumproom Operation & Maintenance Grads



Thirteen more Seafarers completed the rigorous six-week course in Pumproom Maintenance and Operation at the Seafarers Harry Lundeberg School of Seamanship and received their new endorsements. Standing from left are William "Flat-Top" Kollowitch, from the Port of New York; Mark Sidorski, New York; Michael Marth, Philadelphia; Jeffrey Yarmola, New York; Raymond Picciolo, New Orleans; David O'Donnell, New York; Richard Wilson, New York; Imro Salomons, New York, and SHLSS Instructor Calvin Williams. In front from left are Paul Thomas, from the Port of Baltimore; Halk Alexandrian, San Francisco; and New Yorkers Robert Ivanauskas, Edward Johnson and Joseph Di Piazza.

Marine Electronics Class Graduates



Eight more Seafarers from ports on the West Coast, the Gulf and the East Coast completed their studies at the Seafarers Harry Lundeberg School of Seamanship in the six-week Marine Electronic course, and received Certificates of Achievement. Standing from left are Don Busby, from the Port of New Orleans; Roger White, Los Angeles; Donald Christian, Norfolk; Larry Hines, Seattle and David Dukehart from New York. Seated from left are Raymond Blethen, from San Francisco; Robert Gilbo, Seattle, and Charles Lore from the Port of New York.

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Upgrading Course Schedule Through December 1982



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

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

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

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

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

Class schedules may be changed to reflect membership demands.

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

Engine Department Courses

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

*Note change of starting dates

Inland Deck Department Courses

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

Deep Sea Deck Department Courses

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

Steward Department Courses

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

Apply Now for an SHLSS Upgrading Course

(Please Print)

Seafarers Harry Lundeborg School of Seamanship Upgrading Application

(Please Print)

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

Address _____
(Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number _____ Seniority _____

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

Social Security # _____ Endorsement(s) or License Now Held _____

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

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

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

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

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

SIGNATURE _____

DATE _____

Please Print.

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



Apply Now for an SHLSS Upgrading Course

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

Upgrading Application

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

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

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

Entry Program: From (dates attended) to

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

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

Dates Available for Training

I Am Interested in the Following Course(s)

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

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VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE DATE

RETURN COMPLETED APPLICATION TO:
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PINEY POINT, MD. 20674

2 Hurt in Delta Norte, African Pioneer Collision

Galveston, Tex.—Two SIU crewmen were seriously injured when a Liberian-registered freighter and the SIU-contracted LASH vessel *Delta Norte* (Delta Line) collided in dense fog about 110 miles off Galveston on Feb. 19.

The two crewmen, AB Albert Alexander and OS Manfred Herrmann were helicoptered by the Coast Guard to a Galveston hospital where they are recovering.

None of the 26-man crew aboard the Liberian *African Pioneer* (Medafra Line), all Yugoslav nationals, were hurt though they had to abandon their vessel because it was in danger of sinking. They were picked up by the *Delta Norte* which was able to reach Galveston under her own power.

While the *African Pioneer's* crew watched helplessly from the deck of the *Delta Norte*, a gang of thieves boarded their stricken freighter and made off with TV sets, stereos and other equipment. In addition to looting the vessel, the bandits apparently added to the damage aboard the *African Pioneer*.

Less than a week after the crash, the Coast Guard and the National

Transportation Safety Board convened a joint board of inquiry into the accident. The hearing held in Port Arthur, Tex., began on Feb. 25 and lasted four days.

No formal conclusions have, as yet, been announced by the Board. Observers at the hearing said the Board concentrated their investigation on the actions of the chief officers of both ships.

About 10 witnesses testified before the Board on the accident which was likened to a "two-car collision." Arthur Abarbanel, the SIU's legal counsel, represented the SIU crewmen of the *Delta Norte* which is drydocked at Galveston for repairs. The LASH ship, which was built at Avondale Shipyard in New Orleans in 1973, will miss at least one voyage, the spokesperson said.

Damage to the *African Pioneer* was quite extensive. A Medafra Line representative said the freighter sustained "quite a gash between the No. 2 and No. 3 hatches on the port side." En-route to Charleston, S.C. from Lake Charles, La., when the collision occurred, the *African Pioneer* was towed to Galveston by



The *Delta Norte* in route to Galveston after collision, was led by Lt. Jack L. Hardin for a salvage company. The Coast Guard/National Transportation Safety Board hearing

the Coast Guard and H. Collins for the NTSB.

Maritime Facing More Cutbacks for 1983 Budget

WASHINGTON, D.C.—As it was last year, the approval process for the 1983 maritime budget is shaping up into what will probably be a long struggle.

Each year Congress must vote on the Administration's Federal budget including the monies appropriated for America's maritime programs.

The maritime monies that are

voted upon are actually the budget for the U.S. Maritime Administration (MARAD), which is part of the Department of Transportation. This budget includes such items as Construction Differential Subsidy (CDS) funds, and Operating Differential Subsidy (ODS) funds. Also under the jurisdiction of MARAD is the Title XI mortgage guarantee loan program.

The new budget covers Fiscal Year 1983 which runs from Oct. 1, 1982 through Sept. 30, 1983.

President Reagan's 1982 maritime budget was a cutback from the previous year's, and his 1983 budget is continuing the tradition, at least as far as subsidy funds are concerned.

Speaking for the Reagan Administration at hearings held this month before the House Merchant Marine Subcommittee was MARAD chief, Admiral Harold Shear who outlined the 1983 budget.

- CDS funds—nothing.
- ODS funds—\$454 million.
- Research and Development—\$16.8 million.
- Operations and Training—\$71 million.

Biaggi Wants CDS Funds

Representative Mario Biaggi (D-N.Y.), who is chairman of the Subcommittee, is not happy with this budget. Neither is the SIU which submitted a statement to that effect to the committee. Biaggi has introduced a bill, H.R. 5723, which clashes with the Administration's position. The legislature calls for the authorization of \$100 million for the CDS program. It also asks for an increase in the Title XI ceiling

from the current \$12 billion to \$15 billion.

In his report to the Subcommittee, Admiral Shear said that the Administration's Federal budget "includes a new provision which would require that annual limitations on loan guarantee commitments be included in appropriations acts."

Therefore, he said, limitations for 1982 and 1983 are being placed on new commitments for loan guarantees under Title XI. He proposed \$675 million for 1982 and \$600 million for 1983. "These reduced levels," said Shear, "are consistent with the Administration's efforts to control the volume of Federally assisted credit programs."

Biaggi told the Subcommittee that the maritime budget will further cripple the already ailing American maritime industry.

In response to Shear's report he said, "the more I listen the more I get the impression... that there is no real intention of preserving the merchant marine."

He continued, "everything being done is negative to the maritime industry... if we had an enemy in charge of maritime programs in the government, whose job was to destroy the merchant marine, he could hardly do a better job than what has been happening."

Navigate Your Way To A Better Paying Job...

Apply for the Third Mate Course offered on May 24 at the Seafarers Harry Lundeborg School of Seamanship.

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Last Ditch Effort to Reach Ocean Mining Pact

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This marks the eighth year that the 125-plus member nations of UNCLOS have attempted to reach a pact governing the use of the world's oceans and what lies beneath them. Most key issues were resolved long ago. But retrieval of the vast mineral wealth of manganese, copper, cobalt and nickel on the oceans' floor is now—as it has been all along—the stumbling block to a global treaty.

Basically, the stand-off pits the U.S. and a handful of other industrial nations against about 120 Asian, African and Latin American countries.

The western nations, plus Japan, have the technology and capital to mine the oceans and want an equitable international treaty to protect

their investments. This new industry would mean thousands of new jobs for seamen.

The third world countries lack both the money and the mining know-how but have the votes to pass the kind of treaty they want.

Tommy T. B. Koh of Singapore, president of the UNCLOS conference, acknowledges that "the gap that exists" between the industrialized and the third world nations "is a very big chasm. It is going to be a great challenge to narrow that," he said.

The U.S. delegation, headed by James A. Malone, an assistant secretary of state, is determined "to be as flexible as possible" at this round of talks. The U.S. delegation presented 43 pages of demands to the UNCLOS meeting which would make the treaty more equitable from the American point of view.

While there are a great many areas of disagreement between the U.S. and the third world, three specific issues loom largest. They are:

- the current treaty places a ceiling on the yearly amount of

minerals which could be retrieved from the deep. The ceiling is intended to protect the prices of land-based mineral producing nations such as Chile, Peru, Zambia, etc., The U.S. wants the ceiling eliminated, raised or linked to a drop in the price of land-based minerals.

- the U.S. wants a greater voice on the 36-nation International Seabed Regime which is to set deep sea mining policy.

- the U.S. wants the clause which provides for the mandatory transfer of technology struck from the draft treaty.

Will Sign Without U.S.

Koh of Singapore insists the UNCLOS conference will adjourn by April 30 with a treaty, whether or not the U.S. signs it.

Alvaro de Soto of Peru, who heads the bloc of third world UNCLOS delegates known as the Group of 77 said "the range and depth" of the U.S. demands do not "give very much room for optimism," that the U.S. will sign the agreement. He adds that "if it is not possible to reach agreement with

all states, the Group of 77 wishes to proceed..." in any case.

UNCLOS observers say that should the conference delegates go ahead with a treaty that the U.S. could not sign, the U.S., Great Britain, Japan, West Germany and France might sign a *reciprocating states agreement* to protect their mining technology.

Neither alternative could go far. The third world nations need the mining technology and capital of the industrial countries. And the mining consortia as well as the banks of the industrialized nations are reluctant to sink billions of dollars into deep seabed mining ventures if a global treaty raises legal questions about who owns the minerals.

When a U.S. Deep Seabed Ocean Mining Act became law two years ago, American mining companies didn't want to start mineral retrieval without a secure legal framework.

Nothing substantive has changed at the Law of the Sea Conference. In spite of all the threats and promises, it's not likely much will change this year either.

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New Hall Opened in Santurce, P.R.

The SIU has moved into bright new facilities in Santurce, Puerto Rico as part of the Union's overall program of refurbishing and modernizing SIU halls throughout the country.

The new Santurce hiring hall is located at 1057 Fernandez Juncos Ave. not far from the old facility.

The phone number of the new hall, however, remains the same—(809) 725-6960.

Port Agent Juan Reinos reports that the hall is fully operational and

says that the membership is well pleased with the new facilities. He adds that numerous members passed along compliments to the Union for a job well done.

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SS Constitution Crew Readies for 1st Voyage

Lifeboat Training



When Carrie Huddy manned the sweep-oar, she gave it everything. Carrie will be joining the S.S. Constitution as a Deck/Lounge Stewardess.

Lifeboat Graduation



Deck/Lounge Stewardess Sally Faulkner worked hard to achieve her Lifeboat endorsement, and she is rightly relieved and proud as she accepts the congratulations of SHLSS Vice President Frank Mongelli and S.S. Constitution Captain Harry Wu.

On-the-Job Training



Main Galley Utility, Sheldon Amaral, works with Seafarer William Christmas who is in training for Chief Cook. The S.S. Constitution galley crew had a wide range of work experience in their six-week training program at SHLSS.

The SS Constitution will sail on her first voyage as a refurbished American flag passenger liner, complete with her 300-man (and woman) crew of SIU people this June. No sooner than President Reagan signed the bill redocumenting the SS Constitution under the American flag, the SIU was bringing in the first group of recruits from Hawaii to Piney Point for training in specialized passenger service jobs (waiters, waitresses, bartenders, pursers, hotel-type service people, etc.) The instructors at the Seafarers Harry Lundeberg School of Seamanship put the Constitution crew through several weeks of rigorous on-the-job training and lifeboat instruction. SIU President Frank Drozak and SIU Vice President Mike Sacco provided instruction in union education. The crew came through with flying colors in all areas and are looking forward to their first

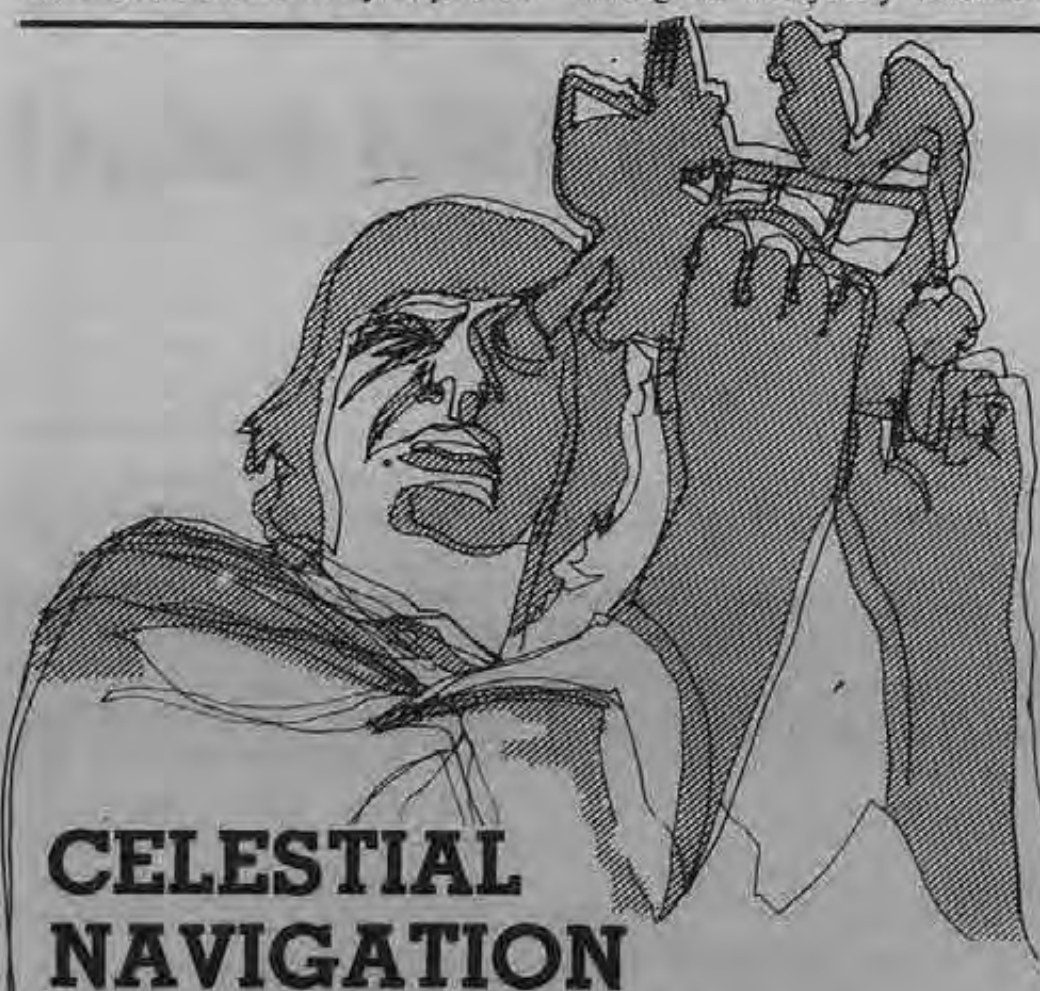
trip on the Constitution with great expectation. The Constitution joins her sistership, Independence in the Hawaii

the SIU-contracted Oceanic cruise line business.

Union Education



Pastry Chef Nancy Heydon, Assistant Waiter Ken Schultz, Purser Anne Cheong and Deck/Lounge Stewardess Karen Sommerstedt follow through during a discussion on the SIU Pension and Welfare Benefits program.



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Suzanne Vance, training as Assistant Purser, helped to keep records at the Anchor Motel during her crew training experience at the Seafarers Harry Lundeberg School of Seamanship.



Pastry Chef Nancy Hayden titillated the taste buds of students and staff at SHLSS with her Danish and desserts wizardry before leaving to join the S.S. Constitution.



Maitre d'Hotel Samuel (Smitty) Smith checks the station lists before the dining room opens for dinner. Smitty directed his crew of waiters and assistant waiters with a high degree of professionalism.

Constitution Crew Gets On-the-Job

Crew members of the S.S. Constitution took six weeks of on-the-job training to polish their job skills, and to insure that their passengers will receive the

best service offered by any cruise liner anywhere in the world.

Throughout their training program, every crewmember was under the supervision of a skilled

and experienced instructor who guided and encouraged them all along the way.

