



NEWSPAPER
PERIODICAL UNIT
STATE HISTORICAL SOCIETY
816 STATE ST
MADISON
WI 53706

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 43 No. 11 November 1981

Drozak Elected to AFL-CIO Executive Council

page 3



Store Ship Spica Joins MSC Fleet With SIU Crew

page 8

SIU-Manned Long Lines Talk of the Town

pages 24-25

STATE HISTORICAL SOCIETY
OF WISCONSIN
11 1981



MTD Biennial Convention: New Initiatives for Maritime

pages 17-22

House Unit OKs 40% Bulk Cargo Share for U.S. Ships

page 7

Alaska Oil Saved for U.S. Use

page 4



SHLSS Upgrading Info

pages 11-15

USPHS Clarifies Info on Obtaining Medical Records

The U.S. Public Health Service has made available updated information regarding the procedures a seaman or boatman must follow to obtain copies

of their medical record.

Here is that statement from USPHS:
How to Obtain Information from your Medical Record

After the closure of a Public Health Service (PHS) hospital or clinic where you have received health care, you may still obtain copies of your medical re-

cord, or a specific part of your medical record. Address your request to:

Director
Public Health Service
Health Data Center
1000 Aerospace Road,
Warehouse No. 1
Lanham, Maryland 20706

Clarification on Medical Benefits to Pensioners

Since the closure of the U.S. Public Health Service hospitals on Oct. 1, 1981, some confusion has arisen concerning coverage for SIU pensioners under the Seafarer Welfare Plan.

Under the rules of the Welfare Plan, *those receiving a Deferred Vested Pension are not eligible for benefits.* This is a longstanding rule.

However, those receiving a Normal Pension, Early Normal Pension or Disability Pension are completely covered by the Welfare Plan. The procedure for filing for benefits by eligible pensioners has not changed. The pensioner must first file his claim with Medicare (if he is eligible for Medicare). Any reasonable charges over and above what Medicare allows, the Welfare Plan will pay. The Welfare Plan also pays the monthly Medicare premiums of eligible pensioners.

Those pensioners not eligible for Medicare (i.e. Early Normal Pen-

sioners under 65 years of age) should simply submit their bills with other pertinent data to the Welfare Plan

for payment. However, as soon as a pensioner reaches age 65 he must apply to Medicare for coverage.

65 and Still Sailing, Must Apply for Medicare

Under the rules of the Seafarers Welfare Plan, a seaman or boatman reaching the age of 65 must apply for eligibility under Medicare even though he may still be actively sailing.

The Welfare Plan reimburses your

monthly Medicare premium. After becoming eligible for Medicare, the seaman or boatman must submit his hospital bills, etc. to Medicare first. All reasonable charges over and above that covered by Medicare will be picked up by the Welfare Plan.

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.

You must provide (1) verification of your identity, (2) treatment location, and (3) approximate dates of treatment. Please specify the content that you desire; for example, treatment of a fractured leg.

Please give us the name and address of your physician, other medical professional, or a responsible person such as your family minister, attorney, or family advisor, who may review your record and inform you of its contents. HSA Form 178, "Authorization for Disclosure of Information," may be used for all these purposes. Copies of the forms are available from a PHS facility or from the address above.

You will be charged 10¢ a page if you request more than 250 pages of records. There is no charge for 250 pages or less when access is provided for you.

Confidentiality of your records will be maintained and controlled under the provisions of the Privacy Act of 1974 (P.L. 93-579, 5 U.S.C. 552a) and HHS Regulations, Title 45, Part 5b.

PRESIDENT'S REPORT

AMERICA is being described more and more these days as the Saudi Arabia of coal.

The United States always had a lot of coal, in fact the largest known reserves of coal in the world. But up until a few years ago when the skyrocketing cost of crude oil sent a lot of nations scrambling for alternate fuel sources nobody seemed to care that much about American coal.

Suddenly that has all changed. Japan and our allies in Western Europe are keenly interested in tapping America's huge resources of coal to break their ever growing dependence on Arab oil.

For the United States, the prospect of greatly increased coal exports is an opportunity that this nation cannot afford to pass up.

Not only would America be able to significantly close our balance of trade deficit. But, without enormous outlays of Federal dollars, the nation could improve our inland waterways systems and railroads, overhaul our ports and terminals and catapult the U.S. flag dry bulk fleet from a position of virtual non-existence to that of world prominence.

There are two keys to making this all happen. First is the crucial Ports Development Bill (H.R. 4627) now moving through the House of Representatives. Second is speed. Congress must move quickly on this bill because America is not the only nation vying for the coal market. Australia and South Africa are serious contenders to outmaneuver the U.S. for this lucrative trade.

In addition, the Russians are cooking up a scheme to build a natural gas pipeline into Western Europe to capitalize on the energy needs of these nations, a very dangerous precedent.



Frank Drozak

Obviously, there is much at stake in the projected exportation of American coal. Jobs, economic expansion, our own national security and the security of our Western allies all hang in the balance.

The Ports Development Bill, sponsored by Mario Biaggi (D-NY), was recently voted favorably out of the Merchant Marine and Fisheries Committee.

The bill provides a cost-sharing plan to dredge channels in selected U.S. ports to 55 feet to accommodate 150,000 dwt colliers needed to transport the coal at competitive prices.

The bill also mandates that at least 40 percent of all U.S. dry bulk imports and exports be carried on American flag ships. According to the bill, this would be achieved mainly through bilateral trade agreements between the U.S. and our major trading partners.

I cannot emphasize enough the importance of this 40 percent share amendment to the viability of our national flag fleet, our sagging shipbuilding industry and the future security of our nation.

At the present time, only 17 aging bulkers make up the entire U.S. dry bulk fleet carrying 1 percent of America's huge trade in dry bulk materials. The Ports Development Bill, with the 40 percent cargo sharing amendment included, would rebuild this crucial segment of our fleet gradually over a ten year period without government subsidies.

The guarantee of long term coal hauling contracts would spur the necessary capital from private industry to build the ships creating thousands of much needed jobs and economic activity in this country.

As usual, there will be tremendous opposition to the cargo sharing amendment in the bill. However, a great deal of support for this initiative has been generated in both the House and Senate. Many legislators are finally realizing that American flag ships can compete with the foreigners if given the same economic leverage provided by foreign nations for their fleets—mainly in the form of bilateral shipping agreements and cargo preference laws.

From our viewpoint, the Ports Development Bill, including the 40 percent cargo clause, is a smart and reasonable move on the part of the United States. Labor realizes its responsibility in cooperating with management and government to insure the competitiveness of the U.S. fleet, and we in the SIU fully intend to live up to that responsibility to get this program off the ground.

The opportunity is here. The proper legislation is already in the hopper. And the SIU is ready and able to see this crucial bill through to the President's desk next year.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 43, No. 11, November 1981. (ISSN #0160-2047)

USPHS Clarifies Info on Obtaining Medical Records

The U.S. Public Health Service has made available updated information regarding the procedures a seaman or boatman must follow to obtain copies

of their medical record. Here is that statement from USPHS: **How to Obtain Information from your Medical Record**

After the closure of a Public Health Service (PHS) hospital or clinic where you have received health care, you may still obtain copies of your medical re-

cord, or a specific part of your medical record. Address your request to:

**Director
Public Health Service
Health Data Center
1000 Aerospace Road,
Warehouse No. 1
Lanham, Maryland 20706**

You must provide (1) verification of your identity, (2) treatment location, and (3) approximate dates of treatment. Please specify the content that you desire; for example, treatment of a fractured leg.

Please give us the name and address of your physician, other medical professional, or a responsible person such as your family minister, attorney, or family advisor, who may review your record and inform you of its contents. HSA Form 178, "Authorization for Disclosure of Information," may be used for all these purposes. Copies of the forms are available from a PHS facility or from the address above.

You will be charged 10¢ a page if you request more than 250 pages of records. There is no charge for 250 pages or less when access is provided for you.

Confidentiality of your records will be maintained and controlled under the provisions of the Privacy Act of 1974 (P.L. 93-579, 5 U.S.C. 552a) and HHS Regulations, Title 45, Part 5b.

Clarification on Medical Benefits to Pensioners

Since the closure of the U.S. Public Health Service hospitals on Oct. 1, 1981, some confusion has arisen concerning coverage for SIU pensioners under the Seafarer Welfare Plan.

Under the rules of the Welfare Plan, those receiving a *Deferred Vested Pension* are not eligible for benefits. This is a longstanding rule.

However, those receiving a Normal Pension, Early Normal Pension or Disability Pension are completely covered by the Welfare Plan. The procedure for filing for benefits by eligible pensioners has not changed. The pensioner must first file his claim with Medicare (if he is eligible for Medicare). Any reasonable charges over and above what Medicare allows, the Welfare Plan will pay. The Welfare Plan also pays the monthly Medicare premiums of eligible pensioners.

Those pensioners not eligible for Medicare (i.e. Early Normal Pen-

sioners under 65 years of age) should simply submit their bills with other pertinent data to the Welfare Plan

for payment. However, as soon as a pensioner reaches age 65 he must apply to Medicare for coverage.

65 and Still Sailing, Must Apply for Medicare

Under the rules of the Seafarers Welfare Plan, a seaman or boatman reaching the age of 65 must apply for eligibility under Medicare even though he may still be actively sailing.

The Welfare Plan reimburses your

monthly Medicare premium. After becoming eligible for Medicare, the seaman or boatman must submit his hospital bills, etc. to Medicare first. All reasonable charges over and above that covered by Medicare will be picked up by the Welfare Plan.

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.

Obviously, there is much at stake in the projected exportation of American coal. Jobs, economic expansion, our own national security and the security of our Western allies all hang in the balance.

The Ports Development Bill, sponsored by Mario Biaggi (D-NY), was recently voted favorably out of the Merchant Marine and Fisheries Committee.

The bill provides a cost-sharing plan to dredge channels in selected U.S. ports to 55 feet to accommodate 150,000 dwt colliers needed to transport the coal at competitive prices.

The bill also mandates that at least 40 percent of all U.S. dry bulk imports and exports be carried on American flag ships. According to the bill, this would be achieved mainly through bilateral trade agreements between the U.S. and our major trading partners.

I cannot emphasize enough the importance of this 40 percent share amendment to the viability of our national flag fleet, our sagging shipbuilding industry and the future security of our nation.

At the present time, only 17 aging bulkers make up the entire U.S. dry bulk fleet carrying 1 percent of America's huge trade in dry bulk materials. The Ports Development Bill, with the 40 percent cargo sharing amendment included, would rebuild this crucial segment of our fleet gradually over a ten year period without government subsidies.

The guarantee of long term coal hauling contracts would spur the necessary capital from private industry to build the ships creating thousands of much needed jobs and economic activity in this country.

As usual, there will be tremendous opposition to the cargo sharing amendment in the bill. However, a great deal of support for this initiative has been generated in both the House and Senate. Many legislators are finally realizing that American flag ships can compete with the foreigners if given the same economic leverage provided by foreign nations for their fleets—mainly in the form of bilateral shipping agreements and cargo preference laws.

From our viewpoint, the Ports Development Bill, including the 40 percent cargo clause, is a smart and reasonable move on the part of the United States. Labor realizes its responsibility in cooperating with management and government to insure the competitiveness of the U.S. fleet, and we in the SIU fully intend to live up to that responsibility to get this program off the ground.

The opportunity is here. The proper legislation is already in the hopper. And the SIU is ready and able to see this crucial bill through to the President's desk next year.

PRESIDENT'S REPORT

AMERICA is being described more and more these days as the Saudi Arabia of coal.

The United States always had a lot of coal, in fact the largest known reserves of coal in the world. But up until a few years ago when the skyrocketing cost of crude oil sent a lot of nations scrambling for alternate fuel sources nobody seemed to care that much about American coal.

Suddenly that has all changed. Japan and our allies in Western Europe are keenly interested in tapping America's huge resources of coal to break their ever growing dependence on Arab oil.

For the United States, the prospect of greatly increased coal exports is an opportunity that this nation cannot afford to pass up.

Not only would America be able to significantly close our balance of trade deficit. But, without enormous outlays of Federal dollars, the nation could improve our inland waterways systems and railroads, overhaul our ports and terminals and catapult the U.S. flag dry bulk fleet from a position of virtual non-existence to that of world prominence.

There are two keys to making this all happen: First is the crucial Ports Development Bill (H.R. 4627) now moving through the House of Representatives. Second is speed. Congress must move quickly on this bill because America is not the only nation vying for the coal market. Australia and South Africa are serious contenders to outmaneuver the U.S. for this lucrative trade.

In addition, the Russians are cooking up a scheme to build a natural gas pipeline into Western Europe to capitalize on the energy needs of these nations, a very dangerous precedent.



Frank Drozak

Drozak Elected to AFL-CIO Executive Council



Included in this photo are the newest AFL-CIO vice presidents, including (l-r): Vincent R. Sombrotto, president, National Association of Letter Carriers; James E. Hatfield, president, Glass Bottle Blowers Association; AFL-CIO Secretary-Treasurer Tom Donahue; Barbara Hutchinson, vice president, American Federation of Government Employees; AFL-CIO President Lane Kirkland; Richard Kilroy, president, Brotherhood of Railway and Airline Clerks and SIU President Frank Drozak.

New York, N.Y.—SIU President Frank Drozak was unanimously elected to the AFL-CIO Executive Council by the 1,000 delegates to the AFL-CIO's Centennial Convention here on Nov. 18, 1981.

Drozak's election as one of 33 vice presidents of the AFL-CIO gives the SIU a strong and steady voice on labor's most important and influential council.

The AFL-CIO Executive Council sets all policies and

At Presstime

priorities of the giant Federation which now represents more than 15 million American workers.

The Executive Council meets quarterly or as needed in special session to map out labor's strategy as well as deciding the Federation's stand on candidates for political office, including the House, Senate and White House.

The Executive Council is also the final arbiter in inter-union jurisdictional beefs or other problems.

Drozak shared center stage during the nominations and election of officers with AFL-CIO President Lane Kirkland and AFL-CIO Secretary Treasurer Tom Donahue who were both unanimously re-elected to their second term in office.

In addition to Drozak, four other top union officials were newly elected to the AFL-CIO Executive Council to fill five vacancies which opened up due to the retirement or death of former Executive Board members.

Kirkland, Donahue Unanimously Re-elected



After his unanimous election to the AFL-CIO Executive Council SIU President Frank Drozak posed with the Federation Secretary-Treasurer Tom Donahue (l.) and AFL-CIO President Lane Kirkland, who were both re-elected to their second 2-year terms.

The four other new members of the Council are: **James Hatfield**, president of the Association of Glass Bottle Blowers of the United States and Canada; **Richard Kilroy**, president of the Brotherhood of Railway and Airline Clerks; **Vincent Sombrotto**, president of the National Association of Letter Carriers, and **Barbara Hutchinson**, of the American Federation of

Government Employees.

Drozak's name was placed in nomination by Roman Gralewicz, president of the SIU of Canada.

Kirkland was nominated for his second term by ILA President **Teddy Gleason**, with seconding speeches by Operating Engineers President **J. C. Turner** and MM&P President **Capt. Bob Lowen**. Kirkland is a member of the MM&P.

Donahue was nominated to his second term as secretary treasurer by Service Employees President **John Sweeney**.

The nominations and election of officers took place directly after a rousing speech by **Sen. Ted Kennedy** of Massachusetts.

Kennedy, who was enthusiastically greeted by a cheering standing ovation from the Convention delegates, reaffirmed the Democratic pro-labor principles with which he has long been associated.

He said, "the labor movement has never abandoned the struggle and neither have I."

More on the AFL-CIO's Centennial Convention in December Issue

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 43, No. 11, November 1981. (ISSN #0160-2047)

Alaska Oil Will Not Be Exported—For Now

Washington, D.C.—Logging one of the most critical votes in defense of U.S. national security, consumer rights and the American merchant marine since the current Administration took office, the Cabinet Council on Natural Resources & Environment turned thumbs-down on a proposal to export Alaskan North Slope crude oil to Japan.

By a vote of better than two-to-one the Cabinet Council recommended to President Reagan that the current ban on the export of Alaskan-produced oil should be upheld. The Council, which was expected to recommend that Alaska oil be exported, includes the secretaries of all Cabinet level departments.

In a campaign spearheaded by the SIU, scores of Congressmen and Senators recorded their opposition to the export of Alaskan oil by sending letters to President Reagan and Interior Secretary James G. Watt, who heads the Cabinet Council on Natural Resources & Environment.

The arguments advanced in letter after letter echoed the SIU's strong opposition to the Alaskan oil export plan: selling the nation's sole do-

mestic oil reserve threatens U.S. national security; shortchanges the energy needs of U.S. consumers and would destroy a significant sector of the U.S. tanker fleet currently involved in the Alaskan oil trade.

"The export of Alaskan oil," said a letter to Interior Secretary Watt written by Rep. Lindy Boggs (D-La.) and co-signed by 11 other Congressmen, "would increase our vulnerability to supply disruptions. (It) would weaken our defense structure by irreparably damaging the U.S.-flag tanker fleet which is now less than adequate for defense purposes."

"Export of Alaskan oil," the letter continues, "would displace about 60 of the 75 ships currently engaged in the trade. This tonnage could not be absorbed by the already-depressed foreign tanker market."

Other compelling reasons for retaining Alaskan-produced oil for the American people, as Congress intended, were spelled out recently in a report prepared by Robert R. Nathan Associates, an economic consulting firm.

Released Nov. 3, the report, titled "The Economic & Financial Consequences of Exporting Alaskan

North Slope Crude Oil" concludes that "the costs of exporting Alaskan crude outweigh the benefits... exports would increase U.S. oil import dependence and American consumers... might pay higher product prices."

"U.S.-Japanese balance of trade figures would improve," the report states "but the overall U.S. trade balance would worsen." In addition, though "federal tax revenues would increase with exports by a maximum of \$333 million per year... federal tax losses and expenditures incurred from adverse financial impacts on the domestic maritime industry would reduce the net federal revenue gains to a nominal, if not negative value."

Additional, powerful arguments against the export plan came from yet another quarter. In a letter to the editor of the *N.Y. Times* dated Oct. 28, Raymond F. Bragg, Jr., executive director, American Petroleum Refiners Assn., points out that "West Coast and Gulf refiners have spent millions in retrofitting to handle heavy Alaskan oil. The current recession in the refining industry has closed some 40 plants and bankrupted a number of companies."

"Selling so much American oil to Japan for refining," Bragg adds, "amounts to exporting U.S. refining capacity—not a wise policy at this critical juncture."

Bragg also refutes a key argument of Alaskan oil export advocates who say that, in a U.S. emergency, the flow of U.S. oil to Japan would be cut off.

"Were we to sell large amounts of Alaskan oil to Japan," says Bragg, "it could not be re-routed easily in the event of an emergency. The tankers, pipelines and storage facilities now used to handle Alaskan crude would be diverted."

In the end, the only clear gainers in—and the chief supporters of—the Alaskan oil export plan are the profit greedy oil companies. Because they could use foreign-flag tankers for both the export and import ends of the transaction, the oil companies could reduce their per-barrel transportation costs and pocket higher profits.

Fortunately, U.S. national security and the energy needs of the American people appear to be weighing more heavily at this time with Congress and the Administration than the wishes of the very influential oil lobby.

1 Dead, 1 Injured in Mississippi River Barge Mishap

A tragic accident on the Upper Mississippi River has left one SIU Boatman dead and another seriously injured.

The incident occurred on Oct. 17, 1981 on a tank barge being towed by the *M/V National Freedom*, a towboat operated by National Marine Service.

Tankerman Tim Gurley, 24, entered one of the barge's empty cargo tanks to retrieve a flame screen which had fallen into the tank. The barge had been carrying asphalt. Apparently, residue hydrocarbons had robbed the tank of sufficient oxygen. Gurley was overcome in the tank.

Boatman Dave Grafton observed Gurley's plight and entered the tank himself to try to save his fellow boatman. Grafton was also overcome.

Heroically, fellow crewmembers Raymond Rooney and Leroy Laurent pulled Grafton and Gurley from the tank. Grafton was revived by a shorebased rescue squad. But the

rescue efforts could not save Boatman Gurley.

Tim Gurley, the father of two small children, lived in Vevay, Ind. with his wife, Barbara Jean. He graduated from the SHLSS Entry Training program in Piney Point in 1977. He was also a deacon in his church.

Brother Grafton, of St. Clair Shores, Mich. is also a graduate of the Lundberg School. He faces a long period of recuperation.

The SIU extends its deepest sorrow to the family of Tim Gurley. At the same time, we are all pulling for the total recovery of Dave Grafton.



The late Tim Gurley



Dave Grafton, injured

Al Zack, Voice of AFL-CIO for 25 Years, Dies at 63

The man who served as the official spokesman of the AFL-CIO for nearly a quarter century, Al Zack, passed away on Oct. 29.

Sixty-three years old, Zack died of a heart attack at his home in Sarasota, Fla.

In January of 1980, Zack retired as director of public relations for the AFL-CIO, shortly after George Meany stepped down as the Labor Federation's president.

Zack, who always had a soft spot in his heart for the SIU, had served as AFL-CIO public relations director since 1957. Before that, he was assistant director for several years.

From 1947 to 1952, he was publicity director of the Ohio CIO Council and for much of that time served as executive secretary of the Columbus CIO Council.

A native of Holyoke, Mass., Zack had been a reporter and copy desk editor on New England dailies and also worked in radio news.

He was a long-time member of the Newspaper Guild and played a major role in one of the longest Guild strikes on record, the 16-month strike against the Springfield, (Mass.) newspapers in 1946 and 1947. At the time of the strike, he was news editor of the Springfield Daily

News.

In a letter to Zack's widow, AFL-CIO President Lane Kirkland and Secretary-Treasurer Thomas Donahue wrote, "Al's extraordinary powers, personal and professional, were a tremendous asset to the labor movement."

The letter continued, "The high standards of truth and accuracy that made Al a news source of unquestioned reliability to generations of labor reporters brought honor to the federation he served, as well as to himself."

Zack is survived by his wife of 41 years, the former Jane Nesworthy, two

children, five grandchildren, a brother, and three sisters. His children are Allen Y. Zack, a former Log staffer and AFL-CIO public relations staff member and now a senior associate with the Kamber Group, a Washington, D.C., public relations firm, and Linda Tarr-Whelan, director of government relations for the National Education Association.

The family asks that expressions of sympathy be in the form of contributions to Save the Children, 48 Wilton Rd., Westport, Conn. 06880, or the Community for Creative Non-Violence, 135 Euclid St., N.W., Washington, D.C. 20009.

