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# House Hearings Expected on SS Constitution

The House Merchant Marine Subcommittee is planning hearings on H.R. 3782, a bill that would permit the *SS Constitution* to engage in the coastwise passenger trade by documenting it under the laws of the United States. If enacted, the bill would mark an important development in the growth of the American flag passenger vessel in-

dustry, which has experienced a revival in recent years thanks to close co-operation between labor, management and Congress.

Last year, Congress passed legislation that permitted five other vessels to engage in the coastwise passenger trade. One of the vessels, the *SS Oceanic Independence*, has returned to active service and is manned by SIU members.

Passenger vessels were at one time thriving and colorful fixtures in the maritime industry. Advances in air technology, huge increases in the price of oil, and changes in national leisure habits brought the American flag passenger vessel industry to its knees. Thousands of steady seafaring jobs were lost.

Interest in passenger vessels was rekindled in part by an accident of history. During the mid '70s, Americans of all ages started watching a series called the *Love Boat*, which tried to recapture the flavor of the opulent era of sea travel.

Businessmen tried to capitalize on this renewed interest in passenger vessels.

The leaders of this union worked closely with management to make sure that the ship could operate successfully in the coastwise trade. SIU members took special courses at Piney Point so that they could give the passengers the best possible service.

The *Independence* has proved to

be one of the few bright spots in an otherwise gloomy maritime picture. At the moment, it is something of a novelty inasmuch it is the only American flag vessel in active service. Were the *SS Constitution* to follow the example of her sister ship and return to the coastwise passenger trade, a trend would be established, one which would have the potential to create thousands of jobs for American seamen.

## Clarification On Pension Hike

The new Union pension increase of \$50 to hike the benefit to \$300 a month goes only to pensioners of the SIU's Atlantic and Gulf (A&G) District. Pensioners of the Pacific District, or former members of the merged Marine Cooks and Stewards (MC&S) Union, are not eligible for the increase.

Some MC&S pensioners had misconstrued an August LOG story on the pension hike to include them, which is not so.

## Reagan Will Unveil Maritime Policy in Early '82

U.S. Transportation Department Secretary Drew Lewis said late this month that he expects the Reagan Administration will have its maritime policy "on the table" within four months from now to around the middle of February at the latest.

Addressing the Baltimore Propeller Club of the U.S., Secretary Lewis warned there are "no quick-fix solutions" to the problems of maritime.

"When MARAD was transferred

to the Department of Transportation on Aug. 6, some people may have expected me to walk down from the mountainside with a new maritime policy written on tablets of stone. We haven't undone the mistakes of two decades in two months," Lewis declared.

He promised that the Administration will enforce existing cargo preference laws, but added he doesn't plan to seek new cargo-sharing legislation.

## PRESIDENT'S REPORT

**I**N four month's time, President Reagan will make public his plans and policies regarding the maritime industry, according to his top maritime spokesman, Transportation Secretary Drew Lewis.

There are few concrete indications of what Reagan has in mind. All we really have to go on are numerous promises from the President that he intends to revitalize the U.S. maritime industry.

At the present time, the industry is both anxious and hopeful of what the President's program will be.

The SIU stands ready to work with the Administration on a meaningful program to bolster our merchant marine.

However, at the sake of sounding skeptical, those of us who have been around maritime for a long time have heard this all before. Administration after Administration has promised to restore America's merchant marine to its one time leadership role in world commerce. Instead, the industry has slowly but surely eroded over the past three decades. The SIU has had to carry out a continuous battle in Washington to keep the industry afloat and insure the job security of this membership.

I believe Reagan is sincere about the merchant marine. Unfortunately, I believe that most of his predecessors in the White House were sincere about helping the merchant marine, too. But for whatever reasons, past Administrations could do no better than provide certain stop-gap measures or temporary aids to help the industry.

This nation, the American maritime industry and the thousands upon thousands of workers employed on ships, in shipyards and related industries can no longer afford stop-gap measures.

President Reagan's program for the industry must be built for the long-haul. And it must be a program that guarantees cargo for American ships. I'm sure that the President is aware of the disturbing statistics which show that American ships are now carrying a disgraceful 3.6



Frank Drozak

percent of this nation's oceanbourn foreign commerce—down from 4.5 percent a year ago.

The SIU believes that any meaningful long-term program for maritime should include the following five points:

- Certain Naval support work should be turned over to the private sector merchant marine.
- A portion of the new U.S. coal and bulk trade should be reserved for U.S. flag vessels.
- The negotiation of bilateral shipping agreements with our trading partners.
- The promotion of full parity for U.S. vessel construction by means of targeted tax relief through lower interest rates in bank loans.
- Adoption by the U.S. of the UNCTAD Code of Conduct for Liner Conferences.

It is my belief that the Reagan Administration could employ these five programs with no cost to the government since they would generate the much needed impetus in industry to make the initial investment to get the ball rolling.

However, President Reagan must also make it a standing policy of his Administration that the laws already on the books protecting maritime—like the Jones Act and certain cargo preference laws—be obeyed and enforced. Since Mr. Reagan took office, the SIU has had to fight back numerous attempts in Congress to destroy these crucial laws.

Last, but certainly not least, President Reagan must announce his Administration's total opposition to new plans to export Alaskan oil to Japan.

By exporting Alaskan oil, America would be sending its only secure new source of domestic oil overseas, while destroying the American tanker fleet in the process.

In addition, such a move could thrust this nation into a similar situation as in 1973 when the Arabs shut off their oil. And in light of recent events in the Middle East, capped off with the assassination of Anwar Sadat, exporting Alaskan oil is nothing short of national security suicide.

Again, the SIU is ready and willing to work with Mr. Reagan on any meaningful plan to revitalize the American merchant marine. We have waited for nearly a year for the President's proposals. How long can we continue to wait?

One way or the other, the SIU will have its busiest year ever in the Nation's Capitol. And your contributions to SPAD will be more important than ever before.



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## MSTU Members OK Merger Into SIU

AS the Log went to press the ASIUNA-affiliated Military Sea Transport Union reported that the proposal to merge the MSTU into the SIU-AGLIWD had been approved by a three-to-one margin by the MSTU membership.

Voting by mail referendum, MSTU members cast 756 ballots in favor of merging and 240 against. The merger became effective immediately upon ratification of the proposal by MSTU members.

SIU members had overwhelmingly okayed the merger proposal at regular membership meetings held in all A&G ports last July. A mail vote was not required of Seafarers since the merger does not entail any change in the SIU-AGLIWD Constitution. MSTU members cast their votes by mail because the merger dissolves their union and binds MSTU members under the SIU-A&G Constitution.

The merger of the MSTU with the SIU was hailed by SIU President Frank Drozak as "another key step towards maritime labor unity. Our



MSTU Secretary-Treasurer Roy "Buck" Mercer.

goal for the 1980's," said Drozak "is to revitalize this industry. But we can't do it without a unified effort from labor, management and government. This merger brings us closer to that goal."

Buck Mercer, head of the Military Sea Transport Union, spoke enthusiastically about the merger saying "it's the best thing that could have happened for the MSTU as a union as well as for individual MSTU members. As SIU members, we can

take advantage of the many fine programs offered by the SIU. The merger also increases the political and negotiating strength of the Union," Mercer said, adding "the stronger we are, the better we're able to fight for improved financial and job security for all Union members"

The West Coast-based Military Sea Transport Union currently crews 30 ships under contract with the Navy's Military Sealift Command.

In addition, said Mercer "seven more vessels are now undergoing various conversions and are due out soon."

The seven vessels, all of which will be manned by MSTU members, include two cable ships and two T-1 tankers. Also included are two liners, the *Jupiter* and the *Mercury*, formerly owned by States Lines, which will be running regularly out of Diego Garcia.

Finally, the *Spica* is expected to begin operating as a "safeway store" by Nov. 4. Formerly sailing under the Union Jack, the *Spica* will replenish Navy vessels-at-sea with various stores.

### Attention Ships' Chairmen: No Patrolman, No Payoff

No vessel is to be paid off or signed on without a Patrolman being present, unless approval is received from the Port Agent of the port or area where the vessel is located.

## Opposition Mounting to Alaska Oil Export

AS the Administration moves closer to a decision on exporting Alaskan North Slope crude oil to Japan, powerful opposition to the proposal, spanning the political spectrum, is building daily.

A campaign to block Alaskan oil exports, led by the AFL-CIO Maritime Trades Department, the SIU and other maritime labor and industry groups has been joined by key members of Congress and public interest and consumer advocates.

A top-level study group, headed by Danny Boggs of the White House Office of Policy Development is expected to shortly recommend lifting the current ban on the export of Alaskan oil and to submit a statement to that effect to the Cabinet Council on Natural Resources & Environment.

The Cabinet Council includes the Secretaries of Agriculture, Energy, Housing & Urban Development, Interior and Transportation. They will pass along their views on the sale of Alaskan oil to President Reagan later this fall.

The study group reportedly favors exporting North Slope crude to Japan because such a sale could boost federal revenues from oil company taxes by an estimated \$450-\$500 million a year. They shrugged off charges that exporting the nation's only secure source of oil could threaten U.S. security by saying a

contingency clause could be added to U.S. export contracts with Japan stipulating that, in the event of a national emergency, exports would be reduced or cut off.

### Drew Lewis Unsure

At least one Cabinet member, however, remains unconvinced that such a contract clause is feasible or that selling Alaskan oil to Japan would be a wise move at all.

"I have trouble accepting that," said Transportation Secretary Drew Lewis, the Administration's chief maritime spokesman, of the Alaskan oil export plan. "Suppose there is a disruption of our oil supply in the Middle East? There would be logistical and political problems with reversing that oil flow from the Far East."

Lewis' concern about disruptions in oil deliveries from Middle East suppliers was backed up by two recent events.

First, the Oct. 6 assassination of Egyptian President Anwar el-Sadat raises immediate questions about stability in the Middle East. And second, a report released late last month by the General Accounting Office, Congress' investigative arm, says that though the U.S. has had eight years to plan, we are almost totally unprepared to cope should a repetition of the 1973 Arab oil embargo occur.

The report, commissioned last year by Sens. Charles Percy (R-Ill.) and Edward Kennedy (D-Mass.) said the government should "get serious about planning for oil supply disruptions."

### Legislators Sign Letter

National security considerations were also cited in a bipartisan Congressional letter, dated Sept. 10, sent to Interior Secretary James Watt who heads the Cabinet Council on Natural Resources & Environment. Signed by House Merchant Marine & Fisheries Committee Chairman Walter Jones, committee members Mario Biaggi (D-NY) and Gene Snyder (R-Or.) and committee members Howard Cannon (D-Nev.) and Daniel Inouye (D-Ha.), the letter points out that exporting Alaskan oil will seriously deplete the U.S.-flag tanker fleet.

"Of the approximately 270 vessels comprising the American tanker fleet, the letter says, "60-80 are engaged in transporting Alaskan oil... through the Panama Canal... As many as 50 of these vessels may be displaced by foreign flag ships if Alaskan oil is exported."

As a result, the Congressmen and Senators continued, "some 3,200 maritime jobs will be lost, not to mention the adverse economic impact on shipbuilding and all other maritime-related industries.

"Furthermore," the letter adds, "the loss of U.S.-flag vessels currently engaged in the Alaska oil trade will further diminish the capability—already dangerously low—of our Merchant Marine to serve its historic and essential role as an adjunct to the military in times of war or national emergency."

National security considerations were also stressed by National Maritime Council Board Chairman Andrew Gibson in a letter to the Cabinet Council strongly opposing Alaskan oil exportation.

Gibson cited additional compelling reasons to abandon efforts to sell Alaskan oil to Japan.

"Projected savings from exporting Alaskan crude oil are illusory," Gibson pointed out, because "any increase in windfall profits taxes collected as a result of such exportation would be nullified by the loss of tax revenue to the government that would accompany reduced shipping revenues for U.S.-flag vessels and defaults on vessel obligations guaranteed by the federal government."

"Furthermore," Gibson warned, "to change the laws upon which was based the investment of some \$4 billion in private capital in new or reconstructed Jones Act tankers for the Alaskan oil trade would amount to a de facto repeal of the Jones Act itself."



# SIU Acts to Insure Quality Medical Care

## As USPHS Shuts Down

The SIU has taken swift measures to insure the maintenance of quality medical care for seamen, boatmen and pensioners in the face of the loss of the USPHS system.

The Reagan budget ax fell on the eight remaining Public Health Service hospitals and 26 out-patient clinics as of Oct. 1, 1981.

Even though SIU members have had the option of using private hospitals or USPHS hospitals since Dec. 1, 1979, many seamen and boatmen continued to use USPHS for emergency, dental and other medical care.

The closing of the USPHS hospitals has created some confusion and an understandable concern among the membership over medical coverage—especially in regard to dental.

The following breakdown of the new procedures concerning medical claims will hopefully clarify most of the questions.

The Seafarers Welfare Plan will use these procedures on a conditional basis until Dec. 31, 1981. At that time, the Plan will review the effectiveness of these procedures and evaluate increased costs to the Plan. After this, the Plan will then adopt permanent procedures.

**Following** are the new procedures and eligibility requirements as well as some important additional information concerning medical coverage and personal medical records.

**[Remember—this information concerns coverage for seamen, boatmen and pensioners only. The benefits and eligibility requirements for dependent's of members and pensioners remain unchanged.]**

### ELIGIBILITY

Any seaman or boatman who meets the eligibility requirements contained in the regulations of USPHS for treatment in USPHS facilities will qualify for the Seafarers Welfare Plan Program outlined below. Those eligibility rules are as follows:

1 (a). Must have been employed for at least sixty (60) days within the previous 180 days by an employer who is obligated to make contributions to the Plan on the employee's behalf. The sixty (60) days can be made up of time accumulated in several tours as long as there has not been a sixty (60) consecutive day break in employment.

1 (b). Must apply for care within 180 days of his/her last day of work unless he/she can prove that he/she has been under continuous medical care since his/her last job upon a covered vessel.

2. Any employee who has worked for at least one (1) day and who is aboard ship working for an employer who is obligated to make contributions to the Plan on the employee's behalf will be eligible for emergency care regardless of length of service.

### MEDICAL AND HOSPITAL BENEFITS

An eligible seaman or boatman who requires medical or hospital services should go to the doctor or hospital of his choice to obtain treatment.

The Seafarers Welfare Plan will pay the **reasonable and customary** charges incurred for such treatment.

### PRESCRIPTION DRUGS

Bills for prescription drugs will also be paid by the Seafarers Welfare Plan.

### PROCEDURES FOR FILING CLAIMS

Seamen and boatmen will follow the same procedure for filing medical claims with the Seafarers Welfare Plan as have their dependents for many years.

When filing a claim, you must correctly and completely fill out an SIU Claim Form and submit it to the Plan along with pertinent copies of doctor and hospital bills, medical abstracts, etc.

To avoid any delay or problem regarding eligibility, seamen should bring copies of their recent discharges with them to the Union hall when filing for a claim. Boatmen should bring their recent pay vouchers.

### PENSIONER BENEFITS

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### DENTAL BENEFITS

The Seafarers Welfare Plan has adopted a temporary Schedule of Dental Benefits to help defray the cost of dental services lost to seamen and boatmen with the closing of the USPHS system.

The Plan will maintain this temporary Schedule of Benefits until the end of the year, when a permanent Schedule can be devised to provide the highest possible benefits to eligible recipients within the scope of reasonable increased costs to the Plan. The Plan may institute a lifetime cap (such as \$1,000) on dental benefits.

**[Please Note: If your estimated dentist's bill is above \$500, you must submit it for pre-certification by the Seafarers Welfare Plan. The Plan will review the charges and then notify you of the charges covered by the Plan.]**

All dentists have a standard form for this purpose. Ask him to fill out this form (or a similar form provided by the Plan at all Union halls) with detailed charges (if they are above \$500).

### DUTY STATUS SLIPS

Until further notice, the Seafarers Welfare Plan clinics or contracted physicians will be the final arbiter of any dispute concerning an employee's duty status (i.e. "fit" or "not fit" for duty).

### OBTAINING MEDICAL RECORDS FROM USPHS

As of Nov. 1, 1981, the Government is opening a central depository of USPHS medical records in Lanham, Md.

To obtain a copy of your medical record (or to have it sent to your doctor or hospital) you will have to send your request in writing to: Director Public Health Service Health Data Center, 10000 Aerospace Rd., Warehouse #1, Lanham, MD. 20706. You must include verification of identification, the USPHS hospital or clinic you received care in, etc. (a sample of a letter you can send to the Director appears below).

The government will send you, free of charge, up to 250 pages of your record. Anything over 250 pages will cost you 10 cents a page.

Below is a sample form you could use in requesting your medical records.

Director  
Public Health Service Health Data Center  
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Lanham, Md. 20706

ATTN: Request for Medical Records

Dear Sir:

I hereby give my signed authorization to release my complete medical file to me so that same may be used by my private physician and/or for future medical care. Thank you.

Sincerely,

Signature \_\_\_\_\_

Name (print) \_\_\_\_\_

Hosp. Reg. No. \_\_\_\_\_

Social Security No. \_\_\_\_\_

USPHS hospital formerly used \_\_\_\_\_

Home Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### NOTE TO FUTURE PENSIONERS

Under the rules of the Seafarers Pension Plan, up to one third of the time required for a seaman or boatman to be eligible for a Normal or Disability Pension can be "unfit for duty" time.

After 1962, the Plan recognizes time which an employee received Maintenance and Cure from the company or the \$8 a day Sickness and Accident benefit from The Seafarers Welfare Plan as credited time toward a Normal or Disability Pension.

However, prior to 1962 "unfit for duty" time records must be verified by USPHS. You can get these records in the same manner as outlined above. You should keep a copy of the pre-1962 "unfit for duty" record for your own file so you will have immediate access to it if you need this time for retirement.

**[The Log will continue to carry additional information on the USPHS hospitals, medical records, etc. as it is made available.]**



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After 1962, the Plan recognizes time which an employee received Maintenance and Cure from the company or the \$8 a day Sickness and Accident benefit from The Seafarers Welfare Plan as credited time toward a Normal or Disability Pension.

However, prior to 1962 "unfit for duty" time records must be verified by USPHS. You can get these records in the same manner as outlined above. You should keep a copy of the pre-1962 "unfit for duty" record for your own file so you will have immediate access to it if you need this time for retirement.

**[The Log will continue to carry additional information on the USPHS hospitals, medical records, etc. as it is made available.]**

## Jones Urges Navy-Agriculture to Cooperate With Maritime

Rep. Walter B. Jones, (D-N.C.) chairman of the U.S. House Merchant Marine and Fisheries Committee declared last month that the Navy and Agriculture Department must cooperate with maritime, or else.

In a San Francisco speech to the National Maritime Council, Congressman Jones firmly stated:

**"It becomes more clear with every**

**passing day that the future of the merchant marine and Navy are that either they walk in step and prosper or continue their adversary ways and perish."**

Observing that maritime has never been fully integrated with the Navy, Jones said that his committee's recent hearings showed that the Navy doesn't like to work with union crews.

**"That's the only kind of crew we have," the representative thundered, "and that's the only kind that we are going to have."**

Jones was referring to a current refusal of the Agriculture Department to apply U.S. cargo preference statutes on surplus American butter sold to New Zealand.

He reported that his committee is

uncovering information which shows that the Department "may have a pattern of seeking to avoid these laws." Jones stressed that "this can't be tolerated."

The congressman said that his unit may hold an investigatory hearing "to put USDA and other agencies on notice that they can't subvert congressionally-enacted maritime policy."

## Senate Restores \$122 Minimum Social Security Benefit

The Senate, by a 95-0 vote, restored the minimum social security benefit under a plan to be financed by benefit cutbacks in other areas.

Substituting a bill drawn up by its Finance Committee for the full restoration bill adopted overwhelmingly by the House, the Senate voted unanimously to revive the \$122 minimum monthly retirement benefit for most present recipients—but not for workers

living overseas or receiving more than \$300 a month in a government pension.

These plus other cutbacks would mean that for the first time many currently retired persons would actually have their social security benefits reduced. And no future retirees would be eligible for the minimum benefit under the Senate plan.

Earlier the Senate had rejected, 65 to 30, a labor-supported amendment

that would have cut \$14.2 billion from tax breaks voted for the oil industry last summer, using the funds instead to strengthen the social security system. In urging support for the amendment, introduced by Sen. Thomas Eagleton (D-Mo.), AFL-CIO Legislative Director Ray Denison said the fund reserve would guarantee stability for the program "and peace of mind" for workers and retirees.

The minimum benefit is designed to give an income base to retired persons whose past earnings in covered employment were not enough to make them eligible for a benefit of more than \$122 a month. It was a major target in the Reagan Administration's budget-blanching drive earlier this year and was eliminated in the budget reconciliation bill that swept through Congress.

## Reagan Gives Soviets Nod to Buy 15M More Tons of Grain in '82

The Administration early this month gave the Soviet Union the okay to buy an extra 15 million metric tons of grain worth more than \$2 billion over the next year, a record. This would allow the Russians to buy 23 million tons in the fiscal year. Last year they bought 34 million tons globally.

Washington expects the USSR to purchase an additional 10 million tons of grain worth \$1 billion. Capitol (D.C.) insiders say that the Soviets may buy all the American grain available if Argentina has a bad harvest as expected.

People in the know say that Moscow could buy a record 40 to 45 million tons worldwide this year.

## Writer Seeks Names Of U.S. Seamen Lost On 600 Ships in WW 2

An ex-captain and writer working on a book on the 600 U.S. merchant marine flagships lost or damaged by enemy action in World War II needs the names of any seamen, their shipmates and their ships lost.

Capt. Arthur R. Moore would like to give "some kind of recognition" by listing in his book the names of those lost. He has an almost complete list but not the ships they were on.

The planned book will also have the names of the seamen who got the Distinguished Merchant Marine Medal and a list of the seamen who had ships named after them.

Seafarers, pensioners and LOG readers who sailed during World War II on the Isthmian Line, Bull Line, Robin Line and Waterman Steamship Co., among others, with information may call Moore at 207-623-9165 or write to him at Outer Winthrop St., Hallowell, Me. 04347.

## Log Wins Two Awards In Journalism Contests

The Log has won plaudits in two separate journalistic awards contests.

The International Labor Press Association presented the Log with the Award of Merit (2nd prize) for General Excellence in our category (international newspapers of fewer than 100,000 circulation) for the 1980 publication period. We were nosed out by the Guild Reporter (publication of the Newspaper Guild) for first prize.

In addition, the Western Labor Press Association recently presented the Log

with First Award for best news story in a 1980 publication. The story was a five-page feature (with photos and copy by Log staffer Frank Ciacciotti) on the first trip of the *Oceanic Independence* in Hawaii.

In presenting the Log with the award for General Excellence, the panel of judges said the following concerning the Log in their ruling:

"Providing the important union and political news to the men and women who serve on U. S. ocean liners,

freighters, oilers, etc., is the function of this publication. Congressional action and presidential decisions play a large and direct role in determining the health of the maritime industry and the livelihood of the union's membership. Keeping the membership informed on these complicated matters is done extremely well through this good looking paper with its crisp and breezy writing. The reports of rescues at sea are factual, moving and exciting and are written with a justifiable pride."

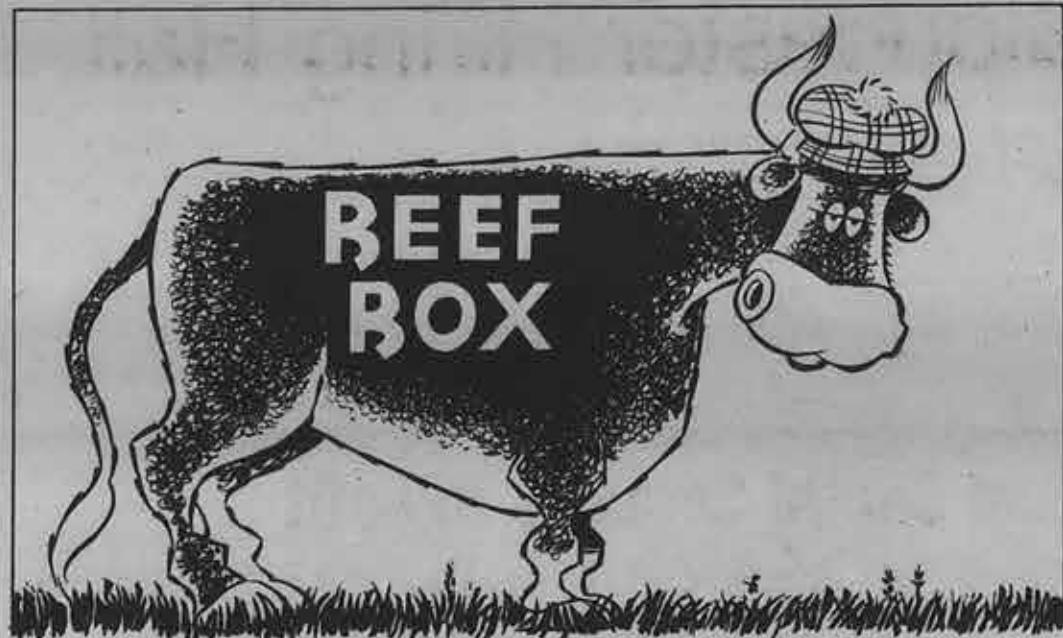
## AUTOMATION



To crew U.S. Flag ships today, you have got to keep up with world technology. So keep your job secure, learn Shipboard Automation. Take the Automation course at SHLSS. It starts November 30 through December 18.

To enroll, contact SHLSS or your SIU Field Representative.





## New Log Feature

by Angus "Red" Campbell

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

### Shipping Rules

One of the questions frequently submitted to the **Seafarers Appeals Board** for clarification, relates to the Shipping Rules as to the time Class "B" and "C" crewmembers may remain aboard a vessel.

There is relatively no problem where the vessel is continually on **coastwise articles**. "C" class seamen, when on coastwise articles are permitted to remain aboard for 60 days. "B" class seamen may remain aboard for 180 days. When the 60 or 180 days is acquired, as the case may be, the "C" or "B" crewmember must leave the vessel, unless the vessel is returning to the area of his original engagement, where they then must leave the vessel.

On **foreign articles**, Class "C" and Class "B" men may acquire more than 60 or 180 days of employment as ships articles are governed by maritime law. Therefore, a voyage could exceed the 60 or 180 days and Class "C" and "B" men would remain aboard until the articles are terminated.

On **shuttle vessels** if a Class "C" or Class "B" crewmember does not have the time allowed him by the Shipping Rules at the termination of the old set of articles, he may sign the new set of articles and remain aboard until the new set of articles are terminated.

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Shipping Rules 2 G (b) H 1.  
Article I Employment Clause—Section 11

### Seafarers Appeals Board

The Seafarers Appeals Board is a **joint Union/Management Committee** consisting of four members, two representing the Union and two representing the contracted employers.

The Board was created in 1955 to administer the rules and regulations governing the hiring hall employment procedures and is the sole and exclusive authority to administer the **Shipping Rules** and to resolve any matters relating thereto.

The Board is involved in administering the rules and regulations relating to the Bosuns and Stewards Recertification Programs and the Class "A" Seniority Upgrading Program. They act on petitions for seniority and change of department.

Any changes in the Rules are instituted by SAB Actions which are provided to all Port Agents to be made available to all personnel using the facilities of the Hiring Hall.

The Seafarers Appeals Board is not authorized to determine matters covered by the Union Constitution or the various trusts, pension, welfare, vacation etc.

The Board maintains records of all charges invoked against a seamen pursuant to Rule 8 of the Shipping Rules and appeals submitted to the Board relative to decisions made by the designated Hearing Committee.

Since the Board consists of two management representatives they cannot act on membership problems, such as dues, initiation fees or any other matters that are the exclusive determination of the membership.

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Article I Employment Clause Sec. 8  
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## East Coast Tugmen OK New 3-Year Contract

**T**UGBOAT members employed by the SIU contracted McAllister Brothers and the Curtis Bay Towing Company, both of Baltimore, have voted to accept a new three year contract that will give them a 21 percent wage boost over the life of the agreement, and much more.

The breakdown is as follows: eight percent the first year, seven percent the second, six percent the third. The wage increases are even larger than the official figures sug-

gest, because COLA adjustments will be made the second and third years.

In complete contrast to the general labor environment, the new contract includes important new benefits,

including a pension schedule similar to the one found in the deep sea area. More important, the contract does not contain any give-backs. It retains the workers' right to refuse work longer than 14 hours a day, and guarantees union members five days of work a week.

The contract is a vivid reminder why workers have to stand together to obtain optimum wages and benefits.

Similar contracts were reached with McAllister Brothers and Curtis Bay Towing, in Norfolk, and McAllister Brothers, Curtis Bay Towing, and Taylor and Anderson in Philadelphia. The base wage rates are different for each port.

### Quarterly Financial Committee



SIU Secretary-Treasurer Joe Di Giorgio (right center) early this month sits at Headquarters with the Union's Quarterly Financial Committee of (center) Chairman, Recertified Bosun Frank Teti and (l. to r.) Chief Electrician Bob Hill, Chief Steward Q. Payne, Recertified Bosun Donald Pressly and Chief Stewards John L. Gibbons Jr., William Lovett and Frank Adkins.

### Free Tix Available to Ship Trade Show

Free passes are available to SIU members wishing to attend this year's International Symposium on Ship Operations Nov. 17, 18 and 19th at Pier 92 on 52nd St. on the West River in Manhattan.

This should be a very educational experience for anyone involved in shipping. Passes may be picked up at the Log Office, 192-20th St., around the corner from the Brooklyn Union Hall or at the N.Y. Maritime Association at 80 Broad St., N.Y., N.Y. Just show your union book and the free pass is yours. It would cost you five bucks to get in without the pass.

## Trustees Increase Vacation Filing Period to 15 Months

The trustees of the Seafarers Vacation Plan have changed the required filing period for receipt of vacation plan benefits from 12 to 15 months.