Executive Chef Romeo Lupinacci worked with the galley staff,

including Cooks and Bakers, to help them hone their professional skills. The staff worked with the same menus they will be preparing when they go aboard the Constitution.

The Waiters and Assistant Waiters were under the supervision of veteran maitre d' Sam "Smitty" Smith. A dining area, very similar to that aboard the Constitution was set up in one of the dining rooms at SHLSS, and the Waiters and Assistant Waiters got valuable experience serving the school's students and staff.

Deck and Lounge Stewardesses worked in the Anchor Dining Room, and in the Anchor Bar, during and after the evening meals. Laundrymen were assigned to the SHLSS Laundry, and the young women who will be Assistant Purser's were assigned to various administrative areas at the school.



First-aid and cardio-pulmonary resuscitation (CPR) are an important part of the training regimen for all crewmembers of the S.S. Constitution and the Oceanic Independence.



Second Cook Mike Durkin prepares meat under the critical eyes of Executive Chef Romeo Lupinacci.



Waiters and Assistant Waiters had ample-on-the-job experience to learn and refine the skills of service in a first-class dining room during their training period.



Executive Chef Romeo Lupinacci demonstrates his culinary skills before the TV camera as part of the training program for passenger service culinary workers being established at SHLSS.



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Assistant Purser Anne Cheong enjoyed her stay at Piney Point as she honed her administrative skills, and learned seamanship safety.



Room Steward Clifton Mattie refines his skills during a training session at SHLSS. All of the crew-in-training for the S.S. Constitution were under the supervision of experienced passenger service instructors.



Station Cook Aurrusius Emanuel is on the job in the SHLSS main galley.



Bellman Vincent Guerin answers a room service call in the lobby of the Anchor Motel.

Training To Polish Their Job Skills

Room Stewards were under the supervision of another veteran of the U.S.-flag passenger service—Doyle Cornelius. Under his guidance Room Stewards cleaned and made up all of the motel rooms at SHLSS, and learned to make up a room which was set up like a typical room aboard the Constitution.

This first group of crew members will leave the Seafarers Harry Lundeberg School of Seamanship March 23 to join the Constitution. They will all have completed a demanding and thorough training program. Next month, another 100 future crew members will come to SHLSS to begin their training.

SIU President Frank Drozak summed up the purpose and the

promise of this rigorous and thorough training program. He said: "We believe that U.S.-flag

passenger ships, manned by American crews, can compete successfully in the growing cruise

liner trade. I've seen these young people at work—and I am confident that they are the best."



Assistant Purser-in-training Angelique Poyadue crews the registration desk in the Anchor Motel. Here she assists Doyle Cornelius who is in charge of the Room Stewards who are in training for the S.S. Constitution.



Bartender Eric Dol conducts a beverage class for deck and lounge stewardesses. At far right is Andrea Conklin, a veteran of the S.S. Oceanic Independence who has been assisting in training the crew of the S.S. Constitution.



Executive Chef Romeo Lupinacci, who has more culinary credits and credentials than you can shake a whisk at, proudly displays a Chief Steward Certificate of Achievement presented to him by the SHLSS. Chef Romeo is presently directing the culinary training program at SHLSS for the crews of the SIU-contracted cruise ships Oceanic Independence and Constitution. Sharing his elation are, from right, SHLSS Vice President Frank Mongelli, Mrs. Ann Lupinacci, and Ken Conklin, SHLSS Commandant.



Aurussus Emanuel stands in the stern-sheets as he and his crewmates get some instruction from Phil Parisi. Parisi is an SHLSS Trainee who had recently completed lifeboat training.



SIU Vice President Mike Sacco mans an oar during one of the many drills the Constitution crew went through during their Lifeboat Training course. Mike was in charge of the Union Education course which highlighted the history of SIU.

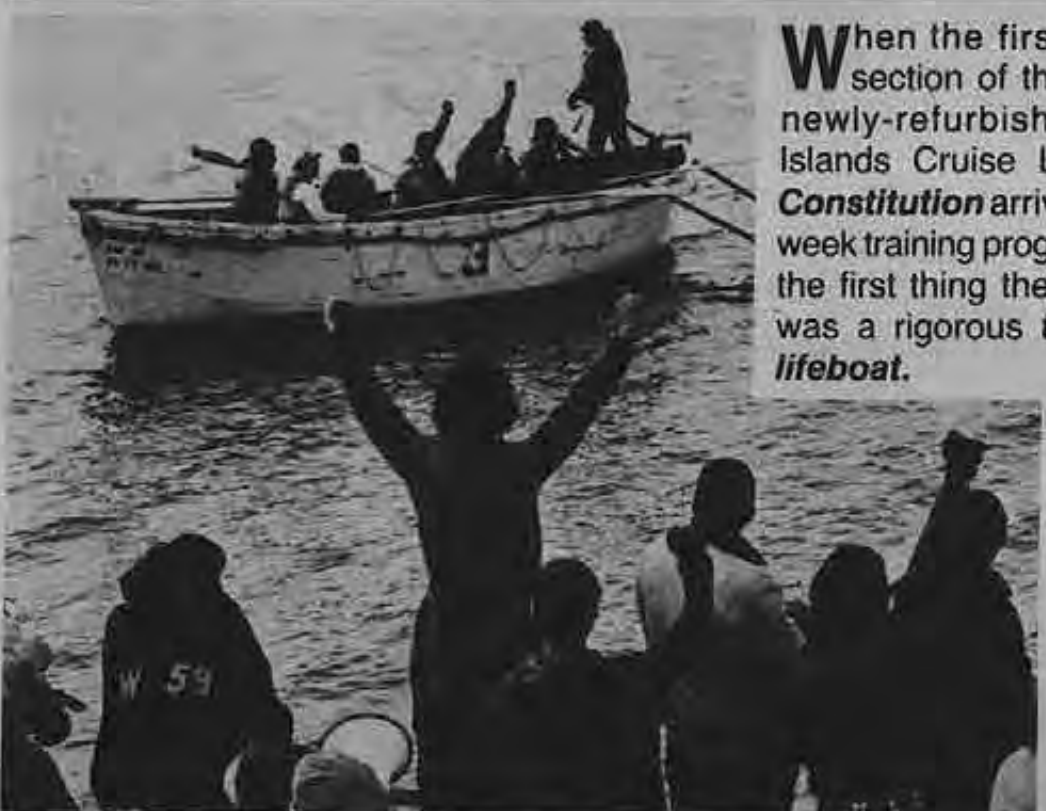


Captain Harry Wu bends an oar as a lifeboat crewmember. Captain Wu will command the S.S. Constitution when she begins her Hawaiian Island cruise schedule June 6. The captain went through the entire lifeboat training program with his crew, and passed the Coast Guard examination with flying colors.



U.S. Coast Guard examiners came to Piney Point to test the Constitution crew on their lifeboat skills and seamanship. It was a day full of tension, and then elation as they learned that they had passed a demanding examination, and that they were finished with a rugged two-week training ordeal.

Passenger Ship Crew Takes Lifeboat Training To Make U.S.-Flag Cruise Liners Safest in the World



A lifeboat race between the S.S. Constitution crew and a select crew from SHLSS Trainees was a highlight of the rigorous two-week lifeboat training program. The victorious Constitution crew comes in well ahead of its competition amid the cheers and salutes of their classmates.

When the first 90-member section of the crew for the newly-refurbished Hawaiian Islands Cruise Line ship **S.S. Constitution** arrived for their six-week training program at SHLSS, the first thing they experienced was a rigorous **two weeks of lifeboat**.

For that two-week period, everyone, from the pantryman and cook, to the waiter, the waitress and the room steward, spent a part of every day in an open lifeboat. They learned to launch and recover a big lifeboat; they learned to take charge of the lifeboat; they learned to launch and board a lifeboat.

It was cold and wet. It rained; sleeted, and snowed. These young men and women—newly arrived from the balmy Hawaiian

Islands—toughed it out.

There was classroom study, too. They had to learn every piece of lifesaving and survival equipment in a lifeboat and liferaft. And they had to demonstrate that they knew how to use the equipment.

Finally, there was an unforgiving written and in-the-boat examination conducted by the U.S. Coast Guard.

They all passed their examinations. But equally important, the discipline they learned during their two-week ordeal welded them together as a crew. It gave them, every one, a common bond. And that bodes well for

the kind of working-together crew they will be when they join the **S.S. Constitution** for her maiden cruise voyage on June 6.



John Newhouse, who will be sailing as Porter when the S.S. Constitution begins service, took his lifeboat training seriously—as did all of his shipmates.



Laurie Gillespie readies the frapping line for the forward falls on her boat during one of the many lifeboat drills she and other members of the S.S. Constitution crew experienced during their training at SHLSS.



Jayme Schenkel is all determination and no nonsense as she mans the sweep oar and gives commands to her crew during a cold and rainy day at Piney Point. Coxswain Schenkel will join the Constitution as a Deck/Lounge Stewardess.



"Give way together!" After a week in the boats—in all weather—the crews have learned to pull together. Lifeboat training, CPR and first aid, and firefighting were all a part of the training program for the crew of the S.S. Constitution.



Bartender Rudy Vinigas secures the frapping line as his crew prepares to "lower away."



And here they are—the relieved and happy graduates with their Lifeboat Certificates, and with the SHLSS staff who helped them through their ordeal.



Vince Guerin readies his boat to be lowered away. Daily drills on lifeboat launching and recovery were an important part of the six-week training program for the crew of the S.S. Constitution.

Assistant Walter William Vega and Laundryman Fred Cintorino learned about their union at Union Education classes.



Assistant Walter Roger Shurtz and Lounge Stewardess Sally Faulkner listen as SHLSS Vice-President Mike Sacco talks about their rights and responsibilities as members of the SIU.



Union Education Provides Crewmembers

The Seafarers International Union has always believed that its membership must have a sound understanding of their

rights and their responsibilities. Every new trainee, and every upgrading Seafarer and Boatman, is provided with a

Union Educational Program to help them better understand the benefits provided for them by the SIU. The program also gives SIU

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During their six weeks at SHLSS, the crewmembers of the *S.S. Constitution* spent a part of each day in Union Education. They learned about the history of the SIU. They learned how the U.S.-flag passenger service flowered and died, and how under the leadership of the SIU it is being revived.

In their classroom studies, they learned about the union contract; they learned about their benefits under the SIU Pension, Welfare and Vacation programs.

They learned about their rights under the SIU Constitution and Shipping Rules.

They learned what it is to be an active and participating member of the Seafarers International Union.

SIU Vice President Mike Sacco was their guide throughout their Union Education studies. There were a lot of questions, and a lot of comments—which meant that these new members of the SIU will be active and will be participating in the affairs of their union when they join the *S.S. Constitution* and begin to have weekly union meetings.

What this interest also demonstrates is that these new members will be the kind of informed union members who will keep the SIU strong and growing.



SIU President Frank Drozak talked with the crew-in-training for the *S.S. Constitution* to impress upon them the importance of taking their jobs and their responsibilities seriously.



S.S. Constitution crewmembers listen carefully as SIU President Frank Drozak tells them of their union's efforts to revive the U.S.-flag passenger fleet.



Pursers Angellique Poyadue and Suzanne Vance listened intently during the Union Education session on the rights and responsibilities of SIU members.

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Assistant Waiter Mark Curtis, Porter John Newhouse, and Deck Stewardesses Lori Williams and Jayme Schenkel paid close attention as SIU President Frank Drozak talked with them.



With an Understanding Of their Union



Laundryman Rusty Williams and Main Galley Utility Joel Saul took seriously the Union Education program which helped them to understand the Union Contract, Pension, and Health and Welfare benefits.



SIU Vice President Mike Sacco stresses the importance of being responsible on the job during one of the Union Education sessions.



Doyle Cornelius, left, and Sam "Smitty" Smith, veterans of the passenger ship service, and long-time members of the SIU listen as SIU President Frank Drozak tells them and the newcomers in the *S.S. Constitution* crew of the struggles to revive the U.S.-flag passenger service.



Assistant Waiters, from left, George Drivas, Rob Dybeck and Jim Drivas listen as SIU Vice President Mike Sacco discusses provisions of the union contract during one of the Union Ed sessions.



Lifeboat Graduation



Crew Galley Utility Roy Leong is joined by those who helped him through his long experience in the boats as he happily accepts his Lifeboat Certificate from Captain and lifeboat crewmate Harry Wu. With him on this happy occasion are SHLSS Lifeboat and Deck Instructor Dale Rausch, Special Instructor Andrea Conklin, and SHLSS Vice President Frank Mongelli.



Chief Crew Cook Kyle Chinna receives his Lifeboat Certificate, and accepts the congratulations of Captain Wu and SHLSS Vice President Frank Mongelli.



Station Cook Aurrussus Emanuel is all smiles as he receives his Lifeboat Certificate from Captain Wu.



Assistant Walter Paul Boutilier accepts a handshake and congratulations as he receives his Lifeboat Certificate. Wishing him well are SHLSS Vice President Frank Mongelli and Captain Harry Wu.



Captain Harry T.Y. Wu—skipper of the S.S. Constitution—receives his Lifeboat Certificate from SHLSS Vice President Frank Mongelli. Captain Wu went through the complete lifeboat training program with the members of his crew, and passed the U.S. Coast Guard examination.



Galley Utility Alden Kaupko receives the congratulations of Captain Wu as he accepts his Lifeboat Certificate. Happy for him are SIU Vice President Mike Sacco, center left, and SHLSS Vice President Frank Mongelli.



Main Galley Utility Nathan Kaeo proudly displays his Lifeboat Certificate of Achievement, and accepts the congratulations of, from left, SHLSS Lifeboat and Deck Instructor Dale Rausch, Special Instructor Andrea Conklin, SHLSS President Frank Mongelli, and Captain Harry Wu.



Assistant Walter Randal Devera is a happy young man as he accepts his Lifeboat Certificate from Captain Wu.



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9 Lost in Golden Dolphin Blast

Continued from Page 4

mate, MEBA-District 1 and the SIUNA District and the SIU (AGLIWD). Arthur Abarbanel, SIU legal counsel, represented the Union, the next of kin of those SIU members killed in the explosion and surviving members.

Several SIU members who were aboard the *Golden Dolphin* as well as the vessel's captain and chief mate were called to testify during the inquiry. The first witness called by the Board was SIU member Roy P. Zemlock, 23, who was sailing as OS on the *Golden Dolphin*.

Zemlock testified that he and several ABs had been helping with on-deck repair work on a boom while waiting for clearance to begin mucking the #4 center tank on the afternoon of March 6. Members of the engine department were also on deck, Zemlock said, installing "steam lines up forward to replace corroded steam lines."

The deck department personnel were given clearance by the chief mate to enter the tank at about 1:00 P.M. Earlier, Zemlock testified, the tank had smelled of gas. But "we didn't smell any gas at 1:00 P.M."



The joint Coast Guard/National Transportation Safety Board Marine Board of Inquiry convened on March 16 to investigate the fire and explosion on the S.S. *Golden Dolphin*. Attending were (from right of photo) SIU legal counsel Arthur Abarbanel; N.Y. Port Agent Augie Tellez; Coast Guard Lt. J. S. Glantz, hearing recorder; Coast Guard Captain Richard T. Hess, chairman of the Marine Board; Doug Rabe, investigator in charge for the NTSB, and others.

he said.

Thrown 40 Feet

Just before the explosion, which occurred about 3:54 P.M., Zemlock said he was at the first buttworth hole, operating an air winch which was hauling buckets of muck up from the 60 foot depth of the tank.

"I felt a vibration right beneath me," said Zemlock, "Immediately after I heard a second explosion. The first explosion picked me up and threw me about 40 feet. I saw the wall of the tank rise up vertically

through the deck," said Zemlock, adding that the tank wall shielded him from the flames.

Zemlock, who was covered "from head to toe" with muck from the cargo tank, testified that the *Golden Dolphin's* captain sent orders to the engineers to "start the auxiliary diesel, vent the boilers and evacuate the engine room" about 15 minutes after the blast.

The surviving crew all left the *Golden Dolphin* at the same time, Zemlock told the Board. The port and starboard lifeboats were

launched and "we waited about two and a half hours before seeing the rescue ship."

"It took about an hour to get everyone aboard the *Norland*," said Zemlock, adding that it was dusk when the Swedish vessel arrived.