Alaska Oil Will Not Be Exported—For Now

Washington, D.C.—Logging one of the most critical votes in defense of U.S. national security, consumer rights and the American merchant marine since the current Administration took office, the Cabinet Council on Natural Resources & Environment turned thumbs-down on a proposal to export Alaskan North Slope crude oil to Japan.

By a vote of better than two-to-one the Cabinet Council recommended to President Reagan that the current ban on the export of Alaskan-produced oil should be upheld. The Council, which was expected to recommend that Alaska oil be exported, includes the secretaries of all Cabinet level departments.

In a campaign spearheaded by the SIU, scores of Congressmen and Senators recorded their opposition to the export of Alaskan oil by sending letters to President Reagan and Interior Secretary James G. Watt, who heads the Cabinet Council on Natural Resources & Environment.

The arguments advanced in letter after letter echoed the SIU's strong opposition to the Alaskan oil export plan: selling the nation's sole do-

mestic oil reserve threatens U.S. national security; shortchanges the energy needs of U.S. consumers and would destroy a significant sector of the U.S. tanker fleet currently involved in the Alaskan oil trade.

"The export of Alaskan oil," said a letter to Interior Secretary Watt written by Rep. Lindy Boggs (D-La.) and co-signed by 11 other Congressmen, "would increase our vulnerability to supply disruptions. (It) would weaken our defense structure by irreparably damaging the U.S.-flag tanker fleet which is now less than adequate for defense purposes."

"Export of Alaskan oil," the letter continues, "would displace about 60 of the 75 ships currently engaged in the trade. This tonnage could not be absorbed by the already-depressed foreign tanker market."

Other compelling reasons for retaining Alaskan-produced oil for the American people, as Congress intended, were spelled out recently in a report prepared by Robert R. Nathan Associates, an economic consulting firm.

Released Nov. 3, the report, titled "The Economic & Financial Consequences of Exporting Alaskan

North Slope Crude Oil" concludes that "the costs of exporting Alaskan crude outweigh the benefits... exports would increase U.S.-oil import dependence and American consumers... might pay higher product prices."

"U.S.-Japanese balance of trade figures would improve," the report states "but the overall U.S. trade balance would worsen." In addition, though "federal tax revenues would increase with exports by a maximum of \$333 million per year... federal tax losses and expenditures incurred from adverse financial impacts on the domestic maritime industry would reduce the net federal revenue gains to a nominal, if not negative value."

Additional, powerful arguments against the export plan came from yet another quarter. In a letter to the editor of the *N.Y. Times* dated Oct. 28, Raymond F. Bragg, Jr., executive director, American Petroleum Refiners Assn., points out that "West Coast and Gulf refiners have spent millions in retrofitting to handle heavy Alaskan oil. The current recession in the refining industry has closed some 40 plants and bankrupted a number of companies."

"Selling so much American oil to Japan for refining," Bragg adds, "amounts to exporting U.S. refining capacity—not a wise policy at this critical juncture."

Bragg also refutes a key argument of Alaskan oil export advocates who say that, in a U.S. emergency, the flow of U.S. oil to Japan would be cut off.

"Were we to sell large amounts of Alaskan oil to Japan," says Bragg, "it could not be re-routed easily in the event of an emergency. The tankers, pipelines and storage facilities now used to handle Alaskan crude would be diverted."

In the end, the only clear gainers—and the chief supporters of—the Alaskan oil export plan are the profit greedy oil companies. Because they could use foreign-flag tankers for both the export and import ends of the transaction, the oil companies could reduce their per-barrel transportation costs and pocket higher profits.

Fortunately, U.S. national security and the energy needs of the American people appear to be weighing more heavily at this time with Congress and the Administration than the wishes of the very influential oil lobby.

1 Dead, 1 Injured in Mississippi River Barge Mishap

A tragic accident on the Upper Mississippi River has left one SIU Boatman dead and another seriously injured.

The incident occurred on Oct. 17, 1981 on a tank barge being towed by the *M/V National Freedom*, a towboat operated by National Marine Service.

Tankerman Tim Gurley, 24, entered one of the barge's empty cargo tanks to retrieve a flame screen which had fallen into the tank. The barge had been carrying asphalt. Apparently, residue hydrocarbons had robbed the tank of sufficient oxygen. Gurley was overcome in the tank.

Boatman Dave Grafton observed Gurley's plight and entered the tank himself to try to save his fellow boatman. Grafton was also overcome.

Heroically, fellow crewmembers Raymond Rooney and Leroy Laurent pulled Grafton and Gurley from the tank. Grafton was revived by a shorebased rescue squad. But the

rescue efforts could not save Boatman Gurley.

Tim Gurley, the father of two small children, lived in Vevay, Ind. with his wife, Barbara Jean. He graduated from the SHLSS Entry Training program in Piney Point in 1977. He was also a deacon in his church.

Brother Grafton, of St. Clair Shores, Mich. is also a graduate of the Lundeborg School. He faces a long period of recuperation.

The SIU extends its deepest sorrow to the family of Tim Gurley. At the same time, we are all pulling for the total recovery of Dave Grafton.



The late Tim Gurley



Dave Grafton, injured

Al Zack, Voice of AFL-CIO for 25 Years, Dies at 63

The man who served as the official spokesman of the AFL-CIO for nearly a quarter century, Al Zack, passed away on Oct. 29.

Sixty-three years old, Zack died of a heart attack at his home in Sarasota, Fla.

In January of 1980, Zack retired as director of public relations for the AFL-CIO, shortly after George Meany stepped down as the Labor Federation's president.

Zack, who always had a soft spot in his heart for the SIU, had served as AFL-CIO public relations director since 1957. Before that, he was assistant director for several years.

From 1947 to 1952, he was publicity director of the Ohio CIO Council and for much of that time served as executive secretary of the Columbus CIO Council.

A native of Holyoke, Mass., Zack had been a reporter and copy desk editor on New England dailies and also worked in radio news.

He was a long-time member of the Newspaper Guild and played a major role in one of the longest Guild strikes on record, the 16-month strike against the Springfield, (Mass.) newspapers in 1946 and 1947. At the time of the strike, he was news editor of the Springfield Daily

News.

In a letter to Zack's widow, AFL-CIO President Lane Kirkland and Secretary-Treasurer Thomas Donahue wrote, "Al's extraordinary powers, personal and professional, were a tremendous asset to the labor movement."

The letter continued, "The high standards of truth and accuracy that made Al a news source of unquestioned reliability to generations of labor reporters brought honor to the federation he served, as well as to himself."

Zack is survived by his wife of 41 years, the former Jane Nesworthy, two

children, five grandchildren, a brother and three sisters. His children are Allen Y. Zack, a former *Log* staffer and AFL-CIO public relations staff member and now a senior associate with the Kamber Group, a Washington, D.C., public relations firm; and Linda Tam-Whelan, director of government relations for the National Education Association.

The family asks that expressions of sympathy be in the form of contributions to Save the Children, 48 Wilton Rd., Westport, Conn. 06880, or the Community for Creative Non-Violence, 135 Euclid St., N.W., Washington, D.C. 20009.

Fighting Fire With Fire

SIU Pickets Venezuelan Ro/Ro After Diplomat Is Boycotted in Puerto Cabello

STRONG, decisive action by the SIU successfully ended an 11-day stand-off with Venezuelan dockworkers who had refused to handle Ro/Ro cargo on the SIU-contracted *Diplomat* (Coordinated Caribbean Transport) last month.

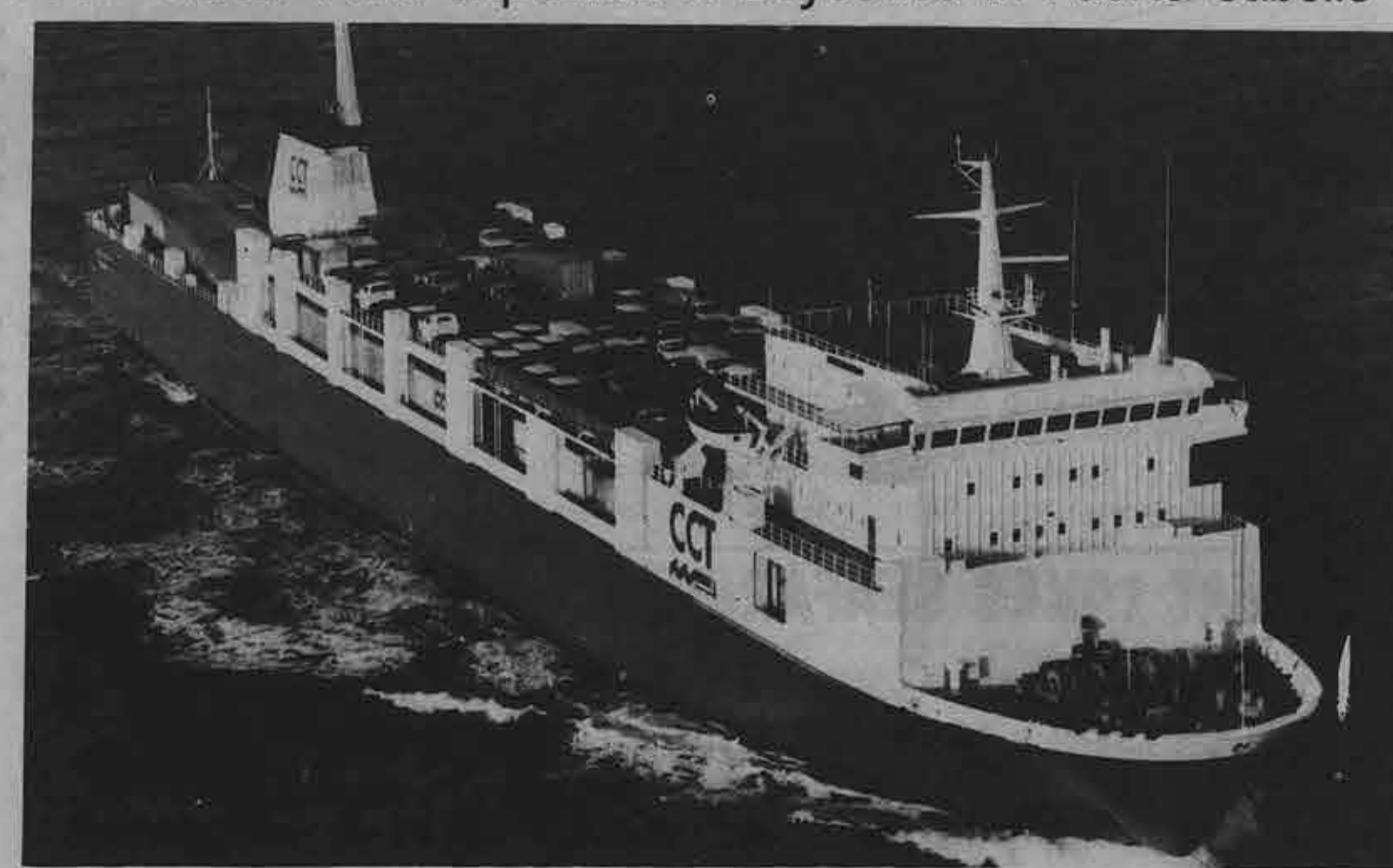
The brand-new *Diplomat*, built expressly for the U.S.-Venezuela trade and manned by SIU members, made her second trip to Venezuela in mid-October. Upon arriving in Puerto Cabello, Venezuelan dockworkers balked at handling another automated cargo vessel and refused to service the U.S.-flag ship.

SIU President Frank Drozak appealed to both the U.S. State Department and the Federal Maritime Commission "to intervene and assist in correcting this discriminatory action by the Venezuelan dockworkers against the United States."

Five days into the action the U.S. government had done nothing to resolve the dispute. "Our government," Drozak angrily remarked at the time, "seems to be as idle as the *Diplomat* in the Venezuelan harbor."

By their silence, the U.S. government has created "an extremely serious situation," Drozak charged. "If the Venezuelan government and the Venezuelan dockworkers are allowed to blackball American flag ships from entering its ports," warned Drozak, "other countries will take similar actions."

The U.S. government's reluctance to back its national-flag fleet was particularly bewildering, Drozak said, since "our government has encouraged U.S. shipowners to furnish U.S. flags



The SIU manned *M/V Diplomat* is sailing again after the SIU took retaliatory action against a Venezuelan ship in Miami when the Union got no reaction from the U.S. State Department when Venezuelan longshoremen refused to unload the *Diplomat* because of a rift over automation.

with automated equipment so that the U.S. maritime industry is competitive in international trade."

SIU Retaliates

Faced with a stonewalling Administration, Drozak and International Longshoremen's Assn. President Teddy Gleason swiftly decided to take unilateral action and, on Oct. 30, a counter-boycott of Venezuelan flag vessels in the U.S. was launched by MTD affiliates. "We have no other choice," Drozak said of the action which, he added, would "not benefit either the U.S. government or the government

of Venezuela."

Round-the-clock picketlines were set up at the port of Miami around the Venezuelan-flag *Manauere VII*. Manned by SIU members, the picketlines were honored by ILA dockworkers and the *Manauere VII* lay as idle in Miami as the *Diplomat* was in Puerto Cabello.

In a short period of time, the SIU's counter-action had the desired effect. On Nov. 3, Drozak announced "our picketlines were withdrawn from the ports of Florida at 1:00 pm," four days after being set up. "The U.S. boycott of Venezuelan ships has been amicably resolved."

"The Venezuelan port authorities," added Drozak, "the Venezuelan dockworkers, American shipowners and the unions have reached an agreement whereby Venezuelan dockworkers will service American-flag vessels and American dockworkers will load and unload Venezuelan carriers."

With the resolution of the dispute, both the *Manauere VII* and the *Diplomat* were free to resume their runs. Christened in early October, the *Diplomat*, like her sistership the *Ambassador*, was built for participation in the Miami-Venezuela trade under a U.S.-Venezuela bilateral trade agreement.

M.M. to Get 'Lions Share' of \$6.5B MSC Buildup

PLANS are under way to beef up this nation's sealift readiness which has long been neglected in favor of other methods of deploying combat troops and military cargo, most specifically airlift capability and prepositioned war materials.

According to Vice Admiral Kent J. Carroll, Commander of the Military Sealift Command, who addressed the 55th Annual Propeller Club Convention, "more than \$6.5 billion will be paid out for new sealift enhancement programs between now and 1986—and the U.S. maritime industry will get the lion's share of business."

These programs include an expanded Near Term Prepositioned Force in the Indian Ocean, which is part of the Rapid Deployment Force; a rapid reinforcement package of eight 33-knot SL-7's; and a maritime prepositioned ship

package. Ships in these programs will be chartered or purchased from the private sector, converted for MSC use in private shipyards, manned by civilians and operated for MSC by private contractors.

Countering Soviets

The build-up comes as a response to growing international conditions, most notably the growing Soviet arms build-up, which will allow the Soviets to fight sustained skirmishes on two or more theaters.

According to Carroll, the United States has concentrated its attention almost exclusively on NATO and Western Europe. However, interest has shifted to the Persian Gulf, whose vast oil reserves have given it a heightened strategic importance.

Because of its preoccupation with NATO, the United States has relied on

prepositioned war materials and a strong airlift capability to protect its strategic interests. However, the Persian Gulf countries are further away from the United States than Europe is, and less likely to allow prepositioned war materials to be stationed on their lands. Moreover, defense planners are reluctant to place prepositioned war materials in Southern Europe, because of political uncertainties in that region (e.g.—Greece threatening to withdraw from NATO).

Mid East Uncertainties

The availability of fuel supplies also plays a part. In reviewing the October '73 Arab-Israeli War, the Military Sealift Command had determined that it took over six tons of fuel to deliver one ton of cargo to Tel Aviv. In contrast, a C-4 cargo ship sailing from N.Y. to

Tel Aviv and back used one-sixth of a ton of fuel for each measurement ton of cargo carried.

The maritime industry is expected to benefit from the \$6.5 billion program. According to Carroll, "that's about \$6 billion worth of business for the private maritime industry since MSC pays out approximately 75¢ out of every \$1 in operating expenses to the maritime industry for services including ship repair and charter."

Summing up, Carroll noted, "we are partners with the U.S. merchant marine. We in the Navy rely on the U.S. flag fleet for sealift enhancement and to deliver the majority of military cargo in peacetime. Last year more than 95% of all shipments of military dry cargo and more than 85% of military petroleum products moved in privately owned U.S. flag ships."

SIU Rebuffs Senate Sneak Attack on PL-480

WASHINGTON, D.C.—A sudden attack on the vital cargo preference provision in Public Law 480 was swiftly and soundly repulsed by the SIU's Washington team on Oct. 20.

Within a period of a few hours, a very damaging amendment to the International Security and Development Act of 1981 was introduced and defeated in the Senate by a vote of 70 to 28. The overwhelming defeat was in large part due to the quick response of the Union's legislative staff members who vigorously lobbied among the Senators.

In the words of the man who

tried to sneak the amendment through the Upper Chamber, **Senator John Danforth (R-Mo.)**, the bill "would eliminate the cargo preference requirements for food shipped under Public Law 480."

U.S. Ships Guaranteed 50%

When Public Law 480 was enacted in 1954 to send food to a hungry world, cargo preference for American-flag ships was an integral part of it. As the law stands now, at least 50 percent of P.L. 480 cargo must go on ships carrying the U.S. flag.

As **Senator Paul Sarbanes (D-Md.)**, who opposed the amendment

said, P.L. 480 "has embraced as one of its purposes... support for an American merchant marine.... If we are going to start dropping such support off the side without substituting anything in its place in terms of continuing support for the merchant marine, then the bottom line is that the merchant marine will diminish even further with all of the costs and all of the repercussions that will bring in terms of important economic and security interests of this country."

It was Senator Danforth's argument that the money used for the cargo preference requirement should be used to buy more food. He said that the cargo preference requirement cost \$75 to \$100 million a year and that the money could buy "between 350,000 and 500,000 more metric tons of food in 1982...."

However, **Senator Slade Gorton (R-Wash.)**, who opposed Danforth's amendment, pointed out that the whole program is a subsidy at the same time that it is an "act of charity and nobility" on the part of the U.S.

"It came into being," said Gorton, "as a result of a coalition—a coalition between agricultural interests, a coalition which involved foreign policy interests, a coalition which involved charitable interests, and a coalition which involved merchant marine interests in the United States."

Gorton also disclosed to the Senate that the Reagan Administration "opposes this amendment."

Another opponent of the bill, **Senator Bob Packwood (R-Ore.)** confirmed that Department of Transportation Secretary Drew Lewis had phoned "indicating that

the Administration does oppose this amendment at this time."

Arguing along similar lines as Senator Gorton was **Senator Claiborne Pell (D-R.I.)**. He said, "I think the important thing here is to be honest with ourselves, recognize that we do have a subsidy for the merchant marine. It is perfectly open and fully justifiable."

He also pointed to the fact that the Administration has already reduced the food for peace program by \$100 million, from \$1.26 billion to \$1.16 billion. President Reagan has proposed a further cut of \$140 million.

Pell urged his colleagues to continue the cargo preference provision in P.L. 480 but to "fight the projected reduction of \$140 million... and fight to increase the total amount of funds made available for the world's hungry children. For me, that is the proper course of action."

Among the leaders in the fight against this amendment was **Senator Daniel Inouye (D-Hawaii)**. He told the Senate, "I hope that my colleagues will look upon the sad plight of our merchant marine. To think that we carry only four percent of our foreign trade should be of major concern to us."

Other Senators who fought against the Danforth amendment were: **Charles McC. Mathias (R-Md.)**; **Ted Stevens (R-Alaska)**, and **Russell Long (D-La.)**.

The IU legislative staff helped to fight back a similar attack on the cargo preference provision of P.L. 480 that was launched earlier this year by Jesse Helms (R-N.C.). Interestingly, on Oct. 20 Senator Helms voted against the Danforth amendment.

GREAT LAKES SEAFARERS!

Advance Your Career Now

Learn to be a **CONVEYORMAN**

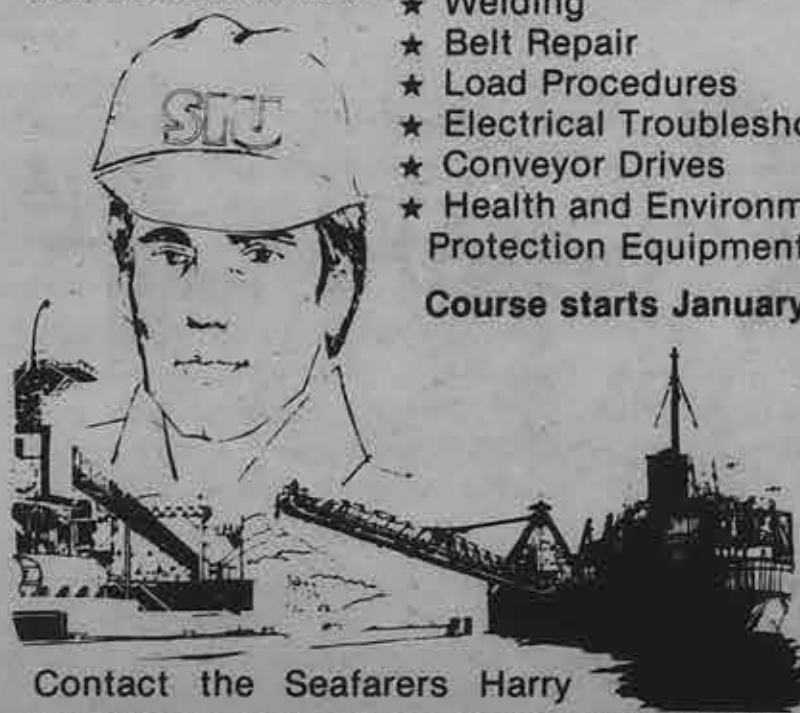
Sign up today for the

Conveyor Department Course

at SHLSS. This special course is just for Great Lakes Seafarers. It covers:

- ★ Welding
- ★ Belt Repair
- ★ Load Procedures
- ★ Electrical Troubleshooting
- ★ Conveyor Drives
- ★ Health and Environmental Protection Equipment

Course starts January 4.



Contact the Seafarers Harry Lundeborg School of Seamanship or fill-out the application in this issue of the Log.

IUOE's Steve Leslie Presented 2nd Annual Paul Hall Award

Steve Leslie, vice president of the International Brotherhood of Operating Engineers, was named this year's recipient of the 'Paul Hall Memorial Award' for his lifelong contributions to working people. The honor was bestowed at the annual dinner held by the Maritime Port Council of Greater New York City and Vicinity on October 17.

Among those on hand to pay tribute to Mr. Leslie were New York State Governor **Hugh Carey**, SIUNA President **Frank Drozak**, MEBA-AMO District 2 President **Ray McKay** and Mrs. Rose Hall.