Following is the text of this rule change.

An application for vacation pay must be made within fifteen (15) months from the date of any discharge for which benefits are claimed.

#### 1. Exceptions:

- a) Discharges which are less than fifteen (15) months old at the

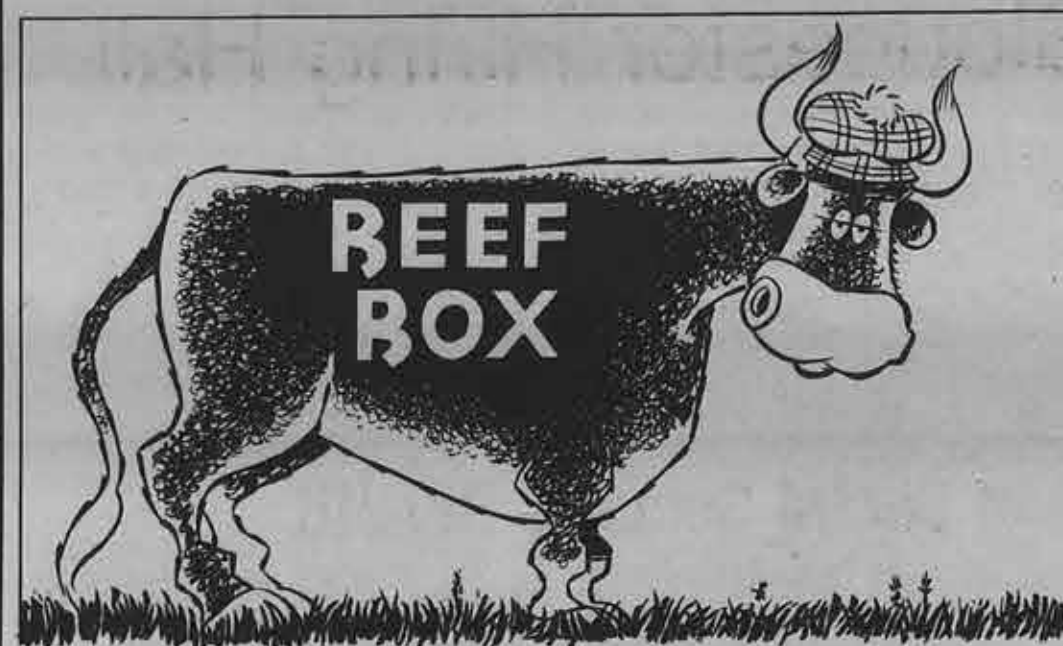
beginning of a voyage and will be without the fifteen (15) month period at the termination of the voyage shall be honored provided:

- (i) the fifteen (15) month application period expired during the voyage; and,
- (ii) application for the benefit is made within 90 days after such voyage terminated, or
- (iii) before "sign on" for another

voyage, whichever is sooner; and, the employee notified the Administrator of the Plan in writing prior to the expiration of the fifteen (15) month period that the employee will be aboard ship and unable to apply for the benefit until after the expiration of the fifteen (15) month application period has run.

As per Carolyn Gentile this rule change is effective with applications received on or after August 1, 1981.





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## SIU Dedicates New Gloucester Hiring Hall

**T**HE dedication ceremony of the SIU's brand new hiring hall in Gloucester, Mass., took place on October 1, with a large gathering of Union members, friends, dignitaries and well-wishers on hand. The new hall, located at 11 Rogers St. in Gloucester, and overlooking the picturesque harbor, will serve SIU Gloucester fishermen, as well as deep-sea members in the Boston area.

It replaces the hiring hall at 63 Rogers St. in Gloucester as well as the Boston hiring hall on Essex St., which was closed on Oct. 1, 1981.

Following the blessing of the hall, and a brief address by Michael Greenstein, representing Congressman Nick Mavroules (D.-Mass.), SIU Headquarters Rep. **Jack Caffey** spoke to those assembled in the hall's spacious main room. Caffey referred to the opening as a milestone, and pledged that the SIU "will make every effort to revitalize the American fishing fleet."

On behalf of SIU President Frank Drozak, Caffey accepted a bronze miniature of the famous Gloucester fishermen's statue, which bore the



Participating in the ribbon-cutting ceremony of the SIU's new Gloucester hiring hall were: front row, l. to r., Leo Sabato, SIU Gloucester Patrolman; Fr. Sullivan; Mass. State Auditor John Finnegan; Jack Caffey, SIU Headquarters Rep; Tom Fay, Construction Supervisor. Back row, l. to r., Mike Orlando, SIU Gloucester Port Agent; Fred Langone, Boston City Councilor; former U.S. Senator Ben Smith; Mayor Leo Alper, Gloucester.

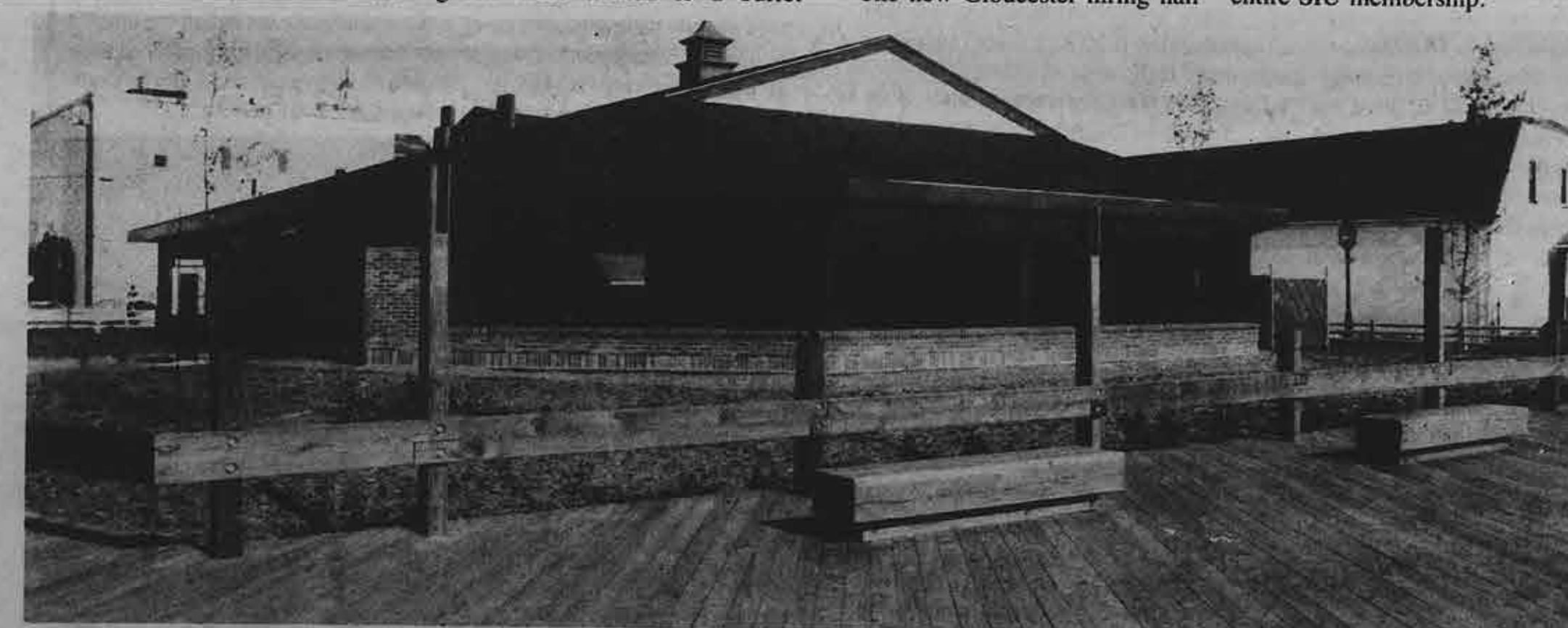
inscription, "From The American Fishermen To Frank Drozak."

Following the ribbon-cutting ceremony in front of the new hall, guests were treated to a buffet

luncheon indoors. Many enjoyed the first-rate view of the Gloucester fishing fleet afforded by the hall's expansive picture windows.

The new Gloucester hiring hall

is an attractive and modern addition to the coast to coast network of SIU offices, established for the convenience, enjoyment and benefit of the entire SIU membership.



The new SIU Gloucester hiring hall.



A lobster boat sits idle near the hall.



The new hall is in close proximity to the Gloucester fishing fleet.



# Maritime's Highest Award Honors the Late Paul Hall

SIU Crews of Williamsburgh, Sea-Land Patriot, Joan Moran Cited For Bravery

New York, N.Y.—Former SIU President Paul Hall, who passed away on June 22, 1980, was honored with maritime's highest award last month—the Admiral of the Ocean Seas (AOTOS) Award.

Presented by the United Seamen's Service since 1970, the Award was accepted this year by Paul Hall's widow, Rose, and SIU President Frank Drozak.

The Award ceremony took place at a dinner held in the New York Hilton and attended by over 600 people.

"The SIU wanted the best they could get and in Paul Hall they had it," said AFL-CIO Secretary-Treasurer Thomas Donahue who was representing the Labor Federation's President Lane Kirkland, general chairman of this year's Award ceremony.

Donahue spoke about how the late AFL-CIO President George Meany felt about Hall. "Meany never hesitated to call on Paul. Whatever the assignment, Paul could be counted on to wrap it up with style," said Donahue.

The Secretary-Treasurer also talked about Hall's "love for SIU members, the maritime industry, and the young people who came into that industry."

Noting that Hall "knew the merchant marine to be essential to the health of this nation," Donahue talked about the plight of the U.S. fleet. He pointed to the "30 years of neglect" on the part of Congress and past Administrations and the fact that American ships carry only three-and-a-half percent of this nation's international trade.

Donahue is looking for a positive, unified maritime policy; one that includes a coal guarantee in port development, and one that excludes the export of Alaskan oil.

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The receiving line for the presentation of the AOTOS seamanship awards (several of which went to SIU crews) are, from the left: SIU President Frank Drozak; MEBA District 2 President Ray McKay; MM&P President Robert Lowen, and Marine Staff Officers President Burt Lanpher.

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On behalf of herself and her children, Margo and Max, she thanked all those present for the award to Paul Hall.

The 600 guests were told by SIU President Drozak about the "struggle Paul believed in to revitalize the U.S. maritime industry."

"That's what he wanted," said Drozak, "and we have an opportunity now to make that revitalization possible."

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The AOTOS Award, which in 1980 was given to Senator Daniel Inouye (D-Hawaii), is given annually to a person in the maritime field or in government who has made exceptional contributions to the American merchant marine.

The award is a silver statuette modeled from a statue of Christopher Columbus, with his hand rest-

ing on his ship's anchor. The original statue stands in the city of Genoa, Italy, just two blocks from Columbus' birthplace.

The famous explorer had been given the title "Admiral of the Ocean Seas" by King Ferdinand and Queen Isabella upon his return to Spain in 1493.

## SIU Crews Cited

Other awards were also given out by the United Seamen's Service at the dinner including six Mariner's Plaques and three Mariner's Ro-

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The crew of the SIU-contracted tug, the *Joan Moran* (Moran Towing and Transportation Co.) was also given a Mariner's Plaque for their "courage and daring" in the rescue of 38 of 39 surviving crewmen from the burning tanker *Texaco North Dakota* on Aug. 21, 1980 in the Gulf of Mexico.

One of the Mariner's Rosettes went "To All Seamen... who ply the world's oceans and in the interest of human dignity have offered their own lives to save those of the thousands of 'boat people'..."



The 1981 AOTOS award for the late Paul Hall is accepted by his widow, Mrs. Rose Hall, SIU President Frank Drozak, center, and AFL-CIO Secretary Treasurer Tom Donahue.

## Navy May Turn 12 Ships Over to Union Crews

With a nod from the Reagan Administration, the Navy appears to be moving towards an increased role for union crews on vessels operated by the Military Sealift Command.

According to Assistant Navy Secretary George Sawyer, the Administration has plans to turn over at least 12 MSC-operated ships to civilian crews. Coupled with the 71 MSC vessels which are already union-manned, Sawyer said, 60 percent of the MSC's

fleet of 133 vessels will be crewed by civilians.

Sawyer made his remarks before the Propeller Club of the Port of New York.

Rebutting frequent criticism from some members of Congress as well as the SIU and other maritime labor unions that the Navy has ignored the ability of the private merchant marine to shoulder a greater proportion of military support work, Sawyer said "I really think that the Navy does work quite

closely with the merchant marine."

He cited, in addition to the plans to use union crews on at least a dozen MSC ships, the Navy's recent purchase of six of Sea-Land's eight SL-7 containerships. The Navy, which bought the six SL-7's for use by the MSC, has the option to purchase the remaining two SL-7's during 1982.

Sawyer said the Navy would be spending \$75 million per ship to convert each SL-7 to a Ro/Ro vessel and that

the Navy would be seeking conversion bids from U.S. shipyards in the near future. According to a statement from the Defense Department issued at the time the SL-7 sale was finalized, "the ships will be...crewed with civilian mariners."

However, in his address to the N.Y. Propeller Club, Sawyer left the impression that he does not favor civilian manning of Navy-owned vessels much beyond what is already planned.



## Admiral of the Ocean Seas

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closely with the merchant marine."

He cited, in addition to the plans to use union crews on at least a dozen MSC ships, the Navy's recent purchase of six of Sea-Land's eight SL-7 containerhips. The Navy, which bought the six SL-7's for use by the MSC, has the option to purchase the remaining two SL-7's during 1982.

Sawyer said the Navy would be spending \$75 million per ship to convert each SL-7 to a Ro/Ro vessel and that

the Navy would be seeking conversion bids from U.S. shipyards in the near future. According to a statement from the Defense Department issued at the time the SL-7 sale was finalized, "the ships will be...crewed with civilian mariners."

However, in his address to the N.Y. Propeller Club, Sawyer left the impression that he does not favor civilian manning of Navy-owned vessels much beyond what is already planned.

# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1981

Legislative, Administrative and Regulatory Happenings

## Sadat Assassination and the Merchant Marine

Anwar Sadat's death has affected the American people on many levels. There is the most obvious: Americans just plain liked Sadat. Many commentators and even many politicians viewed the Camp David Peace Treaty as the impulsive act of one daring man.

Not Anwar Sadat. He knew all along that the Camp David Peace Treaty was more than a one shot affair. It was, as he liked to call it, a process.

If Americans have a fault it is that they do not understand that things take time to accomplish, that anything worth having must be planned for in advance. We have what one might call "sweepstakes mentality." We bet a buck on the lottery and expect instant wealth.

Nowhere is that more true than in the maritime industry.

The American government has long neglected its merchant marine, even as it has proclaimed the absolute need for restoring that once proud institution to its former glory.

The truth of the matter is that the American flag merchant marine will continue its decline as long as the federal government is unable to come up with a coherent national maritime policy. Things are getting worse. American vessels now carry only 3.6% of this nation's ocean-borne foreign commerce.

It is an open secret that we Americans rely upon Panama and Liberia to protect our maritime interests. We even have a name for this sad state of affairs: the **Effective US Control Doctrine**. Yet neither Liberia nor Panama is stable. Nor are they dependable American allies. During the 1973 Yom Kippur War the President of Liberia issued an executive order that would have made it impossible for "effectively controlled US ships" to carry goods to Israel.

There is, however, hope for the future, if only the federal government decides that the American flag Merchant Marine is worth saving. More and more nations of the world are looking into bilateral trade agreements, which give ship owners some assurance that their vessels will be used. The Administration is trying to speed up the depreciation rate on vessels, which has been set at an artificially low level. Improvement of American ports would lead to the development of the American flag Merchant Marine, especially since obsolete storage facilities have forced foreign buyers to turn to Australia or Canada for their long term supplies of coal.

But the important thing is to remember Anwar Sadat's legacy. No one gesture or program can turn things around. At best, it will be the beginning of a continuing process. Sadat started the Camp David Peace Process, which hopefully will survive his death. Perhaps the American government can take a lesson from one of the great statesmen of the Twentieth Century and realize that it takes thoughtful action, not talk, to accomplish things.

## Howard Introduces Fish Bill

Rep. James Howard (D-NJ) has introduced legislation that would bar foreign fleets from overfishing within the 200 mile offshore limit. According to Howard, lenient regulations have had disastrous results. If not repealed, or in some way amended, Howard predicted the "economic if not biological extinction" of the economically important blue fin tuna species.

## New Marad Chief Shear Supports U.S. Flag

Admiral Harold E. Shear, newly sworn in Maritime Administrator, told a Senate Committee earlier this month that "the time has come to restore the American flag to its proper place on the high seas." According to Shear, that entails cooperation between the Navy, the Maritime Administration and the maritime industry.

While Shear declined to discuss any overall plan to spur the development of the American flag merchant marine, he did respond to questions concerning individual issues.

In response to recent bills that have been introduced in Congress, Shear said that he hoped that there would be "no erosion of the cargo reservation programs mandated by the Military Transportation Act of 1904, the Cargo Preference Act of 1954, and Public Resolution 17."

He opposes any amendments to the Jones Act, especially the kind urged by Rep. Pete McCloskey (R-Cal.).

He does not rule out utilizing bilateral trade agreements to stimulate private investment in the maritime industry, especially since "we're all going to have to live with budget cuts."

## Drozak Testifies on Navy Shipbuilding

Frank Drozak, president of the Seafarers International Union and the AFL-CIO Maritime Trades Department, appeared before the Seapower Subcommittee of the House Armed Service's Committee to support H.R. 3464, which would prohibit the construction of US naval vessels in foreign shipyards.

According to Drozak, the American shipbuilding industry is in bad shape, in large part because the leaders of this country do not understand their own history. American shipyard labor set high standards for all American workers during World War II. It was able to do so only because it had time on its side, which is not the case now.

## Ship Reform Legislation

The House Merchant Marine Subcommittee is continuing to hold hearings on H.R. 4374, which would make drastic changes in the 1916 Shipping Act. Under the terms of the legislation, shippers' councils would be legalized and antitrust enforcement eased so that American shippers could better compete in foreign trade. Response to the legislation has been generally favorable. Representatives from both Sea-Land and the Federal Maritime Commission endorsed large portions of the bill, with some reservations.

During the hearings, Rep. Mario Biaggi (D-NY), chairman of the Subcommittee and co-author of the legislation, pointed to the real problem behind the decline of the American maritime industry: "lack of administration unity on maritime affairs."

Numerous witnesses have agreed with Biaggi's assessment, and have cited the inability of the federal government to fashion a coherent national maritime policy as being the chief reason behind the decline of the American flag 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



# Bill Seeks 40% Dry Bulk Cargo Share for U.S. Ships

Washington, D.C.—What could be a first step towards revitalizing the crippled U.S.-flag dry bulk fleet was taken last month when the "Maritime Dry Bulk Trade Act" was introduced in Congress.

Authored by Rep. Gene Snyder (R-Ky.), the ranking minority member of the House Merchant Marine & Fisheries Committee, the bill's stated intent is to "promote the orderly and rapid growth of the dry bulk carrying capacity of the U.S. merchant marine in order to transport 40 percent of our dry bulk imports and exports in U.S. flag ships within 10 years."

To achieve the 40 percent American-flag cargo share in U.S. dry bulk trade, the bill, numbered H.R. 4519, calls for negotiation of "bilateral dry bulk shipping agreements with our trading partners..." Those bilateral agreements are to be contained in Governing International Maritime Agreements with but not limited to "each nation with whom the U.S. engaged in trading of dry bulk commodities in 1980 which trade equalled at least five percent... of total U.S. dry bulk trade in that year."

Each Governing Maritime International Maritime Agreement is to reserve to the national-flag merchant marines of the U.S. and our trading partners a 40 percent dry bulk cargo

share. "Non-national flag ships," the legislation states, "shall be limited to a maximum of 33 1/3 percent of participation in such trade."

The SIU has repeatedly called on the U.S. government to implement bilateral trade agreements with our trading partners as a viable and cost-efficient mechanism to ensure a fair share of U.S. commerce for the U.S.-flag merchant fleet.

## 2% on U.S. Ships Now

In formulating H.R. 4519, Rep. Snyder echoed the Union's frequent argument that the United States is

dangerously and totally dependent on foreign flag ships for transportation of our dry bulk trade. The U.S. dry bulk fleet carries less than two percent of our dry bulk trade, though more than 40 percent of all U.S. oceanborne commerce is dry bulk.

Rep. Snyder notes that while "virtually all dry bulk imports" are critical to "American industrial production and national security," U.S.-dry bulk shipping services "are provided... by ships documented in countries which are neither the sources of our essential

imports nor the principal purchasers of our exports."

Keeping in mind President Reagan's pledge to veto any legislation which calls for monetary expenditures above those mandated by the budget, H.R. 4519 does not seek to allocate funding for construction of U.S.-flag dry bulk vessels.

Rather, the measure aims to guarantee a substantial dry bulk cargo share to U.S.-flag vessels, in the hope that the assurance of cargo will provide U.S. ship operators with the incentive to finance dry bulk ship construction on their own.

## PACIFIC MARITIME ASSOCIATION

### NEW WAGE RATES

### FOR DRY CARGO VESSELS

EFFECTIVE 6/16/81

(These new wage rates apply to steward department personnel working on APL and Matson ships off the west coast.)

POSITION	VESSEL TYPE	BASE WAGE RATE MONTHLY	HOURLY OVERTIME
Chief Steward	Freighter	\$1,774.51	\$6.45
Steward/Baker	Modified Mariner	1,871.81	6.45
Chief Steward/ Chief Cook	Mauna Kea	1,732.81	6.45
Chief Cook, Night Cook, and Baker	Freighter	1,673.22	6.45
2nd Cook and Baker, 2nd Cook	Freighter	1,568.93	6.45
Assistant Cook/ Messman	Freighter	1,401.13	6.45
Assistant Cook/ Combination	Mauna Kea	1,444.84	6.45
3rd Pantryman	Freighter	1,258.17	4.89
Messman	Freighter	1,206.52	4.89
Passenger BR, Passenger Waiter	Modified Mariner	1,206.52	4.89
Utilityman	Mauna Kea	1,206.52	4.89

The following will apply except when a Night Cook and Baker is employed: On Freighters, when carrying more than two passengers, there shall be added to the hourly wage the following sum:

Rating	Monthly	Daily
Chief Steward	\$15.00	\$ .50
Chief Cook	10.00	.33
2nd Cook & Baker	10.00	.33
Pantry Messman	7.50	.25

#### Standby Work and Rate of Pay

Rates	Straight Time	Overtime
	\$ 7.01	10.32

#### Cargo Working Rate:

When members of the Steward Department work cargo, they shall receive the same cargo rate of pay and the same coffee time and hot lunch consideration as is received by the Unlicensed Deck Department.

The hourly cargo rate shall be:

Straight Time	\$ 7.93
Overtime	13.09

## Personals

### Harry Cook

Please contact, Jeanette Cook, about Mr. George E. Boardman. Tel (304) 934-7007.

### Clarence E. Lowman

Please contact, the editor of the Log. Tel. (212) 499-6600 Ext. 242.

### Maurice Crawford

Please contact, your sister, Mrs. Mary Crawford Vickers, Rt. 2, Box 354, Semmes, Ala. 36575. Tel. (205) 649-6080.

### Wilhemm Robert Van Luyn

Please contact, your wife, Annabelle at 34 Canpo St., Pres. Roxas Capiz, Philippines.

### Larry Ray Rose

Please contact, your father or brother. Tel. (512) 991-1358.

### John Tocicki

Please contact, Charles Martin. Tel (301) 727-0464.

### Kevin Grzech

### Patrick C. Tobin

### Rodger W. Williamson

Please contact, Mrs. R. D. Hambly, Transoceanic Cable Ship Co., Inc., 201 Littleton Road, Morris Plains, NJ. 07950 relative to unclaimed wages.



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## Maryland May Get OK for Alaska Run

MARAD, on one condition, may let the 265,000 dwt VLCC Maryland (SOHIO) enter the Alaska-Lower 48 oil run for six months.

The ship's owners had asked for this run last month plus an Alaska-U.S. Gulf route, but the Exxon Corp. objected to the Alaska-Panama run. It seems subsidy-built ships, like the

Maryland, cannot sail in the domestic trades unless they get MARAD permission.

MARAD imposed for the very first time the condition that the Maryland could get the runs if Exxon withdrew its objection. And repay the required prorata subsidy refund for the Maryland and her sisterships, the VLCC New York and VLCC Massachusetts.

## Gallant Ship Heros Sought for a Book

A North Carolina maritime book researcher, hoping to write a tome on MARAD's "Gallant Ship" Awards, is seeking "first-hand" information from recipients of the ribbon and LOG readers.

The book will be "an accurate historical account of all vessels granted the (Gallant Ship) distinction."

To contact the researcher, Ian A. Millar, who has his own merchant



## Seafarers Historical Research Department Launches New Oral History Program; Will Preserve Memories of Union Members

It's a hard fact of life. Every time we lose one of our Union brothers a piece of SIU history is also lost forever, never to be replaced. The memories of that brother's experiences, unless recorded, will not survive to benefit future generations of Seafarers.

With that in mind, the Seafarers Historical Research Department (SHRD) has launched a new Oral History program, seeking to preserve the recollections of those who helped build our Union, who fought on SIU ships in wartime, and who fought

its many beefs in peacetime.

The SHRD is all ears. It wants to hear your story, and is ready to record it for posterity. Tapes and transcripts from all interviews will find a permanent home in the library of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

For further information contact: Mike Gillen, Director, Seafarers Historical Research Department, 675 Fourth Avenue, Brooklyn, N.Y. 11232 or call (212) 499-6600, extension 291.

### SEAFARERS HISTORICAL RESEARCH DEPARTMENT ORAL HISTORY PROGRAM

Yes, I have a recollection I'd like to share with future generations!

Name \_\_\_\_\_ Book # \_\_\_\_\_  
Address \_\_\_\_\_  
Phone \_\_\_\_\_ Joined Union In \_\_\_\_\_  
I remember the maritime labor disputes of the 1930's and the early years of the SIU \_\_\_\_\_ I am a merchant marine veteran of World War II \_\_\_\_\_  
Korean War \_\_\_\_\_ Vietnam Seafit \_\_\_\_\_ other \_\_\_\_\_  
I participated in the following SIU beefs \_\_\_\_\_  
I served on the following SIU ships of note \_\_\_\_\_

(Mail To: Director, Seafarers Historical Research Dept., 675 4th Ave., Brooklyn, New York 11232)

## Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

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

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

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

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

### Alcoholic Rehabilitation Center

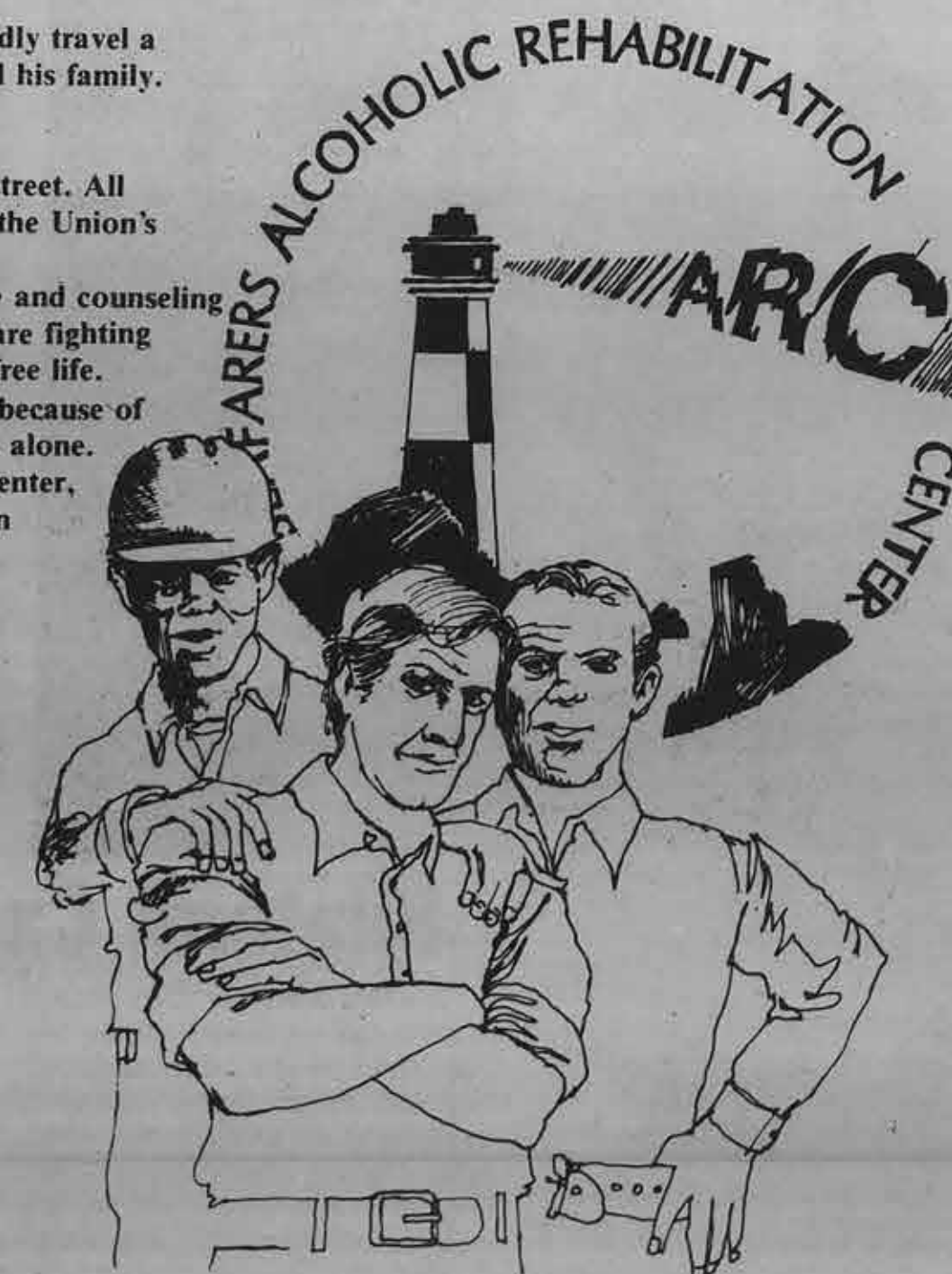
I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name \_\_\_\_\_ Book No. \_\_\_\_\_

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

Telephone No. \_\_\_\_\_

Mail to: THE CENTER  
Star Route Box 153-A  
Valley Lee, Md. 20692  
or call, 24 hours-a-day, (301) 994-0010







M/V Diplomat (CCT) tied up dockside.