Ship Sinks in Morning

At about 8:00 A.M. on the morning of March 7, Zemlock testified, he was on the *Norland's* deck. "A speck of the bow" of the *Golden Dolphin*, "and part of the stern" were all that were visible. Shortly thereafter Zemlock said he saw "the after section stand straight up and the ship sank."

The *Norland* made way for Italy, leaving the *Golden Dolphin* survivors in the Azores. From the Azores, the crew flew to Lisbon, Portugal where they stayed overnight before returning to the United States.

The 894-foot *Golden Dolphin* was crewed by the SIU in the summer of 1974. One of three 90,000 ton sisterships built for Aeron Marine, the *Golden Dolphin* was capable of carrying 500,000 barrels of crude oil in her 18 cargo tanks.

Both of the *Golden Dolphin's* sisterships, the *Golden Endeavor* and the *Golden Monarch* are also crewed by the SIU.

L.A. Mayor Bradley Backs Coal Cargo Share for U.S. Ships

Los Angeles, Calif.—Mayor Tom Bradley, running for the California governorship, early this month at the National Maritime Council (NMC) meeting here promised his backing to guarantee a fair share of U.S. coal exports be moved on U.S. ships to the Pacific Rim's trading partners.

"The issue is jobs for the region," Bradley declared.

He noted that in 18 years America is seen meeting 40 percent of the world's demand for export coal, a lot of it passing through West Coast ports.

"We will be ready for the challenge," the mayor said. The port of Los Angeles plans to build a \$100-million coal loading facility on Terminal 15.

Bradley told the NMC that port development created jobs in the region making the port more competitive and efficient. He called for labor, business and government to act as partners in port growth.

"Some \$470-million of Port of Los Angeles revenues will be reinvested in the port's development in the next five years at no cost to the taxpayer," he added.

Wilmington (Calif.) Port Agent Mike Worley, chairman of the NMC Los Angeles unit, in introducing the gubernatorial candidate, pointed out that the port's revenues had more than tripled under the Bradley Administration

from \$19.5 million in 1973 to \$67 million in 1981.

The new NMC chief, Gen. H. R. "Hank" Del Mar said that a strong economy and a credible national defense policy needed a strong American merchant marine.

"Less than 4 percent of U.S. imports and exports are carried on American ships," Del Mar said.

"The U.S. bulk cargo fleet is almost nonexistent. We are in danger of losing our ability to move essential strategic and military cargoes in case of national emergency," the general noted.



Mayor Tom Bradley of Los Angeles, Calif. (left) is with new National Maritime Council head Gen. H. R. "Hank" Del Mar (center) and SIU Wilmington, Calif. Port Agent Mike Worley.

Dispatchers Report for Great Lakes

Feb. 1-28, 1982

	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
Port									
Algonac	16	10	0	8	6	0	42	10	2
Port									
Algonac	15	3	0	4	2	0	32	5	2
Port									
Algonac	7	3	0	4	6	0	8	4	1
Port									
Algonac	24	35	4	0	0	0	57	56	14
Totals All Departments	62	51	4	16	14	0	139	75	19

*"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.



Joseph Connie Bates, 65, joined the SIU in the port of Mobile in 1957 sailing as an AB. Brother Bates sailed 30 years. He is a veteran of the U.S. Navy in World War II. Seafarer Bates was born in Mississippi and is a resident of Lucedale, Miss.



Nicholas Beck, 61, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Beck is a wounded veteran of the U.S. Army's Infantry in World War II. He was born in Germany and is a naturalized U.S. citizen. Seafarer Beck is a resident of Hoboken, N.J.



Patrick James Cleary, 56, joined the SIU in 1948 in the port of New York sailing as a chief electrician and QMED. Brother Cleary sailed for 42 years and worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1968 to 1969. He is a veteran of the U.S. Army in World War II. Seafarer Cleary was born in New York City and is a resident of Channelview, Tex.



Marcelo Impe Eimar, 65, joined the SIU in the port of New York in 1955 sailing as an oiler for 39 years. Brother Eimar also sailed for the MSTs and walked the picketline in the 1961 N.Y. Harbor beef. He was born in Dao Antigue, P.I. and is a resident of San Francisco.



Primo Feliciano Fernandez, 65, joined the SIU in 1941 in the port of New York sailing as a bosun. Brother Fernandez also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. in 1974. He was born in Mayaguez, P.R. and is a resident of Bayamon, P.R.



Leo Gillikin, 55, joined the SIU in 1944 in the port of Norfolk sailing as a recertified bosun. Brother Gillikin graduated from the Union's Recertified Bosuns Program in October 1974. He is a veteran of the U.S. Army during the Korean War. Seafarer Gillikin was born in Beaufort, N.C. and is a resident of Pacifica, Calif.



Robert Lee Hutchins, 66, joined the SIU in 1944 in the port of Norfolk sailing as a chief steward. Brother Hutchins was born in Georgia and is a resident of Homerville, Ga.



Harold William Lawrence, 65, joined the SIU in 1938 in the port of Mobile sailing as a cook. Brother Lawrence was born in Mississippi and is a resident of Mobile.



Finis Melvin Strickland, 67, joined the SIU in the port of New Orleans in 1965 sailing as a chief steward. Brother Strickland sailed during World War II. He also attended the Piney Point Crews Conference No. 3 in 1970. Seafarer Strickland was born in Hazen, Ark. and is a resident of Slidell, La.

Pensioner's Corner



John Elmer Hanks, 56, joined the SIU in 1943 in the port of Mobile sailing as a deckhand for G&H Towing from 1958 to 1972. He also sailed deep sea. Brother Hanks is noted for his skill in making cowboy hats, etc. from snake and lizard skins. He was born in Austin, Tex., the state capital and is a resident of Yoakum, yes, Yoakum, Tex.



Joseph Spencer Hilton, 67, joined the SIU in 1941 in the port of Baltimore sailing as an AB. Brother Hilton was on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1971 to 1974. He walked the picketline in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. Seafarer Hilton received a 1961 union Personal Safety Award for sailing aboard an accident-free ship, the SS *Seatrail New Jersey*. Born in the state of Washington, he is a resident of Nyack, N.Y.



Steve Juhasz, 62, joined the SIU in the port of Houston in 1960 as an AB. Brother Juhasz sailed 31 years. He is a wounded veteran of the U.S. Navy's Sicilian Campaign in World War II. Seafarer Juhasz was born in Richmond, Ind. and is a resident of San Francisco.



Facundo Marcelo Lacsamana, 69, joined the SIU in the port of San Francisco in 1970 sailing as an AB. Brother Lacsamana was born in the Philippine Is. and is a resident of Fellows, Calif.



George Washington Manning, 72, joined the SIU in 1943 in the port of Norfolk sailing as a cook. Brother Manning was born in Shenandoah, Va. and is a resident of Ellicott, Md.



Roberto Mendez, 65, joined the SIU in 1945 in the port of San Francisco sailing as a wiper. Brother Mendez was born in El Salvador, Central America and is a resident of Daly City, Calif.



Henry John Piszatowski, 62, joined the SIU in the port of Boston, Mass. in 1950 sailing as a chief steward. Brother Piszatowski sailed 36 years. He also attended a Piney Point Crew Conference. Seafarer Piszatowski is a veteran of the U.S. Army in World War II. Born in Massachusetts, he is a resident of New Orleans.



Sherman Phillips, 67, joined the SIU in the port of New Orleans in 1962 sailing as a BR utility. Brother Phillips sailed 29 years. He sailed for the ATS from 1946 to 1948 and for the MSTs from 1948 to 1955. Seafarer Phillips hit the bricks in the 1965 District Council 37 beef. A native of Taylor, Tex., he is a resident of San Antonio, Tex.



Isidore Ostroff, 61, joined the SIU in the port of New York in 1958 sailing as a wiper and BR utility. Brother Ostroff sailed 29 years. He was born in New York City and is a resident of Las Vegas, Nev.



Edward John Puchalski, 58, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Puchalski was born in Trenton, N.J. and is a resident of Scranton, Pa.



Lionel Windell Antoine, 63, joined the SIU in 1942 in the port of New Orleans sailing as a chief steward. Brother Antoine was born in New Orleans and is a resident of Gretna, La.



Dorwin Leroy Coy, 68, joined the SIU in the port of New York in 1964 sailing as a QMED since 1973. Brother Coy is a veteran of the U.S. Navy in World War II. He was also an oil driller. Seafarer Coy was born in Salinas, Calif. and is a resident of Santa Maria, Calif.



Paul Curzi, 64, joined the SIU in 1943 in the port of New York sailing as a chief cook. Brother Curzi was born in New York and is a resident of Baltimore.



Frank Earl Edmonds, 65, joined the SIU in 1948 in the port of New York sailing as a bosun and 3rd mate deep sea and for Mobile Towing. Brother Edmonds was born in Anderson County, S.C. and is a resident of Mobile.



Pedro Juan Erazo, 66, joined the SIU in 1941 in the port of Baltimore sailing as a bosun. Brother Erazo hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He was born in San Juan, P.R. and is a resident of Rio Piedras, P.R.



Charles Fediw, 64, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Fediw walked the picketline in the 1961 N.Y. Harbor beef. He is a veteran of the U.S. Army in World War II. Seafarer Fediw was born in Wilkes Barre, Pa. and is a resident there.



Colmerio De Jesus Fernandez, 62, joined the SIU in the port of New York in 1955 sailing as a FOWT for 35 years. Brother Fernandez was also on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1970 to 1981. He walked the picketline in the 1961 N.Y. Harbor beef and the 1982 Robin Line strike. Seafarer Fernandez was born in Braga, Portugal. is a naturalized U.S. citizen and is a resident of Brooklyn, N.Y.



Joseph Connie Bates, 65, joined the SIU in the port of Mobile in 1957 sailing as an AB. Brother Bates sailed 30 years. He is a veteran of the U.S. Navy in World War II. Seafarer Bates was born in Mississippi and is a resident of Lucedale, Miss.



Nicholas Beck, 61, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Beck is a wounded veteran of the U.S. Army's Infantry in World War II. He was born in Germany and is a naturalized U.S. citizen. Seafarer Beck is a resident of Hoboken, N.J.



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Primo Feliciano Fernandez, 65, joined the SIU in 1941 in the port of New York sailing as a bosun. Brother Fernandez also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. in 1974. He was born in Mayaguez, P.R. and is a resident of Bayamon, P.R.



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SANTA MARIANA (Delta Steamship), January 27—Chairman Thomas W. Lasater; Secretary Albert J. Courtney; Educational Director Herman G. Ulrich; Deck Delegate Robert A. Ray; Engine Delegate Edward F. Boyce; Steward Delegate Dedrick L. Anderson. No Disputed OT. Bosun Lasater reported on all current information regarding ship's arrival schedule in Los Angeles and San Francisco, Ca. and mentioned President Reagan's position on subsidy and advised all SIU members to write to their congressmen today. Also, reminded crewmembers of the importance of SPAD. The ship's treasurer, Dedrick L. Anderson notified the Ship's Chairman that she was getting off after the voyage terminated and turned over the ship's fund of \$464.50 to him. A vote of thanks to all departments for their continued cooperation and support.

SEA-LAND OAKLAND (Sea-Land Service), January 24—Chairman, Recertified Bosun Gregorio Troche; Secretary S. Kolasa; Educational Director Alfred H. O'Krogly; Engine Delegate David Murray. No disputed OT. Chairman reported that after loading cargo and stores in Rotterdam a new voyage was underway. He anticipates a good trip as the crew in all departments is very cooperative. The educational director urged all members who qualify to upgrade themselves at Piney Point. He further discussed the new contract with crewmembers, especially, the young ones. A vote of thanks to the steward department for a job well done especially for our old-timer Chief Cook, Lonnie S. Dukes. He is one of the very best chefs on this run. Next port Dubai.

SEA-LAND INDEPENDENCE (Sea-Land Service), January 31—Chairman M. A. Silva; Secretary Roy R. Thomas; Steward Delegate Leonard Johnson. Some disputed OT in deck department. \$14.50 in ship's fund. Chairman discussed several articles in the Log with the crew including the new classes that will open at Piney Point for upgrading. Questions were asked and answered about the new public health procedures. The crew gave a vote of thanks to the chairman for all his help and we will miss him as he leaves the ship after this trip. A vote of thanks to the chief steward, Roy R. Thomas and his department for fine food and service to the crew. It is a joy to eat on this vessel. Observed one minute of silence in memory of our departed brothers and sisters. Next port New Orleans.

SEA-LAND LIBERATOR (Sea-Land Service), January 17—Chairman, Recertified Bosun J. G. Spuron; Secretary C. M. Modellas; Educational Director R. Velez; Deck Delegate R. E. Graham; Engine Delegate J. G. Bagal. No disputed OT. Chairman made note of his appreciation to all those who contributed to making this a fine trip. He also mentioned the challenge to the maritime industry as far as jobs are concerned and how this situation can be improved by contributions to SPAD. Secretary reminded all members to spend a little time in reading the Log so that they will be up-to-date in the current events of the Union. If it concerns us you will find it in the Log. Appreciation was extended to the steward department for a job well done. Next port Seattle.



HOUSTON (Sea-Land Service), January 12—Chairman Joseph Donovan; Secretary H. Ortiz; Educational Director A. Jones; Deck Delegate William Daniels; Engine Delegate K. Graham. No Disputed OT. Ship's Chairman, Joseph Donovan, advised all members to upgrade yourselves as soon as possible as it is a wonderful opportunity. You can't lose. Secretary reported that we should write our Washington constituents to keep them aware of the maritime industry. Also we must continue to support SPAD. Report to Log: "We the crew of the SS HOUSTON wish to thank the Log staff for a job well done. All the good information that is put in the Log about the maritime industry is most appreciated."

BEAVER STATE (Apex Marine), January 3—Chairman, Recertified Bosun R. A. Sipsey; Secretary Bobbie W. Stearns; Educational Director Tony Potts; Steward Delegate B. Wright. No disputed OT. Bosun requested that all members in all departments fill out repair lists which will be posted so that repairs that can be taken care of at sea will be done. A recommendation was made that the tape movies that were played be rewound and then put back into the right container and into the right movie box. Report to Log: "A very nice Christmas dinner was had at the Port of Dubai, Sumatra on Christmas Day for all officers and crew and 53 additional government officials and port officials. The meal was enjoyed by all and the steward department received a well done and a lot of thanks." Observed and duly noted one minute of silence in memory of our departed brothers and sisters. Next port Long Beach.

SEA-LAND EXPLORER (Sea-Land Service), January 31—Chairman L. C. Cope; Secretary J. Doyle; Educational Director M. Sabin; Steward Delegate Wayne Woodward. No disputed OT. Chairman reported that he could not stress too strongly the need for anyone who is allergic to any drug or medicine to let the mate know of same in the event of an emergency. This information could save your life. A motion was made by J. Doyle, D-312 and seconded by R. Beoraff, B-1045 that the medium of the Log and communications to ship's should be used more extensively. With more information and opinions, pro and con, on all subjects relating to the Union and the maritime industry as a whole, everyone could familiarize themselves more intelligently with the problems that exist. Also, if you have a beef or complaint that you want to discuss, the best place to do it is at these ship's meetings. We can only help each other if we are all aware of what is going on. Observed one minute of silence in memory of our departed brothers and sisters. Next port Long Beach.

SEA-LAND DEVELOPER (Sea-Land Service), January 10—Chairman, Recertified Bosun James Boland; Secretary Norman Johnson; Educational Director Erni Monaymaker; Engine Delegate V. Meohan. \$22.25 in ship's fund. No Disputed OT. Chairman urged all members to take advantage of upgrading at Piney Point for your own future security. It is also necessary, he reported, to continue to practice safety on deck at all times. Secretary thanked all members for their full cooperation and advised them that he is hoping to get into the next Steward Recertification class. A telegram was received from the SIU hall wishing all a Happy Holiday. A vote of thanks to the steward department for a fine Thanksgiving and Christmas dinner. Next port Long Beach.