In accepting the award, Mr. Leslie was most humble. He cited the award as "not really a tribute to me... but, as it should be, a tribute to the man it is named for... Paul Hall." Steve Leslie is the second to receive the Paul Hall Award since it was named for the late Seafarer's President. The first recipient was **Charles I. Hiltzheimer**, head of Sea-Land.



The 2nd Annual Paul Hall Memorial award was presented to IUOE Vice President Steve Leslie (center) at the MPC dinner in October. He was joined on the dais by, from the left: Frank Lonardo, president, Local 1814 of the ILA; J. C. Turner, president IUOE; Mrs. Rose Hall and SIU and MTD President Frank Drozak.

SIU Rebuffs Senate Sneak Attack on PL-480

WASHINGTON, D.C.—A sudden attack on the vital cargo preference provision in Public Law 480 was swiftly and soundly repulsed by the SIU's Washington team on Oct. 20.

Within a period of a few hours, a very damaging amendment to the International Security and Development Act of 1981 was introduced and defeated in the Senate by a vote of 70 to 28. The overwhelming defeat was in large part due to the quick response of the Union's legislative staff members who vigorously lobbied among the Senators.

In the words of the man who

tried to sneak the amendment through the Upper Chamber, Senator John Danforth (R-Mo.), the bill "would eliminate the cargo preference requirements for food shipped under Public Law 480."

U.S. Ships Guaranteed 50%

When Public Law 480 was enacted in 1954 to send food to a hungry world, cargo preference for American-flag ships was an integral part of it. As the law stands now, at least 50 percent of P.L. 480 cargo must go on ships carrying the U.S. flag.

As Senator Paul Sarbanes (D-Md.), who opposed the amendment

said, P.L. 480 "has embraced as one of its purposes... support for an American merchant marine.... If we are going to start dropping such support off the side without substituting anything in its place in terms of continuing support for the merchant marine, then the bottom line is that the merchant marine will diminish even further with all of the costs and all of the repercussions that will bring in terms of important economic and security interests of this country."

It was Senator Danforth's argument that the money used for the cargo preference requirement should be used to buy more food. He said that the cargo preference requirement cost \$75 to \$100 million a year and that the money could buy "between 350,000 and 500,000 more metric tons of food in 1982...."

However, Senator Slade Gorton (R-Wash.), who opposed Danforth's amendment, pointed out that the whole program is a subsidy at the same time that it is an "act of charity and nobility" on the part of the U.S.

"It came into being," said Gorton, "as a result of a coalition—a coalition between agricultural interests, a coalition which involved foreign policy interests, a coalition which involved charitable interests, and a coalition which involved merchant marine interests in the United States."

Gorton also disclosed to the Senate that the Reagan Administration "opposes this amendment."

Another opponent of the bill, Senator Bob Packwood (R-Ore.) confirmed that Department of Transportation Secretary Drew Lewis had phoned "indicating that

the Administration does oppose this amendment at this time."

Arguing along similar lines as Senator Gorton was Senator Claiborne Pell (D-R.I.). He said, "I think the important thing here is to be honest with ourselves, recognize that we do have a subsidy for the merchant marine. It is perfectly open and fully justifiable."

He also pointed to the fact that the Administration has already reduced the food for peace program by \$100 million, from \$1.26 billion to \$1.16 billion. President Reagan has proposed a further cut of \$140 million.

Pell urged his colleagues to continue the cargo preference provision in P.L. 480 but to "fight the projected reduction of \$140 million.... and fight to increase the total amount of funds made available for the world's hungry children. For me, that is the proper course of action."

Among the leaders in the fight against this amendment was Senator Daniel Inouye (D-Hawaii). He told the Senate, "I hope that my colleagues will look upon the sad plight of our merchant marine. To think that we carry only four percent of our foreign trade should be of major concern to us."

Other Senators who fought against the Danforth amendment were: Charles McC. Mathias (R-Md.); Ted Stevens (R-Alaska), and Russell Long (D-La.).

The SIU legislative staff helped to fight back a similar attack on the cargo preference provision of P.L. 480 that was launched earlier this year by Jesse Helms (R-N.C.). Interestingly, on Oct. 20 Senator Helms voted against the Danforth amendment.

House Unit Ok's 40% Bulk Share for U.S. Ships Long Battle Still Ahead to Enact Farthest Reaching Cargo Bill Ever

WASHINGTON, D.C.—A very significant victory for the U.S. flag merchant fleet was won last month in the House Merchant Marine and Fisheries Committee.

By unanimous voice vote, an amendment was passed that would establish a cargo provision on American-flag ships for all U.S. dry bulk imports and exports, commercial or otherwise.

The amendment is part of a Port Development Bill necessitated by the coal boom expected in this decade. The amendment's goal is to have U.S.-flag ships haul 40 percent of the dry bulk cargo trade within ten years time. This would generally be done through bilateral cargo sharing agreements between America and her trading partners.

American ships built with, or operated with, subsidy would be excluded from the program.

This amendment, if enacted into law, would give an enormous boost to the American merchant marine. The SIU Washington team worked vigorously to get the amendment passed.

Among the Congressmen who were particularly instrumental in getting the amendment through committee were Rep. Gene Snyder (R-Ken.) who introduced the legislation and Rep. Don Bonker (D-Wash.) who withdrew his more limited cargo policy amendment in favor of Snyder's bill.

Also giving strong support to the amendment was the co-chairman of the Merchant Marine Committee, Rep. Mario Biaggi (D-N.Y.) and Rep. Brian J. Donnelly (D-Mass.).

1st Step in Long Fight

Of course, this victory in the



Rep. Don Bonker discusses port development at his Capitol Hill office with SIU President Frank Drozak.

Committee is only a first step. The port development bill, of which the amendment is a part, must still go through the Public Works and Transportation Committee, the full House, the Senate, and be signed by President Reagan. Another Port Development bill is being considered in the Senate.

The SIU will be pursuing this vital amendment all the way to fight for its enactment.

Rep. Snyder's amendment was originally introduced to the Congress on Sept. 7 as the "Maritime Dry Bulk Trade Act." The bill calls for negotiation of "bilateral dry bulk shipping agreement with our trading partners...." This would be done through Government International Maritime Agreements.

For years the SIU has been fighting for just such bilateral agreements.

The U.S.-flag fleet currently carries 1.2 percent of this country's import-export dry-bulk commodities.

impediments to the timely maintenance and expeditious development of deep-draft commercial ports in the United States, prompted by the emerging coal export boom of the 1980's."

Newsletter on Liberties Available

The National Maritime Historical Society's Liberty Ship Project was formed in 1978 to preserve the lore of the Liberties. Through its newsletter, the "Liberty Log," it has helped to spread the word about such Liberty Ship preservation projects as the *Jeremiah O'Brien*, as well as keeping its members informed about any and all Liberty Ships remaining in the world (a handful of the 2,700 built in World War II). All Liberty Ship Veterans are encouraged to write in and share their recollections about the "Ugly Ducklings." For a free sample of the "Liberty Log," write to: The Editor, Liberty Log; National Maritime Historical Society, 2 Fulton Street, Brooklyn, N.Y. 11201.

Ogden Connecticut Committee



SIU representative George Ripol (seated left) last month at a payoff makes out a dues receipt for (seated center) Bosun Phil Gavin, ship's chairman of the ST Ogden Connecticut (Ogden Marine) while (seated right) Crewmember Jerry Gant looks on. The rest of the Ship's Committee are (standing l. to r.) Engine Delegate Jerry Miller, Steward Delegate George Major and Deck Delegate Patrick Ray. The tanker paid off at the Exxon Dock, Bayway, N.J.

GREAT LAKES SEAFARERS!

Advance Your Career Now

Learn to be a CONVEYORMAN

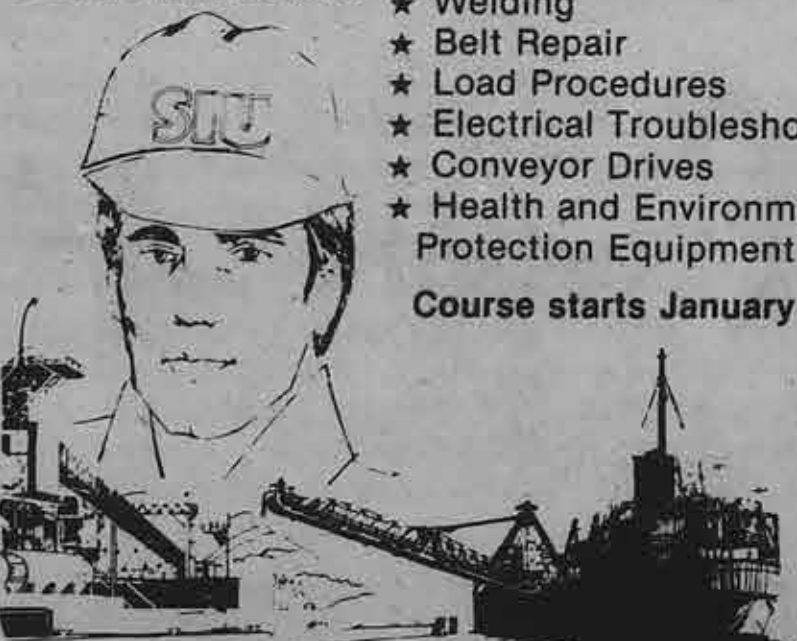
Sign up today for the

Conveyor Department Course

at SHLSS. This special course is just for Great Lakes Seafarers. It covers:

- ★ Welding
- ★ Belt Repair
- ★ Load Procedures
- ★ Electrical Troubleshooting
- ★ Conveyor Drives
- ★ Health and Environmental Protection Equipment

Course starts January 4.



Contact the Seafarers Harry Lundeberg School of Seamanship or fill out the application in this issue of the Log.

IUOE's Steve Leslie Presented 2nd Annual Paul Hall Award

Steve Leslie, vice president of the International Brotherhood of Operating Engineers, was named this year's recipient of the "Paul Hall Memorial Award" for his lifelong contributions to working people. The honor was bestowed at the annual dinner held by the Maritime Port Council of Greater New York City and Vicinity on October 17.

Among those on hand to pay tribute to Mr. Leslie were New York State Governor Hugh Carey, SIUNA President Frank Drozak, MEBA-AMO District 2 President Ray McKay and Mrs. Rose Hall.

In accepting the award, Mr. Leslie was most humble. He cited the award as "not really a tribute to me... but, as it should be, a tribute to the man it is named for... Paul Hall." Steve Leslie is the second to receive the Paul Hall Award since it was named for the late Seafarer's President. The first recipient was Charles I. Hiltzheimer, head of Sea-Land.



The 2nd Annual Paul Hall Memorial award was presented to IUOE Vice President Steve Leslie (center) at the MPC dinner in October. He was joined on the dais by, from the left: Frank Lonardo, president, Local 1814 of the ILA; J. C. Turner, president of IUOE; Mrs. Rose Hall and SIU and MTD President Frank Drozak.

"I swore I would never
come home again till
I was a pilot and
could come home
in glory!"

Mark Twain, "Life on the Mississippi"



To enroll, contact the Seafarers Harry Lundeberg School of Seamanship or fill out the application in this issue of the Log.

Yes, you can pass the Coast Guard exam for First Class Pilot! At SHLSS, we'll give you all the help you need to earn your pilot's license. When you leave SHLSS, you'll go home to a better job and higher pay.

Course starts January 4

Come to SHLSS
Take the Pilot's Course
We'll help you
go home in glory!



Secretary-Treasurer of the former MSTU Roy A. "Buck" Mercer (second from left) is flanked by some of the Navy's top brass, they are (l. to r.): Commodore Carroll, Commodore Kefauver and the *Spica's* skipper Captain Gill.



Deck Engineer Wyatt Taylor takes a stroll on the maindeck aft.

Spica Joins MSC Fleet: Manned With SIU Crew

ON November 4, at the stroke of midnight the *M/V Tarbatness*, a supply vessel belonging to the British Navy's Royal Fleet Auxiliary officially became a part of U.S. Navy's Military Sealift Command and will hereafter be known as the *Spica*. The nearly 600 foot ship is the first to be crewed by members of the former Military Sea Transport Union (MSTU) since their merger ratification into the SIU became effective last month.

MSTU Secretary-Treasurer Roy A. "Buck" Mercer, along with the union's business agent, Raleigh Minix and SIU Norfolk Agent Steve Papauchis, were on hand to oversee the transfer of the ship's registry to the U.S. Flag. Prior to the official transfer there was a luncheon ceremony attended by officials of both the RFA and the MSC including Mr. Tony Kemp of the RFA and *Tarbatness'* Captain Dickinson; speaking for the MSC was Commodore V.A. Carroll and the *Spica* skipper Captain Gill.

The feelings of the British crew of



The latest addition to the MSC fleet manned by the SIU, the *Spica*, formerly known as *Tarbatness* berthed at the U.S. Naval base in Norfolk, Virginia.

Tarbatness could only be described as melancholy as they saw their former home turned over to the U.S. fleet.

However, RFA's Kemp seemed to have the best perspective on the situation as he told the assembly of the "the sense of pride they had come to feel after (*Tarbatness*) 14 years of

service," and that he did not feel as though they were turning the vessel over to a "foreign navy" but in fact to "an ally and sister service (MSC)." Finally he asked only that *Spica* "come to visit Britain occasionally to renew the bond of friendship" that exists between the two nations.

Spica joins the MSC as a "safeway store" meaning she will replenish Navy vessels-at-sea with general stores. Her home port will be Subic Bay, P.I. The supply ship is the second to join the MSC from the RFA this year, joining the *M/V Sirius* which came over in the spring.



Amidst the *Spica's* engine room are (from l. to r.): Doug McCausland, 3rd Ass't. Engineer; William Kidd, 1st Ass't. Engineer and Larry Pappas, Day 2nd Ass't. Engineer.



Looking over the room assignments are (from l. to r.): Underway Replacement Bos'n Dick Martinez; MSTU business agent Raleigh Minix; Bos'n. Hans Rook and Buck Mercer.



Secretary-Treasurer of the former MSTU Roy A. "Buck" Mercer (second from left) is flanked by some of the Navy's top brass, they are (l. to r.): Commodore Carroll, Commodore Kefauver and the Spica's skipper Captain Gill.



Deck Engineer Wyatt Taylor takes a stroll on the maindeck aft.

Spica Joins MSC Fleet: Manned With SIU Crew

ON November 4, at the stroke of midnight the *M/V Tarbatness*, a supply vessel belonging to the British Navy's Royal Fleet Auxiliary officially became a part of U.S. Navy's Military Sealift Command and will hereafter be known as the *Spica*. The nearly 600 foot ship is the first to be crewed by members of the former Military Sea Transport Union (MSTU) since their merger ratification into the SIU became effective last month.

MSTU Secretary-Treasurer Roy A. "Buck" Mercer, along with the union's business agent, Raleigh Minix and SIU Norfolk Agent Steve Papauchis, were on hand to oversee the transfer of the ship's registry to the U.S. flag. Prior to the official transfer there was a luncheon ceremony attended by officials of both the RFA and the MSC including Mr. Tony Kemp of the RFA and *Tarbatness* Captain Dickinson; speaking for the MSC was Commodore V.A. Carroll and the *Spica* skipper Captain Gill.

"The feelings of the British crew of



The latest addition to the MSC fleet manned by the SIU, the *Spica*, formerly known as *Tarbatness* berthed at the U.S. Naval base in Norfolk, Virginia.

Tarbatness could only be described as melancholy as they saw their former home turned over to the U.S. fleet.

However, RFA's Kemp seemed to have the best perspective on the situation as he told the assembly of the "the sense of pride they had come to feel after (*Tarbatness*) 14 years of

service," and that he did not feel as though they were turning the vessel over to a "foreign navy" but in fact to "an ally and sister service (MSC)." Finally he asked only that *Spica* "come to visit Britain occasionally to renew the bond of friendship" that exists between the two nations.

Spica joins the MSC as a "safeway store" meaning she will replenish Navy vessels-at-sea with general stores. Her home port will be Subic Bay, P.I. The supply ship is the second to join the MSC from the RFA this year, joining the *M/V Sirius* which came over in the spring.



Amidst the *Spica*'s engine room are (from l. to r.): Doug McCausland, 3rd Ass't Engineer; William Kidd, 1st Ass't Engineer and Larry Pappas, Day 2nd Ass't Engineer.



Looking over the room assignments are (from l. to r.): Underway Replacement Bos'n Dick Martinez; MSTU business agent Raleigh Minix; Bos'n Hans Rook and Buck Mercer.

The SIU in Washington

Seafarers International Union of North America (SIU-CIO)

November 1981

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

One of the rising Congressional powers in the maritime industry is Sen. Slade Gorton, a Republican from Washington, elected last year. Gorton's approach to halting the decline in the American flag Merchant Marine differs from his predecessors. In an era of budget cutting, he is looking to increase the productivity of the American flag merchant marine without having to embark on expensive spending programs.

As Chairman of the Senate Merchant Marine Committee, Gorton has been holding hearings to come up with legislation that would streamline the burdensome regulations that have all but crippled the American flag merchant marine. The legislation is not yet in final form, but it is expected to deal with closed shipping conferences, relaxed anti-trust provisions, and enforcement of existing cargo preference laws.

He has had an effect. In his first term in the Senate, he successfully blocked attempts by the powerful Agriculture lobby to cut funding for the PL 480 cargoes.

Along with Daniel Inouye (D-Hawaii) and John Warner (R-Va.), Gorton has refused to write off the merchant marine. He has fought and will continue to fight for its revival.

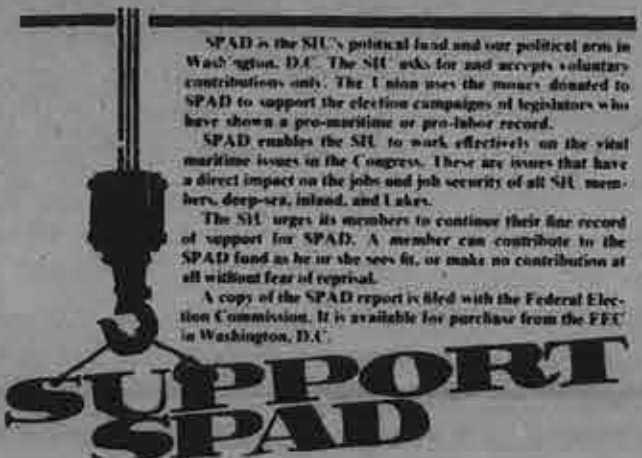
Bill to Prohibit Foreign Construction of Navy Ships

By a vote of 362-21, the House of Representatives passed H.R. 346, a bill that would prohibit foreign construction of the U.S. Naval vessels unless the President determines it is in the national interest to allow such construction. The measure was introduced by Rep. Claudine Schneider (R-RI) and co-sponsored by 17 Democrats and 7 Republicans.

Fumigation

The Federal Grain Inspection Service (FGIS), U.S. Department of Agriculture, withdrew a proposed fumigation ruling that would have effectively eliminated U.S. flag vessels from carrying grain. The proposal sought to limit in transit fumigation of insect-infested grain to dry-bulk carriers. Of 4,700 dry-bulk carriers in the world today, only 14 fly the American flag.

As a result of industry pressure, tests were conducted on several tankers proving that in-transit fumigation can be safe and effective. FGIS has now issued interim instructions permitting in-transit treatment of infested grain aboard tankers.



SPAD is the SIU's political fund and campaign arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The fund is used 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. There are no dues 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 FEI in Washington, D.C.



Seafarers Visit Washington For a Look at Political Action

Thirteen Seafarers—all of them participating in the SIU's "A" Seniority Upgrading Program—went to Washington last month for a first-hand look at their Union's political action and legislative programs. Accompanying them on their visit was SIU Representative Jim McGee of Houston. During their day-long stay in the nation's capital, they visited the AFL-CIO Maritime Trades Department, and Transportation Institute. Seen here on the steps

of the Capitol are Edward Bloomfield, from the Port of New York; Michael Brown, Seattle; Kent Dominguez, San Francisco; Jonathan Dye, Jacksonville; James Gaines, Mobile; George Kahn, New York; Jeffrey Moritz, Jacksonville; Reginald Ridgway, Seattle; Gilbert Sanchez, New York; Ollie Webber Jr., Wilmington; Horace Serrette, New York; Ruben Stapelford, Norfolk, and Michael Stravers, Port of Wilmington.

Drozak Calls for National Maritime Policy

At a meeting of the Maritime Transportation Research Board, Frank Drozak, president of the SIU, called upon Congress and the federal government to establish a coherent national maritime policy. The lack of such a policy has been one of the principle causes behind the rapid decline in the American flag merchant marine.

Drozak, who is also President of the 8.5 million member AFL-CIO Maritime Trades Department, told the audience that the maritime industry possesses the capability to respond to the challenges that lay before it. "Remember," Drozak said, "it was American brain power that came up with the idea of containerization creating a movement that revolutionized world liner shipping. Our operators have come up with the most advanced computer programs for tracking world markets and developing strategies for capturing a greater share of them."

Drozak stressed that any responsible maritime policy would have to contain the following points, none of which would place a burden on the federal budget:

1. Naval fleet support work should be secured for the private sector merchant marine.
2. A portion of the U.S. coal trade should be

- reserved for U.S. flag vessels.
3. The use of bilateral shipping agreements should be explored.
4. The United States should ratify the UNCTAD Code.
5. Tax relief should be given to U.S. operators to assure parity with foreign flag competitors.

Dredging

The Army Corps of Engineers has requested funding to build additional vessels for the Federal dredge fleet. This request comes at a time when the Federal government is seeking ways to encourage the private sector, which it views as being more productive than the public one.

Industry figures oppose the request. They note that there are already 32 vessels in the Federal dredging fleet. They also contend that such an expenditure would be in direct conflict with Congressional intent. The 1978 Industry Capability Program (PL-95-269) was explicitly designed to foster the development of the private dredging industry by making a reduction in the size of the Federal dredging fleet to the minimum necessary for national defense purposes.

SUI PRY
SAYS YOU
NE-MW
C
ASSASSINAC
C
A

United States
Great Lakes
Ports Need
Fair Share
of CARGO
Preference

United States
Great Lakes
Ports Need
Fair Share
of CARGO
Preference

SAYS
L
S
SAYS

No MORE
ECONOMIC
Smail
Jackets
No Toll
INCREASE

I
LOU
ATTET

10 / LOG / November 1981

Coalition of Labor, Industry, Gov't Forming to Revitalize America's 4th Sea Coast



Among the labor representatives at the Great Lakes Maritime Conference were from the left: ILA VP Pat Sullivan; SIU President Frank Drozak, and MEBA District 2 VP Mel Pelfrey.