Looking at the Diplomat's laddered mast (top) from down on the deckside late last month in Miami, Fla.



Cook and Baker Kathy Devane makes a fancy sandwich for one of her Brothers or Sisters of the Sea.



More of the crew of the Diplomat are (l. to r.) QMED Gary Strauss and 2nd Engineer Rich King at the bon voyage party.



The Diplomat's Recertified Bosun Durell McCorvey (left) is with his better half Betty Jo and the ships master, Captain Dave Callan is with his spouse Judy.

## Bilateral Cargo Pact Proves a Winner

The M/V Diplomat (Coordinated Caribbean Transport) joined her sistership the M/V Ambassador, as the only American-flag registered vessels to call Miami home, when she entered into service earlier this month. The 8,995 dwt RO/RO will link the southern U.S. with Vene-

zuela.

Like her sister, the Diplomat was built in a shipyard in West Germany and brought over to the United States by her new SIU crew, many of whom were also on hand for the launching of the Ambassador; including Bos'n Durell McCorvey and

Chief Steward Bill Goff.

Incidentally, Chief Steward Goff wants to point out that his three person steward department is "doing just fine," especially Bill. He's looking and acting ten years younger since Cook and Baker Kathy Devane and GSU Tammy Han-





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Tampa Port Agent Ray McDonald (right) is with Frank P. Herrmann, operations chief for Coordinated Caribbean Transport.



Chief Electrician Nick Komninos (right) with his missus, Kiki, imbibing frozen daiquiries at the ship's reception.



Also hoisting drinks at the ship's reception are (right) AB Dennis Kenny and his wife, Frances, at the christening.



ABs Wayne Cravey and Randy Dale (l. to r.) and Tampa Port Agent Ray McDonald (right) listen to Bosun McCorvey (center).



Posing for a pretty picture are 1st Assistant Engineer Roland Fischer and his wife, Brigitte.



Chief Steward Bill Goff (center) poses with part of his steward department of (l. to r.) GSU Tammy Hanson and Cook and Baker Kathy Devane having some libation.

## As New Diplomat Joins Ambassador to Venezuela

son joined the crew 30 days ago.

CCT built the Diplomat and registered it under the U.S. flag mainly because of a 40/40/20 bilateral cargo agreement the U.S. has with Venezuela. The agreement provides that 80 percent of all cargoes generated between the two nations

must be carried on a vessel registered to one or the other; while twenty percent may be carried by a third flag ship.

Hopefully, there will be more bilateral agreements like this one in the future between the U.S. and its trading partners. Such agreements

promote and encourage shipping on U.S. registered, U.S. manned ships. CCT has been in business in the Caribbean for the past 20 years, and although it took cargo preference to "show them the light," they now seem to be committed to building a dependable US SIU fleet.

The M/V Diplomat will cruise to Venezuela at a speed of 17 knots. She'll make the round trip in approximately 11 days. CCT is planning to build a third RO/RO. However, the West German shipyard will not be able to accommodate a new keel for at least 19 months.





# Apply Now for SIU College Scholarships

The fall and winter months are the time students begin applying to colleges and universities. It's also the time for Seafarers and the dependents of SIU members to set the wheels in motion on applications for the SIU's annual college scholarship program.

Financial awards totalling \$60,000 per year are granted through the Seafarers Welfare Plan's Charlie Logan Scholarship Program, established in 1952. Marking its 30th year with the 1982 awards the Scholarship Program will, once again, offer a total of five, four-year grants of \$10,000 and two, two-year, \$5,000 awards.

Both of the two-year, \$5,000 scholarships are reserved exclusively for active Union members. Of the four-year, \$10,000 scholarships, four are awarded to the dependents of SIU members while one goes to an active seaman or boatman. In addition, in a year with exceptionally qualified Seafarer applicants, the Board of Trustees may grant a second \$10,000 award to an active member.

To be eligible for a scholarship, an active member must have at least two years (730 days) employment time with SIU-contracted companies. The member must also have one day of employment in the six month period immediately preceding the date of application, as well as 125 days of employment in the previous calendar year.

Qualifications for dependents of Union members applying for the scholarships are as follows: the applicant must be unmarried and under 19 years of age. Unmarried children, however, eligible for benefits under Plan #1 Major Medical can apply for a dependent's scholarship up to the age of 25.

Additional requirements are that the applicant be a dependent of a member who has three years (1,095

days) employment time with SIU-contracted companies as well as one day employment in the six month period immediately preceding the date of application and 125 days' employment in the preceding calendar year.

Dependents of pensioners or deceased SIU members who had satisfied seetime requirements prior to retirement or death are eligible to apply for the scholarship.

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT's) or American College Tests (ACT's).

The SAT or ACT exam must be taken no later than February, 1982 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592, Princeton, N.J. 08540 or Box 1025, Berkeley, Ca. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Unit, P.O. Box 414, Iowa City, Iowa 52240.

SIU Scholarship Program applications are available to active members or their dependents at any SIU Hall or through the SIU Welfare Plan, 275 20th Street, Brooklyn, N.Y. 11215.

All applications are evaluated by an impartial, six-person Selection Committee made up of highly qualified academics.

Scholarship winners will be announced in May, 1982. The deadline for submission of applications is April 15, 1982.





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days) employment time with SIU-contracted companies as well as one day employment in the six month period immediately preceding the date of application and 125 days' employment in the preceding calendar year.

Dependents of pensioners or deceased SIU members who had satisfied seafaring requirements prior to retirement or death are eligible to apply for the scholarship.

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT's) or American College Tests (ACT's).

The SAT or ACT exam must be taken no later than February, 1982 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592, Princeton, N.J. 08540 or Box 1025, Berkeley, Ca. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Unit, P.O. Box 414, Iowa City, Iowa 52240.

SIU Scholarship Program applications are available to active members or their dependents at any SIU Hall or through the SIU Welfare Plan, 275 20th Street, Brooklyn, N.Y. 11215.

All applications are evaluated by an impartial, six-person Selection Committee made up of highly qualified academics.

Scholarship winners will be announced in May, 1982. The deadline for submission of applications is April 15, 1982.

## Seafarers Save Overboard Shipmate In the Sea of China



Here's a birdseye view of the Patriot's lifeboat returning to the ship with O'Brien in the prow (front left).

"Man Overboard!" was the cry that rang out aboard the *Sea-Land M/V Patriot* on the afternoon of Sept. 28 in the China Sea with the ship enroute from Kobe, Japan to Hong Kong.

The victim, AB Edwin O'Brien, fell aft into 5-7 foot waves lashed by 18-20 knot winds, when working with AB Harry Kaufman on the deck running lights. He was in the water 57 minutes 200 yards to port.

Kaufman quickly told Bosun Tony

Polino who called the bridge to sound the emergency signal to man all rescue stations.

Immediately, Capt. James L. Davis ordered the engines at maneuvering speed to execute a "Williamson Turn" to starboard. Then the ship was steadied on course and speed reduced.

At 1:38 p.m., lookout spotter OS Ralph Saunders saw and heard Brother O'Brien in the ocean. Then the bridge had No. 2 lifeboat



AB O'Brien (right) safely in the boat gives a sigh of relief after dramatic life-saving rescue.



Enjoying coffee after his ordeal is O'Brien (left) with one of the rescue party, AB Harry Kaufman.



O'Brien (left) stands up in the lifeboat as it is being hoisted up to the deck. At (right) is Chief Mate D. Reed on the intercom radio.

manned and lowered into the sea under the command of Chief Mate D. Reed and crew of 2nd Assistant Engineer L. Koehler, Chief Electrician Jim White, ABs Kaufman, L. Abbott, B. Harris and Greg Sarossy and GSUs Robert Stack and Roger Neyrey.

Directed by the bridge, in 7 minutes the Seafarers and officers had O'Brien out of the water and in the lifeboat. In 12 more minutes, the boat was up on the *Patriot's* deck.

The master later said, "all hands are to be commended for conducting

themselves in a true and seaman-like manner throughout the emergency."

The SIU rescue lifeboat crew, writes Brother Stack, "are thankful for the lifeboat training they received at the Harry Lundeberg School in Piney Point, Md."

He urges, "everyone should have this ticket (lifeboat) in case this emergency should happen aboard your ship."

Stack added "Brother O'Brien will be thankful to these men (the rescuers) for the rest of his life for their quick action."

## BOSUN RECERTIFICATION

Twelve bosuns received their diplomas of recertification at the October membership meeting in headquarters after having completed a rigorous two month program.

The bosuns spent time in Piney Point and Headquarters learning about the workings of their own union and the important issues facing the maritime industry as it enters a period of budget cutting and technological change.

The Bosuns met with administrators from the contract, pension and welfare departments to learn about their benefits and rights. Seamen will have to adjust to a new environment (one example: the closing of the Public Health Hospitals). Armed with knowledge, the recertified bosuns will be on hand to make the adjustment easier.

## 12 More Armed With Knowledge

The membership meeting where the Bosuns received their diplomas underscored one thing

that has remained constant since the inception of this union: solidarity. Brother and Sister Sea-

farers were on hand to congratulate the Bosuns for their accomplishments.



John Lundborg



Frank W. Smith



John F. Higgins



Uble Nolan



Michael Ventry



Jerry Bass



John W. Mullis



Carlos H. Spina, Jr.



John E. Floyd



Linwood Rich



Robert Lawson



Stephen Fullford





The SIU-contracted *St. Peter* in Gloucester Harbor.



Vito Giacalone standing a night wheel watch. He is also the *St. Peter's* engineer.

## DAY IN THE LIFE OF AN SIU

by Mike Gillen, Director  
Seafarers Historical Research Dept.

**T**HE SIU-contracted fishing vessel *St. Peter*, named for the patron saint of fishermen, was built in Essex, Mass. some 54 years ago. Yet, despite her age, this vintage wooden craft still makes daily trips out of Gloucester in search of fish along the New England Coast. "It's an old boat," said one crewmember, "but she's been well taken care of."

At 62 gross tons and 74 feet in length, the *St. Peter* is not unlike many other Gloucester-based commercial fishing vessels. She is a side trawler—or dragger—setting her net off her starboard side to drag along the ocean floor. Two large "doors," each weighing more than half a ton, actually rest on the bottom

and hold the net open during the tow.

The *St. Peter* normally works with a crew of five, including the Captain. One fisherman doubles as engineer, caring for the boat's 365 hp. GM diesel, while another doubles as cook.

Originally an offshore boat, staying out for a week at a time, the *St. Peter* is now a day boat, leaving early in the morning and returning late in the afternoon. "You work a little harder," commented one fisherman, "but you're home every night."

We went out with the *St. Peter* one day recently, and compiled the following log on a 12-hour round-trip to the Isles of Shoals off the New Hampshire Coast.

**2:35 A.M.** Cast off from pier in Gloucester's Harbor Cove. Temp. about 40 degrees with a NW'ly 10-15-knot breeze. Clear, star-filled sky.

**2:50 A.M.** Pass breakwater and lighthouse at Eastern Point. Heading NNE. Most of the crew will soon be turning in for a "kink" (sleep) with 2½-3 hours trip (at nine knots) ahead of us to the Isles of Shoals. The *St. Mary* is ahead of us.

**4:00 A.M.** Winds have been increasing. Reports over the radio indicate that some boats have turned back. Boat rolling fairly well now.

**5:25 A.M.** Arrive off Isles of Shoals (about six miles to the south, and 10-12 miles off the N.H. Coast). Setting out of net begins promptly and with a will. It's too cold for dilly-



"Chico" Marino doubles as cook on the *St. Peter*.



"Bikie" Scola loads Whiting into iced boxes.



Sorting fish.



Vito lowers a basket of fish down to "Bikie" Scola.





The SIU-contracted St. Peter in Gloucester Harbor.



Vito Giacalone standing a night wheel watch. He is also the St. Peter's engineer.



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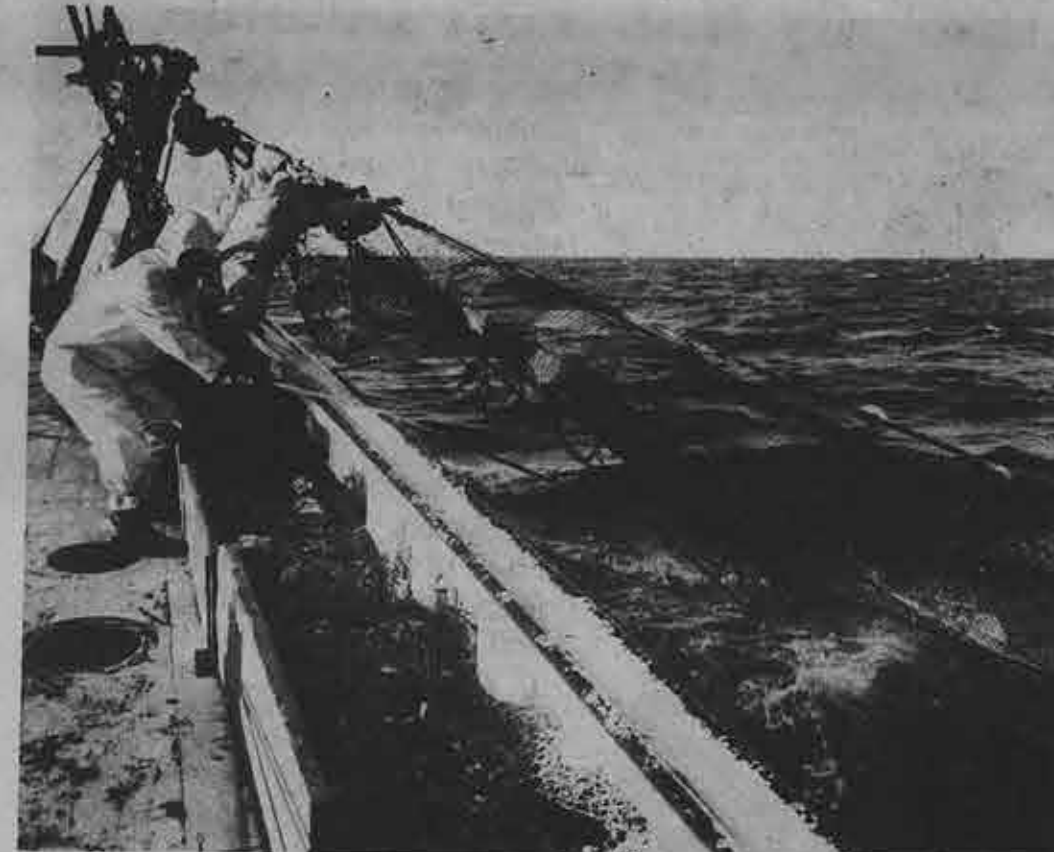
"Bikie" Scola loads Whiting into iced boxes.



Sorting fish.



Vito lowers a basket of fish down to "Bikie" Scola.



Working on deck during haul-back.



Sebastian "Bikie" Scola, left, and Frank "Chico" Marino man the winch. Capt. Joe looks on.

## GLOUCESTER DRAGGER

dallying.

**5:45 A.M.** Setting out completed. First of hoped-for three tows has begun in 36-42 fathoms. Boat dragging at 2.8 to 3.2 knots. Capt. Joe is now at the wheel and watching the fathometer carefully for "hard bottom." Haul back of net will be in about 2½ to 3 hours.

**5:45-6:15 A.M.** Breakfast. "Chico" has put out a batch of sausage and English muffins. Plenty of coffee, which won't keep most of the crew from grabbing another kink before haul-back.

**7:15 A.M.** Capt. Joe thinks he might have cut a little too close to some "hard bottom." Pointing at the fathometer he says, "That little right there I'm worrying about. I don't know if I turned fast enough." We'll soon know when the net comes up.

**8:00-8:30 A.M.** Haul back. Capt. Joe was right about that hard bottom: the net is torn, but it's not a "rim rack" (torn up badly). A fair load of fish has been dumped on deck and the net has been set back out, after a quick patch job.

**8:30-9:45 A.M.** Sort fish on deck and pack in iced boxes down below. Result of first tow: 24 boxes—about 3,000 lbs., mostly Whiting (what we've come for), plus Hake, Ling, Flounder and Squid.

**10:00 A.M.** Crew, except man on wheel, down below in fo'c'sle. More coffee, BSing and filling mending needles. Haul back in an hour or so.

**11:30 A.M.** Haul back. Trouble with the "doors"—jammed together.

**12:30 P.M.** "Doors" finally separated and re-set on their gallows forward

and aft. Decision has been made to call it quits for the day because of the delay caused by the "doors," and the sloppy weather.

**12:30-1:30 P.M.** Heading south along the coast at nine knots. Sorting and packing.

**1:45 P.M.** Proper mending of net begins.

**2:00 P.M.** Final tally for the day: 48 boxes (6,000 lbs.), including 29 Whiting and 7 squid. Not exactly a "jag" (full load). Capt. Joe says he'll be lucky if he breaks even on this trip.

**2:30 P.M.** Pass the Gloucester Harbor breakwater.

**2:45-3:20 P.M.** Take out (unloading). Shift over to Harbor Cove.

**3:30 P.M.** Tied up, early. But, then again, tomorrow's another day for the crew of the *St. Peter*.



Capt. Joe Giacalone in the pilothouse of the *St. Peter*.



The fo'c'sle of the *St. Peter* during breakfast.



Homeward bound in the Gulf of Maine.



# Buck Stephens Named 'Man of Year' by N.O. Port Council

The Greater New Orleans and Vicinity Maritime Port Council named its Secretary-Treasurer, **C. J. "Buck" Stephens**, "Maritime Man of the Year" in recognition of the many contributions he has made to the maritime industry.

More than 400 guests met to honor him as New Orleans Agent Gerry Brown, president of the New Orleans Port Council, handed him the Council's coveted bronze and wooden "Wheel of Honor."

Stephens retired from the SIU in 1978 after having served as Port Agent in New Orleans from 1960. He has continued in his capacity as Secretary-Treasurer of the New Orleans Port Council.

Stephens, an active force in New Orleans politics, has been with the SIU since its inception in 1938. He credits the union with having given him a chance to make something of his life.

He was raised at the St. Mary's and Hope Haven Catholic orphanage. When asked about his early years, he laughed and said that he was voted "least likely to succeed" in high school.

*H. S. Mates Voted Him 'Least Likely to Succeed'*



Buck Stephens, left, accepts ship's wheel as New Orleans Maritime Port Council 'Man of the Year' from New Orleans SIU Agent Gerry Brown.

Among the people honoring the former "least-likely-to-succeed" were two members of Congress, the President of the Louisiana AFL-CIO, the Mayor of New Orleans,

and numerous State and Federal Judges.

Stephens was a protege of the late Charles Logan, who was an administrator of the Hope Haven

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Buck Stephens has long stood as a symbol to the members and officials of this union of what a person can do with his life if he makes use of the opportunities open to him.

An orphan, Stephens is a devoted family man; a former "least likely to succeed," he is a man who has been honored by some of the most powerful people in Louisiana. As a young child, Buck Stephens was dealt some bad cards, yet he refused to become bitter and instead became one of the best-liked, most productive members of the organization that had given him a new lease on life. The members of this union can repay Buck Stephens for his years of dedication and service by learning from his experiences.

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Balunsat, Rudolfo P.  
Beeler, Douglas C.  
Bernandez, Jorge G.  
Bessette, Robert S.  
Billing, Barry A.  
Blackburn, Elbert J.  
Blair, Kenneth E.  
Blanchard, J. D.  
Blanchard, Leslie S.  
Bobbe, Christopher A.  
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Booker, Marshall  
Booth, Joseph C.  
Bousson, William C.  
Bower, Steven D.  
Bray, Rick D.  
Bringle, John S. III  
Brock, Roy R.  
Bronson, Theodore L. III  
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Byrne, William  
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Carey, Riley D.  
Carraway, Ronald  
Caruso, Joseph  
Casson, Clark  
Chiasson, Richard J.  
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Conner, Stephen  
Cook, Lee M.  
Cooper, Kevin  
Cooper, Kevin M.  
Courtney, John C.

Crosby, Sam A.  
Cruz, J. A. G.  
Danilw, Robert B.  
Davis, Edward E.  
Davis, James R.  
Davis, Paul  
Deblanc, Joseph B.  
Delahousie, Rickey Lee  
Devonis, Christopher  
Diaz, Agosto Juan  
Dickens, Glenn E.  
Dillon, Michael O.  
Duet, Maurice C.  
Dunn, John  
Duron, Roberto  
Eason, Terry E.  
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Engelder, Herbert O.  
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Fachini, Ambrosio  
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Fitzgibbon, Robert J. Jr.  
Flores, David  
Floyd, Jerry T.  
Fox, Sherry R.  
Funken, Nicholas W.  
Galeus, Isidre  
Garcia, Richard  
Gibbons, Joseph A.  
Gil, Enrique R.  
Granger, Roger R.  
Greenwalt, William E.  
Griffen, Ralph  
Griffith, Algernon B.  
Gutierrez, Alberto  
Haston, Duane M.  
Hawkins, Darlene  
Hebior, Daniel  
Heinling, Seymour A.  
Hellman, Karl A.  
Hemby, Clarence  
Hester, Douglas B. Jr.  
Hill, Marcos  
Holdredge, John A.  
Houchins, Clarence M.  
Houghton, Richard

Howell, Thomas E.  
Hunt, Paul L.  
Ingram, Michael L.  
Jack, Wilmen Jr.  
Johansen, Verness H.  
Johnson, Kenneth  
Jones, Nelson C.  
Jordan, Dewey B.  
Kaufman, Kathryn D.  
Kelley, Robert N.  
Kimmel, Martin S.  
Kirtan, Robert W. Jr.  
Kirven, William E. Jr.  
Klafert, Curtis R.  
Labella, James  
Lacy, Rottia F.  
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Lagdon, Richard H. Jr.  
Lightell, Paul G.  
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Lihan, Thomas A.  
Londoff, Chris G.  
Lopez, Garzona Mario A.  
Lynch, Joseph W.  
Lyons, Edward

Macaraeg, Pete  
Manca, Leonardo  
Manca, Leonardo  
Martin, Joe V.  
Mathisen, Lonnie D. Jr.  
McCants, Alvin C.  
McFee, Joseph D.  
McPhee, Joseph D.  
Mele, Joseph V.  
Melear, George W.  
Melpignano, Cosimo  
Meredith, Robert W. Jr.  
Mineo, Frank J. Jr.  
Mitchell, Billy J.  
Moncada, Armando  
Moore, Ronald  
Morera, Carlos M.  
Mortinger, John E.  
Muhammad, Muslim S.  
Muir, Roland F.  
Murphy, Hezekiah  
Myers, Hershel L.  
Neumann, Kenneth M.  
Noto, Gaspar  
Oosse, Jack Jr.

Parente, David S.  
Patterson, Dennis M.  
Payne, Vernon  
Payne, Vernon R.  
Peacock, James A.  
Pedersen, Otto  
Perdi, Esper  
Placey, Victor F.  
Placey, Victor F.  
Ramirez, Roberto  
Ramlan, Jimmie  
Rayner, Rex A.  
Reeves, Mary H.  
Rihn, Ewing A.  
Rinaldi, Lino J.  
Robles, William  
Roy, Arthur O.  
Russo, Antonio  
Ryan, Joseph T.  
Sandino, Charles R. Jr.  
Saufferer, John L.  
Saunders, Lloyd  
Saunders, Ronald M.  
Scott, Woodie Eugene  
Scruggs D. Vaughn

Sessions, Richard  
Sexton, Gene T.  
Shadrick, Don A.  
Sharp, Stephen S.  
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Shaw, Ali M.  
Shimizu, Terrance  
Siers, Joseph  
Sims, Ernest D.  
Slayton, James E.  
Spears, Bobbie B.  
Spinford, Charles M.  
Spranza, James B.  
Stanford, Charlie M.  
Stanford, Glen  
Stanley, Stuart C.  
Stann, J.  
Steele, William C.  
Sutherland, John P.  
Swille, Keith J.  
Thomas, John T.  
Thomas, Walter W.  
Thompson, Andrew A.  
Thrash, Milton C.  
Tousignant, Alfred R.

Treitler, Carl T.  
Umholtz, Fred E.  
Vargas, Rafael  
Veith, Andrew P.  
Viola, Larry V.  
Vourloumis, George N.  
Walker, Joe F.  
Ward, Jimmie Lee  
Washington, James W.  
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Webster, Donna K.  
Wells, Hugh F.  
Wiesner, Richard A.  
Williams, Alphonso  
Williams, Carmond  
Williams, Ronald  
Willingham, Henry C.  
Willis, Michael J.  
Wilson, Waldo Jr.  
Winters, Billy J.  
Word, Jimmie L.  
Wright, Warren H.  
Young, Robert D.  
Yudoviches, William  
Zeller, Russell W.



## Dispatchers Report for Great Lakes

Sept. 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	72	3	2	70	45	0	101	26	10
ENGINE DEPARTMENT									
Algonac	37	12	4	53	21	0	42	19	8
STEWARD DEPARTMENT									
Algonac	7	3	0	17	10	0	14	6	1
ENTRY DEPARTMENT									
Algonac	47	55	11	0	0	0	63	87	49
Totals All Departments	163	73	17	140	76	0	220	138	68

\*"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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Lacy, Rottia F.  
Lacy, Rottia F.  
Lagdon, Richard H. Jr.  
Lightell, Paul G.  
Lihan, Thomas A.  
Londoff, Chris G.  
Lopez, Garzona Mario A.  
Lynch, Joseph W.  
Lyons, Edward

Macaraeg, Pete  
Manca, Leonardo  
Manca, Leonardo  
Martin, Joe V.  
Mathisen, Lonnie D. Jr.  
McCants, Alvin C.  
McFee, Joseph D.  
McPhee, Joseph D.  
Mele, Joseph V.  
Melear, George W.  
Meplignano, Cosimo  
Meredith, Robert W. Jr.  
Mino, Frank J. Jr.  
Mitchell, Billy J.  
Moncada, Armando  
Moore, Ronald  
Morea, Carlos M.  
Mortimer, John E.  
Muhammad, Muslim S.  
Muir, Roland F.  
Murphy, Hezekiah  
Myers, Hershel L.  
Neumann, Kenneth M.  
Noto, Gaspar  
Oosce, Jack Jr.

Parente, David S.  
Patterson, Dennis M.  
Payne, Vernon  
Payne, Vernon R.  
Peacock, James A.  
Pedersen, Otto  
Perdi, Esper  
Placey, Victor F.  
Placey, Victor F.  
Ramirez, Roberto  
Ramtan, Jimmie  
Rayner, Rex A.  
Reeves, Mary H.  
Rihn, Ewing A.  
Rinaldi, Lino J.  
Robles, William  
Roy, Arthur O.  
Russo, Antonio  
Ryan, Joseph T.  
Sandino, Charles R. Jr.  
Saulfner, John L.  
Saunders, Lloyd  
Saunders, Ronald M.  
Scott, Woodie Eugene  
Scruggs, D. Vaughn

Sessions, Richard  
Sexton, Gene T.  
Shadrick, Don A.  
Sharp, Stephen S.  
Sharp, Stephen S.  
Shaw, Ali M.  
Shimizu, Terrance  
Siers, Joseph  
Sims, Ernest D.  
Slayton, James E.  
Spears, Bobbie B.  
Spindorf, Charles M.  
Spranza, James B.  
Stanford, Charlie M.  
Stanford, Glen  
Stanley, Stuart C.  
Stann, J.  
Steele, William C.  
Sutherland, John P.  
Swille, Keith J.  
Thomas, John T.  
Thomas, Walter W.  
Thompson, Andrew A.  
Thrash, Milton C.  
Tousignant, Alfred R.

Tretilier, Carl T.  
Umholtz, Fred E.  
Vargas, Rafael  
Veith, Andrew P.  
Viola, Larry V.  
Vourlouris, George N.  
Walker, Joe F.  
Ward, Jimmie Lee  
Washington, James W.  
Watkins, William  
Webster, Donna K.  
Wells, Hugh F.  
Wiesner, Richard A.  
Williams, Alphonso  
Williams, Carmond  
Williams, Ronald  
Willingham, Henry C.  
Willis, Michael J.  
Wilson, Waldo Jr.  
Winters, Billy J.  
Word, Jimmie L.  
Wright, Warren H.  
Young, Robert D.  
Yudoviches, William  
Zeller, Russell W.



## Dispatchers Report for Great Lakes

Sept. 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Algonac	72	3	2	70	45	0	101	26	10
Port									
Algonac	37	12	4	53	21	0	42	19	8
Port									
Algonac	7	3	0	17	10	0	14	6	1
Port									
Algonac	47	55	11	0	0	0	63	87	49
Totals All Departments	163	73	17	140	76	0	220	138	68

\*"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.

## Seafarers

### HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland

## New Scholarship/Work Program is Launched at SHLSS to Offer College Degrees to SIU Members



After they had completed working out the details of the new Scholarship/Work Program, officials of the Seafarers Harry Lundeborg School of Seamanship, and Charles County (Md.) Community College posed for this photo. From left are Bruce Cabbage, director of Industrial Training and Special Programs at Charles County Community College; Frank Mongelli, SHLSS Vice President; Jacqueline Knoetgen, director of Academic Education at SHLSS; Ken Conklin, SHLSS Commandant; Dr. Trevor D. Carpenter, Dean of Student Personnel and Community Services at Charles County Community College; and John Mason, director of Vocational Education at SHLSS.