LNG VIRGO (Energy Transport), January 3—Chairman, Recertified Bosun Cliff Leahy; Secretary J. Golder. No disputed OT. Chairman reported that a wire was sent to Red Campbell about supplies that were needed and ordered on the Singapore By-Pass and refused by the company. Action was taken immediately by Red Campbell and store order was approved by the company. This action was given our thanks for a job well done. The company posted a notice from the New York office relative to airline tickets; if you came out on Pan Am you have to go back on Pan Am. It was further noted that new latches were needed on doors and ones with handles rather than knobs to enable one to open doors when he has his arms full. This item has been brought up many times and nothing has been done. This is a safety hazard as at times it is impossible to open the doors from the inside and in case of fire or collision or other accident loss of life could occur. The steward thanked the crew for helping to keep the passageway decks clean. A vote of thanks to the steward department for a fine Christmas menu along with the Christmas music. Report to Log: "There was a King Neptune party for Pollywogs on the 19th of December off Bontang, Borneo, Indonesia."

OGDEN DYNACHEM (Ogden Marine), January 1—Chairman, Recertified Bosun H. B. Rains; Secretary D. Collins; Educational Director J. Spell; Deck Delegate Charles Herrera; Engine Delegate Joseph W. Spell; Steward Delegate James Morgan. No disputed OT. Chairman reported that the Log had been received on board and to know what is going on in the Union every member should read it. In this issue the President's report, the Port Bill priority and the vote to bring back the SS Constitution were of particular interest. A vote of thanks to the steward baker and the chief cook for a fine Christmas dinner. Next port Beaumont.

JACKSONVILLE (Sea-Land Service), January 24—Chairman, Recertified Bosun G. Mattioli; Secretary J. Osbey; Educational Director J. Karonis; Deck Delegate J. Cataldo; Engine Delegate W. Padilla; Steward Delegate M. Robles. No disputed OT. Chairman reported that a message from headquarters and the President of the Union extending season greetings to all crewmembers on board ship was read and posted on the bulletin board in the crew recreation room. Next port Elizabeth.

COVE NAVIGATOR (Cove Shipping), January 24—Chairman Clyde J. Smith Jr.; Secretary H. W. Roberts; Educational Director W. T. Christopher; Deck Delegate Arthur P. Finelli; Engine Delegate L. B. Bumpers; Steward Delegate Walter Mosely. No disputed OT. The Captain praised the crew for their understanding and patience due to the inconvenience that everyone had to go through because of ship's boiler trouble. Chairman noted that the Log had been received in Subic Bay and everyone should read it to know what is going on in the Union. Next port Guam.

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

Sea-Land Economy
LNG Aquarius
LNG Leo
Santa Mercedes
Transcolorado
American Heritage
Stonewall Jackson
Del Campo
Santa Lucia
Overseas Chicago
Sea-Land Pacer
Sea-Land Patriot
Long Beach
Great Land
New York
Overseas Harriette
Connecticut
Overseas Alice
Ultramar
Tamara Guilden
Walter Rice
Delta Mar
Sea-Land Innovator
Sea-Land Producer
Sea-Land Galloway
Ogden Wabash
Edward Rutledge
Ambassador
Penny
Sea-Land McLean
Sea-Land Express
Overseas Valdez
Sea-Land Venture
Charleston
Delta Sud
Overseas Vivian
Overseas Marilyn
Sea-Land Adventurer
Santa Clara
Ultraseas
Point Manatee
Tampa
Overseas Joyce
Overseas Ohio
Santa Isabel
Golden Endeavor
Overseas Washington
San Pedro
LNG Libra
LNG Gemini
Pride of Texas
Cove Spirit
Sea-Land Patriot
Sea-Land Consumer

Stone Rolling Thru Wilmington, No. Carolina



Here's the crew of the tugs *Estelle Stone* and the *Pocahantas* (Stone Towing) on a break in busy Wilmington, N.C. harbor. They are from left: Jimmy Cain and Eddie Johnston, deckhands; David George, engineer; SIU Norfolk Patrolman Dave "Scrapiron" Jones; Henry Newkirk, engineer; Bruce Williams, deckhand; Marlin Snyder, captain; Jerry Champion, docking pilot; Larry George, deckhand, and Ralph Guy, captain.

Dispatchers Report for Inland Waters

FEBRUARY 1-28, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	1	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	8	1	2	0	0	0	15	3	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	3	2	0	3	2	6	4	2
Mobile	0	1	0	0	0	0	0	1	1
New Orleans	2	3	1	4	1	4	5	3	3
Jacksonville	0	2	0	0	1	0	2	3	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	1	2	0	0	0	7	6	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	1	2	0	0	0	11	4	13
Port Arthur	0	0	0	0	0	0	19	5	5
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	4	12	3	2	2	6	2	17
Piney Point	0	3	0	0	3	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	24	18	21	8	10	8	71	31	47
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	1	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	1	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	1	0	0	0	0	2
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	1	0	0	1	1	2
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	1	0	0	0	2	0	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	3	2	2
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	2	0	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	2	0	0	0	0	0	5
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	1	0	4	0	0	0	8	2	11
Totals All Departments	25	18	25	9	10	8	80	34	60

*"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.

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 Charles & Redwood Streets
 Baltimore, Md. 21201
 Tele. # (301) 539-6967

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 Boston, Mass. 02110
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 Tele. # (313) 532-1220

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Orlando & White
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 Gloucester, Mass. 09130
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HOUSTON, TEXAS

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 Suite 510
 Houston, Texas 77002
 Tele. # (713) 659-4455 &

LOS ANGELES, CALIF.

Fogel, Julber, Rothschild & Feldman
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 Los Angeles, Calif. 90036
 Tele. # (213) 937-6250

MOBILE, ALA.

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 Mobile, Ala. 36602
 Tele. # (205) 433-4904

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Stone Rolling Thru Wilmington, No. Carolina



Here's the crew of the tugs *Estelle Stone* and the *Pocahontas* (Stone Towing) on a break in busy Wilmington, N.C. harbor. They are from left: Jimmy Cain and Eddie Johnston, deckhands; David George, engineer; SIU Norfolk Patrolman Dave "Scrapiron" Jones; Henry Newkirk, engineer; Bruce Williams, deckhand; Marlin Snyder, captain; Jerry Champion, docking pilot; Larry George, deckhand, and Ralph Guy, captain.

Dispatchers Report for Inland Waters

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	0	0	0	1	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	8	1	0	0	0	0	15	3	0
Norfolk	1	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	4	1	4	0	3	3
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	1	0	0	0	0	7	6	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	1	0	0	0	0	11	5	13
Port Arthur	0	0	0	0	0	0	19	5	5
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	0	0	0	0	0	6	0	17
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	24	18	21	8	10	8	71	31	47
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
Totals All Departments	25	18	25	8	10	8	80	34	60

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INLAND LINES

IBC, Express Marine Contracts Okayed

Norfolk Boatmen at IBC and Express Marine have voted to okay their new contracts early this month.

In the middle of March, Boatmen at Allied Towing and the NBC Line were in the process of voting to give the companies an extension on an increase in wages.

Great Lakes SIU Tug and Dredgemen Fitout

North American Trailer Co. tug and dredgemen are working on two jobs at the ports of Buffalo, N.Y. and Lorain, Ohio.

Great Lakes Dredge & Dock Co. was declared the contract low bidder on harbor dredging at the port of Cleveland, Ohio and in the nearby Cuyahoga River.

Luedtke Engineering early this month began a dredging project of harbor deepening at Holland, Mich.

Dunbar & Sullivan (D&S) SIU Boatmen and dredgemen continue to fitout with river and harbor deepening at Ashtabula, Ohio.

D&S dredgemen are also working on digging a 3,000 ft. trench for an underwater intake (6-8 ft. pipe) pipeline at Menter, Ohio. Later they will cover the subaqueous pipeline's banks with stonework.

The company has a Mar. 23 contract bid in to do the annual maintenance dredging of accumulated silt in Duluth (Minn.) Harbor.

Mainland Chinese Study the Mississippi

A delegation of engineers and directors of the People's Republic of China were here for a month to study river navigation, flood control and port facilities.

Led by Gao Yuan, head of the Bureau of Science and Technology of the Ministry of Communications, the groups spent a week in the port of New Orleans studying the mouth of the Mississippi. China is working to develop her Yangtze River System.

Hot to Cold (Climates)

Our wandering port of Tampa-St. Petersburg cook, Boatman Duncan Vincent "Fat Pat" Patterson, 48, late last month had a severe change of climates on two runs aboard the ocean tug *T.J. Sheridan* (Sheridan Transport) from the Sunny South's hot 70's to Portland, Me.'s "cold, cold."

Pat says "it was cold up there... The snow looked just beautiful... don't forget I haven't seen snow in many a year now," added the former Baystater.



SIU tug *Charger* (Sonat) A.B. Donald "Shorty" Huddleston.



J.B. Tatterson, cook on the tug *Charger*.

Reagan Budget Has \$68M for L&D 26

If the U.S. Congress gives the green light, President Ronald Reagan's budget includes \$68-million for new construction on the Alton (Ill.) Lock and Dam 26 on the Upper Mississippi River.



Norfolk new pensioners (center l. to r.) William J. Meehan and Gardner Hewitt early this month accepted service plaques (Hewitt 30 years) from (right) McAllister Brothers General Manager George Flanagan. Looking on (at left) is SIU Patrolman David "Scrapiron" Jones.

HURRY . . .

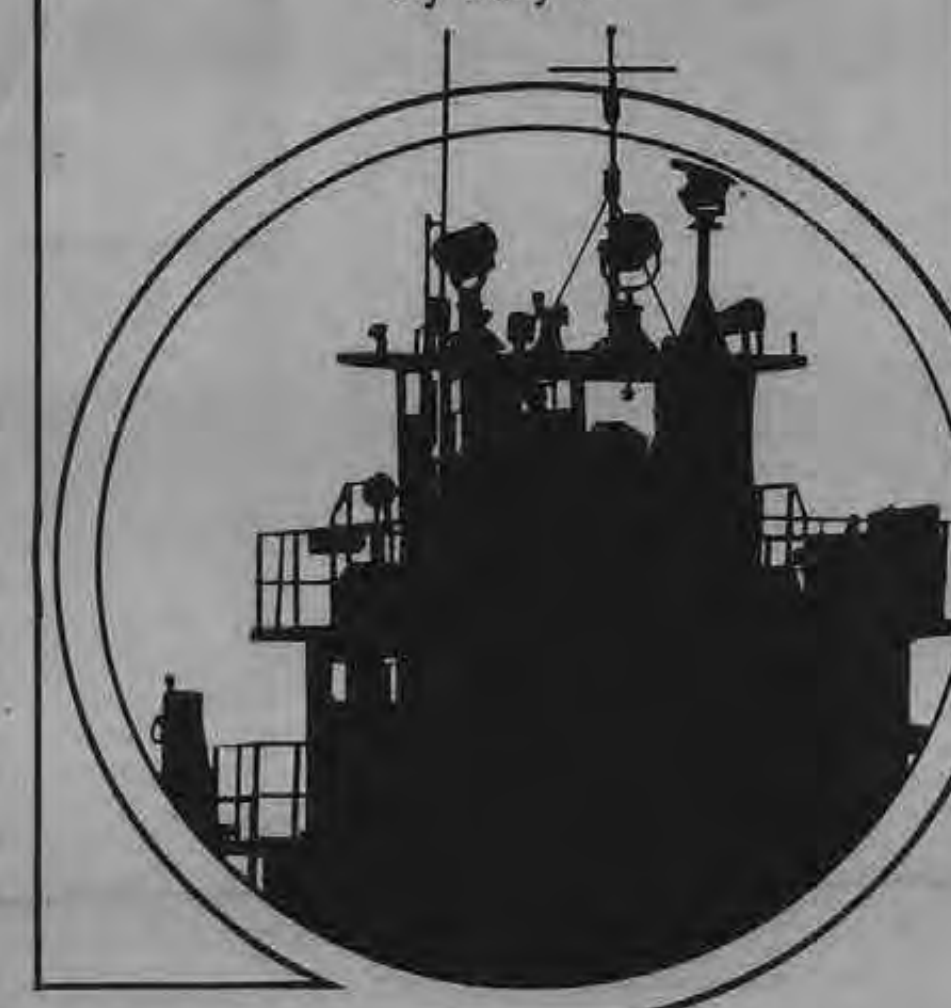
The Transportation Institute
Scholarship Program for Towboat
Operators will be awarded

SOON

Apply Now

See Your SIU Field Representative
for details and applications.

For course starting June 21
All applications must be received
by May 7.



Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report of Seafarers Vacation Plan, I.D. No. 13-5602047 for January 1, 1979 to December 31, 1979. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$8,344,484 as of December 31, 1979, compared to \$5,110,173 as of December 31, 1978. During the plan year the plan experienced an increase in its net assets of \$3,234,311. This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets as of the end of the year as compared to the value of the assets at the beginning of the year, or

the cost of assets acquired during the year. During the plan year, the plan had total income of \$31,324,275, including employer contributions of \$29,809,453, earnings from investments of \$1,484,822, and other income of \$30,000.

Plan expenses were \$28,021,047 and are comprised of three classes of expenses: (1) Vacation Benefit expenses of \$26,384,458; (2) Administrative expenses of \$1,579,623, and (3) other expenses of \$56,966. The vacation benefit expenses included benefits of \$24,600,909, payroll taxes on vacation benefits of \$1,777,277, and communications with participants of \$6,272. Administrative expenses were comprised of salaries of \$248,362, fees and commissions of \$53,633, fiduciary insurance premiums of \$4,506, provisions for reserving those contributions that are doubtful of collection of \$278,354, and general administrative expenses of \$994,768.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York

11232. The charge to cover copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for

the copying of these portions of the report because these portions are furnished without charge.

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Personals

Uhie Eugene Nolan

Please contact Mrs. Eastee M. Nolan, Rt. 4, Box 809 Boykin Rd. Theodore, Ala. 36582

Dominic Disce, William Rogers, Anthony Korsak, Chuck Begucki, James Ahearn (from Boston), Clyde Miller, Joe Harvey, Joe Lujan, Stanley Zeagler

Please write, Paul Arthofer, c/o General Delivery, Las Vegas, Nevada 89114.

Cove Trader Committee



Recertified Bosun Donald Chestnut (left) ship's chairman of the ST Cove Trader (Cove Shipping) is at a Mar. 8 payoff with most of the Ship's Committee of (l. to r.) Chief Pumpman Bob Rentz, engine delegate; Chief Steward/Baker Willie Braggs, secretary-reporter and Chief Cook Marion Dale, steward delegate. The tanker, on a feeder run from the Panama Canal with Alaska's North Slope oil, paid off at the Exxon Dock, Bayway, N.J.

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

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

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

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

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

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

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report of Seafarers Vacation Plan, I.D. No. 13-5602047 for January 1, 1979 to December 31, 1979. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$8,344,484 as of December 31, 1979, compared to \$5,110,173 as of December 31, 1978. During the plan year the plan experienced an increase in its net assets of \$3,234,311. This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets as of the end of the year as compared to the value of the assets at the beginning of the year, or

the cost of assets acquired during the year. During the plan year, the plan had total income of \$31,324,275, including employer contributions of \$29,809,453, earnings from investments of \$1,484,822, and other income of \$30,000.

Plan expenses were \$28,021,047 and are comprised of three classes of expenses: (1) Vacation Benefit expenses of \$26,384,458; (2) Administrative expenses of \$1,579,623, and (3) other expenses of \$56,966. The vacation benefit expenses included benefits of \$24,600,909, payroll taxes on vacation benefits of \$1,777,277, and communications with participants of \$6,272. Administrative expenses were comprised of salaries of \$248,362, fees and commissions of \$53,633, fiduciary insurance premiums of \$4,506, provisions for reserving those contributions that are doubtful of collection of \$278,354, and general administrative expenses of \$994,768.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

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Seafarers Medical Clinic Anniversary

25 Years of Helping Seafarers and Families

NEXT MONTH will mark the 25th anniversary of an innovative program that has helped thousands of Seafarers and their families.

It was on Tuesday, Apr. 16, 1957 that over 500 people gathered to celebrate the dedication of the Seafarers Medical Clinic in New York. That date marked the beginning of what was to be a country-wide system of health clinics.

The original New York facility, which was named the Pete Larsen Memorial Clinic, was located at 3rd Ave. and 21st St., near SIU Headquarters in Brooklyn. In 1973 it was moved to a building that is right beside Headquarters.