Workers show their opinions on what should be done to help Great Lakes shipping and industry.



The Great Lakes Maritime Conference in Chicago was chaired by Sen. Charles Percy.

Chicago, Ill.—A cross-section of Senators and Congressmen from the Great Lakes states turned out here on Oct. 24 for a **Great Lakes Maritime Conference** which is being hailed as a first step towards a united front of Great Lakes maritime labor, industry, port and government representatives.

Sponsored by Sen. Charles H. Percy (R-Ill.), the stated purpose of the confab was "to provide recommendations in the form of specific actions, either legislative or administrative, that could be taken by the federal government to develop a cargo base for Great Lakes ports."

Several hundred people turned out for the two-day Conference, which was run as a series of panel discussions keyed to the various problems confronting Great Lakes shippers and port operators. On-hand to hear the problems and recommendations of Great Lakes shippers, maritime union and port officials, in addition to Sen. Percy, were: Sens. Alan J. Dixon (D-Ill.) and Dan Quayle (R-Ind.) and Congressmen Gus Savage (D-Ill.), John Fary (D-Ill.) and Robert McGlory (R-Ill.).

Heading the SIU's delegation to the conference was **SIU President Frank Drozak** who told the Senators and Congressmen that "any proposals attempting to deal with the economic decline of the Lakes must be comprehensive and inclusive—parochial approaches will not work."

"The industrial, agricultural and maritime communities in this region," Drozak continued, "have been hard hit by the crippling effects of inflation. It will do little good," he warned, "to build up the carrier fleet if the shoreside industry cannot provide cargoes for it to carry."

Noting the "the Great Lakes are a most unique component of our nation's maritime industry," Drozak called for the creation of "creative federal programs which recognize both the unique character and the

unique problems of the region."

Drozak, who also heads the AFL-CIO Maritime Trades Dept., outlined a program which he said addresses both "the interests of U.S.-flag carriers in general and American seamen in particular." Some of the highlights of that program include:

- forgiving the debt on the St. Lawrence Seaway and freezing toll increases on the waterway. "Toll increases have resulted in reduced vessel traffic and produced a net loss of revenue to the Seaway," Drozak said adding, "U.S.-flag carriers are discouraged from the use of the St. Lawrence Seaway."

- enacting legislation to require tariffs on all American cargoes transshipped through Canada or Mexico. Diverted cargo, moved overseas in foreign-flag vessels, costs thousands of U.S. shipboard and shoreside jobs.

- inclusion of an expanded role for American-flag Great Lakes ships in trade talks between the U.S. and the U.S.S.R.

In calling for a comprehensive approach to "restore the U.S.-flag Great Lakes maritime industry," Drozak underscored the "dramatic decline in the size of the American-flag Great Lakes fleet. Twenty years ago," he said, "300 U.S.-flag vessels operated out of the Great Lakes. Today, a mere 144 vessels traverse these inland waters. This decline," Drozak noted, also "represents lost seafaring jobs."

In addition to SIU President Drozak, others who addressed the Conference included spokesmen from the **International Longshoremen's Assn.**, **MEBA District 2** and the **NMU**. Port directors from Milwaukee, Wisc., and Toledo, Ohio and several Great Lakes shipping company executives also presented their views.

Sen. Percy spoke in favor of an 11-month Great Lakes shipping season which, he argued, is both "en-

vironmentally and economically reasonable."

Other speakers called upon U.S. government agencies to move a greater percentage of cargo through

Lakes ports and urged creation of a mechanism to ensure that commodities originating in Great Lakes states move aboard U.S.-flag Great Lakes ships.

NEW! NEW! NEW!

Now you can improve your math skills in fractions and decimals in your spare time!

HOW?

SHLSS has courses for you in fractions, decimals, algebra and geometry. They are self-study courses. SHLSS will send them to you and you can study them while you're aboard your ship or boat.

You can use these courses:

- ★ in your job;
- ★ to improve your math skills for upgrading;
- ★ to review old math skills or learn new ones; and
- ★ ★ ★ to earn credits for **Your** college degree.

Send for the course you want today! Just fill in and mail the coupon below.

I am an SIU member. Yes ☐ No ☐

Book Number is _____

I joined the SIU in 19 _____

Please send me the course(s) below.

Fractions
Decimals
Percents
Algebra
Geometry

NOTE: Complete all five courses and earn four college credits.

Send my course(s) here:

Name _____

Street _____

City _____ State _____ Zip _____

Cut out this coupon and mail it to this address:
Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674
ATTN: Lois Knowles, Mathematics Department

Send it today!

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland

Towboat Operator Course—Opportunities for Boatmen



SIU Boatman Gene Hudgins gets in some wheelhouse time aboard the Susan Collins as he prepares for his Towboat Operator license while in training at the Seafarers.

Harry Lundeberg School of Seamanship. Brother Hudgins, who hails from Virginia, works for Stuart Petroleum.

SIU Boatmen are offered a really unique opportunity to improve their job skills, their job security, and their earning power through the Towboat Operator course which is available to them at the Seafarers Harry Lundeberg School of Seamanship at Piney Point, Maryland.

The course of instruction includes the following: rules of the road (for the area you will be seeking your license); use of the magnetic compass; operation and use of navigational instruments; emergency sig-

nals; practical use of charts in navigation; buoyage systems and aids to navigation; lifesaving and first aid; firefighting; and pollution prevention and control.

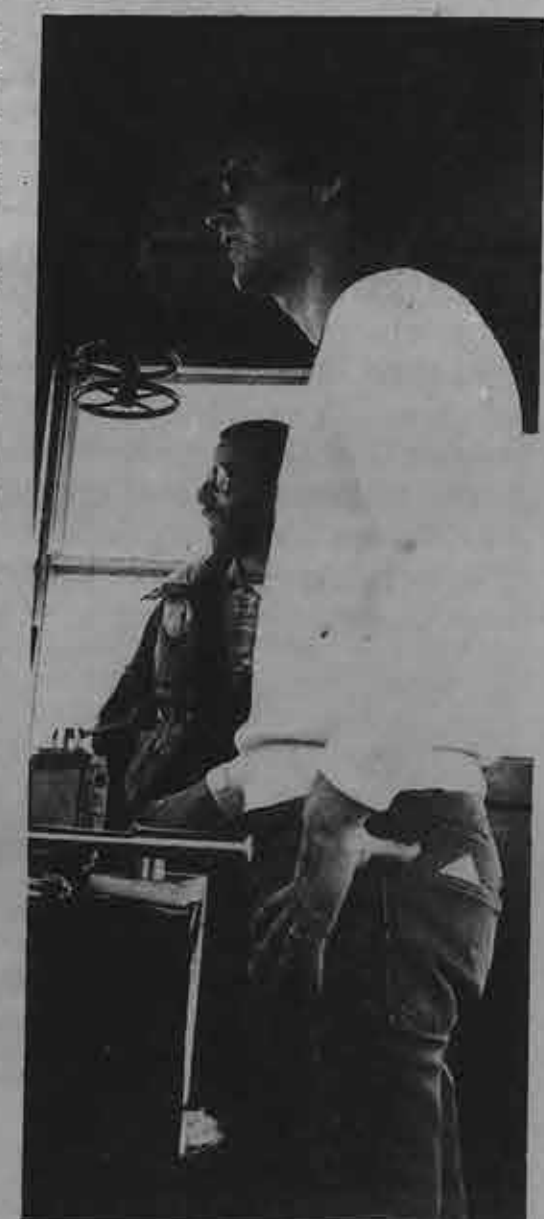
In addition, those who are seeking a license for more than 200 miles offshore must also have a first aid and CPR certificate, and their course will also include celestial navigation with problems on latitude by Polaris, latitude by meridian passage, longitude by sun observation, and determining compass error by the sun.

Upgrading Course Schedule For November-December 1981

Following are the course schedules for the remainder of the 1981 upgrading year at the Seafarers Harry Lundeberg School of Seamanship.

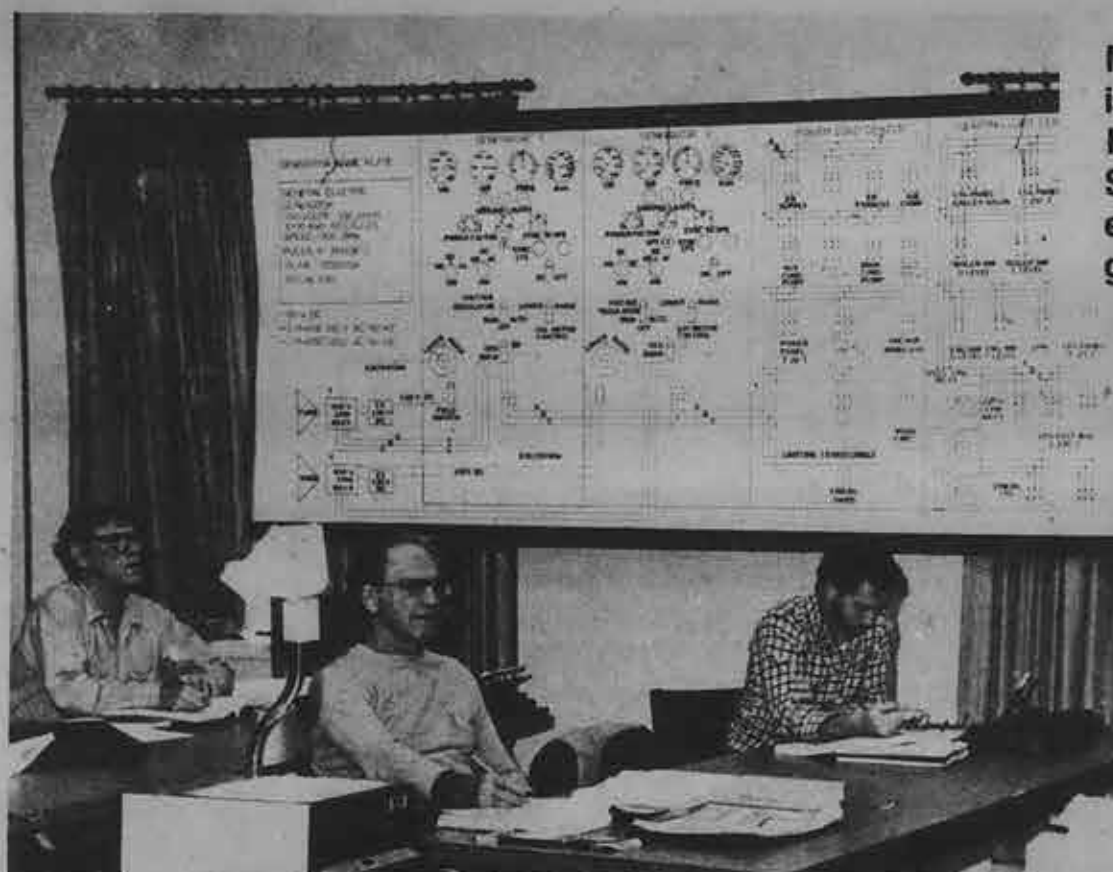
Course	Check-in date	Completion Date
FOWT	November 9	December 17
Automation	November 30	December 18
Basic Welding	November 23	December 18
Chief Steward	November 9	December 18
	December 14	January 15
Chief Cook	November 9	December 18
	December 14	January 15
Cook & Baker	November 9	December 18
	December 14	January 15
Assistant Cook	November 9	December 18
	December 14	January 15

There's a lot of "book-work" necessary to get ready for the Towboat Operator license examination, but SIU members get all the help they need at the Seafarers Harry Lundeberg School of Seamanship. Experienced teachers and instructors make it easy, and all the study materials are provided. Here, SIU Boatman Alan Wright, who works for Crowley Towing in California, gets some quiet study time in the Paul Hall Library at SHLSS.



SIU Boatman Greg Rocheleau steers the Susan Collins down St. George's Creek under the watchful eyes of SHLSS instructor Ben Cusic. Brother Rocheleau, who works out of the Port of Houston, is preparing to take the Towboat Operator license examination.

★ ★ Marine Electrician Maintenance Course



SHLSS Instructor Jack Parcell explains the theory of electricity during one of the classroom sessions in Marine Electrical Maintenance. Classroom work also covers electrical power circuits and test equipment, electrical schematics, and various shipboard electrical systems.

An all-inclusive course in Marine Electrical Maintenance is being offered at the Seafarers Harry Lundeborg School of Seamanship to provide Seafarers with the opportunity to upgrade their shipboard skills,

improve their job security and earn more money.

The eight-week course includes both classroom and shop training in all aspects of shipboard electrical systems. The practical shop training in-



Seafarers Bob Goodrum, who ships out of the Port of Mobile, and David Terry, who sails out of Jacksonville, break down an electric motor for inspection and repair in the SHLSS machine shop.



Hands-on experience is very important in all of the upgrading programs at SHLSS. Here, Seafarers Jim Pyle, from the Port of Tampa, and Dave Morgan, Baltimore, do some troubleshooting on an electric motor as part of their course in Marine Electrical Maintenance.

Refrigeration Course Offered to Help QMED's Upgrade Skills

The six-week course in Refrigeration Systems (Maintenance and Operation) will fully prepare QMED's to perform all of the maintenance and operation duties necessary aboard U.S.-flag ships under contract

with the SIU.

Both classroom and practical shop training will include: the theory of refrigeration and refrigerants; R-11 and R-12 refrigeration systems; operation, troubleshooting and maintenance

of various shipboard refrigeration and coolant systems; controls and operation of centrifugal refrigeration machinery; and the operation and maintenance of refrigerated container systems.

Applicants for this course must hold a QMED-Any Rating endorsement, and must also have endorsements as Refrigeration Engineer and Electrician, or have equivalent inland waters experience.

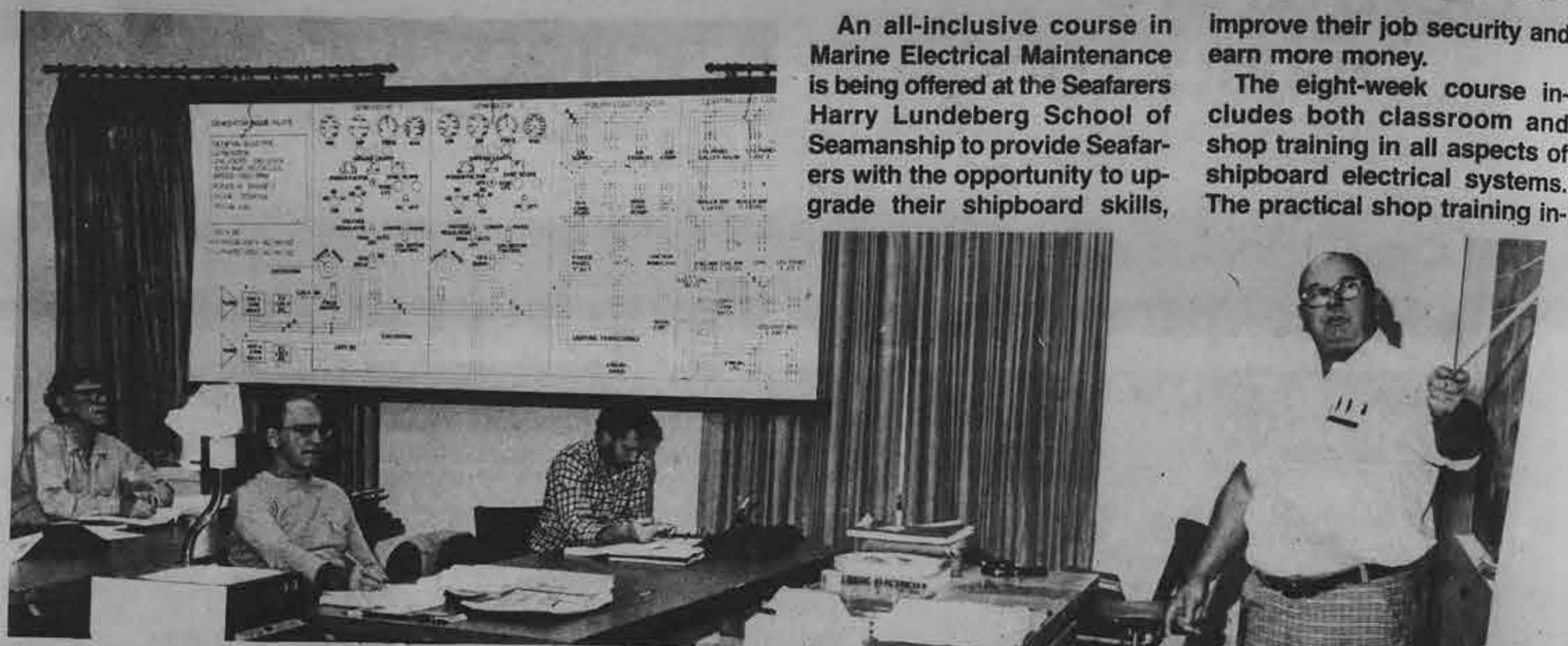


Seafarers Horace Ledwell, left, and Dennis Convey are learning by doing as they take part in the six-week all-inclusive course in Refrigerations Systems (Maintenance and Operation) at the Seafarers Harry Lundeborg School of Seamanship. Seafarer Ledwell ships out of the Port of New York, and Seafarer Convey sails out of San Francisco.



Hands-on training is an integral part of all of the upgrading programs at the Seafarers Harry Lundeborg School of Seamanship and the course in refrigeration Systems is no exception. Here, three Seafarers from widely separate areas of the U.S. work together to repair a compressor. From left are Exequiel Liwag, Port of Norfolk; William Katt, Port of Chicago, and Louie Guertin, Port of New Orleans.

★★ Marine Electrician Maintenance Course



SHLSS Instructor Jack Parcell explains the theory of electricity during one of the classroom sessions in Marine Electrical Maintenance. Classroom work also covers electrical power circuits and test equipment, electrical schematics, and various shipboard electrical systems.



Seafarers Bob Goodrum, who ships out of the Port of Mobile, and David Terry, who sails out of Jacksonville, break down an electric motor for inspection and repair in the SHLSS machine shop.



Hands-on experience is very important in all of the upgrading programs at SHLSS. Here, Seafarers Jim Pyle, from the Port of Tampa, and Dave Morgan, Baltimore, do some troubleshooting on an electric motor as part of their course in Marine Electrical Maintenance.

Refrigeration Course Offered to Help QMED's Upgrade Skills

The six-week course in Refrigeration Systems (Maintenance and Operation) will fully prepare QMED's to perform all of the maintenance and operation duties necessary aboard U.S.-flag ships under contract

with the SIU.

Both classroom and practical shop training will include: the theory of refrigeration and refrigerants; R-11 and R-12 refrigeration systems; operation, troubleshooting and maintenance

of various shipboard refrigeration and coolant systems; controls and operation of centrifugal refrigeration machinery; and the operation and maintenance of refrigerated container systems.

Applicants for this course must hold a QMED-Any Rating endorsement, and must also have endorsements as Refrigeration Engineer and Electrician, or have equivalent inland waters experience.



Seafarers Horace Ledwell, left, and Dennis Convey are learning by doing as they take part in the six-week all-inclusive course in Refrigerations Systems (Maintenance and Operation) at the Seafarers Harry Lundeberg School of Seamanship. Seafarer Ledwell ships out of the Port of New York, and Seafarer Convey sails out of San Francisco.



Hands-on training is an integral part of all of the upgrading programs at the Seafarers Harry Lundeberg School of Seamanship and the course in refrigeration systems is no exception. Here, three Seafarers from widely separate areas of the U.S. work together to repair a compressor. From left are Exequiel Liwag, Port of Norfolk; William Katt, Port of Chicago, and Louie Guerlin, Port of New Orleans.

Offers Upgrading Opportunity to QMEDs ★

cludes: maintenance and trouble-shooting of working DC and AC motors and controller; maintenance and repair of galley equipment and various electrical distribution systems; and the repair of lighting fixtures and lighting circuits.

All applicants for this course must hold a QMED-Any Rating endorsement, and endorsement as Electrician, or must have equivalent inland waters experience.



Seafarer Dan Cherry, who sails out of the Port of Baltimore, runs a test on an electric panel in the SHLSS machine shop. Upgrading programs at the Lundeberg School stress on-the-job training.



Seafarers Larry Gordon, left, and Don Leigh—both from the Port of New York—run a systems test on an electric display panel in the machine shop at the Seafarers Harry Lundeberg School of Seamanship. The Marine Electrical Maintenance and Operation course at SHLSS provides Seafarers with the best training available anywhere in the United States.



Vinny Tatershaw makes repairs on a switchbox in the SHLSS machine shop as a part of his training in shipboard electrical repair and maintenance. Brother Tatershaw ships out of the Port of New York.

It Ain't the Same Old Job
So the Same Old Skills
Won't Do ...



Apply for
the Towboat
Operator
Scholarship
Program which
starts January 4.

Contact your SIU Field
Representative or visit
your local Union Hall
for more details.

SHLSS Announces Course Schedules for 1982

Programs Geared to Improve Job Skills And Promote U.S. Maritime 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 deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice **as early as possible**. Although every effort will be made to help every member, classes will be necessarily limited in size—so sign up early.

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 12	February 25 June 4	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 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

SHLSS Announces Course Schedules for 1982

Programs Geared to Improve Job Skills And Promote U.S. Maritime 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 deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice as early as possible. Although every effort will be made to help every member, classes will be necessarily limited in size—so sign up early.

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 12	February 25 June 4	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 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

Course	Check-in Date	Completion Date	Length of Course
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

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

Apply Now for an SHLSS Upgrading Course

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

Upgrading Application

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

Address (Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

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

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

Upgrading Program: From (dates attended) 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)

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

ALL DEPARTMENTS

☐ LNG

☐ LNG Safety

☐ Welding

☐ Lifeboatman

☐ Fire Fighting

☐ Adult Basic Education

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE DATE

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

Adm. Harold E. Shear Sworn in as Marad Chief

ADMIRAL Harold E. Shear, recently sworn in as U.S. Maritime Administrator for the Reagan Administration, delivered his first major address at the Pacific Coast Sea Power Forum in San Diego on October 22.

While acknowledging that he was new at the job, Shear stressed that he was not unfamiliar with the problems facing the maritime industry. During the months that the Senate debated his confirmation, Shear "immersed (himself) in studying the status and condition of all principal segments of our maritime industry."

According to Shear, "It is inconceivable that our great nation—the leader in world trade and the principal military power of the free world—has a merchant marine that ranks eighth in world fleet standings, and which carries only four percent of our coun-



Adm. Harold Shear (left) is sworn in recently as Maritime Administrator by Secretary of Transportation Drew Lewis as Mrs. Shear holds bible.

try's enormous foreign trade tonnage."