A brand-new Scholarship/Work Program has been launched at the Seafarers Harry Lundeborg School of Seamanship to provide SIU members with the opportunity to achieve College degrees.

The program was developed by SHLSS in cooperation with Charles County (Md.) Community College to enable eligible SIU members to return to Piney Point to complete the necessary academic requirements for an Associate of Arts degree.

The college program which has been in effect for several years enables Trainees and Up-graders to earn college credits as part of their seamanship training programs. Additional college credits have also been available through a number of specialized programs, such as Government, Biology, English, Music, Art, Psychology, and Mathematics. In addition, credits are available from courses in Basic Sailing, Recreational Crafts, and Weightlifting and Jogging.

The individualized instruction program involves the assignment of planned work; a demonstration

by the student that he understands the material, and evaluation by the instructor. Students are encouraged by their teachers through constant supervision and frequent evaluation. All study materials needed for the course will be provided. SIU members

who are nearing completion of the requirements for a two-year General Studies degree will be contacted by SHLSS and Charles County Community College, and they will be invited to return to Piney Point to complete their degrees.

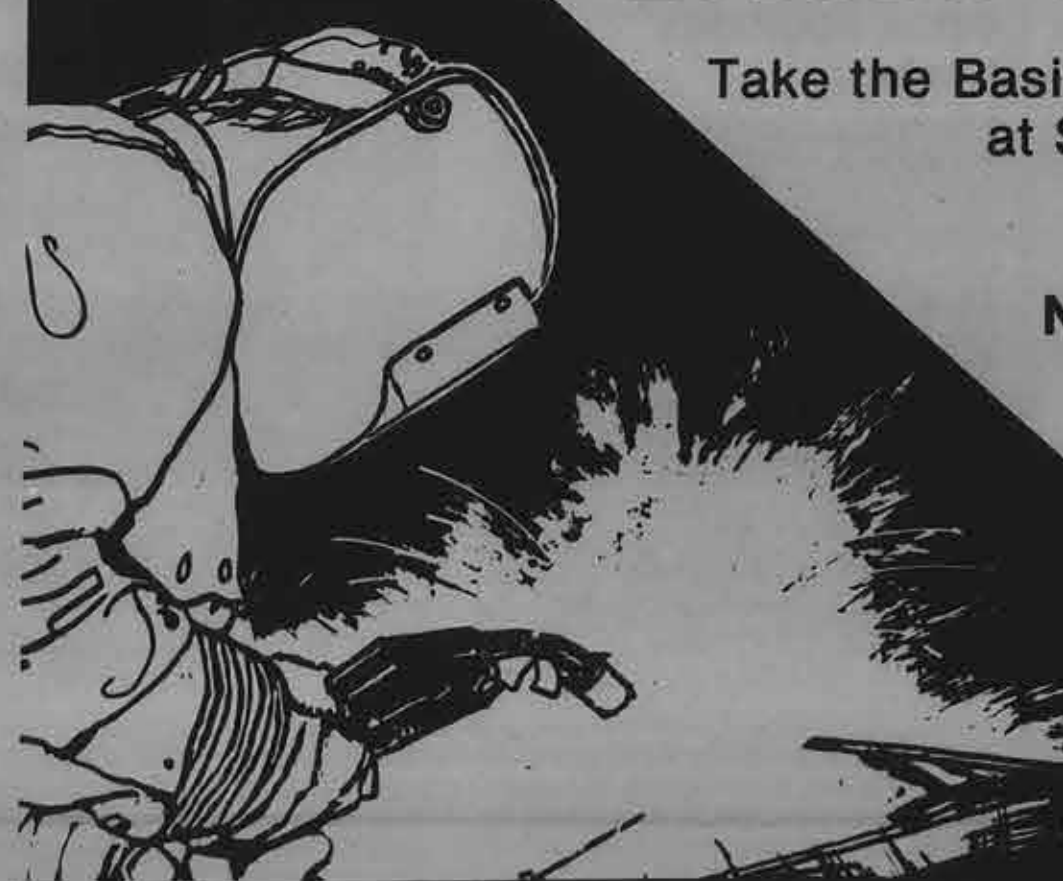
The Scholarship/Work Program, which was encouraged by SIU President Frank Drozak, is another example of the SIU's deep conviction that education is the key to our growth and strength as individuals, as a Union, and as an industry.

## BASIC WELDING

Take the Basic Welding Course at SHLSS.

Course starts  
November 23 through  
December 18.

Contact your SIU Field  
Representative  
for course  
information.





## 15 More Blackgangers Get QMED



Here are the latest graduates in the QMED Program at the Seafarers Harry Lundeberg School of Seamanship. From left they are Manuel Beata, New York; Carlos Rodriguez, New York; Harry Gearhart, New York; Horace Ledwill Jr., New York; Jack Andrews, New York; Dennis Convey, San Francisco; Rene Rosario, New York; Louie Guertin, New York; Thomas Herbert, New Orleans; Vincent Carrao, New York; Mark Freeman, New Orleans; Barry Kiger Norfolk; John Munsie II, New York; Daniel Doyle, New York; Richard Mullen, New York; and SHLSS Instructor Calvin Williams.

## SIU Members Upgrade Skills—Insure Job Security

### 8 Upgrade to Quartermaster



Eight more Seafarers recently completed their studies at the Seafarers Harry Lundeberg School of Seamanship and received certificates as Quartermaster. Kneeling from left are Ronald Dailey, from the Port of Tampa; Mohamed Rawi, New York; and Ibrahim Salim, New York. Standing are Daniel Van Der Hoff, Seattle; George Schatz, Wilmington; Sidney Loman, Jacksonville; Josef Dallos, San Francisco; and Howard Gibbs, San Francisco. At right is Abe Easter, SHLSS Instructor.

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## SHLSS Announces Course Schedules for 1982

### Programs Geared to Improve Skills, Aid Industry

Course schedules for the first six months 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 deepsea 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, class sizes will be necessarily limited in size—so sign up early.

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



## Upgrading Course Schedule January Through June 1982



### Engine Department Courses

Course	Check-in Date	Completion Date	Length of Course
Marine Electrical Maintenance	January 4 April 8	February 25 June 3	8 weeks 8 weeks
Marine Electronics	March 1	April 8	6 weeks
Automation	January 4 March 15 May 24 June 21	January 28 April 8 June 17 July 15	4 weeks 4 weeks 4 weeks 4 weeks
Pumproom Maintenance & Operations	February 1 April 12	March 11 May 20	6 weeks 6 weeks
Refrigeration Systems, Maintenance and Operations	January 4 March 29 June 21	February 11 May 6 July 29	6 weeks 6 weeks 6 weeks
Basic Welding	February 1 March 1 March 29 April 26 May 24 June 21	February 25 March 25 April 22 May 20 June 17 July 15	4 weeks 4 weeks 4 weeks 4 weeks 4 weeks 4 weeks
Diesel—Regular	January 4 March 1 March 29 April 26 May 24 June 21	January 28 March 25 April 22 May 20 June 17 July 15	4 weeks 4 weeks 4 weeks 4 weeks 4 weeks 4 weeks
Diesel Scholarship	January 4 June 21	February 25 August 12	8 weeks 8 weeks
Third Assistant Engineer	March 15 May 24	May 20 July 29	10 weeks 10 weeks
Fireman/Watertender, Oiler	May 10	June 17	6 weeks
QMED—Any Rating	January 18 May 10	April 8 July 29	12 weeks 12 weeks
Conveyorman	January 4	January 28	4 weeks

### Inland Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Towboat Operator	January 4	February 19	7 weeks
Scholarship	March 29 June 21	May 14 August 6	7 weeks 7 weeks
Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks
First Class Pilot	January 18 May 24	March 5 July 9	7 weeks 7 weeks
Inspected Towing Vessel	March 29	May 21	8 weeks
Tankerman	February 15 March 15 June 7	February 25 March 25 June 17	2 weeks 2 weeks 2 weeks

### Deep Sea Deck Department Courses

Lifeboatman	January 4 March 29 May 10	January 14 April 8 May 20	2 weeks 2 weeks 2 weeks
Able Seaman	April 12 May 24	May 20 July 1	6 weeks 6 weeks
Quartermaster	March 1	April 8	6 weeks
Third Mate	January 4 March 15 May 24	March 12 May 21 July 30	10 weeks 10 weeks 10 weeks
Third Mate/Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks

### Steward Department Courses

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



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### Inland Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Towboat Operator Scholarship	January 4 March 29 June 21	February 19 May 14 August 6	7 weeks 7 weeks 7 weeks
Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks
First Class Pilot	January 18 May 24	March 5 July 9	7 weeks 7 weeks
Inspected Towing Vessel	March 29	May 21	8 weeks
Tankerman	February 15 March 15 June 7	February 25 March 25 June 17	2 weeks 2 weeks 2 weeks

### Deep Sea Deck Department Courses

Lifeboatman	January 4 March 29 May 10	January 14 April 8 May 20	2 weeks 2 weeks 2 weeks
Able Seaman	April 12 May 24	May 20 July 1	6 weeks 6 weeks
Quartermaster	March 1	April 8	6 weeks
Third Mate	January 4 March 15 May 24	March 12 May 21 July 30	10 weeks 10 weeks 10 weeks
Third Mate/Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks

### Steward Department Courses

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



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



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



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

\*Maximum number of students.

### On-the-Job Training



Hands-on training is an important part of all of the vocational education programs at the Seafarers Harry Lundeborg School of Seamanship. And here's an example—Seafarer William Tidwell goes over the side to paint the hull of one of the many vessels at SHLSS. Brother Tidwell, who ships from the Port of Houston, graduated earlier this summer from the Able Seaman class.



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Refrigeration Systems Maintenance and Operations *(12)	October 13	November 20		October 13	December 7
Diesel—Regular *(15)	September 14	October 8	"A" Seniority *(12)	September 8	October 5
	October 13	November 6		October 5	November 2
Diesel Scholarship *(12)	October 13	December 4		November 9	December 7
Pumproom Maintenance & Operations *(12)	October 26	December 4		December 7	January 4
Automation *(15)	September 14	October 9			
	November 30	December 18			
Basic Welding *(10)	October 12	November 5			
	November 23	December 18			
Conveyorman *(20)					
Third Assistant Engineer *(12)	October 13	December 18			
Towboat Operator Scholarship *(12)	September 14	October 30			
Celestial Navigation *(15)	November 2	December 4			
First Class Pilot *(12)	October 5	November 20			
Quartermaster *(12)	September 14	October 9			
Third Mate *(12)	September 14	November 20			
Able Seaman *(15)	November 9	December 17			
Lifeboatman *(10)	October 26	November 6			
Tankerman *(10)	September 14	September 24			
Chief Steward *(3)	October 5	November 13			
	November 16	December 24			

\*Maximum number of students.

### On-the-Job Training



Hands-on training is an important part of all of the vocational education programs at the Seafarers Harry Lundeborg School of Seamanship. And here's an example—Seafarer William Tidwell goes over the side to paint the hull of one of the many vessels at SHLSS. Brother Tidwell, who ships from the Port of Houston, graduated earlier this summer from the Able Seaman class.

## 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 to (dates attended)

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

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

Dates Available for Training

I Am Interested in the Following Course(s)

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

**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



# SIU, Merchant Marine Turn to in Korean War;

by John Bunker

**L**ESS than five years after the end of World War II, the United States was suddenly faced with another major conflagration.

On June 25, 1950, more than 60,000 North Korean troops crossed the 38th parallel behind a phalanx of Russian tanks and invaded South Korea.

The United States reacted immediately, dispatching troops and supplies from bases in Japan to aid the Republic of South Korea. The United Nations supported the American action and some of its members later sent combat forces to Korea, too.

This Korean invasion emphasized,

of the crop of the World War II emergency fleet to service the essential trade routes, including C-type freighters capable of 15 knots and more.

About 40 such ships operated by SIU-contracted lines were taken off their regular runs and dispatched to supply bases on the West and East coasts and loaded for Korea.

## 80 Ships Come Off Runs

In the 90 days following the outbreak of war, some 80 U.S. flag freighters were taken off their regular runs for war use. In those first three months privately operated ships manned by civilian crews carried more than three

## History of the SIU Part XI

probably more than any other in history, the vital importance of a merchant fleet in being ready to support a war effort. It proved that the "bottom line" in an emergency is not a fleet on blueprints but a fleet that is already in service and ready for "full speed ahead."

In World War II our involvement was gradual and there was some lead time to prepare sea transport for ourselves and our allies. But the invasion of South Korea came suddenly and without warning. To keep South Korea from falling into Communist hands war supplies of all kinds had to be sent quickly.

## Ace in Hole

The American merchant marine was once again the nation's "ace-in-the-hole."

Privately operated merchant ships on regularly scheduled runs were immediately requisitioned by the government to rush cargoes to Japan and Korea. Several hundred World War II-built Liberty and Victory ships were tabbed for reactivation from reserve fleets. But it took some weeks to tow a ship from a boneyard to a shipyard, put engines and other gear into shape, rig booms, and otherwise get it ready for use.

It was 5,000 miles from the West Coast to Japan or Korea. The long distances involved meant that a large fleet of ships must be mustered for the supply run.

Fortunately, the private American flag operators were using the cream

million tons of emergency cargo!

The importance of having such a fleet at hand and ready for immediate use is underscored by these stark statistics:

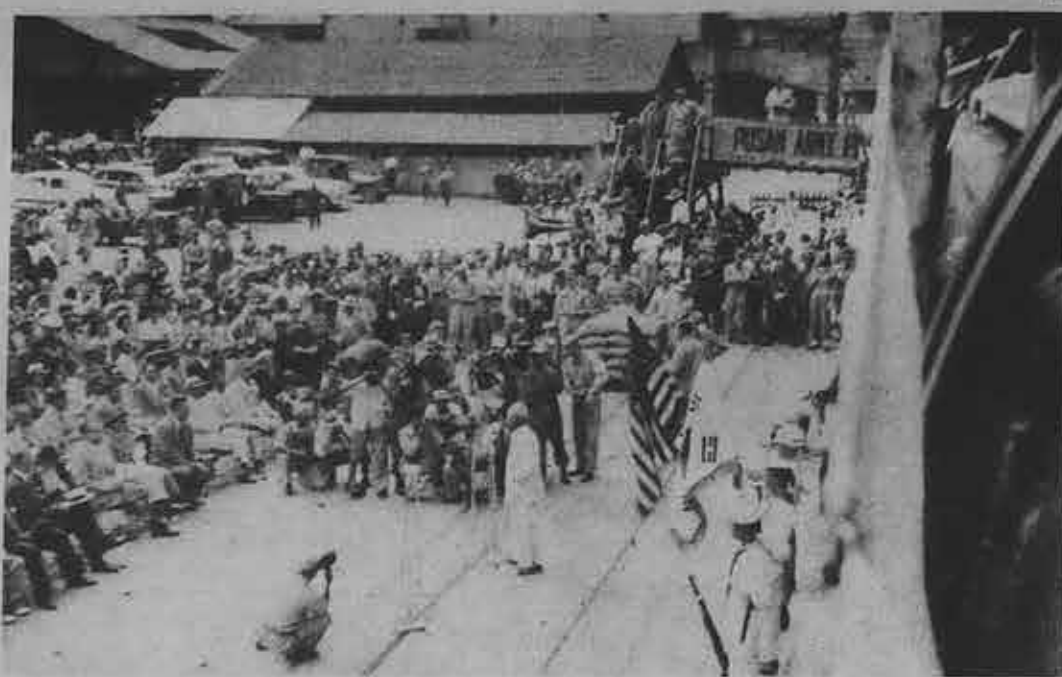
It takes more than 250,000 tons of shipping to transport one full infantry division and almost as much to keep it supplied with food, fuel, ammunition, vehicles and personnel replacements. A division needs 130,000 tons of supplies every month. American divisions in Korea consumed 19,000 tons of ammo, fuel, food, medical supplies and other equipment every day during combat!

During the summer of 1950 United Nations forces threw the invaders back across the 38th parallel and pushed them all the way up to the Chinese border at the Yalu River.

Then in November of 1950 more than 200,000 Chinese troops crossed the Yalu and drove back UN forces, with the merchant marine preventing the UN retreat from becoming a military disaster. When it appeared that the UN forces would be overwhelmed, every available ship was sent to Hungnam and other North Korean ports to evacuate civilians, troops and military supplies.

## M.M. Saves 205,000 People

American flag ships, including many manned by the SIU, accomplished one of the most amazing sea lifts in world history at Hungnam. In only two weeks time, freighters without any regular troop or passenger accom-



The SIU-manned *New Rochelle Victory* carried the first cargo of American-donated relief supplies to Korea after the truce put an end to the fighting. The ship was gaily decked in flags and bunting and was welcomed by Korean President Syngman Rhee at Pusan.

modations evacuated 105,000 troops, 100,000 civilians, 14,500 vehicles and 350,000 tons of guns, tanks, ammunition and other battle equipment.

This was a tremendous logistical achievement, the full scope of which seemed almost unbelievable when it was all over.

It was that the *S.S. Meredith Victory* set some kind of all-time record for a merchant ship of such size, evacuating 14,410 civilian refugees on a three day voyage to Pusan.

The *S.S. Southwind* (South Atlantic S.S. Co.) carried 7,000 soldiers and marines and the *Noonday* (Waterman) evacuated 5,000 from Inchon. The *Citrus Packer* (Waterman) also carried an overflow load of troops and their equipment.

The last ship to leave the embattled port of Hungnam was the *Madaket* of Waterman S.S. Company, carrying a full SIU crew. She steamed out of the shell spattered harbor carrying no less than 11,000 men, women and children. The Waterman Line's *Choctaw* left just a few hours before the *Madaket*, jammed with troops and supplies.

## Eyewitness Account

Able Seaman Florenz Paskowski of the *Madaket* said that the night sky was lit up like the Fourth of July. "It was like the Normandy beachhead," he recalled. "Refugees and troops streamed on board while shells from our warships thundered overhead toward the enemy. Dead-tired soldiers and marines came up the gangplanks with hand grenades still pinned to their uniforms. They were covered with dust and mud."

By July of 1950, shipping had started to boom in all ports as laid-up ships began coming out of overhaul and started crewing up. New York Port Agent Joe Algina reported in the *Log* of July 21 that four Robin Line freighters had arrived from the shipyards and were on the shipping board.

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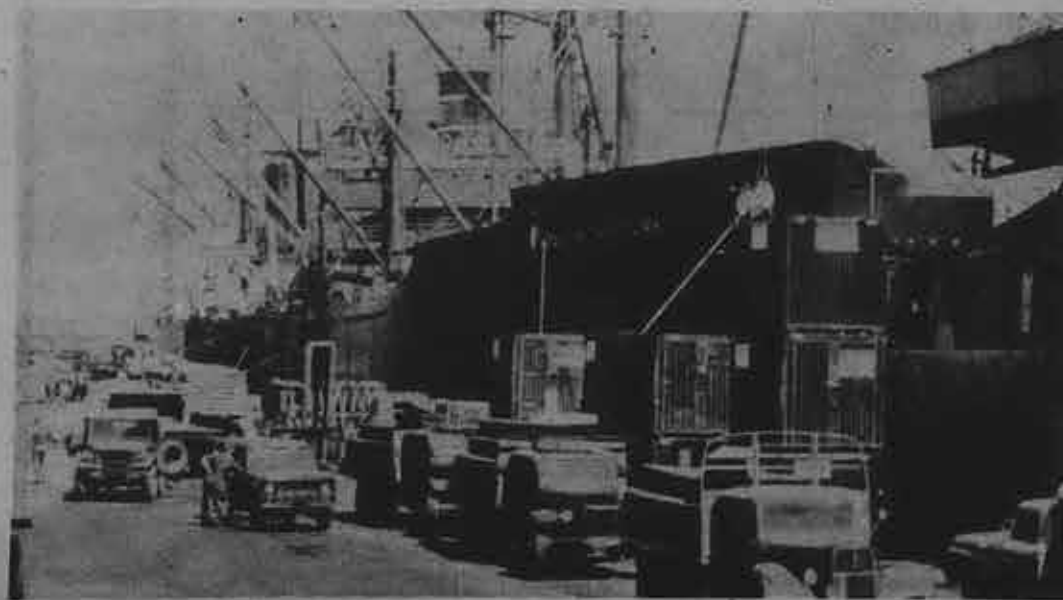
This was because of the union's foresight in setting up manpower committees and accumulating a list of skilled men soon after the war broke out. Seamen who had retired their books after World War II were listed and contacted whenever a shortage of men appeared likely to develop.

An acute need for experienced men developed on the West Coast by October of 1950, with Port Agent Lloyd Gardner reporting that the docks were jammed with vessels and many others were riding at anchor waiting for berths.

Hundreds of SIU men who had sailed in World War II began coming back to sea. Among these was Brother Gerald Fitzjames, who packed his seabag at Sailors Snug Harbor in New York



Within days after outbreak of the Korean War, workmen began preparing ships for break-out from national emergency reserve fleets such as this one in the Hudson River. Ships had to be towed to shipyards for overhaul before they were ready to crew up. A fleet of Victory ships is silhouetted in the background.



World War II-built Victory ships unload military cargo at a Korean port.



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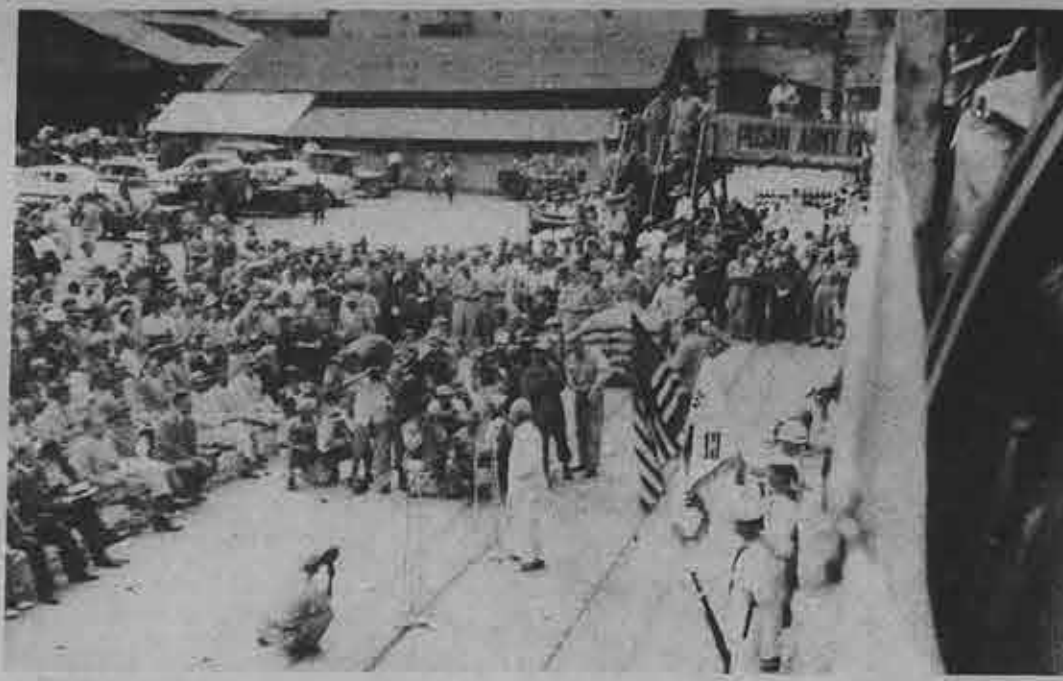
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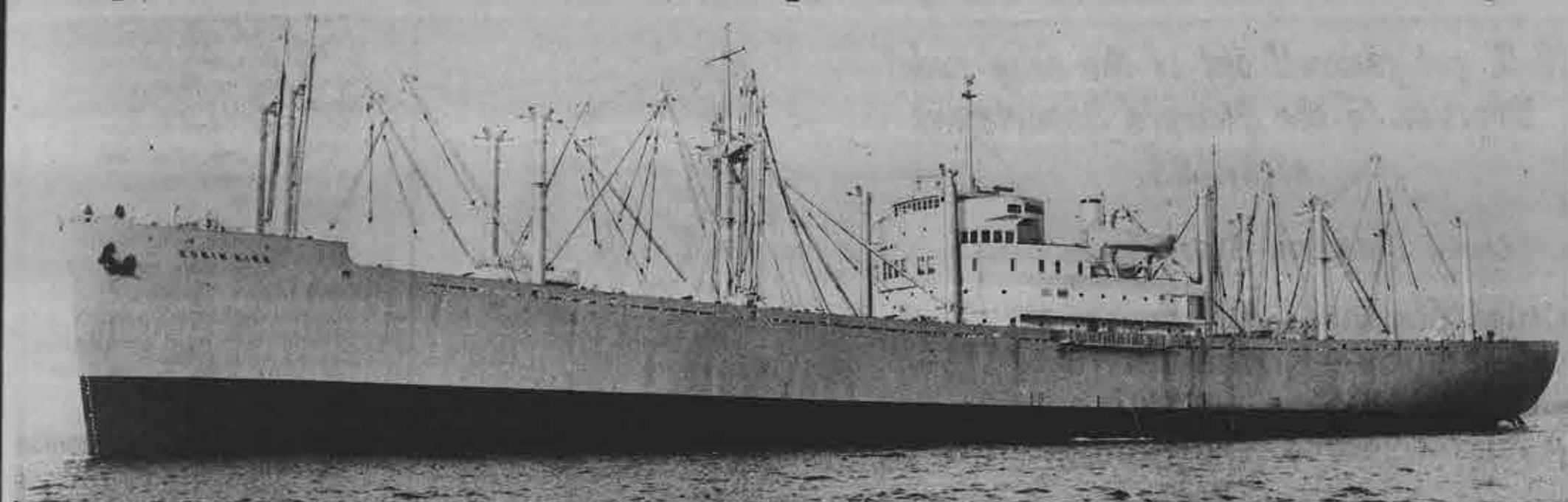
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## Ships Lift 205,000 Troops, Civilians to Safety



The *Robin Kirk* of the Robin Line was one of many SIU ships taken out of their regular runs and rushed to Korea with guns, tanks, trucks and other equipment to stop the Red invasion. In 1950 this ship was one of the finest in the American merchant marine and proved the value of fast, big freighters for any war emergency.

and shipped out as an oiler on the North Platte Victory (Mississippi Shipping) at the venerable age of 72. He had started to sea in 1894.

In October of 1950 two young SIU sailors from Mobile, George Miller and Lewis High, wanted to see what the war looked like up close, so they hitchhiked a ride toward the front on an Army jeep. They were killed by snipers while riding through a village called Yung Dung Po. This brought a warning to all seamen not to leave their ships for visits to the combat zone.

A typical voyage in that war emergency period was that of the SIU's *Robin Trent*, which left New York July 27, 1950, with war cargo stacked to the hatch tops. After a stop in Los Angeles for bunkers, she went to Pusan and discharged: then to Yokohama where she lay at anchor for several weeks in the all-too-common wartime routine of "hurry up and wait." Then she loaded trucks, tanks and ammunition and joined a 33 ship convoy for the invasion at Inchon, along with other SIU ships such as the *Laurence Victory*, *Robin Kirk* and *Southwind*. The thunder of guns shook the sky as the armada arrived at Inchon, where the *Laurence Victory* got to know the Korean landscape very well. She rode the hook there for 33 days.

The SIU-manned *Liberty* ship *Ocean Lotte* delivered food and ammo to a small harbor only a few miles from the battle front, where two Red planes tried unsuccessfully to plant bombs on her. *Ocean Lotte* was a familiar member of the Japan-Korea shuttle.

A few of the many other SIU ships on the Korean shuttle from 1950 to 1952 were the *Seatrail Louisiana*, *Burbank Victory*, *Jefferson City Victory*, *Mankato Victory*, *Lilica*, *Sea Coral*, *Greenstar*, *Omega*, *Anne Butler* and *Liberty Bell*, which rescued five Japanese seamen from a raft off the coast of Japan. *Anne Butler* became the "Korea ferry", shuttling ammo, guns and gasoline from supply dumps in Japan. The *Liberty Flag*, another World War II *Liberty*, spent 6½ months on this shuttle run.

To name a few other SIU ships, there were the *Irene Star*, *North Platte Victory*, *Purplestar*, *Compass*, *Santa Venetia*, *Greece Victory*, *Amersea*, *Malden Victory* and *New Rochelle Victory*.

The newest and most expensive ship in the Korean run, the \$9 million *Cornhusker Mariner* of Seas Shipping, was driven ashore at Pusan in a typhoon on July 7, 1953 to become a total wreck.

### 35 Year Vet Remembers

Jack Higgins of Stoneham, Mass., an SIU bosun for 35 years, was bosun on this ship, which was on its third Korean run from American East Coast ports when disaster struck her.

"We were at anchor in the outer harbor," says Higgins, "when a stiff gale developed into a typhoon. The skipper (Capt. Nicholas Telesmanic) wanted to up-anchor and ride it out at sea, but the Army told him to stay where we were. She was straining at the hooks until it looked like the chains would break and then the terrific winds and seas threw us right onto the rocks." The bottom was stove in and she soon filled, and had to be abandoned, with holds half full of barley and Army beer.

Higgins and several others stayed

on the ship until she was judged to be a total constructive loss.

He remembers the big Mariner ships as being ideal for use as wartime auxiliaries, for they had four 'tween decks and a 20 knot plus cruising speed. On one trip the *Cornhusker* carried 20 Marine Corps planes just as a deckload. SIU-manned ships won many plaudits from the military for a job well done in the Korean supply.

### High Praise Given

Vice Adm. C. T. Joy, commander of naval forces in the Far East, singled out the *Sea Wind* for special commendation. "Your performance," he wrote to the skipper, Capt. A. F. Junker, "has been notable throughout the Korean campaign. The merchant mariners who performed for you did so silently, but their accomplishment speaks loudly. The cooperation and assistance of the merchant marine adds but one more page of glory in our maritime history."