The actual building in which the Clinic is located may have changed, but other things have remained the same. Dr. Joseph Logue, who was the first director of the Clinic, still heads the facility as well as being Seafarers Medical Director. He is very competently assisted by Clinic Administrator Florence Penney who has been with the facility since it opened. Another charter member of the staff is Ben Iannotti, who is the Licensed Radiologic Technician at the Clinic.

Among the 500 people who attended the dedication ceremony in 1957 were the SIU rank and file, representatives from government agencies, the medical profession, the trade union movement, and the maritime industry. The ribbon cutting ceremony was performed by Warren Magnuson who was then a Democratic Senator from the state of Washington.

Speaking at the ceremony was the man who was probably most responsible for the establishment of the Clinic, Paul Hall. He was then



Dr. Joseph Logue (seated), Seafarers Medical Director, posed for this photo recently with part of the staff at the New York Medical Clinic. Standing from left are: Richard Brigham, medical technologist; Carol Brown, RN; Genevieve Nielsen, clerk-typist; Phyllis Gallo, secretary-receptionist; S. Tandon, MD; Joseph Logue, Jr., assistant; Florence Penney, Clinic administrator; J. SanFilippo, MD; R. Minutello, MD; B. Iannotti, licensed radiologic technician; Jeanne McNair, secretary, and R. Darbonne, medical technologist. Seated is Mary Larsen, RN.

Secretary-Treasurer of the SIU, the highest post in the Union.

Hall explained to the audience why the Clinic was named after Seafarer Pete Larsen who had died the year before at the age of 32. Larsen was honored, Hall said, "not because he was a hero, but because the membership thought he was typical of the good sailor and the good union man."

The Clinic therefore stands, he continued, as a tribute to the entire membership of the SIU who have worked and fought together to further the progress of all seamen.

Soon after the New York Clinic opened, others were established in ports throughout the country.

Today, there are 24 Clinics serv-

icing Seafarers and their dependents. Of those, three are Seafarer-owned—New York, Baltimore, New Orleans—and the rest are contract Clinics.

Last year alone 16,812 Seafarers and 2,048 dependents came to the Clinics.

The Clinics in New York, Baltimore, and New Orleans are operated under the auspices of the Sea-

farers Welfare Plan whose Board of Trustees is composed of representatives from the SIU and from SIU-contracted companies.

On the 16th of next month, when the Pete Larsen Memorial Clinic opens its doors, just as it has thousands of times in the past, the staff can feel proud of the quarter century of service that has been given to the members of the SIU.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Apr. 5	2:30 p.m.	7:00 p.m.
Philadelphia	Apr. 6	2:30 p.m.	7:00 p.m.
Baltimore	Apr. 7	2:30 p.m.	7:00 p.m.
Norfolk	Apr. 8	9:30 a.m.	7:00 p.m.
Jacksonville	Apr. 8	2:00 p.m.	—
Algonac	Apr. 9	2:30 p.m.	—
Detroit	Apr. 9	2:30 p.m.	—
Alpena	Apr. 12	2:30 p.m.	—
Houston	Apr. 12	2:30 p.m.	7:00 p.m.
New Orleans	Apr. 13	2:30 p.m.	7:00 p.m.
Mobile	Apr. 14	2:30 p.m.	—
San Francisco	Apr. 15	2:30 p.m.	—
Wilmington	Apr. 19	2:30 p.m.	—
Seattle	Apr. 23	2:30 p.m.	—
Piney Point	Apr. 10	10:30 a.m.	—
San Juan	Apr. 8	2:30 p.m.	—
Columbus	Apr. 17	—	1:00 p.m.
Chicago	Apr. 13	—	—
Port Arthur	Apr. 13	2:30 p.m.	—
St. Louis	Apr. 16	2:30 p.m.	—
Honolulu	Apr. 8	2:30 p.m.	—
Duluth	Apr. 14	2:30 p.m.	—
Jeffersonville	Apr. 15	2:30 p.m.	—
Frankfort	Apr. 16	2:30 p.m.	—
Tampa	Apr. 22	2:30 p.m.	—
Gloucester	Apr. 20	2:30 p.m.	—
Jersey City	Apr. 21	2:30 p.m.	—

542 301 **UNITED STATES COAST GUARD** 1-1

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Course starts May 24

Learn Propulsion, Diesel Engines, Auxiliary Boilers, Water Systems, Auxiliary Diesel Engines, Engineering Safety, Electricity and miscellaneous systems.

Sit for your exam at any licensing Coast Guard office.

For details, contact SHLSS or your SIU Field Representative.



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Angus "Red" Campbell, vice president
Mike Sacco, vice president
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(517) EL 4-3616

BALTIMORE, Md. 1216 E. Baltimore St. 21202
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(614) 497-2446

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

FRANKFORT, Mich. P.O. Box D
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(616) 352-4441

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

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

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(904) 353-0987

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(504) 529-7546

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(804) 622-1892

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

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(215) DE 6-3818

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(713) 983-1679

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

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(813) 251-6096

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 RO. 5-6 Nihon Ohtori
Naka-Ku 231-91
201-7935

Dispatchers Report for Deep Sea

FEBRUARY 1-28, 1982

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	2	7	0	3	4	0	16	13	3
New York	74	39	0	89	40	0	150	104	7
Philadelphia	8	2	0	6	2	0	15	10	2
Baltimore	13	5	0	4	3	0	28	12	0
Norfolk	4	13	0	12	14	0	15	20	1
Tampa	13	11	0	6	9	0	24	21	3
Mobile	8	0	0	27	2	0	22	7	0
New Orleans	49	14	1	41	15	0	137	48	7
Jacksonville	20	8	1	22	3	0	54	21	2
San Francisco	41	14	3	11	7	0	101	47	12
Wilmington	16	15	7	19	8	0	36	28	16
Seattle	38	12	1	22	15	0	66	35	5
Puerto Rico	7	1	0	14	5	0	18	2	1
Houston	31	20	1	42	33	0	89	38	9
Piney Point	0	0	0	0	9	1	0	0	0
Yokohama	3	0	1	1	2	0	3	3	1
Totals	327	161	15	319	171	1	774	409	69
ENGINE DEPARTMENT									
Boston	1	3	0	2	1	0	3	7	1
New York	67	28	2	57	37	0	152	71	3
Philadelphia	2	0	0	1	2	0	8	7	0
Baltimore	8	5	0	6	1	0	34	9	0
Norfolk	8	8	0	8	12	0	13	13	0
Tampa	10	7	0	2	8	0	14	13	0
Mobile	7	4	1	16	4	0	18	11	1
New Orleans	37	9	0	29	3	0	110	36	2
Jacksonville	15	3	0	39	7	0	21	13	0
San Francisco	25	18	1	17	7	0	57	39	9
Wilmington	12	10	1	10	4	0	24	15	11
Seattle	22	6	1	22	11	0	44	16	5
Puerto Rico	4	0	0	16	3	0	8	3	1
Houston	29	14	1	36	17	0	60	24	3
Piney Point	0	0	0	0	5	0	0	0	0
Yokohama	2	1	1	2	0	1	1	1	0
Totals	249	116	8	263	122	1	567	278	36
STEWARD DEPARTMENT									
Boston	0	2	0	2	2	0	1	1	0
New York	27	22	0	48	48	0	58	54	2
Philadelphia	2	1	0	0	3	0	3	4	0
Baltimore	9	2	0	5	5	0	22	4	0
Norfolk	3	6	1	7	15	0	7	11	2
Tampa	5	6	0	6	4	0	11	7	1
Mobile	10	0	0	14	3	0	21	1	0
New Orleans	22	6	0	27	5	0	53	12	0
Jacksonville	11	5	0	13	5	0	22	10	0
San Francisco	20	19	10	11	20	4	53	48	24
Wilmington	9	2	1	6	8	1	15	10	3
Seattle	10	2	2	13	15	0	17	5	3
Puerto Rico	5	0	0	8	3	0	8	3	0
Houston	29	3	0	28	20	0	50	7	2
Piney Point	0	0	0	0	22	0	0	0	0
Yokohama	0	0	0	0	1	0	0	0	0
Totals	162	76	14	188	179	5	341	177	37
ENTRY DEPARTMENT									
Boston	2	7	2				3	9	3
New York	29	113	11				36	247	61
Philadelphia	2	4	1				10	24	2
Baltimore	3	21	2				16	42	3
Norfolk	4	9	2				6	35	5
Tampa	3	19	2				5	33	5
Mobile	4	5	1				6	27	3
New Orleans	12	32	1				46	111	10
Jacksonville	6	19	0				17	56	4
San Francisco	17	59	44				36	162	148
Wilmington	1	24	7				2	55	33
Seattle	14	34	12				16	58	30
Puerto Rico	9	12	4				17	24	11
Houston	16	40	4				23	70	16
Piney Point	0	36	1				0	0	0
Yokohama	0	2	0				0	1	2
Totals	122	436	94				239	959	336
Totals All Departments	860	789	131	770	472	7	1,921	1,823	478

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 February was up 182 over the month of January. A total of 1,249 jobs were shipped in February to SIU contracted deep sea vessels. Of the 1,249 jobs shipped in February, only 770 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.



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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
Boston	2	7	0	3	4	0	16	13	3
New York	74	39	0	89	40	0	150	104	0
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Baltimore	13	5	0	18	12	0	28	12	0
Norfolk	4	13	0	17	14	0	18	20	0
Tampa	13	11	0	24	9	0	24	21	0
Mobile	8	0	0	27	2	0	22	7	0
New Orleans	49	14	1	41	15	0	137	48	0
Jacksonville	20	8	1	22	3	0	54	21	0
San Francisco	41	14	3	11	7	0	101	47	12
Wilmington	15	15	7	19	8	0	36	28	16
Seattle	38	12	1	22	15	0	66	35	5
Puerto Rico	7	1	0	14	5	0	18	2	0
Houston	31	20	1	42	33	0	89	38	0
Piney Point	0	0	0	0	9	1	0	0	0
Yokohama	3	0	1	2	0	0	3	3	1
Totals	327	181	15	319	171	1	774	409	69
ENGINE DEPARTMENT									
Boston	1	3	0	2	1	0	3	7	1
New York	67	28	0	57	37	0	162	71	0
Philadelphia	2	0	0	1	0	0	8	0	0
Baltimore	8	5	0	6	1	0	34	9	0
Norfolk	18	8	0	12	8	0	13	13	0
Tampa	10	7	0	2	8	0	14	13	0
Mobile	7	4	1	16	4	0	18	11	1
New Orleans	37	9	0	29	3	0	110	36	0
Jacksonville	15	3	0	39	7	0	21	39	9
San Francisco	29	18	1	17	7	0	57	39	9
Wilmington	12	10	1	10	4	0	24	15	11
Seattle	22	6	1	22	11	0	44	16	5
Puerto Rico	0	4	0	16	3	0	8	3	0
Houston	29	14	1	36	17	0	60	24	3
Piney Point	0	0	0	0	5	0	0	0	0
Yokohama	0	0	1	0	0	1	1	1	1
Totals	249	118	8	263	122	1	567	278	36
STEWARD DEPARTMENT									
Boston	0	2	0	48	48	0	1	54	0
New York	27	22	0	0	3	0	58	4	0
Philadelphia	2	1	0	0	0	0	3	4	0
Baltimore	2	0	0	5	15	0	22	11	0
Norfolk	5	6	0	7	4	0	11	7	1
Tampa	10	0	0	14	3	0	21	12	0
Mobile	10	0	0	27	5	0	53	12	0
New Orleans	11	5	0	13	5	0	22	10	0
Jacksonville	22	6	0	27	8	0	53	12	0
San Francisco	20	19	10	11	20	4	53	48	24
Wilmington	19	2	1	6	8	1	15	10	3
Seattle	10	2	2	13	15	0	17	5	3
Puerto Rico	5	0	0	8	3	0	8	3	0
Houston	29	3	0	28	20	0	50	7	2
Piney Point	0	0	0	0	22	0	0	0	0
Yokohama	0	0	0	0	1	0	0	0	0
Totals	182	76	14	188	179	5	341	177	37
ENTRY DEPARTMENT									
Boston	2	7	2	3	9	3	9	5	3
New York	29	113	11	36	247	61	247	24	2
Philadelphia	4	1	1	10	24	2	10	24	2
Baltimore	2	4	2	16	42	9	16	42	9
Norfolk	4	9	2	6	35	5	6	35	5
Tampa	5	19	2	5	33	5	5	33	5
Mobile	5	1	1	6	27	3	6	27	3
New Orleans	12	32	1	16	111	10	16	111	10
Jacksonville	6	19	0	17	56	4	17	56	4
San Francisco	17	59	44	36	167	148	36	167	148
Wilmington	1	24	7	16	35	33	16	35	33
Seattle	14	34	12	16	58	30	16	58	30
Puerto Rico	9	12	4	17	24	11	17	24	11
Houston	16	40	4	23	70	16	23	70	16
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	2	0	0	1	2	0	1	2
Totals	122	436	94	239	859	336	239	859	336
Totals All Departments	860	789	131	770	472	7	1,921	1,823	478

*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 February was up 182 over the month of January. A total of 1,249 jobs were shipped in February to SIU contracted deep sea vessels. Of the 1,249 jobs shipped in February, only 770 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.

Directory of Ports

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

HEADQUARTERS . . . 875 4 Ave., Bklyn. 11232
(212) HY 9-6800

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

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

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

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

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

COLUMBUS, Ohio 2800 South High St. 43207
(614) 497-2446

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. 11 Rogers St. 01903
(617) 283-1167

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

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

JACKSONVILLE, Fla. 3315 Liberty St. 32206
(904) 353-0967

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. 2804 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, Junco, P.R.
Stop 20 00909
(809) 725-6860

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

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

TAMPA, Fla. 308 Plant Ave. 33606
(813) 251-6096

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 RO
5-6 Nihon Onsen
Naka-Ku 231-01
201-7935

At Sea/Ashore

Tribute to 'Big Guy' of Golden Endeavor

Recertified Bosun James Camp and Seafarers of the *Golden Endeavor* paid tribute to that "Big Guy" from Mobile, Ed Kelley, chief steward, for a JWD (job well done) and "a super-organized department" which got praise for "their unique and tempting ways of serving (Kelley's) fine prepared foods."

The tribute extolled further: "They always had a smile, morning, noon and night, which, always made the food more appetizing. . . . With Kelley's added plus—his center of attraction—the salad bar."

The Big Guy is thinking of retirement. "We'd like to see him go to Piney Point to teach the fine art of cooking and baking. . . ."

They, the SIU crew, added: "Ed Kelley we're with you 100 percent! We'll all miss those humorous stories and jokes at coffee time."

From Memphis... to Alexandria...

From Memphis (Tenn.) St. Louis or Rivergate from May 1 to May 10, the *LASH William Hooper* (Waterman) will voyage to Alexandria or Port Said, Egypt with 9,514 metric tons of bagged wheat flour.

Japan May Buy U.S. Grain for 3rd World

Japan may buy surplus U.S. grains to aid developing nations of the Third World.

The aid, a counter to American demands that Japan liberalize her farm imports policy, is being studied by the country's Agriculture, Forestry, Fisheries and Finance Ministries, Foreign Office and Economic Planning Agency.



SIU Executive VP Ed Turner (center) holds oil portrait of Paul Hall painted by an artist contracted by Recertified Bosun Jim Pulliam (right). Painting was done from a photo which appeared in the Log. At left is Don Bartlett, head of Sea-Land's S.F. shoregang. Pulliam will donate the painting to the Paul Hall Library in Piney Point.

A MESSAGE FROM YOUR UNION



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



Seafarer Paul Russell aboard the *SS Adventurer* last January. Hope he's holding on!

MSC Charters 3 Maritime Overseas Tankers

The U.S. Military Sealift Command from Aug. 15 to Dec. 15 will charter the 36,817 dwt *ST Overseas Alice*, *Overseas Valdez* and the *Overseas Vivian* (Maritime Overseas) for five to 10 years in the Gulf or Caribbean.

18th Century Merchant Ship Unearthed

A unique 85-foot merchant ship which plied the West Indies-Britain-American colonies trades in the early 1700's and was used as Manhattan Is. landfill in 1746-1755 was unearthed early this month near the South St. Seaport.

She was buried 15 feet below a construction site. One side will go to a museum.

Point Vail Seeks MARAD Green Light

The owners of the 98,000 dwt *ST Point Vail* (Point Vail Shipping) early last month applied to MARAD for \$25 million in financing to cover the rebuilding of the wrecked tanker which cost \$32.9 million.