He cited figures that show that Great Britain carries 32% of its ocean-borne foreign commerce; Norway, 37%; Japan, 39%; Greece, 48%; and the Soviet

Union, in excess of 50%.

Shear, who is the first person to head the Maritime Administration since it was transferred from the Commerce Department to the Department of

Transportation, discussed the depressed state of this nation's dry bulk fleet and the uncertain future facing the liner carriers.

Shear told the audience that "there are some 4,700 dry-bulk carriers in the world today, but only 14 fly the American flag. How can we as a nation, which is so heavily dependent on imported fuels to keep its industries operating, maintain its transportation systems, and meet the energy demands of the general population, be complacent when 97% of these vital imports are controlled by foreign flag fleets?"

In that same speech, Shear, a retired Admiral, underscored the threat that the deterioration of the American flag merchant marine poses to the security of the United States. And he promised that he would work tirelessly to help revitalize the U.S. merchant marine.

Al Barkan, Head of AFL-CIO COPE, Retires

Al Barkan, chief political spokesman for organized labor, is stepping down as Director of the AFL-CIO's influential Committee on Political Education (COPE).

As the man who helped carry out AFL-CIO policy since the merger of the AF of L and CIO in 1955, Barkan was a highly visible figure throughout the 1960's and 70's. He became well-

known for his outspoken criticism of the policies of the New Left and New Right, which he saw as trying to dismantle the broad New Deal coalition formed by Franklin Delano Roosevelt and kept together by subsequent Democratic presidents.

He was honored with a special award recently by the AFL-CIO Maritime Trades Department for his many contributions to the maritime industry and American workers in general. The award was presented by MTD President Frank Drozak at the Maritime Port Council dinner in New York last month.

Barkan cut a colorful figure, especially during the 60's, when his formal public style stood in stark contrast with the more casual style of his youthful

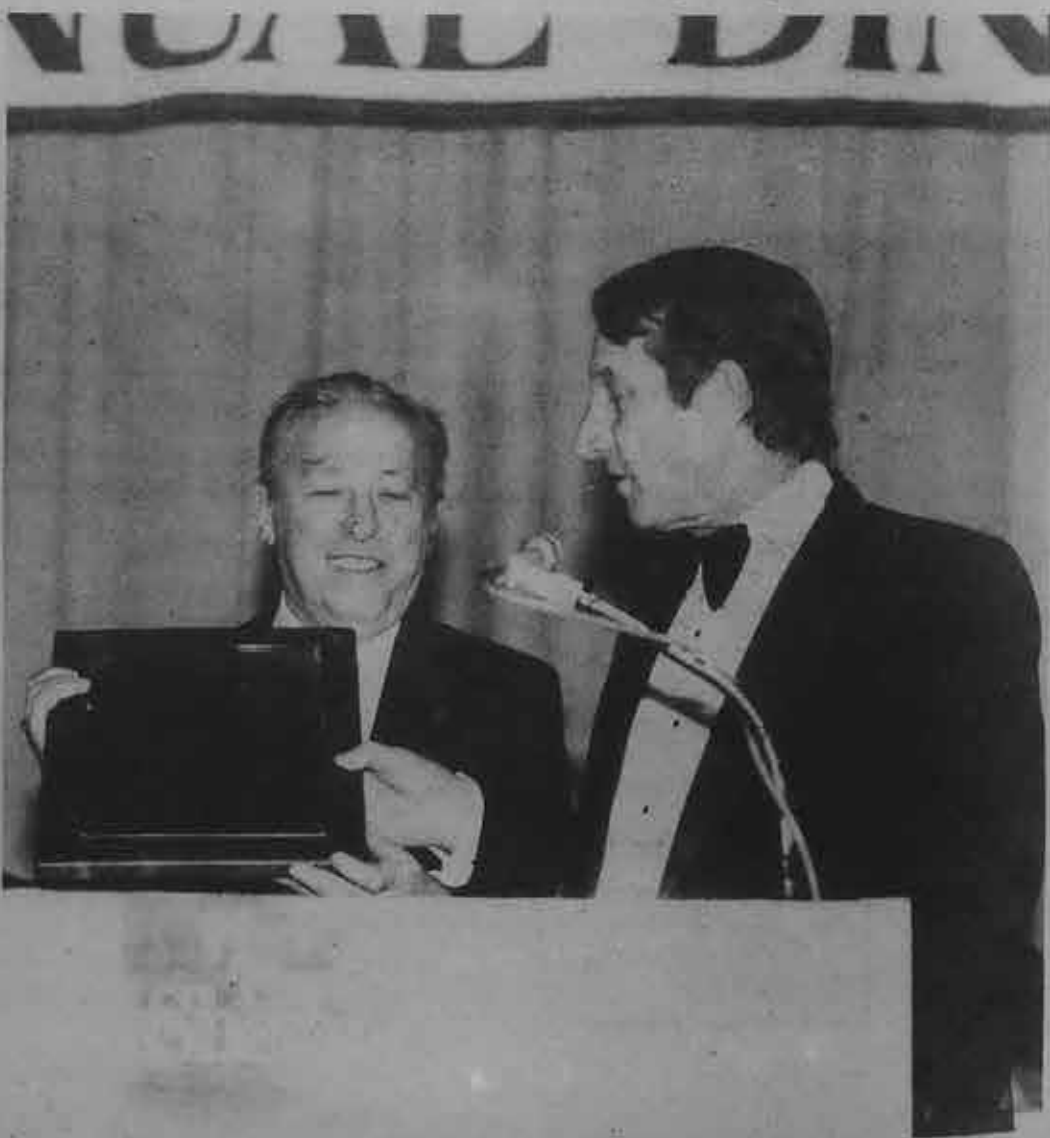
detractors. His speaking voice, patterned after his idol, Franklin Delano Roosevelt, recalled the cadences of a different era.

Barkan will be succeeded by John Perkins, who has been a COPE associate director since 1971. Perkins started out as business manager of a small Carpenters Union local in Indiana, and for 11 years was an officer of the Indiana State Building and Construction Trades Council.

Perkins was the coordinator of the highly successful September 19 Solidarity Day demonstration which drew more than 400,000 trade unionists and allies to the nation's capital. He is credited with developing COPE's current computer system.

**Here Are
Some Good
Reasons
To Take The
Automation
Course At SHLSS.**

It starts January 4.



Retiring Al Barkan receives special award of appreciation for his help to the maritime labor movement from SIU President Frank Drozak at a recent dinner of the N.Y. Maritime Port Council.

Adm. Harold E. Shear Sworn in as Marad Chief

ADMIRAL Harold E. Shear, recently sworn in as U.S. Maritime Administrator for the Reagan Administration, delivered his first major address at the Pacific Coast Sea Power Forum in San Diego on October 22.

While acknowledging that he was new at the job, Shear stressed that he was not unfamiliar with the problems facing the maritime industry. During the months that the Senate debated his confirmation, Shear "immersed (himself) in studying the status and condition of all principal segments of our maritime industry."

According to Shear, "It is inconceivable that our great nation—the leader in world trade and the principal military power of the free world—has a merchant marine that ranks eighth in world fleet standings, and which carries only four percent of our con-



Adm. Harold Shear (left) is sworn in recently as Maritime Administrator by Secretary of Transportation Drew Lewis as Mrs. Shear holds bible.

try's enormous foreign trade tonnage."

He cited figures that show that Great Britain carries 32% of its ocean-borne foreign commerce; Norway, 37%; Japan, 39%; Greece, 48%; and the Soviet

Union, in excess of 50%.

Shear, who is the first person to head the Maritime Administration since it was transferred from the Commerce Department to the Department of

Transportation, discussed the depressed state of this nation's dry bulk fleet and the uncertain future facing the liner carriers.

Shear told the audience that "there are some 4,700 dry-bulk carriers in the world today, but only 14 fly the American flag. How can we as a nation, which is so heavily dependent on imported fuels to keep its industries operating, maintain its transportation systems, and meet the energy demands of the general population, be complacent when 97% of these vital imports are controlled by foreign flag fleets?"

In that same speech, Shear, a retired Admiral, underscored the threat that the deterioration of the American flag merchant marine poses to the security of the United States. And he promised that he would work tirelessly to help revitalize the U.S. merchant marine.

Al Barkan, Head of AFL-CIO COPE, Retires

Al Barkan, chief political spokesman for organized labor, is stepping down as Director of the AFL-CIO's influential Committee on Political Education (COPE).

As the man who helped carry out AFL-CIO policy since the merger of the AF of L and CIO in 1955, Barkan was a highly visible figure throughout the 1960's and 70's. He became well-

known for his outspoken criticism of the policies of the New Left and New Right, which he saw as trying to dismantle the broad New Deal coalition formed by Franklin Delano Roosevelt and kept together by subsequent Democratic presidents.

He was honored with a special award recently by the AFL-CIO Maritime Trades Department for his many contributions to the maritime industry and American workers in general. The award was presented by MTD President Frank Drozak at the Maritime Port Council dinner in New York last month.

Barkan cut a colorful figure, especially during the 60's, when his formal public style stood in stark contrast with the more casual style of his youthful

detractors. His speaking voice, patterned after his idol, Franklin Delano Roosevelt, recalled the cadences of a different era.

Barkan will be succeeded by John Perkins, who has been a COPE associate director since 1971. Perkins started out as business manager of a small Carpenters Union local in Indiana, and for 11 years was an officer of the Indiana State Building and Construction Trades Council.

Perkins was the coordinator of the highly successful September 19 Solidarity Day demonstration which drew more than 400,000 trade unionists and allies to the nation's capital. He is credited with developing COPE's current computer system.



Retiring Al Barkan receives special award of appreciation for his help to the maritime labor movement from SIU President Frank Drozak at a recent dinner of the N.Y. Maritime Port Council.

AFL-CIO Maritime Trades Department 1981 Biennial Convention MTD Sets Sights on New Initiatives To Pump Life Into Sagging Maritime Industry

New York, N.Y.—Beneath red, white and blue banners proclaiming "Ship American, Build American, Buy American," and "American Ports for American Coal for American Ships," nearly 300 delegates met here for the two-day AFL-CIO Maritime Trades Department's 1981 Biennial Convention.

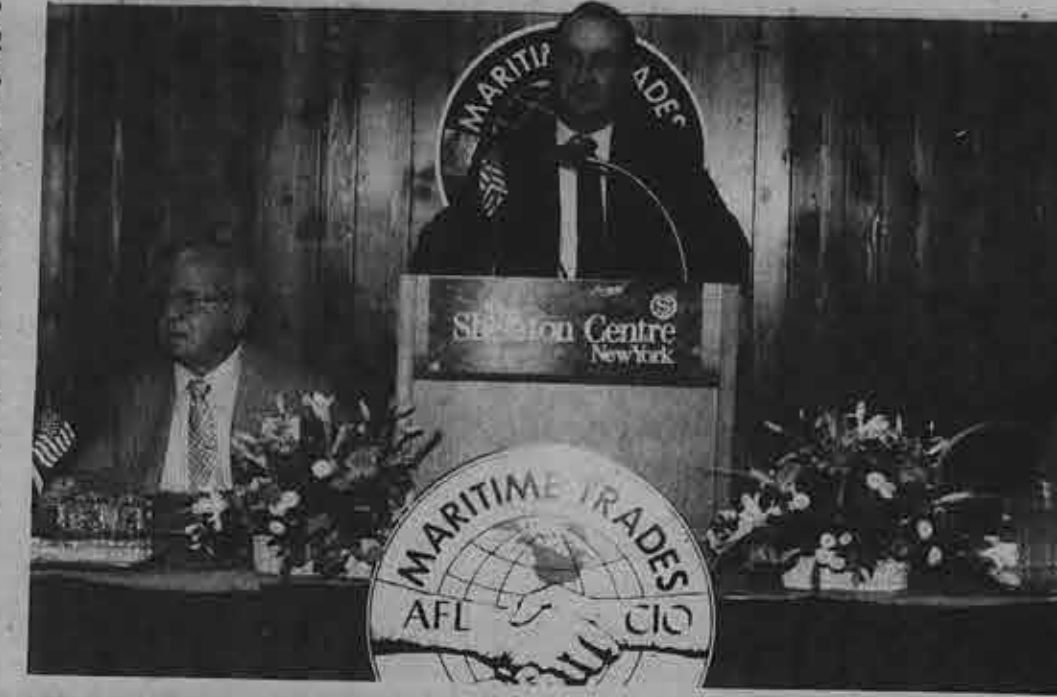
Delegates representing the 43 national and international unions of the MTD crowded into the Georgian Ballroom of the Sheraton Centre on Nov. 12 and 13 to listen to guest speakers, including AFL-CIO President Lane Kirkland, and to act on 114 resolutions.

Chairing the confab was MTD President Frank Drozak who was flanked on the dais by MTD Vice President Steve Leslie, Executive Secretary-Treasurer Jean Ingrassio.

In his opening remarks Drozak spoke of the blows inflicted on the U.S. maritime industry by the Administration's budget cuts. Pledging that "the fight is just beginning," Drozak's charge that "we all have to work together to bring this industry back" was echoed by speaker after speaker.

Keynoting the convention, AFL-CIO president Lane Kirkland related his conviction that the MTD plays "a role in the labor movement and in national life far greater than your numbers would account for." Generally reckoned as the most politically influential of all the AFL-CIO's chartered departments, the MTD represents 8 million members of the 43 MTD-affiliated unions. The department's policies are implemented on the local level by a network of 29 active Port Maritime Councils.

Kirkland, himself a former seaman, drew enthusiastic applause from his audience when he promised "your long fight to rebuild your industry and to restore ship and



MTD President Frank Drozak welcomes delegates from 43 national and international unions and 29 Port Maritime Councils to the Maritime Trades Department's 1981 Biennial Convention, held in New York City, Nov. 12 and 13. Seated, left, is MTD Vice President Steve Leslie.

shipbuilding capacity will continue to have all the help the AFL-CIO can give."

Speakers from both the House of Representatives and the U.S. Senate also vowed to support and defend the American-flag merchant marine. A Port Development bill, sponsored by House Merchant Marine & Fisheries Committee Chairman Walter B. Jones (D-N.C.) acknowledged that Congressional supporters of a strong, national merchant fleet had been fighting hard in recent months

just to prevent key maritime programs "from being nickled and dimed to death."

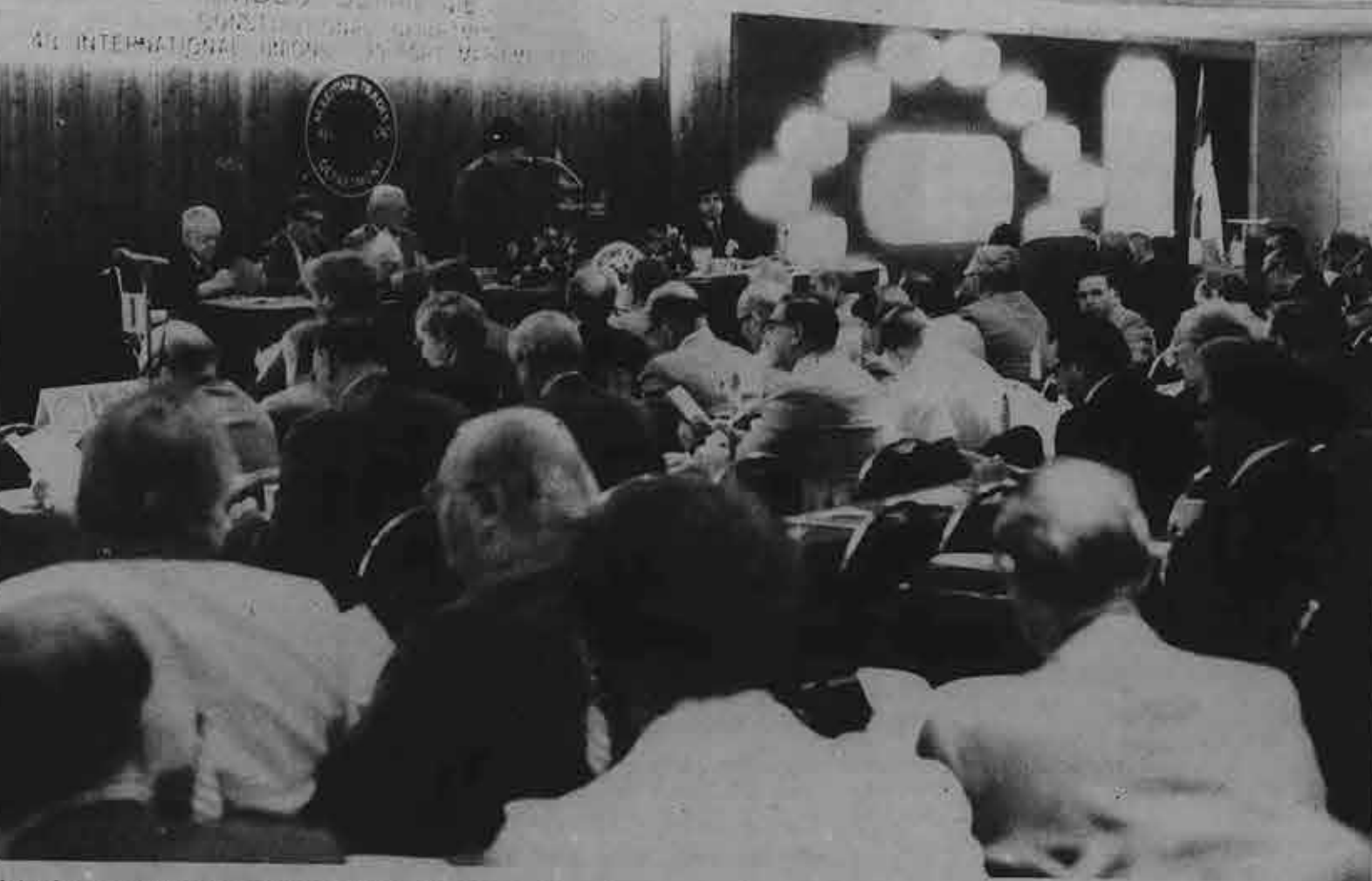
Jones was one of several speakers who voiced strong support for port dredging and renovation legislation. A Port Development bill, sponsored by Rep. Mario Biaggi (D-NY), who addressed the MTD Convention's Nov. 13 session, has already won the support of the MTD. Another speaker, Sen. Daniel P. Moynihan (D-NY) also focused on the

issue of port development, touting the harbor improvement bill he has introduced in the Senate.

Sen. Charles McC. Mathias (R-Md.), chairman of the Senate Foreign Relations Committee's subcommittee on international economic policy, also tagged port improvement as crucial, saying it is "the single most important element in developing U.S. coal trade to its maximum potential." Mathias added that U.S.-flag fleet participation in the coal trade must be assured and promised to press the Reagan Administration for it.

Congressman Jim Howard (D-N.J.) and newly-appointed Maritime Administration chief Admiral Harold E. Shear, rounded out the complement of guest speakers.

In addition to the roster of speakers, the Convention's agenda included delegate action on a great number of resolutions ranging from support of a role for U.S.-flag ships in the nation's coal trade and deep seabed mining program to a call for revitalization of Great Lakes shipping and condemnation of the Reagan Administration's economic policies "which are reversing the goal of equity and causing economic chaos."



Listening as MTD Executive Secretary-Treasurer Jean Ingrassio speaks are (l-r): Jack McDonald, retired as vice president of both the IUOE and MTD; Howard Schulman, MTD legal counsel; MTD Vice President Steve Leslie and MTD Executive Board member Philip R. Piccigallo.

6 pages of MTD Convention Coverage

Here Are
Some Good
Reasons
To Take The
Automation
Course At SHLSS.

It starts January 4.

AFL-CIO President Lane Kirkland

WITH a determined pledge that the American labor movement "will come back again and again, no matter how long it takes...until we reclaim a fair share of America's trade for American ships," AFL-CIO President Lane Kirkland delivered the keynote speech at the AFL-CIO Maritime Trades Department's 1981 Biennial Convention.

"America's safety cannot be assured," Kirkland said, "until we have the sealift capacity and the maritime skills to transport our military forces and sustain our allies anywhere in the world. In your long fight to rebuild your industry," he told the enthusiastic MTD delegates, "to restore the shipping and shipbuilding capacity that our country needs, you will continue to have all the help the AFL-CIO can give."

"We will not give up," Kirkland promised. "There is too much at stake, not merely in terms of jobs and wages, but in terms of national security and national survival." It is critical, added the AFL-CIO President, that we "per-

suaude our national policymakers that to subordinate the national interest to the principles of cost-accounting is madness."

Kirkland warmly praised the Maritime Trades Department's "tradition of militance, of human concern and of instant response to the needs of others" as an inspiration to the entire labor movement.

"Because of the quality of the leaders you have chosen," he continued, referring to former MTD President Paul Hall, and current MTD President Frank Drozak, "this Department has played a role in the labor movement and in national life for greater than your numbers or the strength of your industry would account for."

Historically, the maritime trades have always "extended a helping hand to those in need," Kirkland said. Similarly, the tradition of the entire labor movement is to champion the rights of "the poor, the unemployed, the dispossessed."

Noting that the American labor movement has "fought against en-

trenched and determined opposition for a hundred years," Kirkland said organized labor would face the challenges of its second century with the same spirit.

"This year, as we cross the threshold into our second century, the labor movement stands as the strongest, most unified force defending the rights of the American people."

That role was confirmed by the hundreds of thousands of Americans who turned out on Sept. 19, Solidarity Day, in what Kirkland called "the largest protest demonstration ever held in the nation's capital." On that day, he said, "American workers gave their response to President Reagan's claim that he, and not the labor movement, speaks for American workers."

While acknowledging that "no one demonstration, however massive, can reverse the course of this Administration," Kirkland sounded a rallying cry for work to begin in preparation for "Solidarity Day 1982—Election Day Nov. 2. On that day," he noted, "we intend to do everything in our power



In his keynote speech to the MTD Convention, AFL-CIO President Lane Kirkland promised the full, continued support of the Federation for the crucial talks of rebuilding the U.S. maritime industry.

to elect a Congress that will change the course of the ship of state; that will not turn its stern on those adrift on our stormy economic seas."

MTD Convention Speakers

Rep. Mario Biaggi

REP Mario Biaggi (D-NY), vice chairman of the House Merchant Marine and Fisheries Committee, told the AFL-CIO's Maritime Trades Department Biennial Convention that he needed their support for his "fast-track" Ports' Dredging Bill so an unprecedented amount of U.S. coal could be exported in the near future.

"To take advantage of our coal reserves we must prepare our ports," Biaggi advised the delegates who represent some 8-million workers in 43 unions.

Biaggi vowed a "1982-3 offensive" to push for funding for quick harbor dredging so that by the year 2,000, America could be exporting almost 215 to 500-million tons of steam coal.