The SIU-manned *Robin Goodfellow* drew similar praise from the commanding general of the Seventh Infantry Division, Maj. Gen. David Barr. The ship, he said, performed "with maximum efficiency" and the crew gave "outstanding assistance" to the military forces.

These and many other ships proved the vital importance of a merchant fleet ready to assist the nation in any emergency. And just as important as the ships, was the availability of trained men to run them.



A shipyard worker lights off a boiler for the first time on a World War II freighter taken out of the boneyard for emergency service.

Once again, the privately manned and operated merchant marine had proven itself to be, in fact as well as in words, "the vital fourth arm of national defense."



SIU Bosun Jack Higgins remembers well his experience in Korea on an SIU ship. Here, he points to world map showing Korean ports where vessels brought in supplies and evacuated troops. Jack was in Log office recently when this photo was snapped.



World War II-built Victory ships unload military cargo at a Korean port.



## Are You Getting Dishpan Hands?

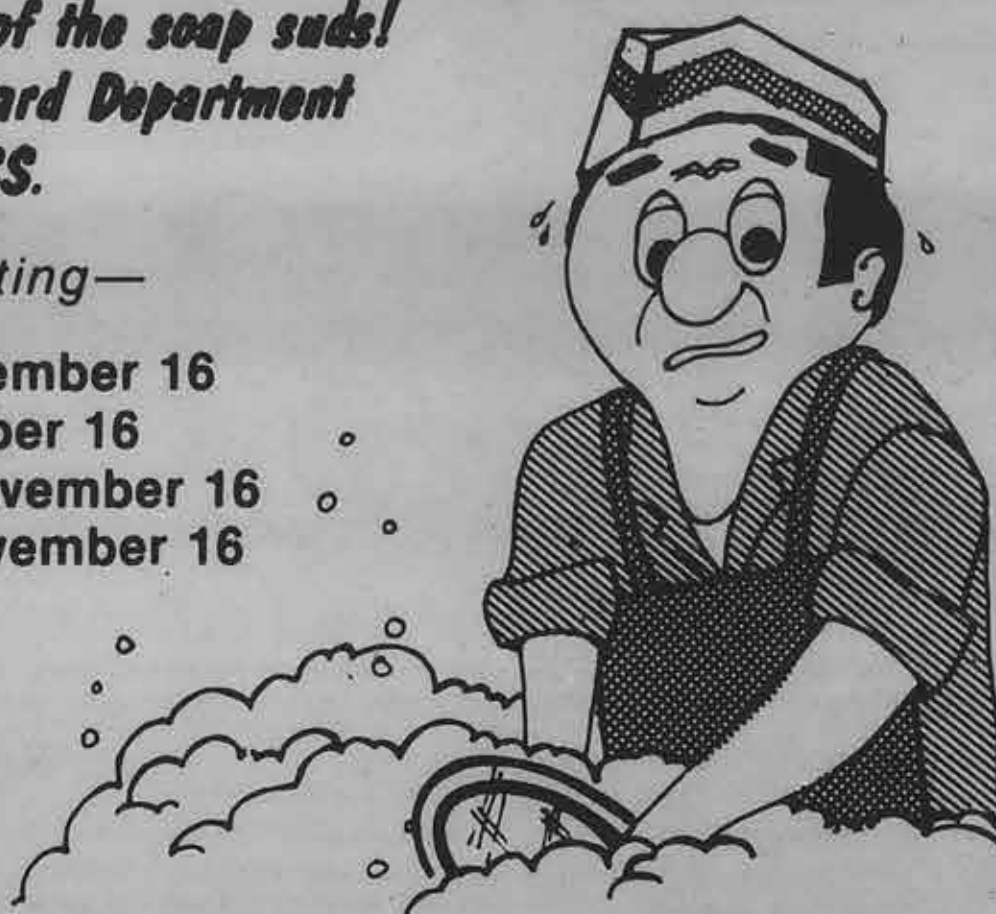
Well, get yourself out of the soap suds!  
Upgrade in the Steward Department  
at SHLSS.

New Classes Starting—

Chief Steward—November 16  
Chief Cook—November 16  
Cook and Baker—November 16  
Assistant Cook—November 16

Sign Up Now!

See Your SIU Field  
Representative or  
Contact SHLSS.



## Dispatchers Report for Inland Waters

SEPTEMBER 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	4	0	0	0	0	0	13	3	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	3	4	1	1	1	6	3	6
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	8	2	4	3	0	2	13	3	5
Jacksonville	3	5	2	1	1	3	5	5	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	2	2	1	1	0	2	0	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	1	0	0
Houston	2	1	3	1	0	0	3	3	6
Port Arthur	20	2	3	11	1	3	35	7	4
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	9	1	3	2	8	2	12
Piney Point	0	2	0	0	2	0	0	4	0
Paducah	10	1	7	2	4	3	10	3	26
<b>Totals</b>	<b>51</b>	<b>18</b>	<b>34</b>	<b>21</b>	<b>13</b>	<b>14</b>	<b>97</b>	<b>33</b>	<b>66</b>
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	1	0	0	0	0	0	1
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	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	0	2	0	0	1	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	0	0	0	0	1	0	0
<b>Totals</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	2	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	1	0	0	0	3	0	5
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	1	0	0	0	0	2	1	0
Jacksonville	1	1	1	3	0	0	0	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	1	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	3	0	0	2	0	0	6	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	0	1	0	0	1
Piney Point	0	0	1	0	0	0	0	0	0
Paducah	0	0	1	5	0	1	0	0	3
<b>Totals</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>10</b>
<b>Totals All Departments</b>	<b>61</b>	<b>21</b>	<b>39</b>	<b>26</b>	<b>15</b>	<b>16</b>	<b>111</b>	<b>39</b>	<b>79</b>

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

Schulman & Abarbanel  
350 Fifth Avenue  
New York, New York 10118  
Tele. # (212) 279-9200

### BALTIMORE, MD.

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

### BOSTON, MASS.

Stephen J. Abarbanel  
Latti Associates  
95 Commercial Wharf  
Boston, Mass. 02110  
Tele. # (617) 523-1000

### CHICAGO, ILL.

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

### DETROIT, MICH.

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

### GLOUCESTER, MASS.

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

### HOUSTON, TEXAS

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

### LOS ANGELES, CALIF.

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

### MOBILE, ALA.

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Tele. # (504) 586-9395

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St. Louis, Missouri 63101  
Tele. # (314) 231-7440

### SAN FRANCISCO, CALIF.

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Henning, Walsh & Ritchie  
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San Francisco, Calif. 94104  
Tele. # (415) 981-4400

Philip Weltin  
Weltin & Van Dam  
No. 1 Ecker Bld.  
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## Are You Getting Dishpan Hands?

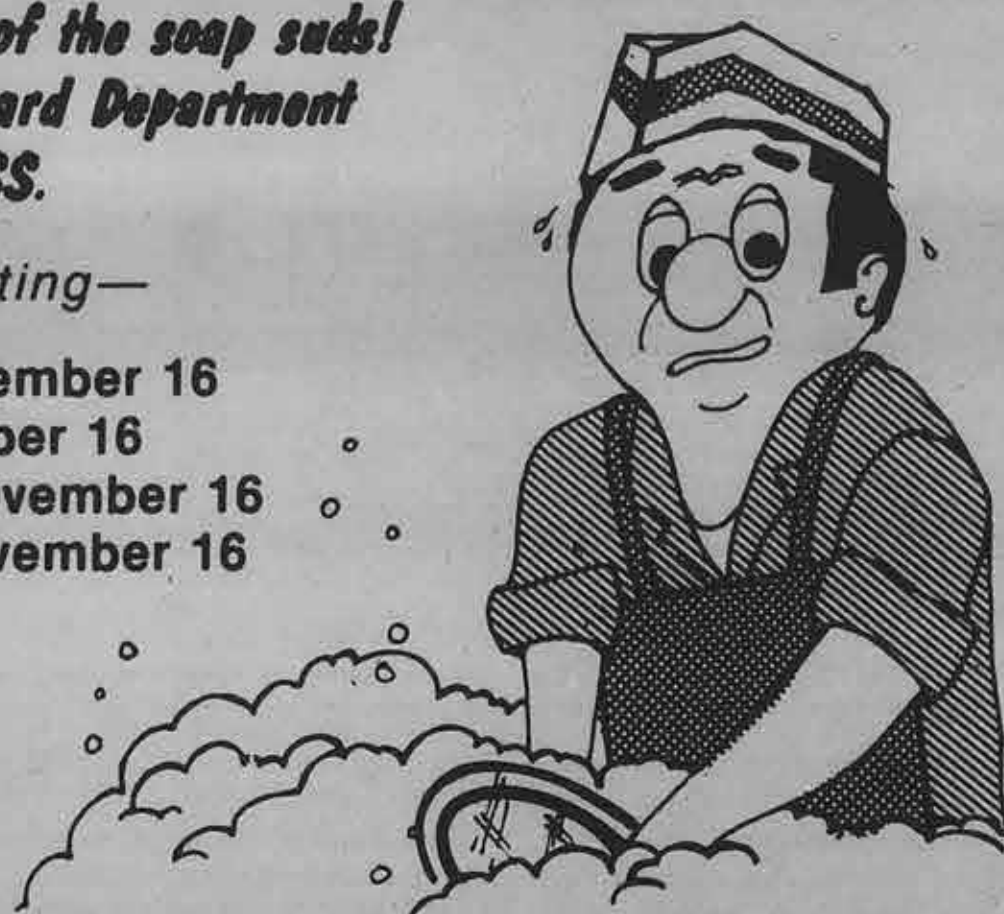
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## Dispatchers Report for Inland Waters

SEPTEMBER 1-30, 1981

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	4	0	0	0	0	0	13	2	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	3	0	0	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	8	2	4	3	0	0	13	3	5
Jacksonville	3	0	0	1	0	0	5	0	0
San Francisco	1	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	2	0	0	0	0	0	3	0	0
Houston	20	2	0	11	1	0	35	7	4
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	10	1	0	2	0	0	10	3	0
Totals	51	18	34	21	13	14	97	33	66
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	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	1	0	0	0	0	0	1	0	0
Totals	2	0	0	0	0	0	2	0	0
<b>STEWARDS DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	0	0	0	0	2	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	1	0	0	0	0	2	1	0
Jacksonville	1	0	0	0	0	0	1	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	3	0	0	0	0	0	3	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
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## INLAND LINES

### Great Lakes

Great Lakes Dredge & Dock Co. of Chicago, Ill. last month was awarded a \$1,164,000. contract for maintenance dredging of the Devil's Elbow Section of the Calcasieu River below Lake Charles, La. by the U.S. Army Corps of Engineers.

The project which began last month and is to be finished in about 100 days, includes dredging almost 2½ miles of the river from the ship channel into the turning basin to a depth of 40 feet. The channel is 400 feet wide.

Falcon Marine was the successful bidder to install a 72-inch sewer pipeline at Kenosha, Wisc.

Luedtke Engineering was the low bidder for fall dredging to deepen the harbor in Milwaukee, Wisc.

Dunbar & Sullivan of Detroit, Mich. was low bidder to install a subaqueous water intake at Menter, Ohio next spring.

### Jacksonville, Fla.

Raise increases for Inland Boatmen here were won in a renewed contract at GATCO.

### Philadelphia

IOT took ownership of its new tug *Schuykill* last month. She's the sistership of the tug *Delaware*.

### New Orleans

Crescent Towing's latest addition to its fleet is the 115-foot, 1,740 hp towboat *Sparta*, formerly the towboat *Doris Moran*.

### Norfolk, Va.

The Curtis Bay Towing contract was settled last month and the just SIU-organized Darland Towing of Wilmington, N.C. union-certification election vote was won early this month.



## Monthly Membership Meetings

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

Curtis Bay Towing's tug *Drum Point* last month towed the *SS Export Courier* to the James River U.S. Navy Reserve Fleet.

Contract negotiations have begun at both the Virginia Pilots Assn. and the Maryland Pilots Assn.

Crowley Marine TMT triple deck R/O R/O barges now carry supplies, ships stores and trucks from here to the U.S. Navy Base at Guantanamo Bay, Cuba back from the ports of San Juan, P.R. to Jacksonville.

At National Marine, a wage reopener in the third year of the contract has been completed.

Because of very heavy May and June rains in Montana and Wyoming, the Missouri River navigation season has been extended one week to Nov. 11 by the U.S. Army Corps of Engineers.

At Sioux City, Ia. the season will close on Nov. 2; Nov. 4 at Omaha, Neb.; Nov. 5 at Nebraska City, Neb.; Nov. 7 at Kansas City, Mo. and on Nov. 11 at the mouth of the river here.

### Houston

A renewed contract has been "settled" at G&H Towing here. Ongoing contract talks continue at Moran Towing.

### Safety First

The U.S. Coast Guard reports that more than 30 persons drowned (most not wearing work vests) after falling off tugs, tows, boats, barges, towboats and ships on the Mississippi over the past 40 months.

Twenty-two of the victims were not wearing personal flotation devices and three had the vests on...which were not buttoned up or not fastened and adjusted properly so were lost. Most of the drowned who had vests on were knocked out when they hit the water.

The Coast Guard offers some survival tips to the wise:  
• Wear a personal flotation device when working on deck and keep it adjusted properly and fastened securely.

• Don't take chances, especially when jumping from barge to barge across open water.

• Watch footing and always carry flashlight at night.

• Don't hurry.

• Stay sober.

• Stay alert.

• Respect the river.

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Are you an SIU member ☐ yes ☐ no  
book number \_\_\_\_\_

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☐ Please send more information on the GED program.

Address to: Tracy Aumann  
GED Department  
Seafarers Harry Lundeberg  
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# Will Vanuata (Who?) Become World Maritime Power?

A SMALL, newly independent nation in Micronesia has joined the race to capture the lucrative "flag-of-convenience" trade.

Vanuata, which was known as New Hebrides until its independence last year, is making a bid to become one of the world's maritime giants. The new country sits in the Pacific, 1100 miles northeast of Australia. It is composed of a chain of small islands which, when added up, are roughly the size of Connecticut.

The population of Vanuata is 110,000, which is slightly less than the population of Little Rock, Arkansas. What does Vanuata have that Little Rock doesn't? Lenient tax laws, for one thing. Non-existent pollution and safety regulations. Little concern about the welfare of the people who sail on-board vessels registered under its laws.

Most important, however, is that it has the tacit support of the American business community.

Thanks to loopholes in existing domestic laws and in international shipping practices, American companies are able to bypass tax and safety regulations by shipping goods on vessels that are registered under the flags of certain foreign countries. These vessels often have only the most tenuous connection to the countries under whose laws they are registered.

Liberia and Panama possess two of the world's largest "flag-of-convenience" fleets. For years these two countries have capitalized on a legal fiction, the flag of convenience registry. However, the American business community has become uneasy by the assassination of William Tolbert in Liberia and by the death in a plane crash of Omar Torrijos in Panama.

It is no coincidence that Vanuata's representative in New York, Vincent K. Hubbard, is an American businessman. While only two ships presently sail under the Vanuatan flag, it is almost certain that many more will follow.

According to statistics compiled by the **Transportation Institute**, a non-profit organization aimed at promoting maritime research and development,

more than one-fourth of the 25,000 freighters and tankers in the world are flying "flags-of-convenience." The number would be higher were it not for the fact that most of the nations of the world recognize that they have an interest in protecting their merchant marines.

Not so the American government. Despite decades of pious slogans that

possess all the sincerity of a cigarette ad campaign (this year's slogan is that "Congress will revitalize the American flag merchant marine"), very little has been done to halt the decline of the American flag merchant marine. At last count, less than four percent of this nation's foreign commerce was carried on American ships.

The truly sad things about this decline

is that most experts agree that things will get a lot worse before they get better. Congress, which for years has been unable or unwilling to untangle the often conflicting and always confusing maritime regulations, seems intent on reversing those few laws that have been effective in protecting what is left of the maritime industry.

In the first few weeks of this Congress, Sen. Jesse Helms introduced legislation that would have abolished the PL-480 provisions of the Food for Peace program, which sets aside a certain percentage of goods for passage on American flag bottoms. Rep. Pete McCloskey tried to pass damaging exemptions to the Jones Act, which has preserved domestic shipping from foreign encroachment. Nothing is being done to spur development of this nation's antiquated port facilities, which cannot handle the increase in coal trade.

This switch from not so benign neglect to outright rape comes at a time when the American flag merchant marine is finding it increasingly difficult to fulfill its vitally important role in U.S. sealift capability.

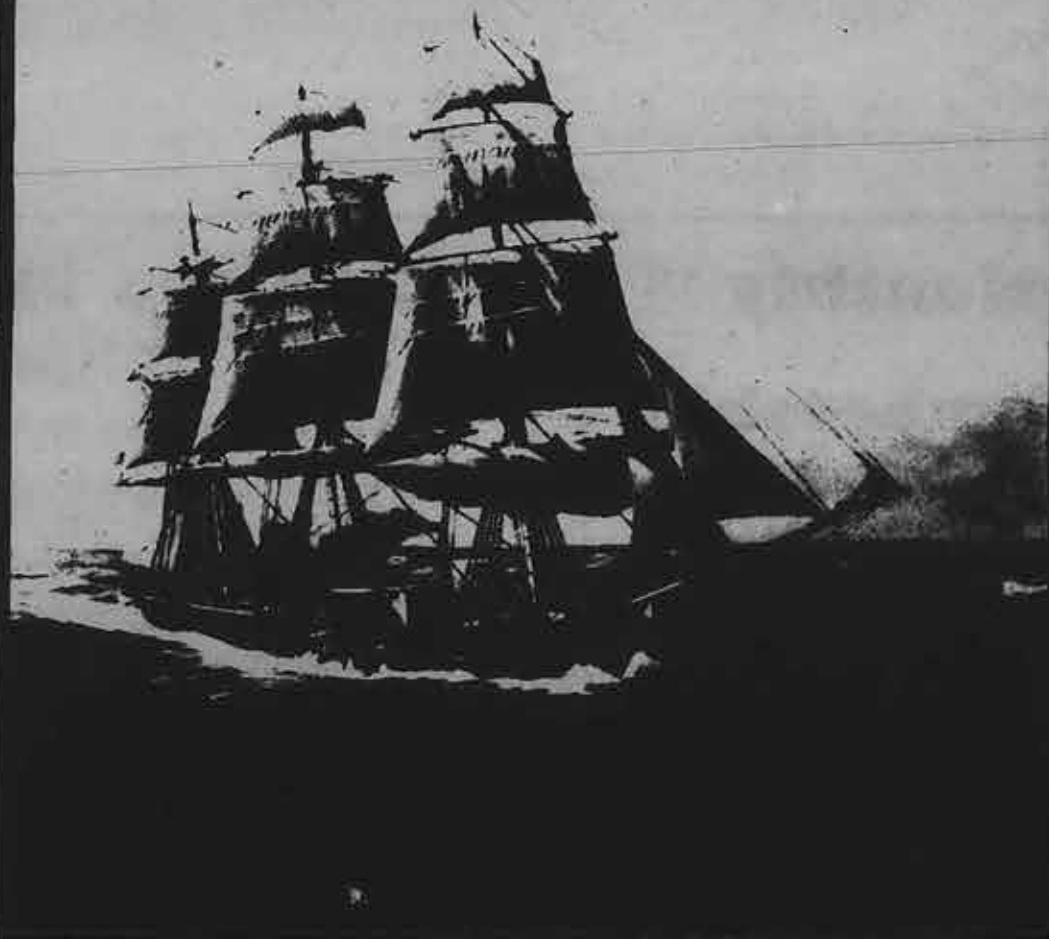
Rather than close up existing loopholes and enforce the tax and safety regulations that are on the books, the country prefers to leave its rear guard exposed and depend upon "flag-of-convenience" vessels to carry goods and arms to American forces during periods of international emergency.

Year after year, usually around authorizations time, members of the military talk about the "Effective U.S. Control Doctrine", a euphemism which means that the United States relies upon Liberia and Panama to protect its maritime interests. What these tight-lipped generals and admirals don't talk about is that the EUSC Doctrine is little more than wishful thinking. During the 1973 Yom Kippur War, when the United States frantically sought to deliver goods to Israel, its beleaguered ally, William Tolbert, then President of Liberia, issued an executive order prohibiting ships flying the Liberian flag from carrying goods to the Middle East.

## Ships Are Powered Differently Today Cash In On The Changes

### Take the Diesel Engines Course at SHLSS It Starts October 13

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## A MESSAGE FROM YOUR UNION



**DON'T  
BE  
SHACKLED  
TO  
DRUGS!  
THEY'RE  
DUMB  
DANGEROUS  
DESTRUCTIVE  
DEADLY**

**...AND YOU  
LOSE YOUR  
PAPERS  
FOR LIFE!!**



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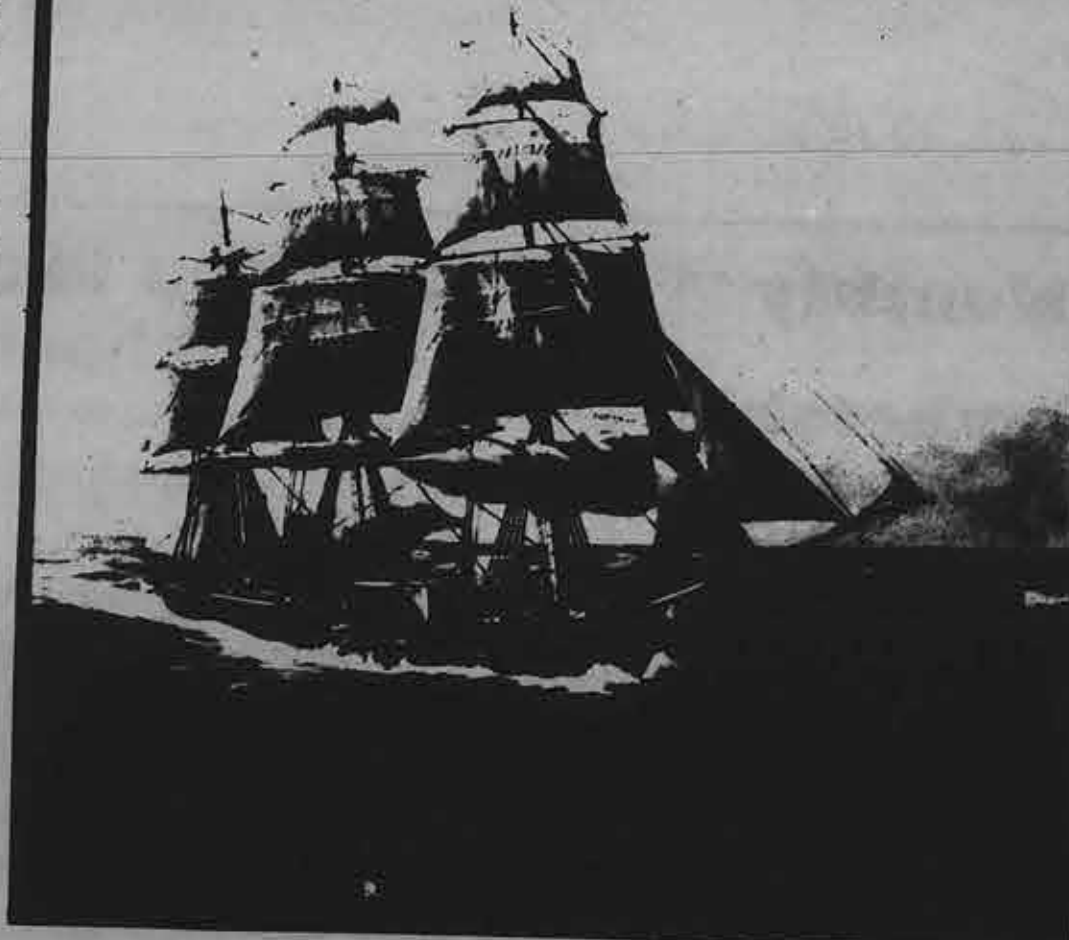
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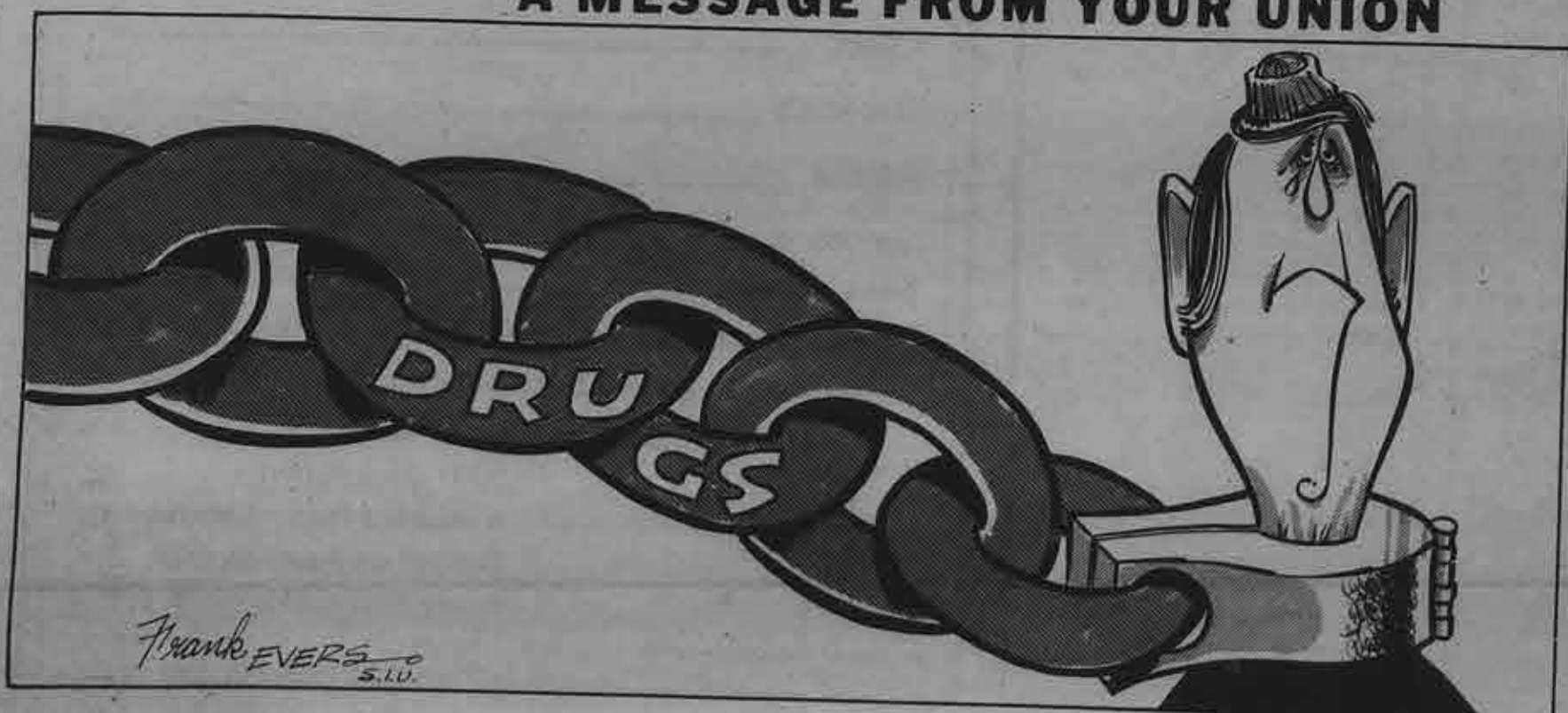
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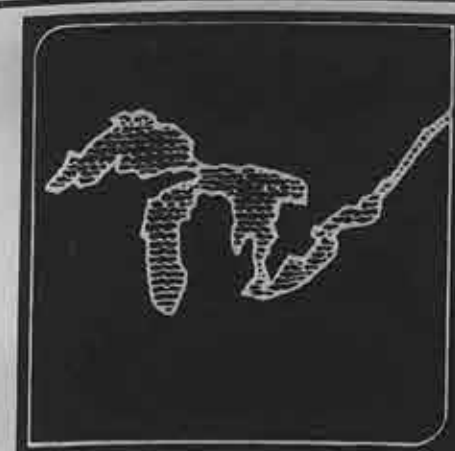
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## The Lakes Picture

### ALGONAC

While many Great Lakes vessels are reportedly "laying up like mad," this is fortunately, not true of the SIU-contracted Great Lakes fleet. As of mid-October most of the Union-crewed Lakes' fleet which had run during the regular shipping season was still running. The exceptions were the Bob-Lo Company passenger ferries *Ste. Claire* and *Columbia* which lay-up every year at this time and American Steamship's *Roger M. Keyes*. After a three-week stop at the shipyard, the *Keyes* went to her winter berth at Calumet Harbor. She joins the *John J. Boland* (American Steamship) which didn't run at all this year.

### FRANKFORT

The Michigan State Department of Transportation still has not handed down their decision on the proposal to move the Frankfort-based SIU-crewed carferries to Ludington. The proposal is being pushed by the Ludington business community and is vigorously opposed by the Union and Frankfort residents.

While the state DOT's decision on the proposal is still pending, another possible problem for Michigan Interstate Railway Co., which operates the carferries, has cropped up.

Because of the massive budget cuts sought by the Reagan Administration and approved by Congress, individual states are being forced to shoulder many of the programs the federal government has ceased to fund. In some cases, the states will be cutting subsidy monies for one program or industry and routing those funds to another.

In Michigan, state subsidies for the carferries, for the SIU-contracted hand bomber *Chief Wawatam*, as well as for several rail lines may be phased out by 1985, at the proposed rate of 25 percent cuts per year. Michigan

subsidizes 49 percent of the carferries' operating costs with the State of Wisconsin picking up 51 percent.

Wisconsin's Transportation Secretary Lowell Jackson has reportedly urged Gov. Lee Dreyfus to drop that state's carferry subsidies which run about \$885,000 per year.