From Portland to Port Said

Due to sail from Portland, Ore. to Port Said, Egypt from Apr. 1 to Apr. 10 is the *OBO Ultramar* (Westchester Marine) hauling a cargo of 60,000 metric tons of bulk wheat.

MARAD Asked to OK New York for Alaska Run

The U.S. Maritime Administration (MARAD) was asked late last month to let the 264,100 dwt VLCC *New York* (Boston Tankers) to carry Alaskan North Slope crude starting May 10.

She would be chartered to SPC Shipping.

Pride of Texas to Sail to Egypt

From Mar. 25 to Apr. 5 from a St. Lawrence Seaway port, the Bulk *SS Pride of Texas* (Titan Navigation) will sail to Alexandria-Port Said, Egypt with 32,000 metric tons of bulk wheat.

SIU Learns Fast: Washington Pen

by John Bunker

6-year Fight to Win 1954 Cargo Preference Bill Begins SIU Commitment To Political Action

FOR several decades after the end of World War II, hundreds of American flag ships and thousands of seamen were kept busy hauling U.S.-financed foreign aid cargoes to Europe, Asia and the Middle East.

That they were thus employed was due in large measure to the battle waged in Washington by the Seafarers International Union to make sure that at least half of all foreign aid cargoes moved in American ships.

This battle required continual vigilance. But it paid off two-fold.

- It saved thousands of jobs for American seamen, both for the SIU and the other maritime unions, and it educated the SIU in the intricacies of the huge and devious Federal bureaucracy.

- It provided the basis for what became strong and effective SIU representation in Washington, where Congress and the many departments and bureaus of the Federal government set the course for the American merchant marine.

The fight for cargo preference for American ships (better known as 50-50) is a classic example of SIU action on the Washington front.

This issue goes back to 1948 when a provision was incorporated in the original Marshall Plan (foreign aid program) specifying that half of all Marshall Plan cargoes should go in American ships. Subsequently, the Congress passed other foreign aid bills, leaving it up to the discretion of the government agency conducting the particular aid program as to how much should go in American ships and how much in foreign vessels.

Mandatory requirements that 50



The first ship to carry U.S. aid cargo under the 1954 Cargo Preference Act was the SIU-contracted S.S. Steel Surveyor (Isthmian).

percent of all such cargo should move under the American flag was not uniform. But when it was so stipulated, it was in effect for only one fiscal year.

The importance of this legislation is evident in the fact that during the year 1951 alone, some 12 million tons of foreign aid moved on 528 ships! Between 1954 and 1965, the United

groups, the SIU and other unions to make sure the 50-50 allocation was included.

Continual vigilance was necessary through the years of huge foreign aid movements to make sure that American ships—and SIU ships—were not shortchanged for their fair share of grain, fertilizers, coal, machinery, and

a greater share of this lucrative business. By using cheaper foreign flag ships, said the Agriculture Department, less money would be spent on shipping and more could be spent on buying surplus grain from farmers. In its viewpoint, this was a perfectly logical argument and one that had to be continually countered by the SIU, with its argument that supporting a strong merchant marine was as important as subsidizing crop production for farmers.

In the Pakistan Wheat Bill case, Congress responded quickly and favorably to this particular emergency. The 50-50 provision was restored to the bill, and the first grain shipment for Pakistan, quite appropriately, left New York on July 6, 1953, on the SIU-manned S.S. Steel Surveyor of the Isthmian Line.

A total of 500,000 tons of wheat in this aid deal was assigned to American flag ships, thanks to a prompt and effective SIU "fire fighting" brigade in Washington.

The *Seafarers Log* summed it up in an editorial for June 26, 1953.

"Once again, the SIU has played a leading role in defending a most important piece of maritime legislation, the 50-50 law. The vote of the House of Representatives in restoring the 50-50 provision to the Pakistan Wheat Bill ended for the time being another attempt to kill this principle."

1954 Bill Signed

In 1954, a bill called The Cargo Preference Act was introduced in Congress. This bill stipulated that half of all government military and foreign aid cargo should move in American ships. It passed in August of 1954 and it was signed by President Eisenhower despite objections from the State Department and the Department of Agriculture. It was the first comprehensive, long-range legislation dealing with cargo preference in the American merchant marine.

Heretofore, cargo preference was a stipulation attached to various pieces of foreign aid legislation or a matter

History of the SIU Part XV

States shipped 137.5 million tons of foreign aid cargoes overseas. Thanks to the 1954 Cargo Preference (50-50) Act, about half of this amount was delivered in American ships. The foreign military aid program and economic aid programs have continued ever since.

Sabotage Attempts

Government administrators and others connected with these aid programs tried continuously to remove or by-pass the 50-50 provision and all legislation dealing with foreign aid had to be closely scrutinized by operator

the many other kinds of give-away freight.

There were continuing attempts to sabotage this policy.

In November of 1953, for instance, the Committee for Economic Development recommended to a government commission that cargo preference rules should be eased for the foreign aid program. Meyer Kettenbaum, the committee chairman, told the Commission on Foreign Aid Economic Policy that the 50-50 ratio could be reduced without harming the U.S. merchant marine or hurting national security. This position was immediately challenged by the SIU.

Also in 1953, the House of Representatives removed the 50-50 provision from what was called the Pakistan Wheat Bill, a law permitting the shipment of a million tons of surplus wheat to Pakistan.

Again, the SIU's Washington staff went into action, contacting members of Congress in person and by telephone, emphasizing the importance of employment for American ships and American seamen. This action for 50-50 was to be duplicated many times over the years.

Agriculture Dept. the Culprit

Amazingly enough, the government of Pakistan, the principal beneficiary of the food shipment, had not requested scuttling the 50-50 requirement. It had been deleted at the request of the U.S. Department of Agriculture, the mid-west "farm bloc" and lobbyists for foreign steamship lines, who wanted

SEAFARERS LOG

August 20, 1954

Vol. XVI, No. 17

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Passage of the bill by the House of Representatives came after strong pleas from union and shipowner groups succeeded in shaking the bill loose from the House Rules Committee, where it appeared doomed to die.

The action of the Rules Committee came after a direct appeal to the White House by maritime spokesmen. It was a major triumph for US-flag shipping and the SIU over the stiff objections of the State Department, the Defense Department and other administration representatives.

Ends Yearly Battle

The success of the permanent "50-50" bill climaxes a seven year fight by the SIU for the principle that American flag shipping is en-

titled to at least half of cargoes bought and paid for by the US taxpayer. Each year since the Marshall Plan began, followed by other economic and military aid programs, the SIU and other maritime groups have had to battle fierce opposition in Washington to get a "50-50" provision attached to foreign aid bills.

From now on, once this new bill is signed into law, the principle of "50-50" will be firmly fixed in future maritime dealings. Its importance to the well-being of maritime is indicated by the fact that US-flag shipping for the past year has been carrying less than 50 percent of all commercial cargoes en-

ding and leaving this country that includes oil cargoes.

"As one maritime spokesman said in effect in testifying for the bill, 'Subsidies are fine but subsidies in themselves don't provide cargo. This legislation goes a long way toward assuring US merchant ships of cargo for their operations.'"

International Lobby

Through the years, the most vigorous opposition to "50-50" legislation has not come from any domestic source but from foreign shipowners who have utilized their diplomatic services in this country to lobby extensively against the bill. The State Department has

The '50-50' Cargo Preference bill was a major victory for the SIU in 1954 as proclaimed in the Aug. '54 Log—today it helps keep the merchant marine afloat.

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This battle required continual vigilance. But it paid off two-fold.

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History of the SIU Part XV

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Mightier Than Waterfront Sword



Over the years, the SIU has greatly stepped up action on the Washington front while solidifying support from the AFL-CIO. President Lane Kirkland addressed the SIUNA Convention held last year in the nation's capital.

of executive order. Now it was a national maritime policy. The SIU had played an important role in the writing, sponsorship and enactment of the historic 1954 Cargo Preference Act.

Laws that are passed can always be repealed or circumvented. So the SIU's Washington office kept a close eye on 50-50 to make sure there were no evasions, fighting attempts to ignore or subvert the law. The importance of this running fight was marked in the *Seafarers Log* by such headlines as these:

SIU Opposes New Plan To Bypass 50-50 Law

State Dept Starts Move To Scuttle 50-50 Law

SIU Presses Drive For 50-50 Enforcement

The cargo preference fight was greatly complicated by the fact that

some 20 or more government agencies have been involved in foreign aid shipments, including both economic and military cargoes. Among them are the Defense Department, State Department, Department of Agriculture, Maritime Administration, Export-Import Bank, American Development Bank, Economic Cooperation Administration, etc. It has been a herculean task to ride herd on all the many agencies which have had a hand in channeling foreign aid cargoes and keeping track of the shipments which were covered by the terms of the 1954 Act.

Perhaps even more difficult was the job of making these agencies live up to the spirit of the Act once it was discovered that they were "short-changing" American ships.

Repeal Attempted
In 1955, for instance, a coalition was formed by foreign flag ship owners,

the State Department, and some members of the Congressional farm bloc to defeat the law. The effort was supported by the threat of some foreign nations that they would not accept surplus agricultural commodities unless they could specify the method of shipment. Their position was supported by the State Department and a sizeable number of Congressmen but strong action by the SIU again defeated attempts to strike down the 50-50 policy.

The importance to the American merchant marine of the SIU's long battle for the 50-50 law cannot be overemphasized.

Over a period of some 20 years, millions of tons of foreign aid and military assistance cargo moved from the United States to our friends and allies all over the world. This has meant thousands of voyages for American ships, including the many war-built Liberties and Victories that might otherwise have ridden idly at their anchors, rusting away in reserve fleet boneyards.

First while secretary-treasurer of the Union and later when President, Paul Hall made many appearances before Congressional committees to battle for cargo preference in the foreign aid economic and military programs, always stressing the vital importance of 50-50 in maintaining an American merchant marine. In one such appearance he pointed out that the Department of Agriculture was complaining about higher costs of moving agricultural aid cargoes in American flag ships while it was spending \$5 billion a year in subsidies for farmers, including the subsidizing of peanuts, cheese and tobacco.

During a 1959 attempt to weaken the 50-50 law, Hall declared that the Union had fought "long and hard" for this legislation and would fight any

future attempt to dilute it. The end of 50-50, he asserted, would mean "finished with engines" for the American merchant marine.

The cargo preference fight did not end with a slackening off in the vast American foreign aid shipments, which continued from the beginning of the Marshall Plan into the 1960s.

In 1971 the Union was prodding the President to increase the amount of foreign aid agricultural products being moved on American ships.

Throughout the Vietnam War, it monitored military shipments to make sure that American flag vessels were fully employed and that the Defense Department wasn't resorting to foreign flags and "runaway" ships.

As recently as 1981, the SIU was on the firing line again to stop Congress from, in effect, repealing the law.

Over the years, there were continual efforts to by-pass the law through "waivers" granted by the Maritime Administration to foreign recipients of aid cargoes, enabling them to use ships of their choice. Riding herd on these efforts entailed a great expenditure of time and effort by the SIU's always-limited Washington staff.

Whenever it was aware of such "waivers", the SIU sought to have the special actions rescinded so that American ships could share in the American-financed foreign aid.

The battle for 50-50 helped the SIU to develop an enviable legislative expertise in Washington and tuned its ability to react quickly to adverse legislation and bureaucratic actions harmful to American shipping. It emphasized the need for constant, watch-dog surveillance of vital maritime measures and the importance of building support in Congress for American ships and American seamen.



SIU-crowed ships like the Edward Rutledge are still hauling 50 percent of U.S. aid cargoes.

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Fade Yearly Battle
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The "50-50" Cargo Preference bill was a major victory for the SIU in 1954 as proclaimed in the Aug. '54 Log—today it helps keep the merchant marine afloat.



Pensioner William G. Robinson, 61, died on Feb. 20. Brother Robinson joined the Union in the port of Wilmington, N.C. in 1960 sailing as a deckhand and cap-

tain for GATCO in 1958 and for Cape Fear Towing from 1968 to 1981. He was a former member of the UMW, District 50 from 1958 to 1960. Boatman Robinson was a veteran of the U.S. Army in World War II. A native of Lockwood Folly, N.C., he was a resident of Supply, N.C. Surviving are his widow, Garthy; two sons, Jeff and Caraine and his mother, Lottie of Supply.



Charles Franklin Smith Sr., 54, died of heart failure at home in Norfolk on Dec. 13, 1981. Brother Smith joined the Union in the port of Norfolk in 1973

sailing as a cook for Allied Towing in 1970 and for Steuart Transportation in 1973. He was a veteran of the U.S. Navy in World War II. Boatman Smith was born in Norfolk. Cremation took place in the Colonial Crematory, Norfolk. Surviving are a son, Charles Jr. III; a daughter, Lisa Lynn, both of Martinsboro, W. Va. and a sister, Mrs. Lois O. Harris of Chesapeake, Va.



Julius Harold Johnson, 59, died of injuries sustained in a fall at home in River Rouge, Mich. on Nov. 19, 1981. Brother Johnson joined the Union in 1945 in the port of

Chicago, Ill. sailing as an assistant engineer and QMED since 1974 for the American Steamship Co. He was a former member of the Licensed Tugmen's Assn. Laker Johnson was a veteran of the U.S. Army in World War II. And he was born in Fruitport, Mich. and also resided in Auburn, Wash. Burial was in Spring Lake (Mich.) Cemetery. Surviving are his widow, Margaret of Chicago and two brothers, Donovan of Auburn and Eugene of Fruitport.



Pensioner Sol N. Kokko, 84, passed away in the War Memorial Hospital, Sault Ste. Marie, Mich. on Dec. 16, 1981. Brother Kokko joined the Union in the port of

Detroit in 1962 sailing for the Great Lakes Towing Co. from 1944 to 1973. He sailed 36 years. Laker Kokko was a veteran of the U.S. Navy in World War I. Born in Newberry, Mich., he was a resident of Sault Ste. Marie. Interment was in Pine Grove Cemetery, Soo Twp., Mich. Surviving are two brothers, Samuel and William Kokko, both of Sault Ste. Marie and a sister, Elizabeth.



Bernard Leo Walczak, 48, died of a heart attack in St. Mary's hospital, Duluth, Minn. on June 19, 1981. Brother Walczak joined the Union in the port of Duluth

in 1962 sailing as a dredgeman for the Zenith Dredge Co. from 1957 to 1979. He was a former member of the Carpenters Union, Local 361. Laker Walczak was born in Duluth and was a resident there. Burial was in the Polish Cemetery, Duluth. Surviving are his widow, Mary and four sons, Gary, Anthony, Richard and Robert.



Marshall Charles Wheeler, 66, died of heart failure in the Oakwood Hospital, Dearborn, Mich. on Nov. 6, 1981. Brother Wheeler joined the Union in

the port of Detroit in 1961 sailing as a FOWT for the Bob-Lo Co. and for Kinsman Marine for 26 years. He was born in Brown City, Mich. and was a resident of Detroit. Burial was in the Plainfield (Mich.) Cemetery. Surviving is a sister, Mrs. Ruth Lucas of Fowlerville, Mich.



Pensioner Paul Rikard Sand, 62, died of pneumonia in the San Francisco USPHS Hospital on June 24, 1981. Brother Sand joined the SIU-merged

Marine Cooks and Stewards (MC&S) Union in the port of San Francisco in 1960 sailing as a waiter for the American President Line (APL) and the Crown Cork Co. He was a graduate of the closed MC&S Training School, Santa Rosa, Calif. Sand also worked as a bartender for the out-of-business Old Seidelburg Restaurant, New York City from 1953 to 1955, as a waiter at Stark's Restaurant, N.Y.C. from 1955 to 1957 and as a wine steward at Brennan's Restaurant, New Orleans in 1958. A native of Copenhagen, Denmark, he was a resident of Long Beach, Calif. And he was a naturalized U.S. citizen. Cremation took place in the Bahia Valley Crematory, Novato, Calif. Surviving are a brother, Kai Sandgreen and a sister, Gerda Sandgreen, both of Copenhagen.