One "critical" provision of the congressman's fast-dredging bill mandates that more than a third of the steam coal exports move in U.S.-built, U.S.-crewed ships.

Usually it takes 10 years for Congress to approve and fund necessary harbor dredging. But Biaggi's "fast-track" bill would cut the time to three to five years. And the cost of the dredging would be shared by the Federal Government and the ports on a 50-50 basis, said the representative.

Biaggi agreed that the U.S. merchant marine and shipbuilding industry needed a shot in the arm. A strong boost which, he added, the predicted booming international coal trade could give to help the nation's economy if American ports could be deepened to handle the "super 150,000 ton coal



Rep. Mario Biaggi (D-N.Y.), got a warm reception from MTD Convention delegates.

colliers. "No U.S. port today has the depth to handle such ships.

The congressman said he had worried about attaching a cargo-preference (which he supports) amendment to his bill on dredging and harbor-improvement funding because the amendment could raise opposition.

But, he said, following a free-trade policy when most other countries grant their merchant fleets "some guarantee" of cargo is "asinine."

Biaggi also took a poke at some potential opponents of cargo preference.

"The same people who will tell you to buy American, will ship foreign," the representative declared, citing the auto industry as an example.

Sen. Charles McC. Mathias

COAL was very much on the mind of Senator Charles McC. Mathias, Jr. (R-Md.) when he addressed the MTD Convention delegates.

Talking about the expected coal trade boom, he said that "the single most important step we could take is harbor dredging."

He noted that the coal boom will create demand for over 600 new colliers in the next 18 years. Significantly, for the maritime industry, Mathias said, "a lot [of those ships] better fly the American flag or we'll be in deep trouble."

The Maryland Senator deplored the fact that foreign ships carry 96.4 percent of all U.S. imports and exports. He noted that 97.7 percent of all our oil imports come in on foreign ships.

"It doesn't take a great deal of imagination to realize the havoc that

could be created in this country by any disruption in that shipping," said Mathias.

He told the delegates that the U.S. must maintain a merchant marine that can carry the goods needed for our economy.

Talking about the anticipated coal trade, Mathias said that like grain or manufacturing exports, coal exports support a whole chain of jobs that infuse new life into many sectors of the economy.

He said that every seven million tons of coal production creates 3,000 new mining jobs and 6,000 additional jobs on railroads, at ports, on ships and elsewhere.

Mathias is chairman of the Senate Foreign Relations Committee's subcommittee on international economic policy, and is a vigorous proponent of expanded foreign trade.



Sen. Charles McC. Mathias Jr. (left) receives thanks from MTD President Frank Drozak after the Republican Senator from Maryland addressed the Convention.

AFL-CIO President Lane Kirkland

WITH a determined pledge that the American labor movement "will come back again and again, no matter how long it takes...until we reclaim a fair share of America's trade for American ships," AFL-CIO President Lane Kirkland delivered the keynote speech at the AFL-CIO Maritime Trades Department's 1981 Biennial Convention.

"America's safety cannot be assured," Kirkland said, "until we have the sealift capacity and the maritime skills to transport our military forces and sustain our allies anywhere in the world. In your long fight to rebuild your industry," he told the enthusiastic MTD delegates, "to restore the shipping and shipbuilding capacity that our country needs, you will continue to have all the help the AFL-CIO can give."

"We will not give up," Kirkland promised. "There is too much at stake, not merely in terms of jobs and wages, but in terms of national security and national survival." It is critical, added the AFL-CIO President, that we "per-

sue our national policymakers that to subordinate the national interest to the principles of cost-accounting is madness."

Kirkland warmly praised the Maritime Trades Department's "tradition of militance, of human concern and of instant response to the needs of others" as an inspiration to the entire labor movement.

"Because of the quality of the leaders you have chosen," he continued, referring to former MTD President Paul Hall, and current MTD President Frank Drozak, "this Department has played a role in the labor movement and in national life for greater than your numbers or the strength of your industry would account for."

Historically, the maritime trades have always "extended a helping hand to those in need," Kirkland said. Similarly, the tradition of the entire labor movement is to champion the rights of "the poor, the unemployed, the dispossessed."

Noting that the American labor movement has "fought against en-

trenched and determined opposition for a hundred years," Kirkland said organized labor would face the challenges of its second century with the same spirit.

"This year, as we cross the threshold into our second century, the labor movement stands as the strongest, most unified force defending the rights of the American people."

That role was confirmed by the hundreds of thousands of Americans who turned out on Sept. 19, Solidarity Day, in what Kirkland called "the largest protest demonstration ever held in the nation's capital." On that day, he said, "American workers gave their response to President Reagan's claim that he, and not the labor movement, speaks for American workers."

While acknowledging that "no one demonstration, however massive, can reverse the course of this Administration," Kirkland sounded a rallying cry for work to begin in preparation for "Solidarity Day 1982—Election Day Nov. 2. On that day," he noted, "we intend to do everything in our power



In his keynote speech to the MTD Convention, AFL-CIO President Lane Kirkland promised the full, continued support of the Federation for the crucial talks of rebuilding the U.S. maritime industry.

to elect a Congress that will change the course of the ship of state; that will not turn its stern on those adrift on our stormy economic seas."

MTD Convention Speakers

Rep. Mario Biaggi

REP Mario Biaggi (D-NY), vice chairman of the House Merchant Marine and Fisheries Committee, told the AFL-CIO's Maritime Trades Department Biennial Convention that he needed their support for his "fast-track" Ports' Dredging Bill so an unprecedented amount of U.S. coal could be exported in the near future.

"To take advantage of our coal reserves we must prepare our ports," Biaggi advised the delegates who represent some 8-million workers in 43 unions.

Biaggi vowed a "1982-3 offensive" to push for funding for quick harbor dredging so that by the year 2,000, America could be exporting almost 215 to 500-million tons of steam coal.

One "critical" provision of the congressman's fast-dredging bill mandates that more than a third of the steam coal exports move in U.S.-built, U.S.-crewed ships.

Usually it takes 10 years for Congress to approve and fund necessary harbor dredging. But Biaggi's "fast-track" bill would cut the time to three to five years. And the cost of the dredging would be shared by the Federal Government and the ports on a 50-50 basis, said the representative.

Biaggi agreed that the U.S. merchant marine and shipbuilding industry needed a shot in the arm. A strong boost which, he added, the predicted booming international coal trade could give to help the nation's economy if American ports could be deepened to handle the "super 150,000 ton coal



Rep. Mario Biaggi (D-N.Y.) got a warm reception from MTD Convention delegates.

colliers. "No U.S. port today has the depth to handle such ships."

The congressman said he had worried about attaching a cargo-preference (which he supports) amendment to his bill on dredging and harbor-improvement funding because the amendment could raise opposition.

But, he said, following a free-trade policy when most other countries grant their merchant fleets "some guarantee" of cargo is "a sin."

Biaggi also took a poke at some potential opponents of cargo preference.

"The same people who will tell you to buy American, will ship foreign," the representative declared, citing the auto industry as an example.

Sen. Charles McC. Mathias

COAL was very much on the mind of Senator Charles McC. Mathias, Jr. (R-Md.) when he addressed the MTD Convention delegates.

Talking about the expected coal trade boom, he said that "the single most important step we could take is harbor dredging."

He noted that the coal boom will create demand for over 600 new colliers in the next 18 years. Significantly, for the maritime industry, Mathias said, "a lot [of those ships] better fly the American flag or we'll be in deep trouble."

The Maryland Senator deplored the fact that foreign ships carry 96.4 percent of all U.S. imports and exports. He noted that 97.7 percent of all our oil imports come in on foreign ships.

"It doesn't take a great deal of imagination to realize the havoc that

could be created in this country by any disruption in that shipping," said Mathias.

He told the delegates that the U.S. must maintain a merchant marine that can carry the goods needed for our economy.

Talking about the anticipated coal trade, Mathias said that like grain or manufacturing exports, coal exports support a whole chain of jobs that infuse new life into many sectors of the economy.

He said that every seven million tons of coal production creates 3,000 new mining jobs and 6,000 additional jobs on railroads, at ports, on ships and elsewhere.

Mathias is chairman of the Senate Foreign Relations Committee's subcommittee on international economic policy, and is a vigorous proponent of expanded foreign trade.



Sen. Charles McC. Mathias Jr. (left) receives thanks from MTD President Frank Drozak after the Republican Senator from Maryland addressed the Convention.

MTD Convention Speakers

Marad Chief Harold Shear

ADMIRAL Harold Shear, the newly confirmed head of the Maritime Administration, was warmly received by the delegates at the MTD Convention. In his speech, Shear reiterated many of the observations he made during his confirmation hearings.

Shear told the audience that the Reagan Administration is "committed to halting the decline of the American flag merchant marine." Drew Lewis, who as Secretary of the Department of Transportation is Shear's immediate supervisor, is particularly concerned with this issue.

Shear stressed that difficult economic conditions make it impossible for the federal government to embark on any new programs. Emphasis should therefore be placed on making the maritime industry more competitive.



Adm. Harold E. Shear, newly-appointed Maritime Administration chief.

Sen. Daniel P. Moynihan

THE Democratic Senator from the state of New York pledged to support cargo preference of coal on American ships if his port development bill gets through Congress.

Daniel Patrick Moynihan told the MTD Convention delegates, "help me get this port bill passed and I'll get you 35 percent" coal carriage on American flag ships.

Moynihan's legislation, S. 1692, would develop American ports so that they could handle the huge increase in coal trade that is anticipated in the next quarter century. According to Moynihan, the process for approval and completion of such projects, under his bill, would be greatly speeded up from the current system. Also, the market would decide which harbor should be developed.

Development mainly means dredging the harbor to a depth of at least 55 feet to accommodate the super colliers that will be needed to carry the coal.

Moynihan said that the Federal government would put up 75 percent of the money with the port itself supplying the other 25 percent. Under his bill, said the Senator, there's "no limit on



On-hand at the MTD Convention to talk about his port development bill was New York's senior Senator, Daniel P. Moynihan (D-N.Y.).

how many of these ports" can be improved.

He told an enthusiastic audience that "if we get this legislation, we will have every right to insist that one third" of the ships carrying the coal be American.

Moynihan told the delegates that "if we fool around for another five or six years," the contracts that the world wants to make for coal will go to Australia and South Africa, not to America.

Rep. Walter Jones

WHILE stating that the Reagan Administration should be given a little more time to come up with a maritime policy to deal with a decline that has continued unabated for more than thirty years, Rep. Walter Jones (D-NC), chairman of the House Merchant Marine Committee, told the delegates at the MTD Convention that, "President Reagan should direct officials in his Administration to cease their attacks on the few remaining programs which are the glue still holding our merchant marine together."

Among the programs Jones said should be preserved are the Operating Subsidy Program, the Government-Impelled Cargo Preference Program, the Title XI Program, the Jones Act, the prohibition against the export of Alaskan oil, and the Construction Differential Subsidy or some realistic substitute.

Jones told the audience that the past few months have been a crucial time for the merchant marine. It is under attack, especially by those segments of the Defense Establishment that refuse to accept their fair share of the budget cuts.

Ship construction subsidies and loan guarantee programs were particularly hard hit by the latest round of budget cutting. According to Jones, "the smart money assumes it is unlikely that the Construction Subsidy Program which has been an integral part of our maritime promotional policy will be revived."

Certain segments of Congress have also tried to do away with restrictions on the export of Alaskan oil and existing provisions that state that a certain portion of government generated cargo



House Merchant Marine & Fisheries Committee Chairman Walter Jones (D-N.C.).

must be carried on American flag vessels.

Jones estimates 49 American flag tankers would be laid up if restrictions were eased on the export of Alaskan oil.

Despite its pessimistic tone, Jones's speech contained some hopeful observations.

According to Jones, the House Merchant Marine Committee is making significant progress towards fashioning a regulatory reform bill that would make the American flag merchant marine more competitive in relation to its foreign competitors.

The Committee is also making progress towards securing veterans benefits for those seamen who served in World War II; in reaching a compromise on an accelerated tax depreciation bill; and in fashioning a comprehensive port development bill, which many economists feel is the one thing that is needed if this country is to develop its promising coal export industry.

Rep. James Howard

CONGRESSMAN James "Jim" Howard (D-NJ), chairman of the 46-member House Public Works and Transportation Committee, declared that he supports the Biaggi Coal Ports' Dredging Bill.

Calling for "changes" and "more jobs," Rep. Howard told the MTD delegates that the reason why America "is in ruins" is because everybody let things "slide."

He proposes "changes" through his committee to help "rebuild the United States" and make the merchant marine again "No. 1 on the seas, too!"

On superports development, Howard said this country is "the Saudi Arabia of the (world) coal industry." In the next few years, he stressed, we must expand port development a full 32 percent so not to fall behind again.

"A \$2-billion increase in U.S. trade would give Americans a million more jobs," the congressman said.

Howard reported that his Committee



Rep. Jim Howard (D-N.J.) was one of the guest speakers at the MTD's 1981 Biennial Convention.

wants the funds to build 247 new ship berths and 11 new container piers. Only the U.S. housing industry provides more jobs than construction and transportation, he added.

One of the Congressman's units, the Water Resources Subcommittee affects the inland waterways.



Listening to Convention proceedings.



Mike Sacco, SIU vice president Lakes and Inland Waters and secretary treasurer of the St. Louis Maritime Port Council.



Studying convention materials is Joe Sacco, SIU Gulf Coast vice president and executive secretary of the Houston Port Council.



Charles Pillard, president of the Electrical Workers and MTD Executive Board member.



Chemical Workers President and MTD Executive Board member Frank Martino.



Dominick Carnevale represents the Plumbers Union on the MTD Executive Board.



Convention delegates included, from the left: SIU secretary treasurer Joe DiGiorgio, Arnie Miranda, Western Region vice president of the United Industrial Workers Union, and UIW National Director Steve Edney.

AFL-CIO Maritime Trades Department 1981 Biennial Convention, Nov. 12-13, 1981 New York, N.Y.



Representing MEBA District 2 at the Convention were Mike McKay, left, secretary treasurer, and Ray McKay, president.



Among the delegation from the Brotherhood of Railway and Airline Clerks was Jack Otero, left, international vice president.



A special award of appreciation for his career of service to the MTD and the labor movement was presented to Jack McDonald, seated, retired vice president of the MTD and the labor movement. Presenting the award from the left were: SIU and MTD President Frank Drozak, MTD Exec. Secretary Treasurer, Jean Ingrao and MTD and Operating Engineers Vice President Steve Leslie.



In between sessions, MTD executive board members chat. They are Lawrence Holley, president of the Aluminum Workers, and Bill Lucy, secretary treasurer of the American Federation of State, County and Municipal Employees.



MTD Executive Board members Morris Weisberger, left, and Roman Gralewicz, president of the SIU of Canada, exchange thoughts.



Representing the SIU-AGLIWD at the Convention were, from the left, Ray McDonald, agent in Tampa, Leo Bonser, agent in Jacksonville, and Ed Turner, executive vice president.



The contingent from the West Coast included, from the left, SUP President Paul Dempster, MFOW President Henry "Whitey" Disley, and SIU West Coast Vice President George McCartney.



Still going strong is labor stalwart Teddy Gleason, president of the International Longshoremen's Association.



On hand for the MTD convention were Frank Lonardo, right, president of Local 1814 of the ILA, and Ed Panerello, executive director of the N.Y. Maritime Port Council.



Representing the SIU-AGLIWD at the Convention were, from the left, Ray McDonald, agent in Tampa, Leo Bonser, agent in Jacksonville, and Ed Turner, executive vice president.

MTD Acts On Key Maritime Resolutions

Following is a brief breakdown of some of the more important resolutions acted upon by the MTD Biennial Convention earlier this month.

MARITIME POLICY:

Over the past 30 years the Federal government has allowed the American flag merchant marine to decline even though it plays a critical role in the defense of this country. Less than 4% of all ocean-borne foreign commerce is carried on American flag vessels. This decline has had disastrous consequences on America's seafaring capability. It has also put this country in the uncomfortable position of putting its continued supply of oil and strategic minerals in the hands of foreign countries onboard whose vessels those commodities are carried.

Much of the decline that has occurred over the past thirty years can be traced to the inability of the Federal government to fashion a coherent maritime policy. The Maritime Trades Department thereby proposed that the Federal government should fashion such a policy, and that it contain the following points:

1. The merchant marine should be effectively utilized as a naval auxiliary.
2. Legislation should be passed that would reserve a specified portion of our coal exports for carriage onboard American flag vessels.
3. American tax laws should be revised so as to follow the maritime industry to become competitive with foreign shippers.
4. The United States should ratify the UNCTAD Code of Liner Conduct, and negotiate bilateral shipping agreements with our trading partners.

ENERGY

Nearly ten years after it began, the energy crisis is still with us. Four vital energy issues will soon be debated in Congress. Whatever Congress decides to do will have an effect for years to come.

The Maritime Trades Department urges Congress to do the following



Addressing the MTD Convention on Nov. 13 is Leon Shapiro, vice president, National Marine Engineers Beneficial Association—District 1.

things: (1) oppose any proposals that would deregulate the natural gas industry; (2) approve permanent standby petroleum allocation programs; (3) urge continued rapid filling of the Strategic Petroleum Reserve; and (4) continue current restriction on the export of Alaskan oil.

SHIPBUILDING

Given prevailing economic conditions and the recent spate of budget cuts, the American flag shipbuilding industry is in bad shape.

Since a healthy shipbuilding industry plays a vital role in the defense of this country, it is important that the United States government work closely with the shipbuilding industry to develop programs that will permit America's shipyards to fulfill their role as a strategic national asset. At the very least, cuts in the Construction Differential Subsidy program should be restored.



Page Groton, who represents the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers on the MTD Executive Board.

OCCUPATIONAL SAFETY AND HEALTH

The Maritime Trades Department has always supported the development and maintenance of adequate and well-monitored health and safety laws. It believes that it is incumbent upon the government to fully enforce strict standards which assure every man and woman the safest possible work environment.

Therefore the MTD is opposed to OSHA's new enforcement policy that automatically exempts from inspection firms which fall below a certain injury level. If this policy remains in force, approximately 13 million workers will be denied equal protection under the Occupational Safety and Health Administration.

The Convention therefore urges the Administration to place the lives and health of American workers above monetary considerations. Accordingly, programs to protect the safety and health in the workplace should be

strengthened and expanded, not curtailed.

BILATERAL SHIPPING AGREEMENTS

While the United States is the world's largest trading nation, only 4% of its foreign commerce is carried on American flag vessels.

The United Nations Conference on Trade and Development is seeking to institutionalize the use of bilateral trade agreements. If the Code is adopted, then trading partners would each carry in their own ships 40% of the trade between them, with 20% allowed for vessels of third countries.

While a majority of nations are expected to ratify the UNCTAD Code, the United States is not one of them.

The Maritime Trades Department calls upon the new Administration to reverse its opposition to the UNCTAD Code. Ratification would have important benefits. It would place the United States in the mainstream of world opinion, and help the economy of this country by giving the Merchant Marine a much needed boost.

GREAT LAKES SHIPPING

Given the fact that the Midwest is the agricultural and industrial heartland of this country, and a major center of coal and mineral reserves, the MTD feels that it is imperative that the United States do more to revitalize the waterborne commerce in this region. The Great Lakes is this country's "fourth great seacoast," so the maritime industry should not be allowed to fall into a state of disrepair.

COAL EXPORTS

Most experts feel that this nation's vast reserves of coal give us the potential to solve our energy problems and develop a lucrative coal export trade that would help this country's balance of payments deficits.

Before we can capitalize on these reserves, however, we must make a commitment to improving our energy network.

JONES ACT

The Jones Act, Section 27 of the Merchant Marine Act of 1920, is one of the most important statutes this nation has in terms of America's economic and military security. The strict enforcement of this law, and the total exclusion of vessels built or rebuilt, owned or registered foreign, from our nation's coastwise trade, has prevented foreign shipping interests from gaining control of domestic waterborne commerce of the United States.

Presently, there are several proposals which would waive certain restrictions in the Jones Act. These requests, both of a temporary and permanent nature, should be analyzed thoroughly in terms of purpose and scope. No waiver should be granted under any circumstances unless it is clear that the waiver is absolutely necessary to national defense and does not constitute a threat to the basic concept underlying the Jones Act.

VETERANS BENEFITS

In World War II, the men of the United States merchant marine responded to the Nation's need by carrying millions of troops to two major theaters of war



Phillip R. Piccigallo, an MTD Executive Board member representing the SIUNA.

and supplying them with millions of tons of equipment, material and food.

Merchant seamen risked their lives during this conflict to the extent that 3.8 percent of their numbers perished as a result of enemy action in the first year of the war, compared to a one percent loss rate for members of the armed forces in the same period.

Unfortunately, the courage, sacrifice and devotion of American seamen have gone unrewarded. Congress has not yet given seamen their due by extending to them Veteran's Benefits.

This Convention goes on record that merchant seamen be given veteran's benefits for their valiant actions in World War II.

ALASKAN CRUDE OIL

One of the most important issues to face Congress has been the question of Alaskan North Slope Crude Oil.

Oil companies have been petitioning Congress to ease restriction on the export of Alaskan North Slope Crude oil.

Such a move would have unfortunate consequences. Exporting Alaska oil would further deplete already diminishing domestic sources of oil. It would make the United States even more vulnerable than it already is to a cutoff of foreign oil.

The Maritime Trades Department therefore goes on record as opposing the export of Alaskan oil.



MTD Acts On Key Maritime Resolutions

Following is a brief breakdown of some of the more important resolutions acted upon by the MTD Biennial Convention earlier this month.

MARITIME POLICY:

Over the past 30 years the Federal government has allowed the American flag merchant marine to decline even though it plays a critical role in the defense of this country. Less than 4% of all ocean-borne foreign commerce is carried on American flag vessels. This decline has had disastrous consequences on America's seafaring capability. It has also put this country in the uncomfortable position of putting its continued supply of oil and strategic minerals in the hands of foreign countries onboard whose vessels those commodities are carried.

Much of the decline that has occurred over the past thirty years can be traced to the inability of the Federal government to fashion a coherent maritime policy. The Maritime Trades Department thereby proposed that the Federal government should fashion such a policy, and that it contain the following points:

1. The merchant marine should be effectively utilized as a naval auxiliary.
2. Legislation should be passed that would reserve a specified portion of our coal exports for carriage onboard American flag vessels.
3. American tax laws should be revised so as to follow the maritime industry to become competitive with foreign shippers.
4. The United States should ratify the UNCTAD Code of Liner Conduct, and negotiate bilateral shipping agreements with our trading partners.