However, a report prepared by the Wisconsin Dept. of Transportation says that, should the state drop its carferry subsidies, the Green Bay & Western railroad might agree to joint operation of the carferries with MIRC.

### COAL

Speakers at a conference called "The Western Coal Great Lakes Alternative," held in Superior, Wisc. on Sept. 24 agreed that exporting western coal via the Great Lakes is a viable shipping option.

Michael Scheidt, marketing vice president of the Union-contracted American Steamship Co. told conference participants who included about 60 coal and shipping industry executives, that the Great Lakes is fully competitive with shipping coal out of east coast ports. East coast demurrage charges, Scheidt added, make the Lakes a favorable choice for export.

Other conference speakers noted that the Great Lakes offers self-unloading technology, availability of ground storage and substantial transshipment capacity for coal exports. George Ryan, regional director of the Maritime Administration added that facilities to handle coal exports are already in place on the Lakes.

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

A joint Union-Management Committee is continuing to study the feasibility of creating permanent positions for specific key ratings, such as; Bosuns, QMED/Pumpman, Chief electricians, QMED/Electricians, Reefer Engineers, Chief Stewards, Steward/Cooks, Steward/Bakers, and Passenger BR/Utilitymen.

The Committee is also evaluating

the need to require a specific number of days of shipboard employment each year in order to maintain Class "A" Oceans seniority.

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

## KNOW YOUR RIGHTS

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

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

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

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

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

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

## KNOW YOUR RIGHTS



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

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

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

## KNOW YOUR RIGHTS

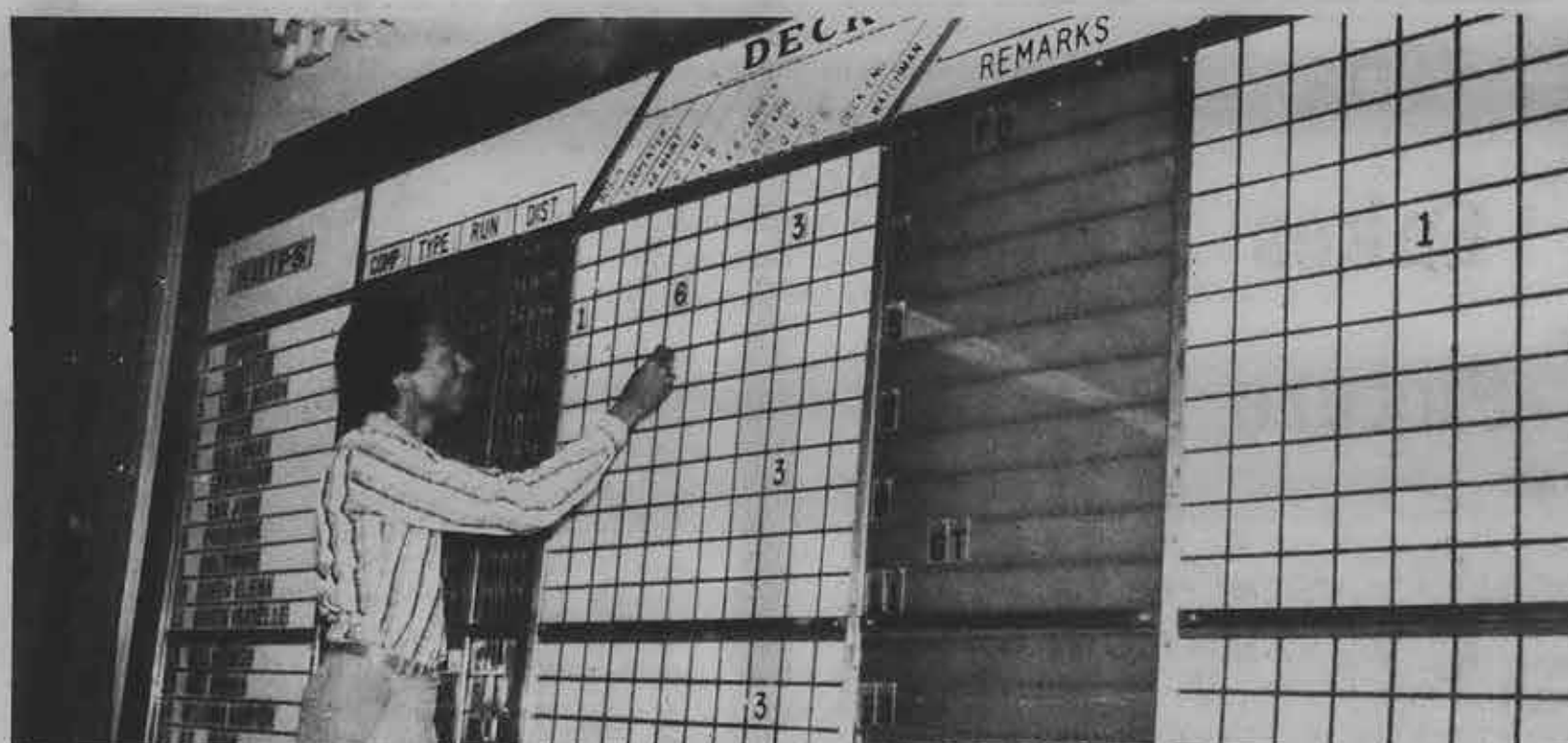
**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional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

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

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

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





## Dispatchers Report for Deep Sea

SEPTEMBER 1-30, 1981

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	5	6	0	3	14	0	11	7	2
New York	106	40	2	92	47	0	198	115	9
Philadelphia	9	6	1	6	0	0	17	12	1
Baltimore	18	12	1	6	0	0	40	24	3
Norfolk	26	9	1	23	8	0	23	19	8
Tampa	12	14	1	18	17	0	15	16	2
Mobile	16	6	1	4	3	0	34	9	1
New Orleans	84	31	5	76	29	0	137	48	14
Jacksonville	29	11	2	23	11	0	68	28	2
San Francisco	52	16	5	47	16	0	87	35	14
Wilmington	25	19	9	18	10	0	45	41	24
Seattle	58	14	1	35	9	0	72	22	11
Puerto Rico	8	4	0	18	12	2	15	4	0
Houston	70	17	2	55	23	0	105	43	5
Piney Point	1	1	0	0	7	0	5	1	1
Yokohama	0	0	0	1	1	0	0	1	0
<b>Totals</b>	<b>519</b>	<b>206</b>	<b>31</b>	<b>425</b>	<b>207</b>	<b>2</b>	<b>872</b>	<b>425</b>	<b>97</b>
<b>ENGINE DEPARTMENT</b>									
Boston	4	4	0	2	2	0	4	6	1
New York	90	34	1	90	21	0	150	86	6
Philadelphia	5	3	0	1	0	0	9	7	1
Baltimore	19	5	1	6	3	0	33	14	1
Norfolk	16	1	1	14	4	0	20	12	2
Tampa	7	11	0	14	11	1	9	15	0
Mobile	21	6	0	11	6	0	29	11	1
New Orleans	49	22	2	48	16	0	109	38	5
Jacksonville	18	3	2	12	2	0	45	18	2
San Francisco	50	14	4	30	14	0	63	27	11
Wilmington	20	11	6	6	7	0	34	23	12
Seattle	24	13	2	22	9	0	32	28	3
Puerto Rico	12	4	0	19	9	0	11	2	0
Houston	37	12	1	37	7	0	81	23	5
Piney Point	2	0	0	0	5	0	6	1	0
Yokohama	1	0	1	0	0	2	1	0	0
<b>Totals</b>	<b>375</b>	<b>143</b>	<b>21</b>	<b>312</b>	<b>116</b>	<b>3</b>	<b>636</b>	<b>311</b>	<b>50</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	3	1	0	4	0	0	3	2
New York	40	43	0	58	43	0	84	63	3
Philadelphia	1	3	0	1	1	0	6	7	0
Baltimore	8	1	0	9	2	0	22	11	1
Norfolk	10	3	1	14	9	0	18	3	3
Tampa	2	7	1	2	11	0	8	8	1
Mobile	15	0	0	11	2	0	23	2	0
New Orleans	29	3	0	33	19	0	66	19	3
Jacksonville	10	3	1	5	6	0	28	5	1
San Francisco	24	29	8	48	65	6	36	47	24
Wilmington	7	10	2	8	6	2	15	11	6
Seattle	11	9	0	10	13	0	20	8	4
Puerto Rico	9	4	0	8	3	0	13	4	0
Houston	25	4	2	17	19	0	54	5	1
Piney Point	0	0	0	0	25	0	2	4	1
Yokohama	0	0	0	0	2	0	0	0	0
<b>Totals</b>	<b>191</b>	<b>122</b>	<b>16</b>	<b>224</b>	<b>230</b>	<b>8</b>	<b>395</b>	<b>200</b>	<b>50</b>
<b>ENTRY DEPARTMENT</b>									
Boston	5	5	3				5	14	4
New York	25	115	28				33	300	78
Philadelphia	2	13	0				9	40	0
Baltimore	11	23	1				17	58	3
Norfolk	8	26	1				8	42	5
Tampa	2	13	3				3	22	6
Mobile	0	12	2				10	38	4
New Orleans	24	55	14				44	103	27
Jacksonville	9	29	3				17	64	12
San Francisco	24	79	64				33	142	144
Wilmington	4	32	25				6	53	83
Seattle	11	24	14				22	44	35
Puerto Rico	10	23	6				13	34	9
Houston	14	38	3				28	98	20
Piney Point	0	40	0				2	14	4
Yokohama	0	1	1				0	0	0
<b>Totals</b>	<b>149</b>	<b>528</b>	<b>168</b>				<b>250</b>	<b>1,066</b>	<b>434</b>
<b>Totals All Departments</b>	<b>1,234</b>	<b>999</b>	<b>236</b>	<b>961</b>	<b>553</b>	<b>13</b>	<b>2,153</b>	<b>2,002</b>	<b>631</b>

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

Shipping in the month of Sept. was good in most A&G deep sea ports. A total of 1,527 jobs were shipped in September to SIU-contracted deep sea vessels. Of the 1,527 jobs, only 961 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.

## Directory of Ports

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

### HEADQUARTERS

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

### ALGONAC, Mich.

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

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

### BALTIMORE, Md.

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

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

### CHICAGO, ILL.

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

### CLEVELAND, Ohio

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

### COLUMBUS, Ohio

2800 South Hugh St. 43207  
(614) 870-6161

### DULUTH, Minn.

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

### FRANKFORT, Mich.

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

### GLOUCESTER, Mass.

11 Rogers St. 01903  
(617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
(808) 537-5714

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

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
(904) 353-0987

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

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
(504) 529-7546

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

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

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

### PINEY POINT, Md.

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

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

### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
(415) 543-5855

### SANTURCE, P.R.

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

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

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

### TAMPA, Fla.

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

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

### WILMINGTON, Calif.

408 Avalon Blvd. 90744  
(213) 549-4000

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

201-7935





## Dispatchers Report for Deep Sea

SEPTEMBER 1-30, 1981

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	5	6	0	3	14	0	11	7	2
New York	106	40	2	92	47	0	198	115	9
Philadelphia	9	6	1	6	0	0	17	12	1
Baltimore	18	12	1	6	0	0	40	24	0
Norfolk	26	9	1	23	8	0	23	19	3
Tampa	12	14	1	18	17	0	15	16	2
Mobile	16	6	1	4	3	0	34	9	1
New Orleans	84	31	5	76	29	0	137	48	14
Jacksonville	29	11	2	23	11	0	68	28	2
San Francisco	52	16	5	47	16	0	87	35	14
Wilmington	25	19	9	18	10	0	45	41	24
Seattle	58	14	1	35	9	0	72	22	11
Puerto Rico	8	4	0	18	12	2	15	4	0
Houston	70	17	2	55	23	0	105	43	5
Piney Point	0	1	0	0	7	0	5	1	1
Yokohama	0	0	0	1	1	0	0	1	0
Totals	519	206	31	425	207	2	872	425	97
ENGINE DEPARTMENT									
Boston	4	4	0	2	2	0	4	6	1
New York	90	34	1	90	21	0	150	86	6
Philadelphia	5	3	0	1	0	0	3	7	1
Baltimore	19	3	0	6	3	0	33	14	1
Norfolk	16	1	1	14	4	0	20	12	2
Tampa	7	11	0	14	11	1	9	15	0
Mobile	21	6	0	11	6	0	29	11	5
New Orleans	49	22	2	48	16	0	109	38	2
Jacksonville	18	3	2	12	2	0	45	18	2
San Francisco	50	14	4	30	14	0	63	27	11
Wilmington	20	11	6	11	6	0	34	23	12
Seattle	24	13	2	22	9	0	32	28	4
Puerto Rico	12	4	0	19	9	0	11	2	0
Houston	37	12	0	37	7	0	81	23	5
Piney Point	2	0	0	0	5	0	6	1	0
Yokohama	1	0	1	0	0	2	1	0	0
Totals	375	143	21	312	116	3	636	311	50
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Baltimore	1	1	0	9	2	0	22	11	1
Norfolk	10	3	1	14	9	0	18	3	3
Tampa	2	7	1	2	11	0	8	8	0
Mobile	15	0	0	11	2	0	23	2	0
New Orleans	29	3	0	33	19	0	66	19	3
Jacksonville	10	3	1	5	6	0	28	5	1
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Houston	25	4	2	17	19	0	54	5	1
Piney Point	0	0	0	0	25	0	2	4	1
Yokohama	0	0	0	0	0	0	0	0	0
Totals	191	122	16	224	230	8	395	200	50
ENTRY DEPARTMENT									
Boston	5	5	3	5	14	4	5	14	4
New York	25	115	28	33	300	78	33	300	78
Philadelphia	2	13	0	9	40	0	9	40	0
Baltimore	11	23	1	17	58	3	17	58	3
Norfolk	8	26	1	8	42	5	8	42	5
Tampa	2	13	3	3	22	6	3	22	6
Mobile	0	12	2	10	38	4	10	38	4
New Orleans	24	55	14	44	103	27	44	103	27
Jacksonville	9	17	3	17	64	12	17	64	12
San Francisco	24	79	64	33	142	144	33	142	144
Wilmington	4	32	25	6	53	83	6	53	83
Seattle	11	24	14	22	44	35	22	44	35
Puerto Rico	10	23	6	13	34	9	13	34	9
Houston	14	38	3	28	98	20	28	98	20
Piney Point	0	40	1	2	14	4	2	14	4
Yokohama	0	1	1	0	0	0	0	0	0
Totals	149	526	168	250	1,066	434	250	1,066	434
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GLOUCESTER, Mass.  
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(617) 283-1167

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

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

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

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

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

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

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

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

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

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

PORT ARTHUR, Tex.  
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SAN FRANCISCO, Calif.  
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SANTURCE, P.R.  
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ST. LOUIS, Mo.  
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YOKOHAMA, Japan  
P.O. Box 429  
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Naka-Ku 231-91  
201-7935

## At Sea/Ashore

**Once a Week to Aruba**... Late last month Sea-Land Service began a regular weekly container (98) run to Aruba, Netherlands Antilles via San Juan, P.R., and Curacao.

**In Unity There Is Strength (Patterson-Gibson)**... MARAD Rep., Thomas Patterson last month presented a plaque of appreciation to Delta Line President Andrew "Andy" Gibson at a National Maritime Council "Unity Day" in ceremonies held aboard the National Liberty Ship, the SS Jeremiah O'Brien at Fort Mason, San Francisco.



Bosun Bill O'Brien loads stores on the Ogden Champion in port of N.Y.

**TT Williamsburgh Does It Again**... Less than a week before the officers and SIU crew of the 225,000 dwt TT Williamsburgh (Bay Tankers) received the Admiral of the Ocean Sea Mariners Plaque (AOTOS) for her rescue of almost 500 elderly passengers on Oct. 4, 1980 off the burning Dutch cruise liner SS Prinsendam near Sitka, Alaska enroute to the Orient, the supertanker did it again. On Sept. 19, Seafarers and officers riding the Williamsburgh—which on May 22 also got MARAD'S Gallant Ship Award for the Prinsendam feat—plucked a Greek seaman fallen overboard off the anchored SS Gloric from the waters of Athen's (Piraeus) Harbor.

**American Heritage, Golden Monarch, Golden Endeavor**... MARAD has okayed \$27-million for pollution abatement and safety equipment retrofitting plus national defense features aboard the supertankers TT American Heritage, Golden Monarch, Golden Dolphin and Golden Endeavor. Also the OBO's Ultramar and Ultrasea (all Apex Marine). The work, installation of crude oil washing systems, inert gas systems with independent gas generating plants and pollution monitoring systems, will be done at the Jacksonville (Fla.) Shipyard.

**Under Two Flags**... Tampa Port Agent Ray McDonald recently visited here the Polish tugboat Neptunia and her master, Capt. Jerzy Wojtkiewicz, 56, linked by the kinship of the sea, to exchange flags of their respective countries. McDonald confided to the captain that "seamen probably are more understanding of people in other countries because they've been to their countries." Ray added "I think they develop a better rapport...if you know what rapport is..." However, there was no lack of rapport aboard the Neptunia. The port agent and the master—who was away from home 8½ months last year—compared their jobs—the shifts they work, the days off they get and their responsibilities. And they talked about unions. The Polish seamen knew about strikes.



Lighting at Bayonne, N.J. OS Mark J. Moller, left, and AB Bill Montgomery man the valves on the Ogden Champion.



Loading stores on the Point Revere in the port of New York.



An LNG Libra crewmember chows down at poolside repast as cook Ed Haber, center, looks on with a grin. The crew says the Libra's a "good feeder" thanks to Haber and David Velandra, steward, who is not in pic. (photo by Tom Musto).

**Ready to Roll/On, Roll/Off, Lift/On, Lift/Off in '82**... Matson Line's 700-foot trailership, the SS Lurline was recently chopped in twain at the Sun Shipyard, Chester, Pa. She will be stretched to 826½ feet via a midbody section and converted to a combo R/O, R/O, L/O, L/O container carrier. Capacity will be increased from 434 24-foot units to 1,046 units, autos from 139 to 179 and refrigerated units from 100 to 204. The Lurline will enter service early next year.

**Biggest of Them All**... The first of three new container ships being built for American President Line (APL) to be named the SS President Lincoln will be the largest ever built in the United States and the first to be the "biggest" diesel. She'll be christened and launched Dec. 19 at Avondale Shipyard, New Orleans. The sisterships will be called the Presidents Washington and Monroe. They'll be 860-feet long, carry 2,500 20-foot containers and 400 40-foot refrigerated containers.

**Once More to the Rich Coast**... Christened late last month (and put into service) was the \$22-million 554-foot R/O R/O trailership (165) the M/V Diplomat (Coordinated Caribbean Transport) now running between Miami-Panama-Costa Rica and Venezuela. The 4-deck sistership of the 9,000 dwt M/V Ambassador, which sails to Ecuador carrying 125 autos, is 71 feet wide, a draft of 21 feet and speeds at 17 knots.

**A Port of Call on Montreal**... Waterman asked last month for the nod from Uncle Sam to make a port of call at Montreal until Dec. 31 on the way to the Soviet Union. Waterman is the only U.S. flag liner with direct sailings to the USSR. Russia is now sailing a large part of their bilateral cargoes through Montreal.





**Pensioner Robert Orville McDonald**, 69, died of a heart attack at home in Eureka, Calif. on July 12. Brother McDonald joined the SIU in 1947 in the port of New York sailing as a bosun. He sailed 45 years and during World War II. Seafarer McDonald was born in Missouri. Cremation took place in the Ocean View Crematory, Eureka. Surviving are two brothers, Donald of Quapaw, Okla. and Doyle of Long Beach, Calif. and a sister, Mrs. Lois G. Barrett of Eureka.



**Pensioner James Sidney McRae**, 71, passed away from a liver ailment in the Hermann Hospital, Houston on Feb. 19. Brother McRae joined the SIU in 1940 in the port of New Orleans sailing as a bosun. And he was a veteran of the U.S. Navy before World War II. He was born in Georgia and was a resident of Houston. Cremation took place in the Brookside Park Crematory, Houston. Surviving are two sons, Michael O'Brien McRae of Houston and Harry Steven McRae of Lufkin, Tex.



**Charles Joseph Mehl Jr.**, 56, died of a heart attack in the Seattle USPHS Hospital on Sept. 29, 1980. Brother Mehl joined the SIU in 1944 in the port of New York sailing as a deck engineer for Sea-Land. He was a private and veteran of the U.S. Army in World War II. Seafarer Mehl was born in Newark, N.J. and was a resident of Santa Rosa, Calif. Surviving are his widow, Kazuko; his father Charles Mehl Sr., and his mother, Mrs. Anna W. Lester.



**Pensioner Simon Peter Morris**, 72, passed away from a heart attack in the West Jefferson Hospital, Marrero, La. on May 26. Brother Morris joined the SIU in 1947 in the port of Mobile sailing as a bosun. He was born in Florida and was a resident of Westwego, La. Interment was in the East Point Cemetery, Apalachicola, Fla. Surviving are a son, John and three daughters, Dorothy, Ruby and Mrs. (Hazel) McKinney of Gretna, La.



**Pensioner Julio Perez Rey**, 74, passed away from heart failure in Puerto Rico on July 20. Brother Rey joined the SIU in 1938 in the port of New York sailing as a chief steward. He sailed 28 years and during World War II. Seafarer Rey was born in La Coruna, Spain and was a resident of Rio Piedras, P.R. Surviving are his widow, Natalia and a daughter, Mrs. Alice P. Reinah of Yonkers, N.Y.



**Pensioner Mar-kos E. Potiriades**, 73, passed away in Pierlous, Greece. Brother Potiriades joined the SIU in the port of New York in 1956 sailing as a chief steward. He sailed for 27 years. Seafarer Potiriades was a veteran of the U.S. Navy in World War II. Born in Egypt, he was a resident of Pierlous. Surviving is a brother, Kostas of Piraeus, Greece.



**Pensioner Joe Ramos**, 80, passed away on Feb. 22. Brother Ramos joined the SIU in 1942 in the port of New York sailing as an AB. He sailed 42 years and during World War II. Seafarer Ramos walked the picketline in the 1961 N.Y. Harbor beef. A native of the Philippines, he was a resident of Brooklyn, N.Y. Surviving is his widow, Henrietta.



**Sidney Rothman**, 58, died on July 31. Brother Rothman joined the SIU in 1944 in the port of New York sailing as a chief electrician. He also sailed during World War II and during the Vietnam War. Seafarer Rothman was also a ship's delegate and ran for the office of Union president in 1986. Rothman hit the bricks in the 1946-1948 maritime beefs and in the 1961 N.Y. Harbor strike. And he was a U.S. Army Signal Corps telephone lineman corporal in World War II. And a chief electrician for U.S. Maritime Service. Born in New York City and was a resident of Brooklyn, N.Y. Surviving are his widow, Anna and a daughter, Deborah.



**Pensioner Arthur Opsal**, 71, passed away on June 29. Brother Opsal joined the SIU in the port of Mobile in 1951 sailing as an AB. He attended Piney Point Crew Conference No. 9 in 1970. Seafarer Opsal was born in Orange, N.J. and was a resident of New Orleans. Surviving are his widow, Vonnice and two daughters, Mrs. Linda Renshaw and Wanda.



**Pensioner William Edward Treadway**, 81, passed away on May 8. Brother Treadway joined the SIU in 1945 in the port of Mobile sailing as an AB for 31 years. He also sailed during World War II. Seafarer Treadway was born in Alabama and was a resident of Columbus, Miss. Surviving is a sister, Mrs. Willia McGough of Fayette, Ala.



**Pensioner Herbert Lee Smith**, 75, passed away from cancer in the Hinds General Hospital, Jackson, Miss. on Dec. 19, 1980. Brother Smith joined the SIU in 1944 in the port of New York sailing during World War II. He was born in Amite, La. and was a resident of Jackson. Burial was in Lakewood Park Cemetery, Jackson. Surviving are his widow, Siner and a son, Edward of Jackson.



**Thomas Julius Thomas**, 43, died of a liver ailment in the University Hospital, Jacksonville on Feb. 15. Brother Thomas joined the SIU in 1968 in the port of Jacksonville sailing as a QMED. He was a veteran of the U.S. Army in both the Korean and Vietnam Wars. Seafarer Thomas was born in Nichols, Ga. and was a resident of Alma, Ga. Interment was in Wolf Pit Cemetery, Alma. Surviving are a son, Carl of Alma; a daughter, Elaine of Jacksonville; his parents, Mr. and Mrs. John and Della Thomas and a brother, Vernon.



**Pensioner Fred-erick Eugene Ker-foot**, 75, passed away on July 27. Brother Kerfoot joined the SIU in 1946 in the port of Mobile sailing as an oiler and 3rd engineer for 24 years. He also sailed during World War II. Seafarer Kerfoot was born in Indiana and was a resident of Mobile.



**Chester Arthur Kittleson**, 65, died of a lung ailment in the Seattle USPHS Hospital on Feb. 10. Brother Kittleson joined the SIU in the port of Seattle in 1967 sailing as an AB and quartermaster. And he sailed 24 years. He upgraded at Piney Point in 1975. Seafarer Kittleson was born in Hebron, N.D. and was a resident of Everett, Wash. Burial was in Greenland Cemetery, Alderwood Manor, Wash. Surviving is his widow, Ruth.



**Pensioner Walter A. Kuchta**, 60, died on Mar. 27. Brother Kuchta joined the SIU in 1957. He sailed on the *LNG Aries* (Energy Transport). Seafarer Kuchta sailed 30 years. Kuchta was a resident of Pittsburgh, Pa. Surviving is a sister, Mrs. Marie Verbetic of Pittsburgh.



**Pensioner Julian Kulakowski**, 70, died of a liver ailment in the Doctor's Hospital, Mobile on Jan. 23. Brother Kulakowski joined the SIU in 1945 in the port of Mobile sailing as a chief steward for Delta Line in 1964. He also sailed in the deck department. Seafarer Kulakowski sailed 39 years. Born in Poland, he was a naturalized U.S. citizen and a resident of Theodore, Ala. Interment was in St. Michael's Cemetery, Coden, Ala. Surviving are his widow, Mary; three sons, Julian Jr., Michael and Joseph and a daughter, Elaine.



**Frederick John Maciolak**, 62, has died. Brother Maciolak joined the SIU in 1944 in the port of New York sailing as an AB and quartermaster for Sea-Land. He was also a ship's delegate. Seafarer Maciolak was on the picketline in the 1961 N.Y. Harbor beef. A native of Torrington, Conn., he was a resident of Stamford, Conn. Surviving are his widow, Barbara and a brother, Frank of Stamford.



**Pensioner John W. Polaski**, 60, died in the Coler Hospital, Roosevelt Is., N.Y.C. on Aug. 27. Brother Polaski was born in Troy, N.Y. and was a resident of Brooklyn, N.Y. Burial was in Greenwood Cemetery, Brooklyn. Surviving is his widow, Frances.



**Frank M. Caporasso**, 63, succumbed to cancer in the Holy Family Home, Parma, Ohio on July 18. Brother Caporasso joined the Union in the port of Cleveland in 1973 sailing as a wiper and GSU for the Reiss Steamship Co. He also worked as a stevedore. Laker Caporasso was born in New Jersey and was a resident of West Orange, N.J. Burial was in Rosedale Cemetery, Orange. Surviving are his widow, Virila of St. Petersburg, Fla.; two sons, Edward and Cosmio; a brother, William of West Orange and two sisters, Mrs. Louise Verducci of West Orange and Mary of Cleveland.



**Pensioner Joseph Leroy Craig Sr.**, 75, passed away from heart failure in the Roanoke-Chowan Hospital, Ahoskie, N.C. on July 3. Brother Craig joined the Union in the port of Baltimore in 1959 sailing as an AB and 2nd mate for NBC Lines and the Virginia Ferries in 1958. He also sailed for IOT from 1970 to 1974. Boatman Craig was born in Wilmington, N.C. and was a resident of Ahoskie. Interment was in Highland Gardens Cemetery, Ahoskie. Surviving are his widow, Elizabeth and a son, Joseph Jr.



**Jesse Franklin Hall**, 28, died of injuries sustained when his car hit some trees on Aug. 25. Brother Hall joined the SIU following his graduation from Piney Point where he got his GED in 1972. He sailed as a QMED. Seafarer Hall was born in Bethesda, Md. and was a resident of Ohiophyle, Pa. Hall was a guide on river raft trips. And he attended college. Surviving are his widow, Christine; a son, Jesse Jr.; a daughter, Jaine Nicole and his father, Jesse Sr. of Ohiophyle.



**Pensioner Stanley Matthews**, 77, died on June 17. Brother Matthews joined the Union in the port of Philadelphia in 1961 sailing as a deck-hand for the South St. Ferry Co. from 1939 to 1946 and for Taylor and Anderson from 1946 to 1968. He was a former member of Local 1800 from 1946 to 1947. Boatman Matthews was born in Poland and was a naturalized U.S. citizen. He was a resident of Gloucester, N.J. Surviving are his widow, Theresa; a son, Stanley Jr. and two daughters, Joyce and Carol.





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**Pensioner Stanley Matthews**, 77, died on June 17. Brother Matthews joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for the South St. Ferry Co. from 1939 to 1946 and for Taylor and Anderson from 1946 to 1968. He was a former member of Local 1800 from 1946 to 1947. Boatman Matthews was born in Poland and was a naturalized U.S. citizen. He was a resident of Gloucester, N.J. Surviving are his widow, Theresa; a son, Stanley Jr. and two daughters, Joyce and Carol.

**Pensioner Elden Russell Arnot**, 68, succumbed to cancer on arrival at Meadowcrest Hospital, Gretna, La. on Sept. 12. Brother Arnot joined the SIU in 1944 in the port of New York sailing as an FOWT. He was born in Coos Bay-North Bend, Ore. and was a resident of Gretna. Burial was in Westlawn Cemetery, Gretna. Surviving are his widow, Adosinda and a sister, Mrs. Florence M. Elliott of Portland, Ore.