Pensioner Albert Schierbeek, 55, died of lung failure at home in Long Beach, Calif. on Dec. 4, 1981. Brother Schierbeek joined the SIU-merged MC&S

Union in the port of Wilmington, Calif. in 1960 sailing as a bell captain for the Matson Line. He was born in the Netherlands and was a naturalized U.S. citizen. Interment was in the Angeles Abbey Cemetery, Compton, Calif. Surviving is his widow, Antonetta.

John Miskel Widman, 28, died in Seattle on Feb. 26. Brother Widman joined the SIU in 1972 following his graduation from Piney Point. He sailed as an engine utility. Surviving are his parents, Mr. and Mrs. Roland and Pauline Widman of Greece, N.Y. and a sister, Cathy of Queens, N.Y.C.



Pensioner Floyd Ellis Hudgins Sr., 77, passed away from a heart attack at home in Norfolk on Jan. 15. Brother Hudgins joined the Union in the port of Norfolk in 1961

sailing as a captain for Curtis Bay Towing. He sailed for 50 years and during World War II. Boatman Hudgins was a former member of the United Mine Workers Union (UMW), District 50. And he was a native of Mathews, Va. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are a daughter, Mrs. Lena V. Hughes of Norfolk and a sister, Mrs. Florence Estes.



George Rufus Hudgins, 60, died of cancer in the U.S. Veterans Administration Hospital, Hampton, Va. on Oct. 26, 1981. Brother Hudgins joined the Union in

the port of Norfolk in 1960 sailing as a barge captain on the barge *Edward Richardson*. He sailed for the Penn-Central Railroad from 1942 to 1981. And he was a veteran of the U.S. Navy in World War II. Boatman Hudgins was born in Mathews County, Va. and was a resident of Norfolk. Interment was in Woodlawn Cemetery, Norfolk. Surviving are a son, Thomas and his mother, Mamie, both of Norfolk.



Pensioner Vernon E. Quidley, 67, died on Jan. 2. Brother Quidley joined the Union in the port of Norfolk in 1967 sailing as a chief engineer for McAllister Brothers

from 1967 to 1980. He was a former member of the Engineer Union, Local 9 from 1951 to 1964. Boatman Quidley was a veteran of the U.S. Coast Guard in World War II. Born in Buxton (Cape Hatteras) N.C., he was a resident of Chesapeake, Va. Surviving are his widow, Lucille; four daughters, Catherine, Margiene, Lona and Ives of Chesapeake and a sister, Mrs. M. R. Swain of Norfolk.



Charles "Charlie" Ratcliff Jr., 32, died in Houston on Jan. 2. Brother Ratcliff joined the SIU in the port of New York in 1969 sailing as a wiper. He was a

graduate of the Seafarers Harry Lundeborg School of Seamanship, Piney Point, Md. Born in Mangham, La., he was a resident of Houston. Burial was in Restlawn Cemetery, Houston. Surviving are his widow, Irma; his parents, Mr. and Mrs. Charles and Lauretta Ratcliff Sr. of Houston and a sister, Mrs. Wilma J. Ellis, also of Houston.

John Orum Ryfoss, 40, died on Feb. 21. Brother Ryfoss joined the Union in Port Arthur, Tex. in 1981 sailing as a captain on the *Tug Alice Moran* (Moran Towing). He was a veteran of the U.S. Army during the Vietnam War. Born in Copenhagen, Denmark, he was a naturalized U.S. citizen and a resident of Palm Springs, Fla. Surviving are his widow, Janet Jean and a son, Keith.



Lino Joseph Rinaldi, 62, died of cancer in the Seattle USPHS Hospital on Oct. 31, 1981. Brother Rinaldi joined the SIU in the port of San Francisco in 1967 sailing

as an OS. He was a veteran of the U.S. Air Force in World War II. Seafarer Rinaldi was born in New Britain, Conn. and was a resident of Seattle. Surviving are his daughter, Mrs. Mary McNally of New Britain and a brother, Victor Rinaldi Sr. of Plainville, Conn.



Pensioner Frank Gates Van Dusen, 65, died at the Butterworth Hospital, Grand Rapids, Mich. on Jan. 20. Brother Van Dusen joined the SIU in

1948 in the port of New York sailing as a cook and ship's delegate. He also sailed in World War II. Seafarer Van Dusen was born in Michigan and was a resident of Lowell, Mich. Cremation took place in the Graceland Crematory, Grand Rapids.



Pensioner John William Ward, 64, died of pneumonia in the Virginia Mason Hospital, Seattle on Jan. 4. Brother Ward joined the SIU in 1948 in the port of New

York sailing as a cook for 31 years. He was born in Ogden, Utah and was a resident of Seattle. Cremation took place in the Bleitz Crematory, Seattle. Surviving are his widow, Mary; two sons, Thomas and Michael and a daughter, Patricia.



Clifton Ira Miller, 61, died of injuries from a fall at home in Seattle on Jan. 9. Brother Miller joined the SIU in the port of Seattle in 1961

sailing as an oiler. He also sailed in the Vietnam War. Seafarer Miller was a veteran of the U.S. Navy in World War II. He was born in Bruce, Wisc. Cremation took place in the Washelli Crematory, Seattle. Surviving are a son, Gary and his mother, Mrs. Bertha Butke of Dunseith, N. Dak.



Pensioner Narcisse Joseph "Mac" McKenven Jr., 68, succumbed to heart-lung failure in the Jacksonville (Fla.) Methodist Hospital on Nov. 22, 1981. Brother

McKenven joined the SIU in the port of Boston, Mass. in 1957 sailing as a bosun. He sailed for 22 years. Seafarer McKenven was a veteran of the U.S. Navy in World War II. And he was a taxidermist. Born in Derry, N.H., he was a resident of Jacksonville. Burial was in Greenlawn Cemetery, Jacksonville. Surviving are his widow, Mary; a son, David; four daughters, Mrs. Joan Kennett, Mrs. Wanda Remez, Tammy and Mary; his mother, Emma of Dorchester, Mass. and a sister, Mrs. Teresa Manning.



Pensioner William G. Robinson, 61, died on Feb. 20. Brother Robinson joined the Union in the port of Wilmington, N.C. in 1960 sailing as a deckhand and captain for GATCO in 1958 and for Cape Fear Towing from 1968 to 1981. He was a former member of the UMW, District 50 from 1958 to 1960. Boatman Robinson was a veteran of the U.S. Army in World War II. A native of Lockwood Folly, N.C., he was a resident of Supply, N.C. Surviving are his widow, Garity; two sons, Jeff and Carame and his mother, Lottie of Supply.

Charles Franklin Smith, 54, died of heart failure at home in Norfolk on Dec. 13, 1981. Brother Smith joined the Union in the port of Norfolk in 1973 sailing as a cook for Allied Towing in 1970 and for Stuart Transportation in 1973. He was a veteran of the U.S. Navy in World War II. Boatman Smith was born in Norfolk. Cremation took place in the Colonial Crematory, Norfolk. Surviving are a son, Charles Jr. III, a daughter, Lisa Lynn, both of Martinsboro, W. Va. and a sister, Mrs. Lois O. Harris of Chesapeake, Va.

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Pensioner Paul Rikard Sand, 62, died of pneumonia in the San Francisco USPHS Hospital on June 24, 1981. Brother Sand joined the SIU-merged Marine Cooks and Stewards (MC&S) Union in the port of San Francisco in 1960 sailing as a waiter for the American President Line (APL) and the Crown Cork Co. He was a graduate of the closed MC&S Training School, Santa Rosa, Calif. Sand also worked as a bartender for the out-of-business Old Seidelburg Restaurant, New York City from 1953 to 1955, as a waiter at Stark's Restaurant, N.Y.C. from 1955 to 1957 and as a wine steward at Brennan's Restaurant, New Orleans in 1958. A native of Copenhagen, Denmark, he was a resident of Long Beach, Calif. And he was a naturalized U.S. citizen. Cremation took place in the Bahia Valley Crematory, Novato, Calif. Surviving are a brother, Kai Sandgreen and a sister, Gerda Sandgreen, both of Copenhagen.

Pensioner Albert Schierbeek, 55, died of lung failure at home in Long Beach, Calif. on Dec. 4, 1981. Brother Schierbeek joined the SIU-merged MC&S Union in the port of Wilmington, Calif. in 1960 sailing as a bell captain for the Matson Line. He was born in the Netherlands and was a naturalized U.S. citizen. Interment was in the Angeles Abbey Cemetery, Compton, Calif. Surviving is his widow, Antonetta.

John Mielak Widman, 28, died in Seattle on Feb. 26. Brother Widman joined the SIU in 1972 following his graduation from Piney Point. He sailed as an engine utility. Surviving are his parents, Mr. and Mrs. Roland and Pauline Widman of Gifford, N.Y. and a sister, Cathy of Queens, N.Y.C.

Pensioner Floyd Ellis Hudgins Sr., 77, passed away from a heart attack at home in Norfolk on Jan. 15. Brother Hudgins joined the Union in the port of Norfolk in 1961 sailing as a captain for Curtis Bay Towing. He sailed for 50 years and during World War II. Boatman Hudgins was a former member of the United Mine Workers Union (UMW), District 50. And he was a native of Mathews, Va. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are a daughter, Mrs. Lena V. Hughes of Norfolk and a sister, Mrs. Florence Estes.

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Charles "Charlie" Ratcliff Jr., 32, died in Houston on Jan. 2. Brother Ratcliff joined the SIU in the port of New York in 1969 sailing as a wiper. He was a graduate of the Seafarers Harry Lundberg School of Seamanship, Piney Point, Md. Born in Mangham, La., he was a resident of Houston. Burial was in Restlawn Cemetery, Houston. Surviving are his widow, Irma; his parents, Mr. and Mrs. Charles and Lauretta Ratcliff Sr. of Houston and a sister, Mrs. Wilma J. Ellis, also of Houston.

John Oram Ryfoss, 40, died on Feb. 21. Brother Ryfoss joined the Union in Port Arthur, Tex. in 1981 sailing as a captain on the *Tug Alice Moran* (Moran Towing). He was a veteran of the U.S. Army during the Vietnam War. Born in Copenhagen, Denmark, he was a naturalized U.S. citizen and a resident of Palm Springs, Fla. Surviving are his widow, Janet Jean and a son, Keith.

Lino Joseph Rinaldi, 62, died of cancer in the Seattle USPHS Hospital on Oct. 31, 1981. Brother Rinaldi joined the SIU in the port of San Francisco in 1967 sailing as an OS. He was a veteran of the U.S. Air Force in World War II. Seafarer Rinaldi was born in New Britain, Conn. and was a resident of Seattle. Surviving are his daughter, Mrs. Mary McNally of New Britain and a brother, Victor Rinaldi Sr. of Plainville, Conn.

Pensioner Frank Gates Van Dusen, 65, died at the Butterworth Hospital, Grand Rapids, Mich. on Jan. 20. Brother Van Dusen joined the SIU in the port of New York sailing as a cook and ship's delegate. He also sailed in World War II. Seafarer Van Dusen was born in Michigan and was a resident of Lowell, Mich. Cremation took place in the Graceland Crematory, Grand Rapids.

Pensioner John William Ward, 64, died of pneumonia in the Virginia Mason Hospital, Seattle on Jan. 4. Brother Ward joined the SIU in 1948 in the port of New York sailing as a cook for 31 years. He was born in Ogden, Utah and was a resident of Seattle. Cremation took place in the Bleitz Crematory, Seattle. Surviving are his widow, Mary; two sons, Thomas and Michael and a daughter, Patricia.

Clifton Ira Miller, 61, died of injuries from a fall at home in Seattle on Jan. 9. Brother Miller joined the SIU in the port of Seattle in 1961 sailing as an oiler. He also sailed in the Vietnam War. Seafarer Miller was a veteran of the U.S. Navy in World War II. He was born in Bruce, Wisc. Cremation took place in the Washelli Crematory, Seattle. Surviving are a son, Gary and his mother, Mrs. Bertha Butke of Dunseith, N. Dak.

Pensioner Nareisse Joseph "Mac" McKenven Jr., 68, succumbed to heart-lung failure in the Jacksonville (Fla.) Methodist Hospital on Nov. 22, 1981. Brother McKenven joined the SIU in the port of Boston, Mass. in 1957 sailing as a bosun. He sailed for 22 years. Seafarer McKenven was a veteran of the U.S. Navy in World War II. And he was a taxidermist. Born in Derry, N.H., he was a resident of Jacksonville. Burial was in Greenlawn Cemetery, Jacksonville. Surviving are his widow, Mary; a son, David; four daughters, Mrs. Joan Kennett; Mrs. Wanda Remez; Tammy and Mary; his mother, Emma of Dorchester, Mass. and a sister, Mrs. Teresa Manning.

Wayne White, 29, died of a lung ailment in New Orleans on Nov. 8, 1981. Brother White joined the SIU in 1971 following his graduation from the HLSS in New Orleans. He sailed as an OS and in the steward department. Seafarer White was born in New Orleans and was a resident there. Interment was in Tronidever Cemetery, Kenner, La. Surviving are his widow, Mary; two sons, Willie and Robert; his parents, Mr. and Mrs. Willie and Mary White of New Orleans and a sister, Abbie.

Pensioner Ernest Harold Wiley, 72, passed away from heart failure in the Parkmont Convalescence Hospital, Fremont, Calif. on Dec. 12, 1981. Brother Wiley sailed for Sea-Land for 13 years. He was born in Kansas and was a resident of Newark, Calif. Burial was in Skylawn Park Cemetery, San Mateo, Calif. Surviving are his widow, Vivian.

Pensioner Patrocino Pereira, 85, passed away in Salcete, Goa, India on Nov. 16, 1981. Brother Pereira joined the SIU in the port of New York in 1954 sailing as a 2nd cook for 40 years. He also sailed in World War II. Seafarer Pereira was born in the Portuguese East Indies and was a resident of Goa. Surviving are his widow, Maria; a son, Marino and two daughters, Antoinette and Emily.

Horace Cleveland McCurdy, 55, died of natural causes in Brooklyn (N.Y.) on Nov. 27, 1981. Brother McCurdy joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. He also sailed in World War II. Seafarer McCurdy was also a ship's delegate. Born in Century, Fla., he was a resident of Brooklyn. Cremation took place in the Greenwood Crematory, Brooklyn. Surviving are his widow, Josefina of Caracas, Venezuela; a son, Leslie of Brooklyn; his mother, Eleanor of Homestead, Fla. and a sister, Mrs. Rosemary Sticher of Miami, Fla.

Pensioner Sigwart George Nielsen, 76, passed away from heart disease in the Nassau Bay (Tex.) USPHS Hospital on Aug. 24, 1981. Brother Patterson joined the Union in the port of Houston in 1957 sailing as a cook for G & H Towing from 1946 to 1973. He was a veteran of the U.S. Army in World War II. A native of Wizard Wells, Tex., he was a resident of Galveston. Interment was in Pioneer Cemetery, Graham, Tex. Surviving are his widow, Nellie and a brother, Guy Farquharson of Graham.

Pensioner Joseph Roll, 75, passed away on Sept. 28, 1981. Brother Roll joined the SIU in the port of Baltimore in 1955 sailing as a 2nd cook. He sailed for 25 years. Seafarer Roll was a veteran of the U.S. Army Infantry in World War II. Born in Baltimore, he was a resident of Orange, Calif. Surviving are his widow, Felecia and a daughter, Eleanor Hahshew.

Pensioner Roman Rospedowski, 75, passed away on Jan. 11. Brother Rospedowski joined the SIU in 1942 in the port of Baltimore sailing as a FOWT. He sailed for 41 years. Seafarer Rospedowski was born in Lublin, Poland and was a naturalized U.S. citizen. He was a resident of Baltimore. Surviving is his widow, Victoria.

Charles Ferdinand Scherhans Jr., 68, died of a heart attack in the John Sealy Hospital, University, Tex. on Sept. 22, 1981. Brother Scherhans joined the SIU in the port of Houston in 1958 sailing as an AB. He was a veteran of the U.S. Marine Corps before World War II. A native of Troy, N.Y., he was a resident of La Marque, Tex. Burial was in Oakwood Cemetery, Troy. Surviving are his mother, Mary of Troy and a sister, Mrs. Wilhelmina Smith of Clifton Park, N.Y.