ENERGY

Nearly ten years after it began, the energy crisis is still with us. Four vital energy issues will soon be debated in Congress. Whatever Congress decides to do will have an effect for years to come.

The Maritime Trades Department urges Congress to do the following:



Addressing the MTD Convention on Nov. 13 is Leon Shapiro, vice president, National Marine Engineers Beneficial Association—District 1.

things: (1) oppose any proposals that would deregulate the natural gas industry; (2) approve permanent standby petroleum allocation programs; (3) urge continued rapid filling of the Strategic Petroleum Reserve; and (4) continue current restriction on the export of Alaskan oil.

SHIPBUILDING

Given prevailing economic conditions and the recent spate of budget cuts, the American flag shipbuilding industry is in bad shape.

Since a healthy shipbuilding industry plays a vital role in the defense of this country, it is important that the United States government work closely with the shipbuilding industry to develop programs that will permit America's shipyards to fulfill their role as a strategic national asset. At the very least, cuts in the Construction Differential Subsidy program should be restored.



Page Groton, who represents the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers on the MTD Executive Board.

OCCUPATIONAL SAFETY AND HEALTH

The Maritime Trades Department has always supported the development and maintenance of adequate and well-monitored health and safety laws. It believes that it is incumbent upon the government to fully enforce strict standards which assure every man and woman the safest possible work environment.

Therefore the MTD is opposed to OSHA's new enforcement policy that automatically exempts from inspection firms which fall below a certain injury level. If this policy remains in force, approximately 13 million workers will be denied equal protection under the Occupational Safety and Health Administration.

The Convention therefore urges the Administration to place the lives and health of American workers above monetary considerations. Accordingly, programs to protect the safety and health in the workplace should be

strengthened and expanded, not curtailed.

BILATERAL SHIPPING AGREEMENTS

While the United States is the world's largest trading nation, only 4% of its foreign commerce is carried on American flag vessels.

The United Nations Conference on Trade and Development is seeking to institutionalize the use of bilateral trade agreements. If the Code is adopted, then trading partners would each carry in their own ships 40% of the trade between them, with 20% allowed for vessels of third countries.

While a majority of nations are expected to ratify the UNCTAD Code, the United States is not one of them.

The Maritime Trades Department calls upon the new Administration to reverse its opposition to the UNCTAD Code. Ratification would have important benefits. It would place the United States in the mainstream of world opinion, and help the economy of this country by giving the Merchant Marine a much needed boost.

GREAT LAKES SHIPPING

Given the fact that the Midwest is the agricultural and industrial heartland of this country, and a major center of coal and mineral reserves, the MTD feels that it is imperative that the United States do more to revitalize the waterborne commerce in this region. The Great Lakes is this country's "fourth great seacoast," so the maritime industry should not be allowed to fall into a state of disrepair.

COAL EXPORTS

Most experts feel that this nation's vast reserves of coal give us the potential to solve our energy problems and develop a lucrative coal export trade that would help this country's balance of payments deficits.

Before we can capitalize on these reserves, however, we must make a commitment to improving our energy network.

JONES ACT

The Jones Act, Section 27 of the Merchant Marine Act of 1920, is one of the most important statutes this nation has in terms of America's economic and military security. The strict enforcement of this law, and the total exclusion of vessels built or rebuilt, owned or registered foreign, from our nation's coastwise trade, has prevented foreign shipping interests from gaining control of domestic waterborne commerce of the United States.

Presently, there are several proposals which would waive certain restrictions in the Jones Act. These requests, both of a temporary and permanent nature, should be analyzed thoroughly in terms of purpose and scope. No waiver should be granted under any circumstances unless it is clear that the waiver is absolutely necessary to national defense and does not constitute a threat to the basic concept underlying the Jones Act.

VETERANS BENEFITS

In World War II, the men of the United States merchant marine responded to the Nation's need by carrying millions of troops to two major theaters of war



Phillip R. Piccigallo, an MTD Executive Board member representing the SIUNA.

and supplying them with millions of tons of equipment, material and food.

Merchant seamen risked their lives during this conflict to the extent that 3.8 percent of their numbers perished as a result of enemy action in the first year of the war, compared to a one percent loss rate for members of the armed forces in the same period.

Unfortunately, the courage, sacrifice and devotion of American seamen have gone unrewarded. Congress has not yet given seamen their due by extending to them Veteran's Benefits.

This Convention goes on record that merchant seamen be given veteran's benefits for their valiant actions in World War II.

ALASKAN CRUDE OIL

One of the most important issues to face Congress has been the question of Alaskan North Slope Crude Oil.

Oil companies have been petitioning Congress to ease restriction on the export of Alaskan North Slope Crude oil.

Such a move would have unfortunate consequences. Exporting Alaska oil would further deplete already diminishing domestic sources of oil. It would make the United States even more vulnerable than it already is to a cutoff of foreign oil.

The Maritime Trades Department therefore goes on record as opposing the export of Alaskan oil.



CHARLESTON (Sea-Land Service), September 30—Chairman, Recertified Bosun L. B. Rodriguez; Steward Delegate B. Young. No disputed OT. Chairman reported that the Captain sent word that he appreciated the time the men were giving to keep the ship in order and extended a vote of thanks to all department delegates. Report to Log: "The ashes of Brother Otto R. Hoepner were scattered over the waves on Sunday, September 6, 1981. A talk was given by Brother A. Gregoire about the good things Brother Hoepner had done for other SIU members. May God Bless him." Next port Portsmouth.

LNG LEO (Energy Transport), September 6—Chairman, Recertified Bosun Robert Schwarz; Secretary H. Jones Jr.; Educational Director L. Gordon; Deck Delegate L. Shaw; Engine Delegate R. Russell; Steward Delegate M. Ruggerio. \$188 in movie fund. No disputed OT. Chairman reported that everything is going well and reminded all members of the importance of wearing their safety gear on deck. A vote of thanks to the steward department for a job well done.

SEA-LAND PATRIOT (Sea-Land Service), September 20—Chairman A. Polina; Secretary A. Reasko; Educational Director James White. No disputed OT. Chairman reported that applications for upgrading in Piney Point are available for those who are interested and discussed the importance of donating to SPAD. A vote of thanks was extended to the crew for keeping the ship in SIU shape, clean at all times. Observed one minute of silence in memory of our departed brothers.

JACKSONVILLE (Sea-Land Service), September 21—Chairman, Recertified Bosun Joseph Puglisi; Secretary O. Paschal; Educational Director L. E. Baughan; Engine Delegate G. Ortiz. Some disputed OT in engine department. Brother Puglisi, ship's chairman, reminded members of the advantages and opportunities offered at the Lundberg School in Piney Point for upgrading in all categories. Also that it is mandatory for 24-hour notice to be given when leaving a vessel. Brother Baughan, educational director, reports that there is a generous supply of books and magazines on board that were received in New Orleans. He also emphasized the care and knowledge that is required to operate a video cassette properly. Observed one minute of silence in memory of our departed brothers and sisters. Next port, Portsmouth.

SEA-LAND INDEPENDENCE (Sea-Land Service), September 13—Chairman M. S. Silva; Secretary Roy R. Thomas; Educational Director R. Vilagran. Some disputed OT in engine department. \$14.50 in ship's fund. The communications received were read and posted by the ship's chairman who further discussed the advantages of upgrading at Piney Point. A vote of thanks to the steward department for good food and service from the crew and from the Captain who noted that it was the cleanest steward department he had ever seen. Observed one minute of silence in memory of our departed brothers and sisters. Next port New Orleans.



LONG BEACH (Sea-Land Service), September 20—Chairman, Recertified Bosun F. H. Johnson; Secretary T. Hankins; Educational Director D. E. Phillips; Deck Delegate L. Muscatello; Engine Delegate W. D. Sharar; Steward Delegate R. E. Dawsey. No disputed OT. Members were advised to take advantage of the courses that are available in Piney Point. These are taught by qualified teachers and there is no charge. All you have to give is time and a better future and more security in your job is the payoff. Report to Log: "It takes time to get passes in most Arabian ports and they should be kept in a secure place." Next port Jeddah.

COVE NAVIGATOR (Cove Shipping), September 29—Chairman Clyde J. Smith; Secretary H. W. Roberts; Educational Director W. T. Christopher; Deck Delegate Patrick B. Rankin; Engine Delegate Louis L. Koen; Steward Delegate Aubrey Rankin. No disputed OT. Chairman reports that a letter that was received by the Captain from headquarters concerning leaving the ship without a replacement was posted in the crew mess room. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Next port Beaumont.

HOUSTON (Sea-Land Service), September 17—Chairman, Recertified Bosun J. C. Donovan; Secretary H. Ortiz; Educational Director J. Jones. No disputed OT. Secretary reported on the closing of the USPHS hospitals which have provided quality health care for American seamen since 1798. Everyone should write to their congressman and express their concern for this situation. There was a further discussion on the importance of donating to SPAD. Report to Log: "We the crew of the SS Houston claim the company should install a telephone in San Juan, P.R. so we can find out the sailing time. At the present time there is no way of finding out what the sailing time is."

LNG VIRGO (Energy Transport), September 27—Chairman C. Leahy; Secretary J. Jones; Educational Director C. Salomons; Deck Delegate Robert C. Munroe. No disputed OT. Chairman reported that the best way to keep up with Union activities, to know what is presently going on in the maritime industry, and the opportunities available for advancing your position by upgrading, is to read the Log. All this information and more is contained in your publication. Request all members when they are ashore in any port to be courteous and orderly. Observed one minute of silence in memory of our departed brothers and sisters. Next port Osaka.

COURIER (Ocean Carriers), September 9—Chairman, Recertified Bosun S. Kadziola; Secretary W. M. Washington; Educational Director D. Beeman. \$78.20 in ship's fund. Some disputed OT in engine department. Chairman reported that a prompt reply was received from Union Headquarters concerning the deck department overtime rate. Brother Kadziola thanked all members of the crew for a job well done and encouraged everyone who qualified to fill out an application and upgrade at Piney Point. A vote of thanks to Steward Wheeler Washington and Chief Cook Milton Yournett for a job well done. Report to Log: "A special thank you to Brother Paul Hall for all those years of loyal service to our Union. It is a fitting tribute to his memory to have his birthday declared a holiday for the Union."

WILLIAMSBURG (Anndep Steamship), September 6—Chairman D. Ellete; Secretary Clyde Kreiss; Educational Director J. W. McClellan; Deck Delegate C.S. Dick; Engine Delegate L. Alfco; Steward Delegate D. Emerson. Brother Ellete extended a vote of thanks to the Captain for the use of his boat in Ft. Lauderdale so that the crew could go ashore. The educational director gave a talk to encourage those crew members that qualify to go to Piney Point to upgrade. There is nothing to lose. You can only gain. A vote of thanks to all departments for making this a fine trip. Report to Log: "The ship was anchored off Gibraltar for six weeks. While there Prince Charles and Lady Diana passed the Williamsburg in the royal yacht on their way to the Mediterranean for their honeymoon." Next port Piraeus.

OVERSEAS ALEUTIAN (Maritime Overseas), September 21—Chairman C. C. Smith; Secretary C. Loper Jr.; Educational Director F. D. Prisock. Some disputed OT. \$45.55 in ship's fund. Chairman reported that the ship is on its way to Panama after Baytown, Texas and back to Baton Rouge, La. Discussed the importance of donating to SPAD and urged all those who qualify to upgrade themselves at Piney Point. All communications received were read and posted. A vote of thanks to the steward department for a job well done.

SAN PEDRO (Sea-Land Service), September 19—Chairman O. Hernandez; Secretary D. B. Smith; Educational Director Mark Serlis; Deck Delegate Wilhelm Van Lynn; Steward Delegate Willie Green. Some disputed OT in engine department. Brother Hernandez discussed the new wages and overtime rates which were in the Log. He informed the crew of the importance and need to donate to SPAD and for all to upgrade themselves for assurance of a better future for yourself and your family. Next port Rotterdam.

OVERSEAS VALDEZ (Maritime Overseas), September 21—Chairman Freddie Goethe; Secretary R. Mann; Educational Director Harry Granger; Deck Delegate Theodore Weems; Steward Delegate J. Romero. No disputed OT. Chairman reported that this has been a good trip and a fine crew. At this meeting he gave a talk on the advantages of upgrading at Piney Point, the importance of donating to SPAD, and the need to read the Log to know your Union activities. A vote of thanks to the steward department for a job well done. Next port St. James, La.

OVERSEAS ALICE (Maritime Overseas), September 29—Chairman, Recertified Bosun J. R. Thompson; Secretary George Richardson; Educational Director J. McLaamore. \$68 in ship's fund. No disputed OT. Chairman reported that one man was sent home from Chittagong due to illness. A vote of thanks to the steward department for a job well done.

DEL MONTE (Delta Line), September 20—Chairman, Recertified Bosun W. J. Bobalek; Secretary N. Evans; Educational Director H. F. Wells; Deck Delegate Ed Delaney; Engine Delegate Isaac Gordon. No disputed OT. Brother Bobalek discussed the importance of donating to SPAD and the need for all members to continue to perform their duties well. A vote of thanks to steward department for a job well done. Next port Monrovia.

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

Oakland
Sea-Land Defender
Westward Venture
Overseas Ohio
Del Oro
Rose City
Cove Ranger
Arecibo
Overseas Natalie
Santa Elena
Ultrasa
Kopaa
Pride of Texas
Potomac
Ogden Williamette
Sea-Land Leader
Point Julie
Tampa
Stuyvesant
Philadelphia
Galveston
Golden Dolphin
Sea-Land Adventurer
San Juan
Santa Cruz
LNG Capricorn
Sugar Islander
Portland
Sea-Land McLean
Sea-Land Developer
Del Campo
Ranger
Ultrasa
Sea-Land Pacer
Caguas
Delta Sud
Ogden Yukon
Diplomat
Ogden Traveler
Overseas Anchorage
Sea-Land Express
Mayaguez
Penny
Sea-Land Commerce

Talk Is Cheap — And Gonna' Get

One of the showpieces of the SIU fleet, American Telephone & Telegraph's **Cable Ship Long Lines**, paid a week-long visit to Port Newark, N.J. last month in preparation for another landmark job.

At 511 feet, the **C.S. Long**

Lines is the largest ship of her type operating in the world today. But the 120-man **Long Lines'** crew—including 66 unlicensed SIU members—is more frequently seen laying or repairing transatlantic telephone cables than anchored at the port of

Newark.

The **Long Lines** was on-hand to provide an appropriate setting for AT&T's announcement that the company will soon begin producing a unique, lightwave undersea cable system. At the same time, the **Long Lines** acted as a good-will ambassador, giv-

ing the public a chance to tour the impressive ship.

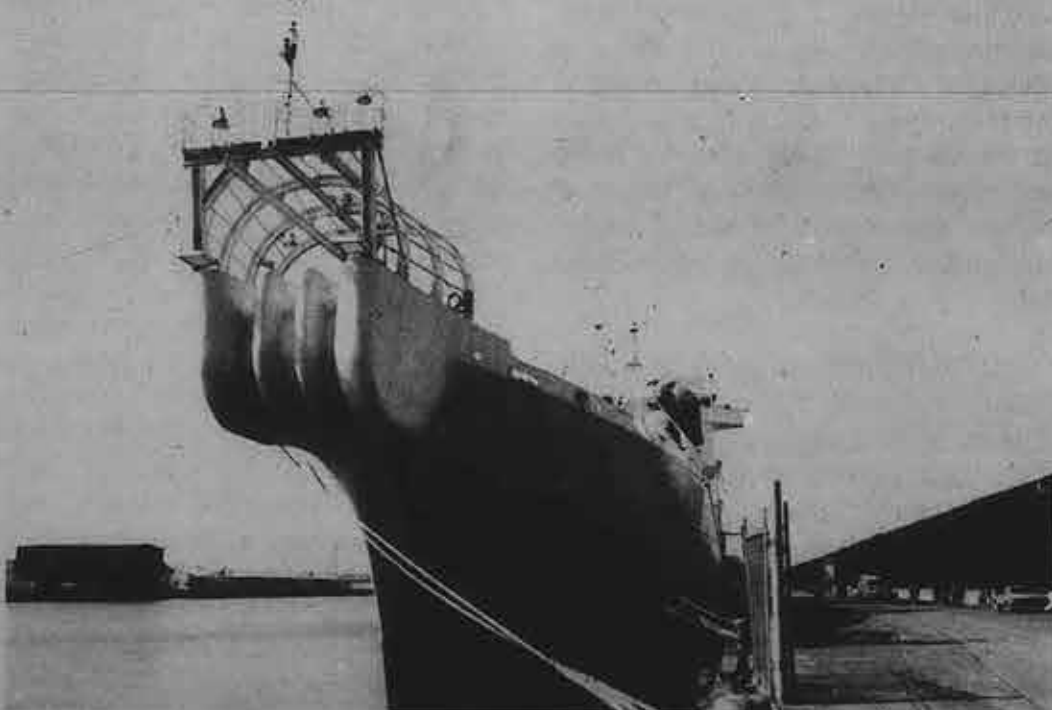
With a price tag of \$230 million, AT&T's new cable system is expected to provide high-capacity lower cost overseas telephone service. If all goes according to plan, the **Long Lines** will have installed the new cable system



Checking out gauges in the engine room is Oiler Eldridge Smith.



Soup's on! Thanks to 3rd Cook Clarence Lacey (left) and Chief Cook Ralph Trotman.



The bow of the **C.S. Long Lines** was specially designed to make the job of cable-laying easier.



On-duty in the **C.S. Long Lines** engine room, Wiper Leroy Hite.



Mike Bonsignore, wiper, helps keep the **Long Lines** engine room sparkling.

Talk Is Cheap — And Gonna' Get

One of the showpieces of the SIU fleet, American Telephone & Telegraph's **Cable Ship Long Lines**, paid a week-long visit to Port Newark, N.J. last month in preparation for another landmark job.

At 511 feet, the **C.S. Long**

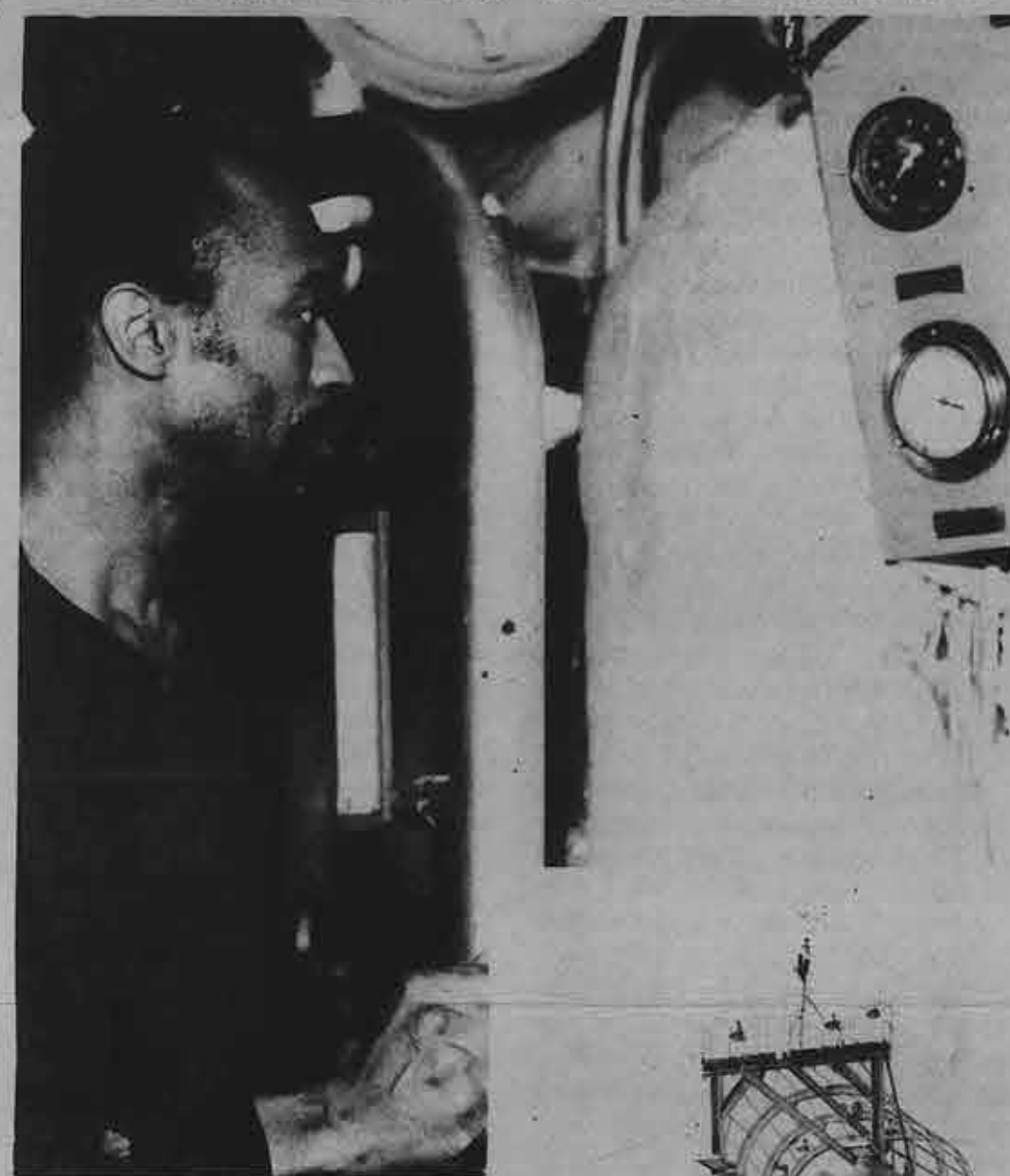
Lines is the largest ship of her type operating in the world today. But the 120-man **Long Lines** crew—including 66 unlicensed SIU members—is more frequently seen laying or repairing transatlantic telephone cables than anchored at the port of

Newark.

The **Long Lines** was on-hand to provide an appropriate setting for AT&T's announcement that the company will soon begin producing a unique, lightweight undersea cable system. At the same time, the **Long Lines** acted as a good-will ambassador, giving

the public a chance to tour the impressive ship.