**James Conino**, 52, died on June 7. Brother Conino joined the SIU in the port of New Orleans in 1970 sailing as a chief pumpman. He attended Piney Point Crews Conference No. 5 that year. Seafarer Conino was a veteran of the U.S. Army after World War II. Born in Louisiana, he was a resident of Meraux, La. Surviving is his widow, Thelma.

**Rickey Lee Delahousie**, 28, died in the La Palma (Calif.) Intercommunity Hospital on June 14. Brother Delahousie joined the SIU after his graduation from Piney Point in 1972. He sailed as a QMED. Seafarer Delahousie was born in Gardena, Calif. and was a resident of Torrance, Calif. Interment was in Green Hills Cemetery, San Pedro, Calif. Surviving are his mother, Virginia of Torrance and his father, Clarence of Indiana.

**Pensioner James Robert Douglas**, 66, died of cancer in Community Hospital, Andalusia, Ala. on Aug. 1, 1979. Brother Douglas joined the SIU in the port of Mobile in 1955 sailing as a 2nd cook. He was a veteran of the U.S. Army in World War II. Seafarer Douglas was born in Alabama and was a resident of Andalusia. Burial was in Pleasant Home Cemetery, Andalusia. Surviving are a daughter, Mrs. Paula Apken and a brother, Alfred.

**Pensioner Ramon Irizarry**, 65, died on Sept. 28. Brother Irizarry joined the SIU in 1948 in the port of New York sailing as a chief steward. He was born in Puerto Rico and was a resident of Sante Fe, N.M. Surviving are his widow, Carmen and a daughter, Carmen.

**Pensioner Ricardo Chao Armesto**, 86, died of kidney failure in Rio Piedras, P.R. on Aug. 23. Brother Armesto joined the SIU in 1939 in the port of Baltimore sailing as an oiler for 42 years and during World War II. He was born in Galicia, Spain and was a naturalized U.S. citizen. Seafarer Armesto was a resident of Puerto Nuevo, P.R. Surviving are his widow, Ertida and a brother, Manuel of New York City.

**Pensioner Ernest Lee Alexander**, 75, passed away from lung failure at home in Lake Elsinore, Calif. on Mar. 28. Brother Alexander joined the SIU in 1949 in the port of Wilmington, Calif. sailing as a chief pumpman. He was born in Illinois. Cremation took place in the Rose Hills Crematory, Whittier, Calif. Surviving are his widow, Viola May and a son, Ernest Jr. of Reseda, Calif.

**Claud Johnnie Kizzire**, 57, died of arteriosclerosis at home in Houston on Aug. 5. Brother Kizzire joined the SIU in the port of Mobile in 1967 sailing as a cook. He also sailed in the inland waters from 1964 to 1965. Seafarer Kizzire was a veteran of the U.S. Navy in World War II. Kizzire was a native of Alabama. Burial was in the Earnest Methodist Church Cemetery, Bessemer, Ala. Surviving is a sister, Mrs. Cleonora (Ann) Earnest of Hueytown, Ala.

**Pensioner Andres Ortiz Echeverria**, 78, passed away on June 15. Brother Echeverria joined the SIU in 1945 in the port of New York sailing as a BR utility. He was born in Ponce, P.R. and was a resident of Playa Ponce, P.R. Surviving are his widow, Mieves; two sons, Andres Jr. and Jaime and two daughters, Carmen and Mrs. Maria Quiles of Brooklyn, N.Y.

**Jerry Turner Floyd**, 47, died on Aug. 12. Brother Floyd joined the SIU in the port of Baltimore in 1970 sailing as an OS. He was a veteran of the U.S. Army in the Korean War. Seafarer Floyd was born in Alabama and was a resident of Baltimore. Surviving are his parents, Mr. and Mrs. Bud and Helen Floyd and an uncle, Vandel Floyd of Baltimore.

**Pensioner Wilbur Langford Fowler Jr.**, 74, passed away on Sept. 14. Brother Fowler joined the SIU in 1938 in the port of Philadelphia sailing as a deck engineer for 48 years. He was a veteran of the U.S. Navy before World War II. Seafarer Fowler was born in Keyport, N.J. and was a resident there. Surviving are a sister, Mrs. Harry (Mildred) Jacobsen of Middletown, N.J. and a niece, Kitrys Rockefeller.

**Albert E. Franklin**, 45, died on July 11. Brother Franklin joined the SIU in the port of New Orleans in 1960 following his graduation from the HLS there. He sailed as a steward utility for 13 years. Seafarer Franklin was born in New Roads, La. and was a resident of New Orleans. Surviving are his widow, Rose and a son, Albert Jr.

**Recertified Bosun Elmer Clyde Barnhill**, 57, died on June 6. Brother Barnhill joined the SIU in 1943 in the port of New York. Previously in 1940, he was a member of the SUP. He graduated from the Union's Recertified Bosuns Program in 1974. Seafarer Barnhill, during World War II, was aboard two ships torpedoed, the SS Robert Bacon in July 1943 and the SS Benjamin Harrison in July 1942 on the run to Mauritania. Barnhill hit the bricks in most of the maritime beefs. Born in Rocky Mount, N.C., he was a resident of Bay City, Tex. Surviving are his widow, Catherine and a son, Ronald.

**Pensioner Basilio Bonafont**, 67, died on June 1. Brother Bonafont joined the SIU in 1946 in the port of New York sailing as an AB. He was born in Puerto Rico and was a resident of Rio Piedras, P.R. Surviving are his widow, Angela; four sons, Basilio Jr., Juan, Antonio and Ramon and two daughters, Sandra and Linda.

**Pensioner Samuel Crumpler Jr.**, 59, died of heart failure at home in Baytown, Tex. Brother Crumpler joined the SIU in 1948 in the port of Mobile sailing as an AB utility. He was born in Hartsville, S.C. Burial was in Cedar Crest Cemetery, Baytown. Surviving are a son, Landon Smith; three daughters, Mrs. Sue Moon of Dallas, Tex.; Mrs. Charlotte Ann Smith and Mrs. Gloria C. Vester of Mesquite, Tex.

**Ralph Hugh Dougherty**, 44, drowned when a shrimp boat he was in capsized in the Mississippi Sound off Waveland, Miss. on June 12. Brother Dougherty joined the SIU in 1959 when he graduated from Piney Point sailing as an AB. Seafarer Dougherty walked the picketline in the 1961 Greater N.Y. Harbor beef, PMR strike and 1962 Wilson beef. He was a veteran of the U.S. Marine Corps in the Korean War. A native of Brooklyn, N.Y., he was a resident of New Orleans. Interment was in St. Vincent de Paul Cemetery, New Orleans. Surviving are his widow, Ethel; two daughters, Donna and Patricia and his mother, Mrs. H. Haggerty of Brooklyn.

**Pensioner Gettys Burdette Elzey**, 73, passed away of a liver ailment at home in Galveston on Jan. 14. Brother Elzey joined the SIU in the port of New York in 1959 sailing as a FOWT. Elzey was also a steamfitter. He was born in Mississippi. Interment was in Calvary Cemetery, Galveston. Surviving is a cousin, Charles Evans of Vicksburg, Miss.

**Pensioner Salvador Fertitta**, 63, died on Sept. 22. Brother Fertitta joined the SIU in 1944 in the port of New Orleans sailing in the steward department. He was a resident of Manderville, La. Surviving is his brother, Vincent of New Orleans.



**Pensioner Alvin Franklin Forrest**, 79, passed away on May 5. Brother Forrest joined the Union in the port of Norfolk in 1959 sailing as a captain for the Chesapeake and Ohio Railroad from 1926 to 1968 and as a bosun for the U.S. Shipping Board from 1924 to 1926. He was a former member of the Association of Maritime Workers, Local 2 from 1935 to 1959. Boatman Forrest was born in Matthews County, Va. and was a resident of Newport News, Va. Surviving are his widow, Corina and a daughter, Carol Ann.

**Johnny Wesley "Deacon" Givens**, 65, died in New York City on July 3. Brother Givens joined the SIU in 1948 in the port of Galveston sailing as a chief steward. Givens also sailed during World War II and the Vietnam War. He was on the picket line in the 1963 beef. And he was a veteran of the U.S. Army in World War II. Seafarer Givens was a big cattle and chicken farmer in Arkansas. Born in Lawrence County, Miss., he was a resident of Hope, Ark. Interment was in Antioch Cemetery, Brookhaven, Miss. Surviving is a sister, Mrs. Edward G. (Rosalie) Alderman of Hope.

**Thomas Albert Jackson**, 66, died at sea aboard the SS Puerto Rico (Puerto Rico Marine) on June 5. Brother Jackson joined the SIU in 1939 in the port of Baltimore sailing as a chief steward since 1944. He sailed 44 years and during World War II. Seafarer Jackson was born in Greenville, S.C. and was a resident of Baltimore. Surviving are his widow, Doris; two sons, Thomas Jr. of Baltimore and Kevin and a daughter, Cozette.

**Pensioner Edward Olin Johnson**, 71, passed away from heart failure in the Henry Ford Hospital, Detroit on Feb. 21. Brother Johnson joined the SIU in 1939 in the port of Mobile sailing as a chief steward. He was born in Michigan and was a resident of New Orleans. Burial was in United Gardens Cemetery, Plymouth, Mich. Surviving is his widow, Edna.

**Pensioner Peter Gaullio**, 67, died in Mercy Hospital, Baltimore on Sept. 12, 1980. Brother Gaullio joined the SIU in 1941 in the port of Norfolk sailing as an OS. He was born in Boston, Mass. and was a resident of Baltimore. Interment was in Eastwood Cemetery, Lancaster, Mass. Surviving are a sister, Mrs. J. A. (Alice) Letteney of Lancaster and a niece, Cheryl Letteney of Clinton, Mass.



**STUYVESANT** (Bay Tanker), August 9—Chairman Thomas Reading; Secretary B. Stearns; Educational Director B. E. Stockman; Steward Delegate B. Mack. No disputed OT. Chairman reported that the Captain is well pleased with all departments. The steward department appreciated the help they got from the crew in keeping the ship clean. The steward suggested that a request be put in to the Bay Tanker Corp. to put on board a video tape machine and movies for use in the crew's lounge. A special thanks from the Chief Cook B. Mack for all Stearns and the effort that they put into every meal. Observed one minute of silence in memory of our departed brothers.

**BAY RIDGE** (Bay Tanker), August 30—Chairman, Recertified Bosun, Billy R. Scott; Secretary Howard F. Clark; Educational Director Floyd Acord; Deck Delegate E. Cany Jr.; Engine Delegate R. Daniles; Steward Delegate F. Gale. No disputed OT. \$199 in ship's fund. Advised all new crewmembers that you need a pass to go ashore in Panama. A communication was received from headquarters in regard to the men who are quitting. It must be reported to the Union by Friday morning as the halls are closed on Saturday and Sunday. A vote of thanks to the steward department for a job well done. Next port Panama.

**LNG GEMINI** (Energy Transport), August 26—Chairman J. Morrison; Secretary G. De Baere. \$170 in movie fund. \$34 in ship's fund. Chairman discussed the importance of wearing safety shoes and coveralls at all times while in port. Report to Log: "We had our monthly pool part and it was enjoyed by all. The menu consisted of the following: deviled eggs, stuffed celery, canapes, boiled shrimp, cold sliced roast beef, turkey, ham and cheese, potato salad, barbecued chicken, barbecued spare ribs, beer and soda." Next port Bontang.

**OVERSEAS VALDEZ** (Maritime Overseas), August 20—Chairman, Freddie Goethe; Secretary R. Mann; Deck Delegate Theodore Wiems; Engine Delegate Joseph Collins; Steward Delegate Eric L. Hoffman. No disputed OT. Chairman discussed the importance of having a completed enrollment-beneficiary card on file at the welfare plan office. Advised all crewmembers of the importance of voting and writing to their congressman and senators about the needs of the maritime industry. All those who qualify should upgrade at Piney Point to insure a better future with higher pay and more jobs. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Jacksonville.

**JEFF DAVIS** (Waterman Steamship), August 9—Chairman, Recertified Bosun J. E. Todd; Secretary Ken Hayes; Educational Director M. A. Beasley. Some disputed OT in deck department. Chairman read a letter from the Captain to the crew that the flag will be at half mast going up river for John Johnson who passed away this trip. Report to Log: "Brother John Johnson passed away at sea on August 1, 1981. He was a brother loved by all with an ever smiling face. We will miss him. The flag will remain at half mast until he leaves for his final resting place. May he rest in peace." Next port New Orleans.

**SEA-LAND MC CLEAN** (Sea-Land Service), August 23—Chairman, Recertified Bosun Emilio Sierra; Secretary Edward M. Collins; Educational Director Philip L. Russ; Deck Delegate Howard Monteton; Steward Delegate Jimmy Hill. No disputed OT. Chairman discussed the importance of donating to SPAD and of practicing safety aboard ship at all times. A vote of thanks to the steward department for a job well done. Next port Bremerhaven.



**PRIDE OF TEXAS** (Titan Navigation), August 13—Chairman, Recertified Bosun Maurice "Duke" Duet; Secretary Welden O. Wallace; Deck Delegate Claude Blanchard; Engine Delegate Floyd Jenkins; Steward Delegate John White. No disputed OT. Chairman reported that the Log and mail has been received and also a communication that Joe Sacco is feeling better. We were all glad to hear that. Duke Duet, recertified bosun, has advised us that this is his last trip as he intends to retire in November. He thanked the crew for a good voyage. The Captain has told us that he is writing a letter to the Log expressing his appreciation to the Union concerning the conduct of the crew while in China. Report to Log: "We wish to extend a fond farewell to the Duke at this time and may he have smooth sailing on all oceans." Chairman requested that all hands leaving the vessel leave it clean for the next man and thank you again for the effort put out to make this voyage a successful one. Next port Galveston.

**SEA-LAND HOUSTON** (Sea-Land Service), August 23—Chairman, Recertified Bosun Joseph Donovan; Secretary H. Ortiz. No disputed OT. Secretary reported that the crew of the SS Houston is very proud of the resolution that was proposed in honor of our former president Paul Hall. We also agree to celebrate his birthday as a holiday so that we may at least once a year reflect back and remember what great achievements he made for us all. A telegram was received from headquarters to remind all crewmembers to notify the Captain no later than Friday at 1:00 PM that they are leaving the ship. All the halls will be closed on Saturday and Sunday. A vote of thanks to the steward department for a job well done.

**POTOMAC** (Ogden Marine), August 9—Chairman, Recertified Bosun F. J. Mears; Secretary George W. Luke; Educational Director Philip A. Booher; Deck Delegate James Elliott; Steward Delegate Charles Martensen. No disputed OT. Chairman reported that all communications received would be posted and that the new contract and benefits would be explained during this meeting. Members were also requested to make note of the fact that Lincoln's birthday had been replaced on the calendar as a holiday by Paul Hall's birthday which is celebrated on August 20th. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Alexandria.

**SEA-LAND LIBERATOR** (Sea-Land Service), August 2—Chairman, Recertified Bosun T. L. Self; Secretary B. L. Scarborough; Educational Director O. W. LaFaye; Deck Delegate P. Graham; Engine Delegate J. G. Bagat; Steward Delegate S. M. Kinahan. No disputed OT. Chairman reported that this has been a good trip and everyone has cooperated. Also, advised those who qualify to upgrade themselves at Piney Point to insure yourself of more opportunity for better jobs and more pay. A vote of thanks to our radio operator for showing good movies aboard ship, and to the steward department for good food and a clean ship. Observed one minute of silence in memory of our departed brothers and sisters. Next port Yokohama.

**OVERSEAS MARILYN** (Maritime Overseas), August 2—Chairman, Recertified Bosun Tom Foster; Secretary R. A. Cobb; Educational Director Paul Painter. \$14 in ship's fund. Some disputed OT in engine and steward departments. Chairman gave a brief lecture on safety habits aboard ship, the importance of donating to SPAD and urged all members who qualify to upgrade at Piney Point. It was requested that clarification on the new pension plan be given by the Union patrolman. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Portland.

**LNG AQUARIUS** (Energy Transport), August 1—Chairman, Recertified Bosun Tom Brook; Secretary Duke Gardner; Engine Delegate George Rowland. \$300 in ship's fund. No disputed OT. Chairman reported that Frank Boyne, port agent, was aboard and brought everyone up-to-date on current events and discussed the importance of donating to SPAD. All communications received were posted including contract supplement from the Log, new wages on all ships, President's report, new wages LNG carriers, hiring hall locations and letters from Vice President Red Campbell.

**CHARLESTON** (Sea-Land Service), August 30—Chairman, Recertified Bosun Manuel Sanchez; Secretary A. Gregoire; Engine Delegate Martin Kimmel. Some disputed OT in deck department. Secretary had a question-and-answer program on the union contract and benefits and explained to members the duties of our field representatives, and that no crewmember should leave the ship before replacement arrives. Educational Director posted papers that the steward brought for the recertification program and gave a very good talk on the need to upgrade at Piney Point. The members appreciated his concern for their future. Next port Elizabeth.

**SEA-LAND PIONEER** (Sea-Land Service), August 31—Chairman, Recertified Bosun J. L. Gomez; Secretary R. Hutchins; Deck Delegate G. Callard; Engine Delegate R. Kitlas; Steward Delegate L. Faulkner. No disputed OT. Chairman reported that all Union halls will be closed on Saturday and Sunday so ample notice should be given when leaving down the coast. Brother Gomez also sent a request to the Captain to allow the crew to pick some of the movies to be shown on board. Observed one minute of silence in memory of our departed brothers and sisters. Next port Elizabeth.

**JACKSONVILLE** (Sea-Land Service), August 23—Chairman, Recertified Bosun Joseph Puglisi; Secretary O. Paschal. \$10 in ship's fund. No disputed OT. The chairman's report emphasized the importance and obligation of all SIU members in forming their work in accordance with the contract. Also reminded all members that they should not depart from any vessel unless properly relieved and proper notice is given. Secretary reported on the importance of donating to SPAD and taking advantage of upgrading at Piney Point. A vote of thanks was extended to the steward department by the crew.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), August 2—Chairman M. Silva; Secretary Roy R. Thomas; Educational Director J. C. Blatchford; Steward Delegate William Gonzalez. \$13.50 in ship's fund. No disputed OT. Chairman read the new three year deep sea contract to the crew. The importance of donating to SPAD and the need to upgrade yourself were discussed. A vote of thanks to the steward department for fine chow and service. Observed two minutes of silence in memory of Paul Hall and our departed brothers and sisters.

**SEA-LAND DEFENDER** (Sea-Land Service), August 16—Chairman, Recertified Bosun Charles Dawson; Secretary Caesar F. Blanco; Educational Director L. Edmondson. \$22 in ship's fund. Some disputed OT in steward department. Chairman reported that the ship was dry-docked in Kaohsiung, Taiwan for five days. This was an emergency repair job which put the ship behind its regular schedule run, therefore, payoff will take place in Seattle instead of Oakland. Anyone who wants an application for upgrading at Piney Point can obtain them from the steward. A vote of thanks was extended to all department delegates for their cooperation. Observed one minute of silence in memory of our departed brothers and sisters. Next port Seattle.

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Cove Leader  
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Point Julie  
Del Monte  
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Overseas Aleutian  
Cove Engineer  
Ogden Challenger  
Overseas Harriette  
Del Campo  
Newark  
Ultrasea  
Sea-Land Producer  
Overseas Juneau  
Overseas Arctic  
Pittsburgh  
Charleston  
Delta Caribe  
Baltimore  
Ultramar  
LNG Taurus  
Sea-Land Commerce  
Sea-Land Explorer  
Worth  
Sea-Land Leader  
Sea-Land Consumer  
American Heritage  
Borinquen  
Brooklyn  
Sea-Land Mariner  
Santa Clara  
Tamara Guilden  
Sam Houston  
Coastal Kansas  
Sea-Land Adventurer  
Sea-Land Voyager  
Golden Dolphin  
Sea-Land Consumer  
Sea-Land Patriot  
Del Campo  
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Ogden Merrimac  
Overseas Aleutian  
Cove Engineer  
Ogden Challenger  
Overseas Harriette  
Del Campo  
Newark  
Ultrasa  
Sea-Land Producer  
Overseas Juneau  
Overseas Arctic  
Pittsburgh  
Charleston  
Delta Caribe  
Baltimore  
Ultramar  
LNG Taurus  
Sea-Land Commerce  
Sea-Land Explorer  
Worth  
Sea-Land Leader  
Sea-Land Consumer  
American Heritage  
Borinquen  
Brooklyn  
Sea-Land Mariner  
Santa Clara  
Tamara Guilden  
Sam Houston  
Coastal Kansas  
Sea-Land Adventurer  
Sea-Land Voyager  
Golden Dolphin  
Sea-Land Consumer  
Sea-Land Patriot  
Del Campo  
San Juan  
Stonewall Jackson  
Mayaguez  
Ogden Washash  
Point Margo  
Sea-Land Philadelphia  
Sea-Land Boston  
Virgo  
Ogden Traveler

## Saki Jack Remembers: Strictly for the Oldtimers

By Saki Jack Dolan  
**M**EANDERING along the Bowery not too long ago (which was always one of my favorite hobbies) I ran into an old wino (if you don't know what a wino is ask your old man). He had a large pin attached to his shirt which said "Dirty Old Men Need Love, Too". How true, how true. There is too little love and too much hatred in this world today.

I guess things are a bit hectic and way too fast for ole Saki Jack. I prefer the slow and easy "Horse and Buggy Days" when a man could walk sort of lazy like down the bank and catch himself a mess of trout without some dang blame fool bowling you over on his way rushin' to get rich and famous. Why hardly anyone had any cash when I was a boy and they lived a much better life for it.

Everybody hurries, rushes, never smiles, seems mad at the world and don't know what the hell a good old big belly laugh is anymore.

Even the theater (I liked it better when it was just the "movies") is all speed, violence, dope and sex, sex, sex. It was much more fun finding out about it behind the barn! Today, if you're not into junk and sex by the time you are 10 or 11 at the latest, why then you really are a great big square. I'm sure glad I was a great big square until a much later age. I think I lived a much better life for it.

Why, I read Sherlock Holmes all my life and was a good 30 years of age before I realized he was an out and out "junkie"! That's how much such trash ever interested yours truly. Thank God for Shirley Temple, Nelson Eddy and the Royal Canadian Mounted Police.

I can remember ole Aimee McPherson way back in the very early 1930s in Los Angeles screaming: "I don't want to hear the tinkling of the silver. I want to hear the crinkling of the green." Ole Aimee could give a

fire-and-brimstone sermon with the very best of them.

Billy Sunday in Brooklyn N.Y. (before he went to jail for bootlegging) would holler at the top of his lungs: "Go to hell! Go to hell! That's where you will go if you don't listen to the word of the Lord! Amen!"

Later on in the day the "Little Flower" New York Mayor Fiorello H. LaGuardia would read you Dick Tracy and Peter Rabbit in the comics on the radio and have all the kids working as stool pigeons for him. Telling them to send in the name of any of their relatives they saw playing the numbers or horses in the neighborhood.

Father Devine did a lot of good in those days in Philadelphia and New York City with his restaurants. Putting out a full chicken dinner for 15 cents (whether you had the cash or not).

J. Edgar Hoover had a grand old time chasing John Dillinger, Pretty Boy Floyd, Machine-Gun Kelly, Knobby Johnson, Mike Duffy, Bonnie and Clyde, etc., all around the country. FDR with his famous "Fireside Chats" and Eleanor with her daily "My Day" newspaper column.

I remember one day on Broadway near 42nd St. ole famous "Shoestrin Annie" lowered the boom on me. Well, I was on the beach and shipping was a bit slow and I couldn't give her anything. I think she stood and swore at me for a good 15 minutes straight, and never repeated the same cuss words twice. She and "Broadway Rose" were well known on Times Square in the old days. I remember a few old con men around the square in those days: "Fifth Ave. Mac", "Patcheye Murphy", "Billy the Kid", "Big Wheeler", "Double-Door-Joe" and "Irish". They were well known by the fuzz, I imagine they're all gone now.

I remember a well-known crimp shop in the City Of Brotherly Love (Philadelphia) run by a creepy character named Lopez. It took us quite a spell

to close him down, but we did.

Norfolk was well known around the world in those days as Sin City. Ask any gob or seaman. I always liked Norfolk and did very well there.

Who remembers who had the slogan: "A Chicken in Every Pot, a Car in Every Garage"? Also in the 1930s in California—it was Townsend for Governor. (It sounded good to us poor stiffies on the bread line!)

I remember "riding the rods" from St. Louis down to Houston one time when an old hobo asked me: "Hey", sailor boy. Did you ever ride a freight train through the Grand Canyon?"

"No", says I, "but I sure would like too. I didn't even know a train went through there".

"Well, one does and it's called the Denver, Rio Grande and Western and it is a very hard line to ride". This sounded quite interesting to yours truly. So I went ahead and did it and can tell you it's an experience I won't ever forget.

I met a kid in Los Angeles in them days that could play the piano. We hooked up together (I was a pretty good tap dancer). We hit all the local pubs and hustled eating money. It all seemed like so much fun then.

I have me doubts if the kids now could handle such a Great Depression today. I pray they never have to. I saw it all from coast-to-coast. And really, when you think about it, there really was not much fun.

I remember sailing with an OS who sent a monthly check to the stock-brokers Merrill Lynch, Pierce Fenner & Smith Inc. I often wondered if he got rich. (I sure hope so. As he never went ashore to have a good time).

James Barton was on Broadway in "Tobacco Road". Ole Sophie Tucker was knocking them dead on the East-side. Pat Rooney was at the Roxy Theater with his: "Daughter of Rosy O'Grady". Jimmy Durante was at Coney Island. "Dem Bums" was at Eb-bets Field and "Joltin Joe" DiMaggio and the "Babe" (Ruth) helped to build Yankee Stadium. The Brooklyn Botanical Gardens were beautiful as ever. So was the Cloisters. And "gay" was a word that meant you were happy. Lucky Lindy (Charles A. Lindbergh) was still not quite forgotten. Los Angeles just had a tremor. South America was having a half dozen revolutions (as per usual). Paul Hall was just starting to sail as Wiper and Joe Curran was just sailing as messman. The country was rebounding from a deep Depression and FDR was trying (I give him A-plus for trying) everything, the PWA, WPA, NRA, CCC and whatever else he thought would help bring the country back on its feet. (We could sure use an FDR in the White House at present).

The waterfront unions were just

starting to put their foot in the door (And boy! Did they ever get their toes stomped on, but hard!) The steamship companies were in their glory what with all the crimp shops operating full-blast in every port. It's a wonder we ever became as good as we are today. Ole Samuel Gompers sort of helped things along the way. We had many good men on his team.

Tammany Hall was slowly going down the drain. And the "Little Flower" was in the corner getting in shape. We could sure use a "Little Flower" in New York City now to handle all the phanies it has who try to foul things up.

I remember a restaurant chain in New York City called Remels. You could get ham, eggs, homefries, toast, coffee and juice for 15 cents. And ride from Fordham Road in the Bronx to Coney Island in Brooklyn for a nickle. Two Rocky Fords (candy bars) for a nickle. A knish for a nickle. And a bag of day-old-doughnuts for a nickle. You could ride all the way around Manhattan's Central Park in a horse and buggy for a buck (less if you could haggle). The best things in New York City for free was the Bronx Zoo and the Fish Aquarium in Battery Park. (Riding the subway back and forth wasn't bad—if you snuck in.) We used to hitch a car ride to Atlantic City N.J. and steal taffy under the boardwalk.

The really first big wing-ding I remember in this country was the World's Fair in Chicago in 1936. Sally Rand with her bubbles. George Lloyd Wright with his 20th-Century buildings. Ann Corio had a mess of pigeons. Billy Sunday was telling everyone to "Go to Hell!". "Big Al" Capone had already retired to Florida thanks to Elliot Ness and J. Edgar Hoover. Ma Barker and her boys were just starting to throw their "Pineapple Parties".

The Ole Doghouse at 25 South St. was in full bloom.

And Ma Roper was giving out slips for food, shoes, flops, etc. I sure know cause I was there. The SIU was just saddling-up at 2 Stone St. And old Al Bernstein was there raising hell with his big cigar all chewed up. Boy, things were still a bit rough around the edges, but we sure as hell had a lot of fun closing up the Fink crimp shops. I'll never forget the good times we had or any of the good ole boys who were helping to cleanup the waterfront. It's just like an old movie-reel that runs through my mind every now and then. I don't regret one minute of it and look on it as the best years of my life. God Bless Paul Hall and the SIU forever. Don't ever forget ole "Lunch-box Harry"... Maybe we'll meet again....

Keep the Faith.

"Saki Jack"...

## Point Revere Committee



Recertified Bosun Charles "Chuck" Hill, (left) ship's chairman of the ST Point Revere (Point Shipping) at a payoff last month leads the Ship's Committee of (l. to r.) AB Ed Luzier, deck delegate; Chief Pumpman Gilbert Rodriguez, educational director and Chief Steward T. T. Kirby, secretary-reporter. The tanker paid off at the Bayonne (N.J.) Industries Dock.

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



## Pensioner's Corner

**Willis B. Addison, 62**, joined the SIU in 1946 in the port of New York sailing as an FOWT. Brother Addison was also an engine delegate. And he sailed on the Puerto Rican run for 12 years. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Addison is a veteran of the U.S. Army Corps of Engineers in World War II helping to build the Alcan Road to Alaska. Born in Louisiana, he is a resident of Baltimore.

**Nathaniel Ayler, 57**, joined the SIU in 1942 in the port of Philadelphia sailing as a 3rd cook. Brother Ayler was born in Whistler, Ala. and is a resident of Pritchard, Ala.