Pensioner Anton "Tony" Sparrow, 83, passed away in the Staten Is. (N.Y.) Hospital on June 5, 1981. Brother Sparrow joined the SIU in 1938 in the port of New York sailing as a deck engineer. He sailed 30 years and during World War II. Seafarer Sparrow hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Born in Omisalg, Yugoslavia, he was a naturalized U.S. citizen and he was a resident of Staten Is. Interment was in St. John's Cemetery, Brooklyn, N.Y. Surviving are a brother, Nicholas Sparozic of Staten Is.; a sister, Mrs. Mary Feretie of Elmhurst, Queens, N.Y. and a nephew, Tony Feretie, also of Elmhurst, Queens.

Pensioner Harvey Charley Patterson, 75, passed away from lung disease in the Nassau Bay (Tex.) USPHS Hospital on Aug. 24, 1981. Brother Patterson joined the Union in the port of Houston in 1957 sailing as a cook for G & H Towing from 1946 to 1973. He was a veteran of the U.S. Army in World War II. A native of Wizard Wells, Tex., he was a resident of Galveston. Interment was in Pioneer Cemetery, Graham, Tex. Surviving are his widow, Nellie and a brother, Guy Farquharson of Graham.

Pensioner Minos Lee Gautreaux, 70, succumbed to heart failure in Lakewood Hospital, Morgan City, La. on Nov. 23, 1981. Brother Gautreaux joined the Union in Port Arthur, Tex. in 1964 sailing as a tug captain for Slade Towing from 1942 to 1972. He was born in Belle River, La. and was a resident of Morgan City. Interment was in the Morgan City Mausoleum. Surviving are his widow, Florence; two sons, Timothy and David and a daughter, Lynrose.

Ronald James Gibbons, 24, died in Bayshore, L.I., N.Y. on Sept. 4, 1981. Brother Gibbons joined the Union after his graduation from Piney Point in 1978. He sailed for Puerto Rico Marine that year. Born in Queens Village, N.Y., he was a resident of Massapequa, L.I., N.Y. Cremation took place in the George Washington Memorial Park Cemetery Crematory, Coram, L.I., N.Y. Surviving are his parents, Mr. and Mrs. Samuel and Natalie Gibbons of Massapequa.

Bernard "Mike" Toner, 50, died of a skull fracture in the Harborview Medical Center, Seattle on Aug. 10, 1979. Brother Toner joined the SIU in 1947 in the port of Philadelphia sailing as a bosun. He also sailed during the Vietnam War. Seafarer Toner was born in Philadelphia and was a resident of Shelton, Wash. Interment was in Holyrood Cemetery, Seattle. Surviving are his widow, Josephine; two daughters, Mrs. Kathy Heimburger and Patricia and his mother, Emily of Philadelphia.

Herman Edward Moon, 61, died of pneumonia in the Riverside (Calif.) General Hospital on June 14, 1980. Brother Moon joined the SIU in the port of Wilmington, Calif. in 1968 sailing as an AB. He was a chief bosun's mate in the U.S. Navy during World War II and the Korean and Vietnam Wars. Seafarer Moon was born in Cullman, Ala. and was a resident of Hemet, Calif. Interment was in Desert Lawn Park Cemetery, Calimesa, Calif. Surviving is his widow, Irene.

Pensioner Harry Marshall Pritchard, 81, passed away from lung failure in the Baltimore USPHS Hospital on Nov. 10, 1981. Brother Pritchard joined the Union in the port of Baltimore in 1963 sailing as a captain for Harbor Towing from 1948 to 1974 and for Cargill Carriers from 1955 to 1959. He was a former member of the NMU from 1955 to 1959. Boatman Pritchard was born in Alexandria, Va. and was a resident of Baltimore. Interment was in Oaklawn Cemetery, Baltimore. Surviving are a son, Harry Jr. and a daughter, Mrs. Norma De Busquale of Baltimore.



Pensioner Francis D. Roosevelt Strickland, 47, died of a heart attack in the University of Southern Alabama Medical Center, Mobile on Nov. 8, 1981. Brother Strickland joined the SIU in the port of Mobile in 1950 sailing as a chief cook for Steuart Tankers. He sailed 26 years. Seafarer Strickland was born in Mobile and was a resident of Saraland, Ala. Burial was in the Mobile Memorial Gardens Cemetery. Surviving are his widow, Lucrecia; four sons, Kenneth, Michael, Wendell and Dwight and his mother, Etta of Mobile.

Pensioner Ward Jerry Mosier, 79, passed away on Nov. 14, 1981. Brother Mosier joined the Union in the port of Philadelphia in 1960 sailing as a captain for the Chester (Pa.) Delaware River Ferry Co. from 1930 to 1974. He also rode the Bush Line from 1928 to 1930. Born in Lancaster, S.C., he was a resident of Wallingford, Pa. Surviving are his widow, Agnes and two daughters, Anna and Emma.

Eugene Leroy Hutchins, 61, died of heart failure aboard the *M/V H. Lee White* (Reiss Steamship) at the U.S. Steel Dock, Rogers City, Mich. on Sept. 13, 1981. Brother Hutchins joined the Union in the port of Detroit in 1960 sailing also as a wheelman for the Bob-Lo Co. He was a veteran of the U.S. Navy in World War II. Born in Wisconsin, he was a resident of Flat Rock, Mich. Cremation took place in the Michigan Memorial Park Crematory, Flat Rock. Surviving are his widow, June; two sons Eugene Jr. and Clifford and a sister, Hughittie of Superior, Wisc.

Allen Raymond Bryant, 27, died from injuries sustained in a car crash in Seattle on Dec. 7, 1981. Brother Bryant joined the Union following his graduation from Piney Point in 1977. He sailed deep sea as a QMED and worked inland as a tankerman for Dixie Carriers, ACBL and for National Marine Service. Bryant was a veteran of the U.S. Army during the Vietnam War. Born in Versailles, Ky. he was a resident of Salem, Ind. Interment was in the Lawrence (Ky.) Cemetery. Surviving are his mother, Mrs. Peggy Baldwin of Houston; his father, Richard and his grandparents, Mr. and Mrs. Alan and Helen Bryant of Salem.

LETTERS

TO THE EDITOR



'Snuggie' Plugs Sea Level 'Harbor'

I am a resident of Sailors Snug Harbor in Sea Level, N.C. and would like to tell my fellow Seafarers a little bit about the facilities here.

The entire building is centrally air conditioned. The food (cafeteria style) is nutritionally balanced and satisfactory. One man to a room, and each room with private bath. Closet space is more than adequate. All rooms are carpeted, and have outward exposure.

Available to all hands: a modern library, pool tables, a therapeutic gym, and a hobby work shop, and approved intermediate nursing care, if there should be a need.

Available at reasonable rates: barber, personal laundry, dry cleaning, after hours coffee shop and mini-bus service to town. Private telephone service is available at regular area rates.

The rooms are fully furnished as bedrooms. However, everyone is free to furnish his room as he sees fit.

I hope that any of my Brothers who are interested in the Harbor will contact the Director of Social Services for more information. The address is: Sailors Snug Harbor, P.O. Box 245, Sea-Level, N.C. 28577. The telephone number is: 919-225-4411.

Fraternally yours,

Max Katzoff
Sea Level, N.C.

Resents Denial of V.A. Benefits

I read in the February **Log** that the so-called Civilian Military Review Board, overseen by the Air Force, has denied World War II seamen Veterans status. This smells of the typical Armed Services bias we seamen always had to put up with.

As a graduate of the Schoolship Annapolis in May 1935 and a merchant seaman until 1947, I particularly resent this. I took part in five invasions and thank the good Lord I am still alive. I have an interesting souvenir from World War II as well. That is a sliver of steel in the bone of my left leg. I was given this courtesy of the German artillery at Salerno, Italy.

In regard to V.A. benefits, I was looking for no monetary gain, just recognition of a job well done. Always remember that the Liberty Ship won the War. When the supplies were needed, the merchant seaman delivered them.

Sincerely,

Herbert Ritter
Haverstown, Pa.

'SIU Opened Up My Life'

I am a graduate of the Seafarers Harry Lundberg School of Seamanship. The School taught me how to work with people and how to be disciplined. In my 14 weeks at the School, I learned a lot about myself and how to hold my head high in tough situations.

The School has much to offer young seamen, including GED Equivalency for on the job and how to work closely with my shipmates. SHLSS and the SIU have opened up my life and my heart.

Fraternally,

Wayne Knoedler
Rancho Palos Verdes, Calif.

Members Help in Tampa 'Barnraising'

Many members have written to the **Log**, praising the SIU, the **Log**, the Welfare Plan, the Pension Plan and the Officials.

As an Official, I would like to reciprocate that appreciation to the membership in the Tampa area for their unselfish cooperation, and their time and effort put forth in the relocation and renovation of the Tampa hall.

Fraternally Yours,

Ray McDonald
Port Agent, Tampa

'40% Bulk Share Is Fair'

What is President Reagan doing to our shipping industry? During his 1980 campaign, he pledged a seven point program to rebuild the U.S. Flag Commercial Fleet. Now, his Administration is planning sharp cutbacks in operation subsidies to the liner trade which could lead to the beaching of what is left of those ships.

The American maritime industry lacks what all other maritime countries possess...a keen and constant attention by the government to the role of shipping in relation to their own economics and their own material security.

Over the past decade the Soviet merchant fleet has doubled in size and carries at least half that country's commerce. Japan's fleet has grown by 50 percent and carries more than 40 percent of its foreign commerce.

The U.S. merchant fleet has declined to a point where we're only carrying 3.6 percent of our foreign commerce.

The potential for restoring the U.S. merchant marine as a major arm of American and National security lies in achieving a fair share of the bulk trades, particularly the International coal trade.

The AFL-CIO proposal for moving U.S. coal into the World Market is reasonable and measured: 40 percent aboard the vessels of our own fleet, 40 percent aboard the vessels of the importing country and the remaining 20 percent on third flag shipping, a formula that conforms to the recommendation of the United Nations.

The need for government acting to revitalize the U.S. Merchant Fleet has never been greater. Let's be proud again!

Sincerely,

Henry Koellein, Jr.
President
Baltimore Central Labor Council, AFL-CIO

A Foreigner in the White House?

I read the **LOG** regularly, and its monthly summary of our SIU problems and activities is indeed helpful to all of us.

However, the Union may not be aware of some facts which I observed at Diego Garcia in the Indian Ocean in 1981.

(1) For construction at the U.S. Navy Support Facility, a foreign-flag ship (of Panamanian registry, if memory is correct) is used to bring in cement.

(2) For dredging operations at Diego Garcia, the Japanese Five Oceans firm is employed in lieu of an American dredger.

(3) In spite of high unemployment among young Americans, the Navy uses imported foreign labor exclusively for routine service and maintenance at the Diego Garcia facility.

No doubt "economy" is given as the reason that we are using foreign vessels and foreign labor in the construction of American military bases. I put forth more of this same kind of "economy," to wit:

- (1) Let us hire cheap foreign admirals to operate our Navy.
- (2) Let us hire cheap foreign politicians to make our laws.

Fraternally,

Randolph E. Ferebee, F-518
Virginia Beach, Va.

LETTERS

TO THE EDITOR

'Snuggie' Plugs Sea Level 'Harbor'

I am a resident of Sailors Snug Harbor in Sea Level, N.C. and would like to tell my fellow Seafarers a little bit about the facilities here.

The entire building is centrally air conditioned. The food (cafeteria style) is nutritionally balanced and satisfactory. One man to a room, and each room with private bath. Closet space is more than adequate. All rooms are carpeted, and have outward exposure.

Available to all hands: a modern library, pool tables, a therapeutic gym, and a hobby work shop, and approved intermediate nursing care, if there should be a need.

Available at reasonable rates: barber, personal laundry, dry cleaning, after hours coffee shop and mini-bus service to town. Private telephone service is available at regular area rates.

The rooms are fully furnished as bedrooms. However, everyone is free to furnish his room as he sees fit.

I hope that any of my Brothers who are interested in the Harbor will contact the Director of Social Services for more information. The address is: Sailors Snug Harbor, P.O. Box 245, Sea Level, N.C. 28577. The telephone number is: 919-225-4411.

Fraternally yours,

Max Katsoff
Sea Level, N.C.

Resents Denial of V.A. Benefits

I read in the February **LOG** that the so-called Civilian Military Review Board, overseen by the Air Force, has denied World War II seamen Veterans status. This smells of the typical Armed Services bias we seamen always had to put up with.

As a graduate of the Schoolship Annapolis in May 1935 and a merchant seaman until 1947, I particularly resent this. I took part in five invasions and thank the good Lord I am still alive. I have an interesting souvenir from World War II as well. That is a sliver of steel in the bone of my left leg. I was given this courtesy of the German artillery at Salerno, Italy.

In regard to V.A. benefits, I was looking for no monetary gain, just recognition of a job well done. Always remember that the Liberty Ship won the War. When the supplies were needed, the merchant seaman delivered them.

Sincerely,

Herbert Ritter
Haverstown, Pa.

'SIU Opened Up My Life'

I am a graduate of the Seafarers Harry Lundberg School of Seamanship. The School taught me how to work with people and how to be disciplined. In my 14 weeks at the School, I learned a lot about myself and how to hold my head high in tough situations.

The School has much to offer young seamen, including GED Equivalency for on the job and how to work closely with my shipmates. SHLS and the SIU have opened up my life and my heart.

Fraternally,

Wayne Knoedler
Rancho Palos Verdes, Calif.

Members Help in Tampa 'Barnraising'

Many members have written to the **Log**, praising the SIU, the **Log**, the Welfare Plan, the Pension Plan and the Officials. As an Official, I would like to reciprocate that appreciation to the membership in the Tampa area for their unselfish cooperation, and their time and effort put forth in the relocation and renovation of the Tampa hall.

Fraternally Yours,

Ray McDonald
Port Agent, Tampa

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Randolph E. Ferebee, F-518
Virginia Beach, Va.

Total Inland Cost Recovery a Bad Idea

For hundreds of years, the U.S. inland waterways network has been the true heartline of this country.

In the early years of the nation's history, the vast American continent could not have been settled without the inland waterways. The rivers were conduits of information, of goods and of people, linking one part of the country to another.

A lot has changed in the U.S. in the course of the last 200 years. But the 25,000-mile network of natural rivers and channels remains today, as then, a cost efficient, fuel efficient mode of transportation.

Almost every Congress over the course of the past half century has considered imposing a variety of user fees on the inland waterways. During that same time period, at least a dozen Presidential studies have examined the wisdom of inland user levies.

Both Congress and the Presidential pundits repeatedly turned thumbs down on inland user fees—until 1978. In that year, the first-ever inland user fee—in the form of a per gallon fuel tax—was voted into law.

The SIU was against charging any form of tariff for the nation's shallow draft navigation system. But Congress was unwilling to allocate funds for the badly-needed reconstruction of Lock and Dam 26 at Alton, Ill., without some form of inland user charge. The tax they voted—which started with a four-cent-per-gallon levy on Oct. 1, 1980, rising gradually to 10-cents-per-gallon—was the lesser of several evils.

The top of the fuel tax hasn't been reached yet. Nor has the impact of the first user fees ever imposed on the inland waterways been studied. Yet now, the Administration is proposing to do away with the fuel tax, and replace it with a series of fees and tariffs aimed at recovering 100 percent of all monies the Federal government spends on the U.S. inland waterways.

It's a bad idea on several counts. First of all, it singles out one form of domestic transportation for a penalty not imposed on any other mode of transport. Taxing the inland waterways would give a boost to U.S. trucking and rail transport at the great expense of river transportation.

Secondly, it is U.S. consumers who will have to bear the brunt of



higher water transportation costs on key commodities largely moved via inland waters—coal, petroleum products, building supplies and grain. If the cost of shipping these products goes up, the cost of purchasing them will go up as well.

Since coming to office, the current Administration has repeatedly promised to unveil a coordinated maritime policy. And we have waited for an even-handed policy which includes provisions for expanding our tidewater ports, which allows for the development of the inland waterways, the Great Lakes and a fleet with both a commercial and a military auxiliary capability.

A U.S. maritime policy must provide every segment of the water transport industry with the opportunity to develop fully and fairly in the years ahead.

For the inland waterways, the future depends, in part, on the network's ability to continue to compete with other modes of transport.

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tation. Saddling river vessel operators with heavy user fees which are not charged on the highways or

railways is to ensure the demise—not the development—of inland waterway transportation.

LOG

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second Class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)

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