**Clifford Raymond "Dan" Dammeyer, 53**, joined the SIU in the port of New York in 1957 sailing as a recertified bosun and deck delegate. He walked the picketline in the 1961 N.Y. Harbor strike. Brother Dammeyer is a veteran of the U.S. Air Force. He was a November 1974 graduate of the Recertified Bosuns Program. Seafarer Dammeyer was born in Jersey City, N.J. and is a resident of Brooklyn, N.Y.

**Bobby Farrell Gillain, 49**, joined the SIU in the port of Jacksonville in 1961 sailing as a recertified bosun. Brother Gillain graduated from the Recertified Bosuns Program in June 1974. He was on the picketline in the 1963 maritime beef. Seafarer Gillain was born in Cordova, Ala. and is a resident of Starke, Fla.

**Florian Joseph Glinski, 57**, joined the SIU in 1974 in the port of New York sailing as an AB and deck delegate. Brother Glinski was born in Wisconsin and is a resident of Baltimore.

**Saturnino Hernandez, 62**, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Hernandez walked the picketline in the 1961 N.Y. Harbor strike. He was born in Puerto Rico and is a resident of Aguadilla, P.R.

**Cyril Mize, 59**, joined the SIU in 1943 in the port of New Orleans sailing as a recertified bosun. Brother Mize graduated from the Recertified Bosuns Program in August 1974. He is a veteran of the U.S. Navy in World War II. Seafarer Mize was born in Oakland, Calif. and is a resident of Ajo, Ariz.

**Esteban Morales, 65**, joined the SIU in 1946 in the port of New York sailing as a recertified bosun. Brother Morales graduated from the Recertified Bosuns Program in April 1975. He hit the bricks in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Morales was born in Mayaguez, P.R. and is a resident of Brooklyn, N.Y.

**Alfredo Ortiz, 63**, joined the SIU in 1942 in the port of Mobile sailing as an AB. Brother Ortiz was born in San Juan, P.R. and is a resident of Carolina, P.R.

**Kasimir Puchalski, 57**, joined the SIU in 1944 in the port of Norfolk sailing as a recertified bosun and ship delegate. Brother Puchalski graduated from the Recertified Bosuns Program in April 1974. He was on the picketline in the Puerto Rican trucking strike, 1962 Robin Line beef and the 1963 maritime strike. Seafarer Puchalski received a 1960 Union Personal Safety Award for riding an accident-free ship, the SS *Seatrail New Jersey*. A native of Cleveland, he is a resident of San Francisco.

**William Anthony Milchling, 63**, joined the Union in the port of Baltimore in 1956 sailing as a deckhand for Curtis Bay Towing from 1951 to 1981. Brother Milchling is a former member of the Steelworkers Union. He is a veteran of the U.S. Navy in World War II. Boatman Milchling was born in Baltimore and is a resident there.

**George Kenneth Millman, 69**, joined the union in the port of Philadelphia in 1961 sailing as a captain for IOT from 1929 to 1981. Brother Millman is a former member of the MM&P. He was born in Frederica, Del. and is a resident of Colwyn, Pa.

**Ruel W. Chandler, 63**, joined the Union in the port of Baltimore in 1957 sailing as a pilot and captain on the tug *Gremlin* (Curtis Bay Towing) from 1945 to 1981. Brother Chandler was born in Kentucky and is a resident of Linthicum, Md.

**Woodrow Edward Rintoul, 66**, joined the Union in 1947 in the port of Ashtabula, Ohio sailing as an AB. Brother Rintoul was born in Sault Ste. Marie, Mich. and is a resident of Duluth, Minn.

**Harold Murphy, 49**, joined the Union in the port of Chicago in 1956 sailing on deck for 24 years. Brother Murphy is a veteran of the U.S. Army in the Korean War. He was born in Wisconsin and is a resident of Port Washington, Wisc.

**George Joseph Milo, 64**, joined the SIU in the port of New York sailing as a bosun. Brother Milo sailed 33 years. He was born in Sacramento, Calif. and is a resident there.

**Waller S. Murphy, 66**, joined the SIU in the port of Mobile in 1971 sailing as an oiler and engine delegate. Brother Murphy was born in Mobile and is a resident there.

**Charles Thomas Scott, 59**, joined the SIU in 1943 in the port of Baltimore sailing as a bosun and ship delegate. Brother Scott was born in Baltimore and is a resident of San Francisco.

**Bertram Lester Eckert, 63**, joined the SIU in the port of Tampa in 1950 sailing as a QMED since 1974. Brother Eckert is a veteran of the U.S. Army in World War II. He is also a wood-worker and an ordained minister. Seafarer Eckert was born in Fostoria, Ohio and is a resident of Mulga, Ala.

**Donald Edward Smith, 62**, joined the SIU in 1948 in the port of New York sailing as a bosun. Brother Smith is a veteran of the U.S. Navy in World War II. He was born in Columbus Grove, Ohio and is a resident of Reno, Nev.

**Willard Lee Tennant, 64**, joined the SIU in the port of Tampa in 1966 sailing as a FOWT. Seafarer Tennant is a former member of the Boilermakers Union, Locals 420 and 679, Districts 12 and 57. Brother Tennant was born in Wellington, Kans. and is a resident of Tampa.

**Marvin Gilby, 69**, joined the SIU in the port of Seattle in 1968 sailing as an oiler. Brother Gilby is a veteran of the U.S. Navy in World War II. He was born in Topeka, Kans. and is a resident of Seattle.

**John Fisher Dickerson, 65**, joined the SIU in the port of Galveston, Tex. in 1952 sailing as an AB and bosun. Brother Dickerson is a veteran of the U.S. Navy in World War II. He was formerly a coal-miner. Seafarer Dickerson was born in West Virginia and is a resident of Shepherd, Tex.

**Martin Joseph Lynch, 70**, joined the SIU in 1943 in the port of New York sailing in the steward department. Brother Lynch hit the bricks in the 1961 N.Y. Harbor beef. He also worked as a clerk. Seafarer Lynch was born in Rockaway Beach, Queens, New York City and is a resident of Brooklyn, N.Y.

**Biaggio J. Paniccia, 65**, joined the SIU in 1947 in the port of Baltimore sailing as a BR utility. Brother Paniccia is a veteran of the U.S. Army in World War II. He was born in Baltimore and is a resident there.

**Clinton Harvey Ward, 63**, joined the SIU in the port of Lake Charles, La. in 1957 sailing as an AB. Brother Ward is a veteran of the U.S. Navy in World War II. He served later aboard the USS *Robert A. Ingersoll* at the Inchon Landing during the Korean War. Seafarer Ward was born in Alabama and is a resident of Crestview, Fla.

**Isidore "Curley" Weisbrot, 61**, joined the SIU in the port of New York in 1955 sailing as a cook and baker. Brother Weisbrot attended a Piney Point Educational Conference. He was born in New York City and is a resident of New Orleans.

**Gerald G. Suedmeyer, 57**, joined the Union in the port of St. Louis, Mo. in 1972 sailing as a chief engineer on the towboat *National Gateway* (National Marine Service) from 1972 to 1981. Brother Suedmeyer in 1979 attended a Piney Point Inland Contract Conference and in 1977 an Educational Conference at SHLSS. He was born in Arapahoe, Neb. and is a resident of Sikeston, Mo.



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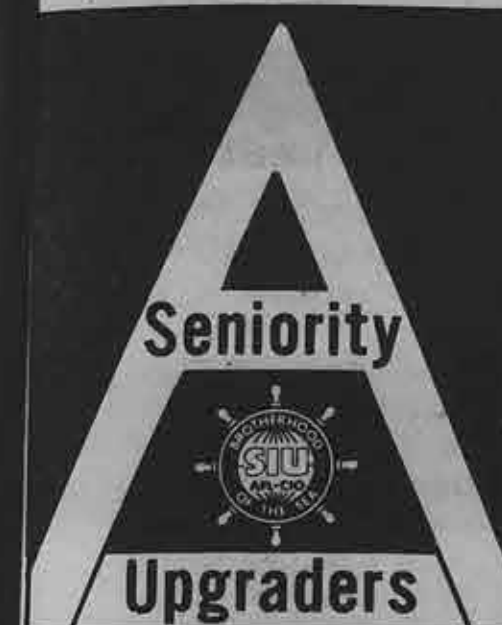
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**Gerald G. Suedmeyer**, 57, joined the Union in the port of St. Louis, Mo. in 1972 sailing as a chief engineer on the towboat *National Gateway* (National Marine Service) from 1972 to 1981. Brother Suedmeyer in 1979 attended a Piney Point Inland Contract Conference and in 1977 an Educational Conference at SHLSS. He was born in Arapahoe, Neb. and is a resident of Sikeston, Mo.



## Barry Martin Bartholomew

Seafarer **Barry Martin Bartholomew**, 29, graduated from the Seafarers Harry Lundeborg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1973. He upgraded to 3rd cook there. Brother Bartholomew has the lifeboat, firefighting and CPR endorsement. And he was a chef for the 'Yes' Restaurants in the U.S. National Parks System. Also, he attended the Sante Fe (N.M.) Community College. Born in San Diego, Calif., he lives in Arlington, Va. and ships out of the port of Norfolk.

## Raymond John Machaj

Seafarer **Raymond John Machaj**, 25, graduated from Piney Point in 1974. He upgraded to FOWT there in 1977 and to QMED there in 1979. Brother Machaj's father, Andrew and his Uncle Ralph W. Murry and a cousin are SIU members. When he was 5, Machaj sailed to Europe via the Panama Canal. He has the CPR, firefighting and lifeboat tickets. Born in San Francisco, he lives there and ships out of that port.

## Peter Joseph Willsch Jr.

Seafarer **Peter "Pete" Joseph Willsch Jr.**, 25, graduated from Piney Point in 1977. He upgraded to AB there in 1979. Brother Willsch's father is Capt. Edward P. Willsch. Willsch is a U.S. Army sergeant veteran of the Vietnam War. He has the firefighting, lifeboat and CPR tickets. Born in Flushing, Queens, New York City, he lives in Winchester, Va. and ships out of the port of Norfolk.

## Author Seeks Memorabilia For Paul Hall Bio

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

You may write to Ross C/O Seafarers Historical Research Department, 675 4th Ave., Brooklyn, N.Y. 11232.

## Servando "Sam" Arturo Campbell

Seafarer **Servando "Sam" Arturo Campbell**, 22, graduated from the Lundeborg School in 1976 where he earned his General Education Diploma (GED). There in 1979, he got his fireman-walrtender (FOWT) rating. Brother Campbell's father, Arthur, is a seaman. He has the CPR, lifeboat and firefighting tickets. Campbell was born in New Orleans, lives there and ships out of that port city.

## Thomas Edward Kelton

Seafarer **Thomas Edward Kelton**, 23, graduated from the SHLSS in 1978. Brother Kelton upgraded to AB there. He holds the lifeboat, firefighting and CPR endorsements. Kelton was born in Jersey City, N.J., lives in Hopelawn, N.J. and ships out of the port of New York.

## Jerry Paul Lambert

Seafarer **Jerry "Andy" Paul Lambert**, 23, is a 1979 graduate of the SHLSS. Brother Lambert upgraded to FOWT there. He is a former member of the Retail Clerks Union, Local 1105. His father, George is ship superintendent at the Todd Shipyard, Seattle. Lambert holds the firefighting, lifeboat and CPR documents. A native of Seattle, he lives there and ships out of that port.

## Charles Earl Shaw

Seafarer **Charles Earl Shaw**, 27, was graduated by Piney Point in 1979. He upgraded to FOWT there. Brother Shaw earned the CPR, lifeboat and firefighting tickets. And he went to Beaver County (Pa.) Community College. Born in Pittsburgh, Pa., he lives in Industry, Pa. and ships out of all ports.

## Salvatore Mario Albanese

Seafarer **Salvatore Mario Albanese**, 22, graduated from Piney Point in 1978. He upgraded to AB there. He has the firefighting, lifeboat and CPR papers. Albanese attended St. Mary's College. And he was born and lives in St. Louis, Mo. He ships out of all ports.

## Stephen Arthur Ackley

Seafarer **Stephen Arthur Ackley**, 21, is a 1978 graduate of the SHLSS Trainee Program. Brother Ackley upgraded to AB there last year. His father is Capt. C. Laurence Ackley of Sea-Land. He holds the CPR, lifeboat and firefighting documents. A native of Tacoma, Wash., he lives in Gig Harbor, Wash. and ships out of the port of Seattle.

## Robert Porter Page

Seafarer **Robert Porter Page**, 25, graduated from the Piney Point Program in 1978. Brother Page upgraded to FOWT there the next year. He has the firefighting, lifeboat and CPR endorsements. Page was born in the Walter Reed U.S. Army Medical Center, Washington, D.C. (his father, Travis is a retired Army soldier). He lives in Rockville, Md. and ships out of the port of Baltimore.

## Sammie Marra Hardin

Seafarer **Sammie Marra Hardin**, 41, started sailing with the SIU in 1968. He sails as an electrician. Brother Hardin is a veteran of the U.S. Marine Corps during the Vietnam War. He earned the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) tickets. Hardin was born in Arkansas and lives in Long Beach, Calif. His home ports are Wilmington, Calif. and New York.

## Bradley Craig Skerston

Seafarer **Bradley Craig Skerston**, 27, is a 1973 graduate of Piney Point. Brother Skerston upgraded to AB there in 1977. He is a former member of the Laborers Union, Local 300. Skerston earned the CPR, lifeboat and firefighting credentials. A native of San Pedro, Calif., he lives there and ships out of the port of Wilmington, Calif.

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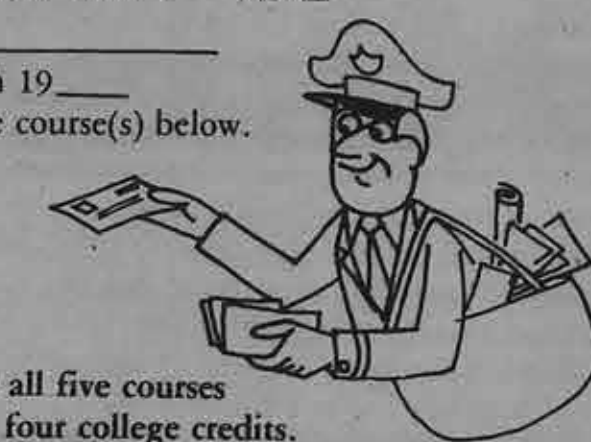
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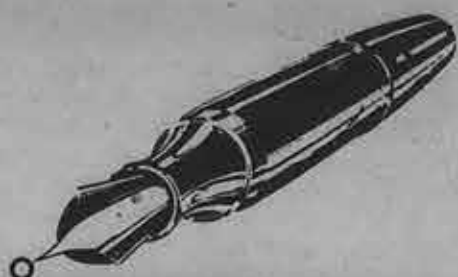
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Seafarers Harry Lundeborg School of Seamanship  
Piney Point, MD. 20674

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Send it today!



# LETTERS TO THE EDITOR



## Pension Hike, Inflation Fighter...

I wish to send to SIU President Frank Drozak and to the 69 rank-and-file delegates to the Crews Conference at Piney Point last April my sincere note of thanks and appreciation for the recent increase in my pension from \$250 to \$300 per month. This increase represents a great relief in our daily expenses considering the problems of inflation. Thanks again to all of you and God be with you all.

Fraternally,  
Ralph Hernandez  
Bayside, N.Y.

## ...More Thanks on Pension

Many thanks for the increase in my pension check. It is much appreciated and it was much needed with the raise in inflation since I retired.

It is seven years since I retired and I often think back to my days sailing which I enjoyed very much. Smooth sailing to all.

Fraternally,  
Guy W. Walter, W-55 Retired  
Bloomfield, N.J.

## Passenger Has Voyage to Remember

My father and I were passengers on the **S.S. Santa Mercedes** (Delta) July 14, 1981 sailing. Our trip was both restful and delightful due largely to the generous personality of a member of your crew—Second Steward **Larry Frenette**.

Larry extended himself well beyond the usual passenger courtesies by graciously doing such things as not just indicating directions, but by actually escorting a passenger to where he/she wished to be. Similarly, when my father was ill, Larry knowing that room service took at least 30 minutes came himself to our cabin to take our room service order. Again, though always working diligently, he made the time to courteously accommodate passenger's needs and questions.

Overall, I feel that Larry far surpassed the standard treatment most passengers have been accustomed to receiving aboard ship or in a hotel environment.

As a frequent traveler and a travel agent (unbeknownst to Larry), I was extremely impressed with the personalized service he extended to everyone (crew members and passengers alike). His general handling of situations, which he could have easily ignored, was fast, refined and professionally compassionate.

Delta Steamship Line is fortunate to have such a crewmember in its employ.

Most sincerely,  
Susan Barotz  
Mill Valley, Calif.

## Liked What He Saw at SIU Convention

I had the pleasure of being selected as a delegate to the SIUNA convention held in Washington, D.C. in early September.

I found it very educational just to be a part of it. It is something I will remember always.

It also gave me a chance to see and meet some of my old shipmates and meet new ones. This has to be the highlight of my SIU career.

Fraternally,  
Jim Pulliam, P-409  
Seattle, Washington

## 'Pride of Texas' Crew Pride of SIU

I take special pleasure in writing of the highly successful maiden voyage of the **Pride of Texas**—thanks to its crews. As all seafarers know, maiden voyages, particularly those of the first vessel of its class, are filled with problems. We had our share, but thanks to a knowledgeable, dedicated crew, they were solved on the spot, without accident or lost time.

I wish to single out the two key people who coordinated the unlicensed effort. **Maurice "Duke" Duet**, D-11, bosun, who inspired and led the men without expecting reward or thanks beyond the satisfaction of a job well done. Also our Steward, **Welden Wallace**, W-760, for bringing order and hospital cleanliness to a difficult work area—for the little things—steak at each breakfast, choice of many salads at other meals, and his frequent gourmet treats—particularly the reception that overwhelmed more than 50 visiting Chinese dignitaries welcoming us to Tsingtao, China.

Fed like passengers, the men worked with the fierce commitment of "Seafarers at their best."

Sincere Regards,  
S. S. Griffin  
Master  
M/V Pride of Texas

## One Man's Trash, Another's Treasure

While reading the August issue of the **Log**, I noticed a complaint in "Letters to the Editor." Apparently a seaman had shipped out of the country and the **Log** was still being delivered to his former address. The new resident was very annoyed.

My son is a seaman and the **Log** gets delivered to my home even though he is out of the country. But I am thrilled. I think it is terrific. There are so many items of interest to everyone in my family. My younger children have taken articles to school for "show and tell." The physical fitness items appeal to my teenage son. My husband and I read it enthusiastically.

If my son, Brian Rogers, changes his address in the future, I will write and ask for a subscription to the **Log**.

This is just another instance which shows that "one man's trash is another man's treasure."

Thanks for the fine publication.

Yours truly,  
Mrs. Gloria Fuchs  
Reisterstown, Md.

## Mobile Retirees Send Best

We the undersigned retired members of the SIU wish to thank the general membership and the officials of our union for remembering us in the last contract negotiations with the shipowners and obtaining for us a raise in our pension up to \$300 a month. In this time of inflation, as every one knows, this comes in handy.

If we can be allowed to suggest to the ones who are still sailing, they should concentrate more on the pension and the cost-of living raise in the pension in their future negotiations because the 7 or 8 percent raise we get in wages is being eaten up with inflation that goes with the pension. Those who are getting higher than \$300.00 or \$350.00 a month, will be in a predicament in future years as inflation keeps on going. So this is something the membership should think about.

While we are thanking the membership and the officials, we would like to thank also the members of the Association of Retired Members of the SIU who brought the plight of the membership and officials who responded favorably to the pensioners request for a raise in their pension.

Thank you again and keep on sailing of even keel.

Fraternally,  
Leroy Gulley, G-234  
John M. Lamb, L-475  
Claude E. Lomers, L-489  
John Mills, M-706  
W. F. Coggis, C-27  
B. F. Graham, G-327



## LETTERS TO THE EDITOR

### Pension Hike, Inflation Fighter...

I wish to send to SIU President Frank Drozak and to the 69 rank-and-file delegates to the Crews Conference at Piney Point last April my sincere note of thanks and appreciation for the recent increase in my pension from \$250 to \$300 per month. This increase represents a great relief in our daily expenses considering the problems of inflation. Thanks again to all of you and God be with you all.

Fraternally,  
Ralph Hernandez  
Bayside, N.Y.

### ...More Thanks on Pension

Many thanks for the increase in my pension check. It is much appreciated and it was much needed with the raise in inflation since I retired.

It is seven years since I retired and I often think back to my days sailing which I enjoyed very much. Smooth sailing to all.

Fraternally,  
Guy W. Walter, W-55 Retired  
Bloomfield, N.J.

### Passenger Has Voyage to Remember

My father and I were passengers on the *S.S. Santa Mercedes* (Delta) July 14, 1961 sailing. Our trip was both restful and delightful due largely to the generous personality of a member of your crew—Second Steward **Larry Frenette**.

Larry extended himself well beyond the usual passenger courtesies by graciously doing such things as not just indicating directions, but by actually escorting a passenger to where he/she wished to be. Similarly, when my father was ill, Larry knowing that room service took at least 30 minutes came himself to our cabin to take our room service order. Again, though always working diligently, he made the time to courteously accommodate passenger's needs and questions.

Overall, I feel that Larry far surpassed the standard treatment most passengers have been accustomed to receiving aboard ship or in a hotel environment.

As a frequent traveler and a travel agent (unbeknownst to Larry), I was extremely impressed with the personalized service he extended to everyone (crew members and passengers alike). His general handling of situations, which he could have easily ignored, was fast, refined and professionally compassionate.

Delta Steamship Line is fortunate to have such a crewmember in its employ.

Most sincerely,  
Susan Barotz  
Mill Valley, Calif.

### Liked What He Saw at SIU Convention

I had the pleasure of being selected as a delegate to the SIUNA convention held in Washington, D.C. in early September.

I found it very educational just to be a part of it. It is something I will remember always.

It also gave me a chance to see and meet some of my old shipmates and meet new ones. This has to be the highlight of my SIU career.

Fraternally,  
Jim Pulliam, P-409  
Seattle, Washington

### 'Pride of Texas' Crew Pride of SIU

I take special pleasure in writing of the highly successful maiden voyage of the *Pride of Texas*—thanks to its crews. As all seafarers know, maiden voyages, particularly those of the first vessel of its class, are filled with problems. We had our share, but thanks to a knowledgeable, dedicated crew, they were solved on the spot, without accident or lost time.

I wish to single out the two key people who coordinated the unlicensed effort. **Maurice "Duke" Duet**, D-11, bosun, who inspired and led the men without expecting reward or thanks beyond the satisfaction of a job well done. Also our Steward, **Weiden Wallace**, W-760, for bringing order and hospital cleanliness to a difficult work area—for the little things—steak at each breakfast, choice of many salads at other meals, and his frequent gourmet treats—particularly the reception that overwhelmed more than 50 visiting Chinese dignitaries welcoming us to Tsingtao, China.

Fed like passengers, the men worked with the fierce commitment of "Seafarers at their best."

Sincere Regards,  
S. S. Griffin  
Master  
M/V *Pride of Texas*

### One Man's Trash, Another's Treasure

While reading the August issue of the *Log*, I noticed a complaint in "Letters to the Editor." Apparently a seaman had shipped out of the country and the *Log* was still being delivered to his former address. The new resident was very annoyed.

My son is a seaman and the *Log* gets delivered to my home even though he is out of the country. But I am thrilled. I think it is terrific. There are so many items of interest to everyone in my family. My younger children have taken articles to school for "show and tell." The physical fitness items appeal to my teenage son. My husband and I read it enthusiastically.

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## Share of Coal Cargoes for U.S. Ships Makes Sense

NOT too many years ago the world was flush with oil. This nation, for one, was convinced the Mid-East wellhead would never run dry. Now that we know better, the United States has begun to look for alternative sources of fuel. The nation found out that we didn't have to look any further than our own backyard. The resource is coal.

The abundance of domestic coal is a potential bonanza for the U.S. in more ways than one. There's enough to satisfy our own needs and to sell a sizeable quantity to our allies who are clamoring for coal imports. The U.S. coal trade will be good for the nation's balance of payments and will open up a unique opportunity for the U.S. to be on the exporting side of an energy source.

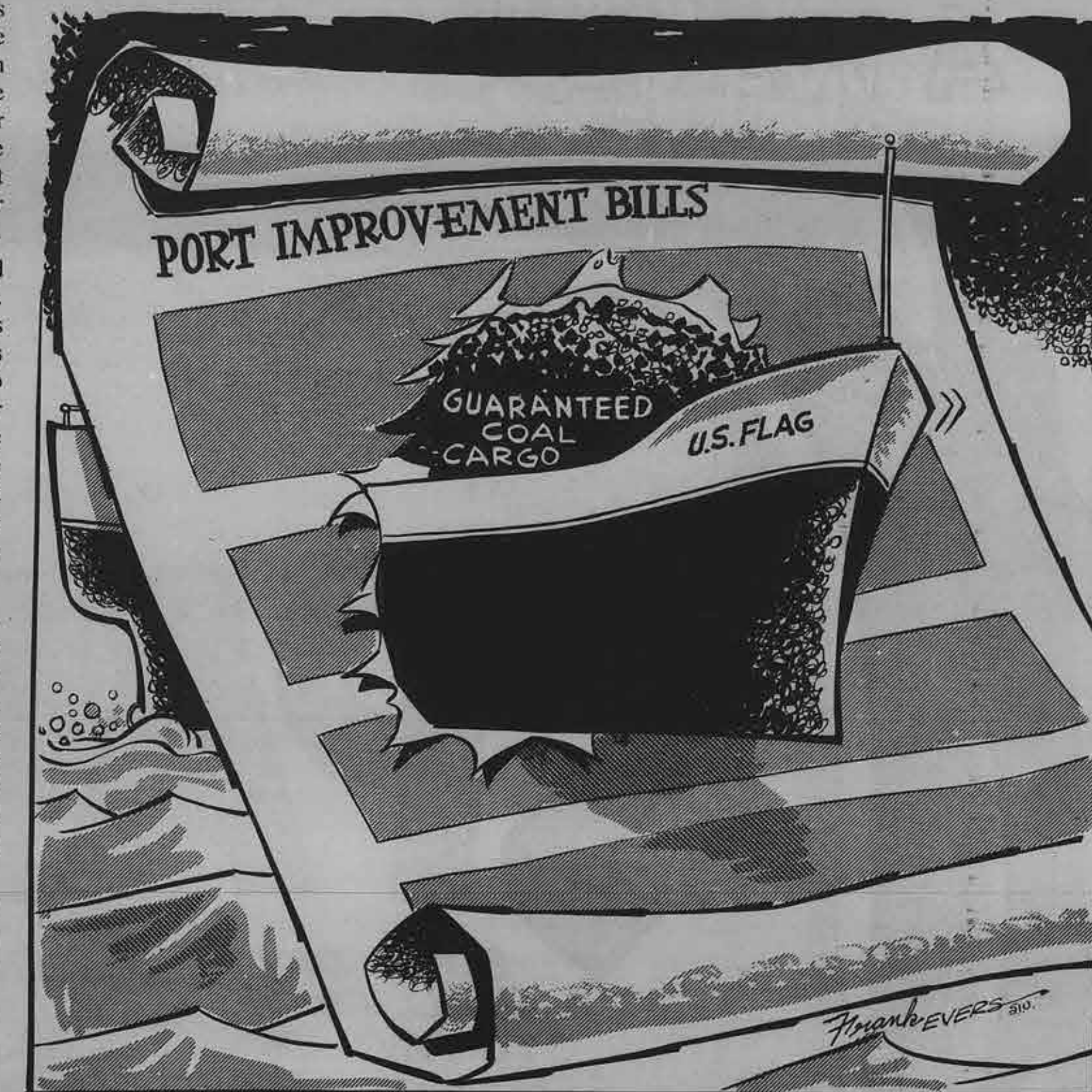
To American mining companies, harbor and port operators and the government, the prospect of a U.S. coal export program is pure gold. Everybody wants to get in on the ground floor. Everybody seems willing to foot part of the bill for mine and port improvements. It's a low-risk investment; coal is a sure thing.

Right now there are several bills pending in both houses of Congress which address the necessary question of financing dredging and operation and maintenance costs of U.S. ports so that the ports can accommodate deep draft coal colliers. While each bill offers a different method of dividing the port improvement and maintenance costs, they all have something in common: **not one includes a role for U.S.-flag ships in the U.S. coal export trade.**

Port development is, of course, critical if the nation is to reap the multiple benefits of a coal export program. But that program doesn't stop at the water's edge. U.S. coal, mined by American workers, moving out of U.S. ports, must go on American-flag ships.

To ensure that an equitable share of the U.S. coal trade will move on U.S. merchant vessels, Rep. Don Bonker (D-Wash.) has introduced an amendment to one of the pending Port Development bills. The aim of the amendment, which has the strong backing of this Union, is to enable the "United States merchant marine... to transport 40 percent of our coal exports in United States-flag ships within 10 years."

The bill calls for negotiation of international maritime agreements with "each nation with whom the



United States engaged in trading of coal in 1980, or in any subsequent year, which trade equalled at least two percent... of total U.S. coal trade in that year."


The measure is realistic on two counts: **first**, recognizing that "the number and tonnage of U.S.-flag ships which can transport coal is seriously inadequate to serve the vital... national interests of this country..." the amendment sets an immediate goal of a four percent U.S.-flag coal share in the first year of the measure's enactment. That percentage is to increase by an additional four percent per year until the 40 percent U.S.-flag level of participation in the coal trade is achieved.

**Second**, bowing to the budget-cutting fever which currently prevails on Capitol Hill, the amendment doesn't call for any federal spending whatsoever.

By offering a guaranteed 40 percent share of the coal trade, Rep. Bonker's measure provides incentive for U.S. operators to build

vessels specifically for the coal trade. Without costing the government anything, the Port Develop-

ment bill amendment could go a long way towards rebuilding the almost non-existent dry bulk fleet.



# LOG

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SPAD

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