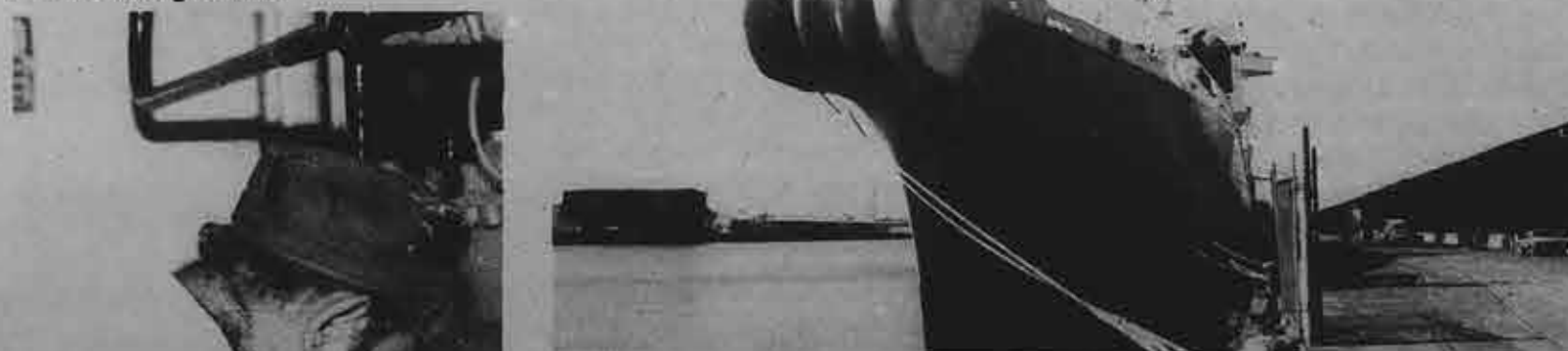
With a price tag of \$230 million, AT&T's new cable system is expected to provide high-capacity lower cost overseas telephone service. If all goes according to plan, the **Long Lines** will have installed the new cable system



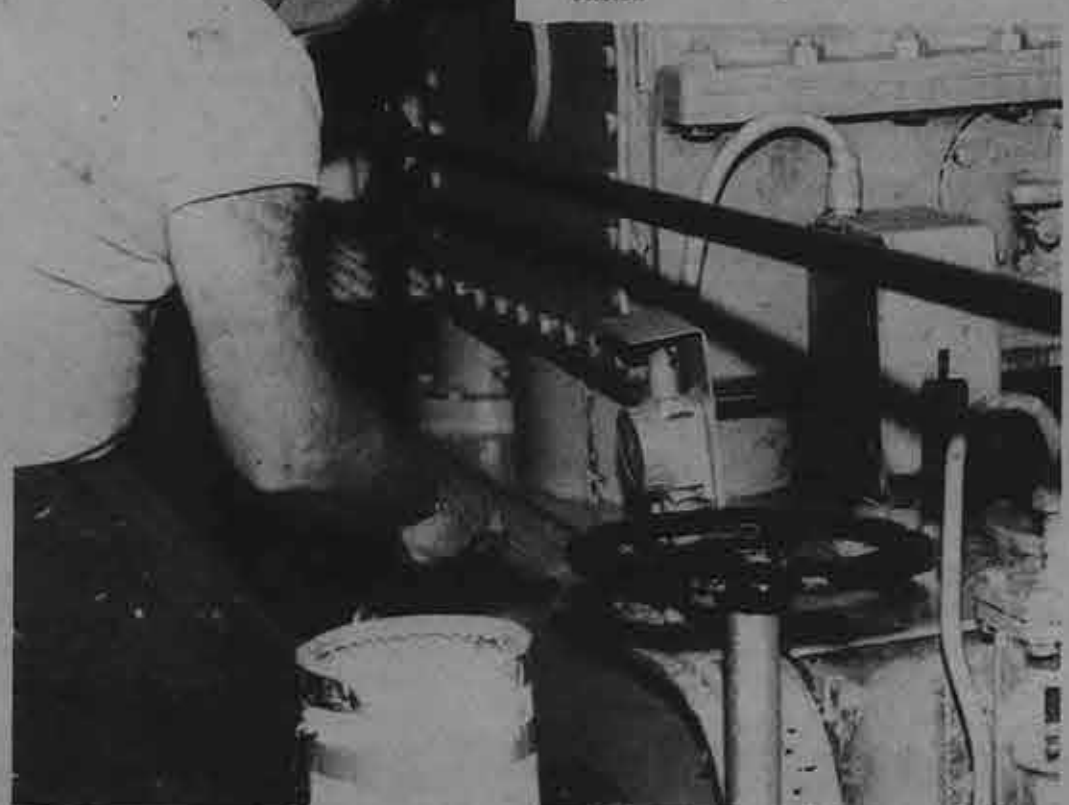
Checking out gauges in the engine room is Oiler Eldridge Smith.



Soup's on! Thanks to 3rd Cook Clarence Lacey (left) and Chief Cook Ralph Trotman.



The bow of the C.S. Long Lines was specially designed to make the job of cable-laying easier.



On-duty in the C.S. Long Lines engine room, Wiper Leroy Hite.



Mike Bonsignore, wiper, helps keep the Long Lines engine room sparkling.

Cheaper—Thanks to the Long Lines

beneath the Atlantic by 1988. A similar system is planned to link Hawaii and the continental U.S. by the end of the decade.

Until the new cable is ready, the **Long Lines** will continue laying and repairing some of the 41,000 nautical miles of cable she's laid since beginning op-

erations in 1963. Her next major job will be to lay the seventh transatlantic cable during the winter of 1982-3, a job that could take six months or more.

The **Long Lines** is equipped with three cable tanks which can hold up to 1200 nautical miles of 1 1/4 inch cable or 850 miles of

two inch cable. She's also equipped with special gear which can detect the location of a damaged cable section, bring it to the surface for repair and then return it to the ocean bottom.

A new piece of cable maintenance equipment was intro-

duced aboard the **Long Lines** this year. Called Submersible Craft Assisting Repair and Burial (SCARAB), the unit is an electronically operated, unmanned submarine which uses TV cameras and powerful lights to locate damaged cable.



It looks like something out of *Star Wars* but it's the **Long Lines** SCARAB (Submersible Craft Assisting Repair and Burial). The unmanned sub can descend to depths of up to 2,000 meters. It uses TV cameras and powerful lights to locate damaged cables.



Here are 19 out of the total 22-person SIU steward department, snapped on the recent week-long stopover at Port Newark.



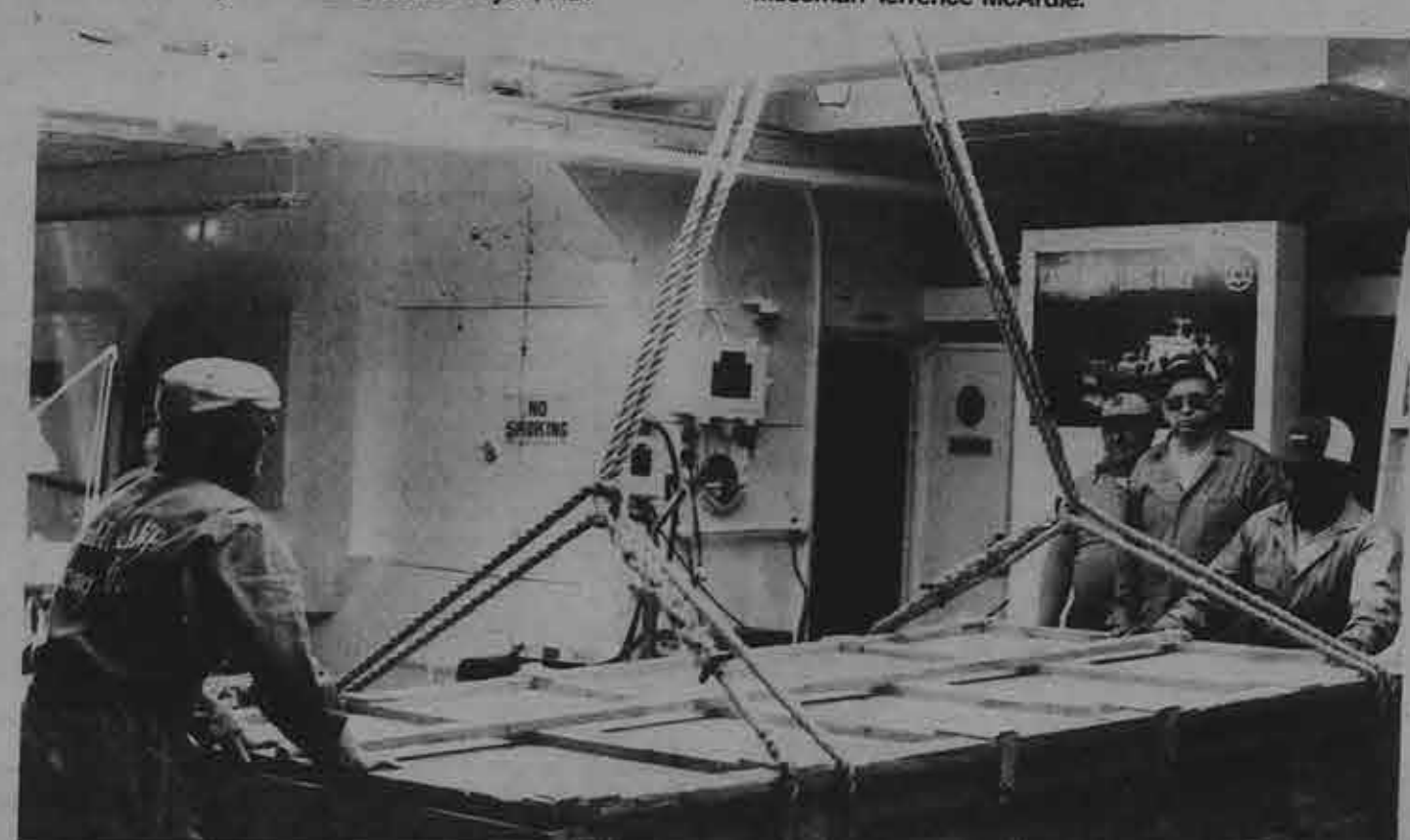
The C.S. Long Lines ship's committee gathers before a map showing the areas the ship has laid cable. The committee is (l-r): Ira Brown, chief steward; Warren Kaweck, chief electrician; Herb Libby, bosun and; Robert Fryett, AB.



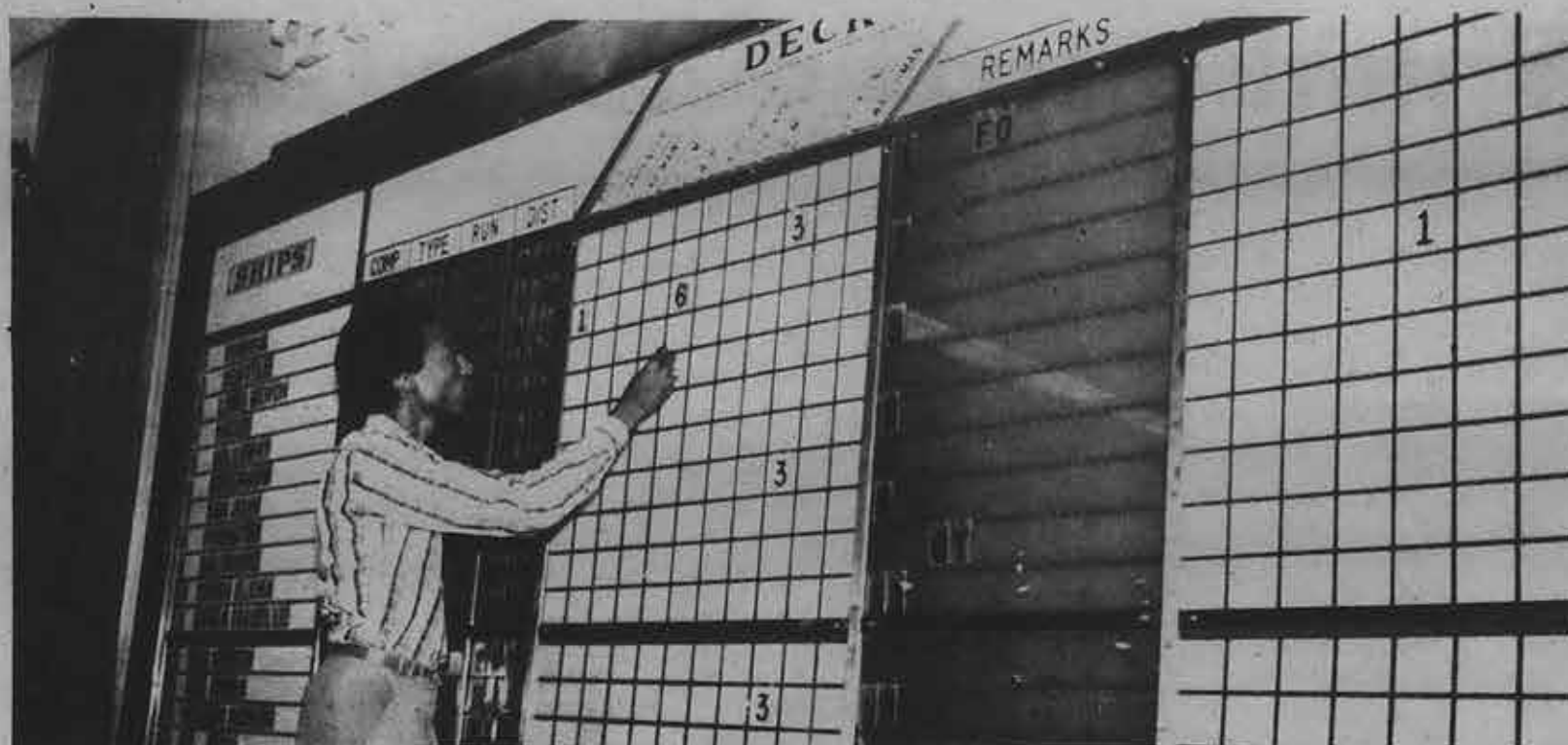
He sets a classy table! Setting up for dinner is Saloon Messman Terrence McArdle.



It has to be an elegant meal that Saloon Messman Pierre Bailey is setting up for—three spoons!



Nice and easy! The SIU deck crew on the Cable Ship Long Lines takes on supplies.



Dispatchers Report for Deep Sea

OCTOBER 1-31, 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
DECK DEPARTMENT									
Boston	3	9	2	5	9	0	11	9	3
New York	81	41	3	90	23	0	184	112	8
Philadelphia	5	6	1	1	1	0	17	16	2
Baltimore	11	5	0	13	2	0	38	22	3
Norfolk	27	9	2	9	7	0	44	24	9
Tampa	6	3	2	7	11	0	17	11	4
Mobile	7	1	0	11	3	0	26	9	1
New Orleans	70	23	8	71	18	0	130	54	17
Jacksonville	39	10	2	32	18	0	79	27	3
San Francisco	48	15	9	59	24	0	89	38	18
Wilmington	34	12	7	16	11	0	56	43	23
Seattle	33	13	4	40	8	0	87	40	10
Puerto Rico	11	2	0	27	8	0	12	2	0
Houston	51	17	3	42	22	0	118	45	7
Piney Point	0	0	0	0	16	0	4	0	1
Yokohama	0	0	1	0	1	2	0	0	0
Totals	426	166	44	423	182	2	912	452	109
ENGINE DEPARTMENT									
Boston	2	1	0	2	0	0	5	5	1
New York	76	43	1	54	21	0	160	96	3
Philadelphia	4	2	0	2	0	0	12	8	1
Baltimore	9	6	1	9	5	0	32	16	2
Norfolk	18	9	0	11	4	0	25	16	2
Tampa	5	8	1	8	6	0	8	17	1
Mobile	11	2	1	2	1	0	34	10	2
New Orleans	56	17	1	39	17	0	120	38	5
Jacksonville	31	2	0	28	8	0	49	10	2
San Francisco	38	24	4	45	24	0	67	27	8
Wilmington	14	13	3	10	3	0	33	30	11
Seattle	39	10	4	27	13	0	54	33	8
Puerto Rico	5	1	0	20	10	0	9	3	0
Houston	41	14	1	24	15	1	89	21	3
Piney Point	0	0	0	0	9	0	5	0	0
Yokohama	0	1	0	2	0	0	0	1	0
Totals	349	153	17	283	136	1	702	331	49
STEWARD DEPARTMENT									
Boston	2	2	1	1	4	0	2	2	3
New York	42	23	1	51	51	0	71	61	2
Philadelphia	0	0	0	1	2	0	5	6	0
Baltimore	10	4	0	11	5	0	22	12	0
Norfolk	11	6	0	5	9	0	21	8	3
Tampa	6	3	0	6	6	0	6	7	1
Mobile	7	0	0	0	4	0	28	1	0
New Orleans	37	5	1	26	13	0	78	15	4
Jacksonville	13	2	0	17	18	0	25	5	1
San Francisco	18	17	13	41	64	5	32	43	25
Wilmington	14	6	2	8	6	0	21	13	7
Seattle	19	2	3	28	21	1	25	5	5
Puerto Rico	5	0	0	9	2	0	13	3	0
Houston	28	1	0	29	6	0	61	7	1
Piney Point	0	6	0	0	28	0	1	5	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	212	77	21	233	239	6	411	193	52
ENTRY DEPARTMENT									
Boston	2	11	2				5	14	6
New York	24	126	30				36	305	87
Philadelphia	0	12	0				7	45	0
Baltimore	10	19	6				17	61	7
Norfolk	8	30	1				11	54	2
Tampa	2	13	1				3	24	6
Mobile	5	6	2				13	26	6
New Orleans	28	45	9				51	119	30
Jacksonville	15	30	2				20	60	10
San Francisco	19	79	77				30	153	177
Wilmington	2	18	26				3	57	82
Seattle	6	27	11				10	56	36
Puerto Rico	4	12	3				11	35	10
Houston	21	41	7				28	105	18
Piney Point	0	52	0				0	16	2
Yokohama	1	0	1				0	0	0
Totals	147	521	178				245	1,130	479
Totals All Departments	1,134	917	260	939	557	9	2,270	2,106	689

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

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

Shipping in the month of October was good in most A&G deep sea ports. A total of 1,505 jobs were shipped in October to SIU contracted deep sea vessels. Of the 1,505 jobs, only 939 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

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

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

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

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

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

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

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

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

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

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

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

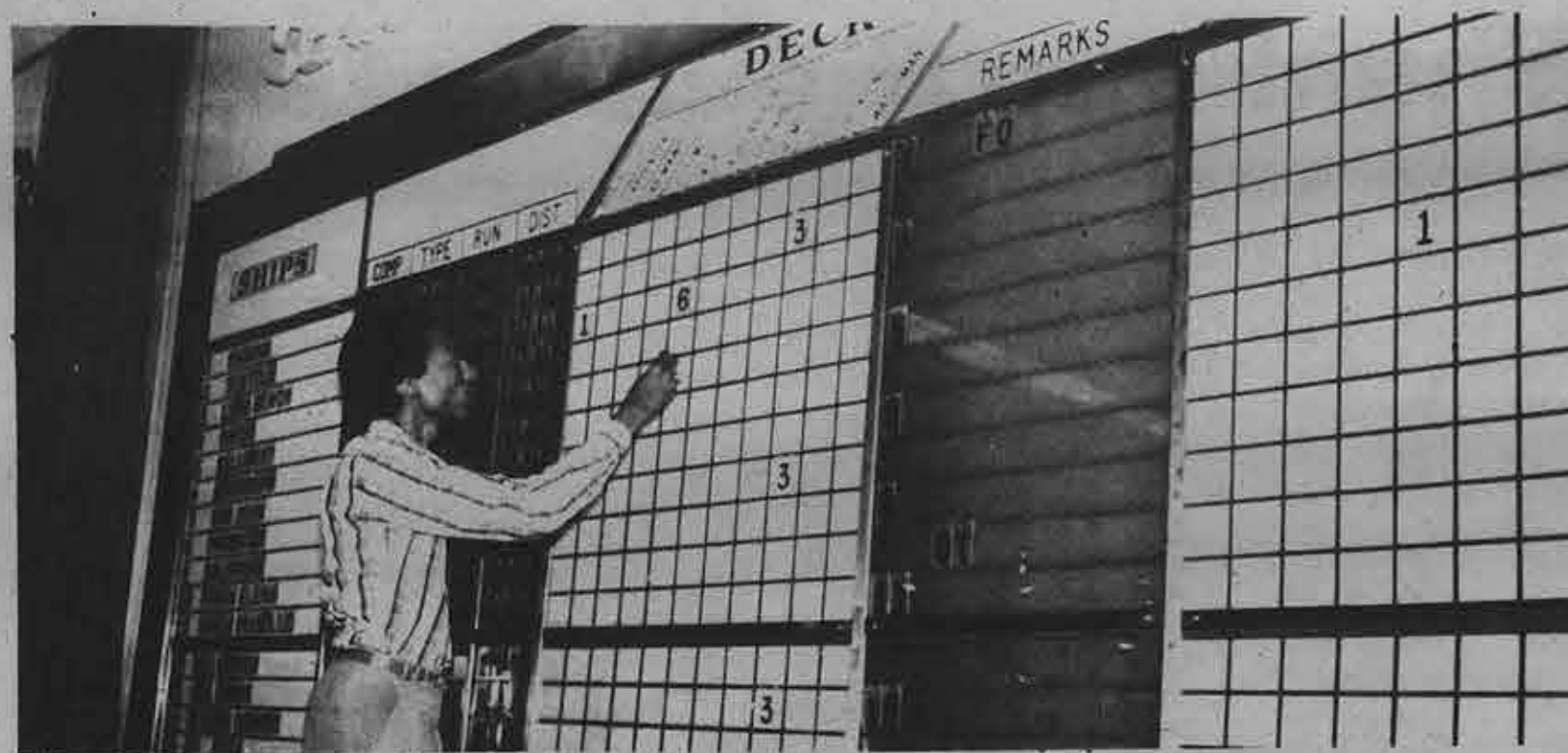
ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-6500

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

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

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

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



Dispatchers Report for Deep Sea

OCTOBER 1-31, 1981

Port	REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	3	9	2	5	9	0	11	9	3
New York	81	41	1	90	23	1	184	112	28
Philadelphia	5	6	1	1	1	0	17	16	2
Baltimore	11	5	0	13	2	0	38	22	3
Norfolk	27	9	2	7	7	0	44	24	4
Tampa	6	3	0	11	3	0	17	11	4
Mobile	7	3	0	11	3	0	26	9	1
New Orleans	70	23	8	71	18	0	130	54	17
Jacksonville	39	10	2	32	18	0	79	27	3
San Francisco	48	15	2	59	24	0	89	38	18
Wilmington	34	12	7	16	11	0	56	43	23
Seattle	33	13	4	40	8	0	87	40	10
Puerto Rico	11	2	0	27	8	0	12	2	0
Houston	51	17	3	42	22	0	118	45	7
Piney Point	0	0	0	0	16	0	4	0	1
Yokohama	0	0	0	0	1	2	0	0	0
Totals	426	166	44	423	182	2	912	452	109
ENGINE DEPARTMENT									
Boston	2	1	0	2	0	0	5	5	1
New York	76	43	0	54	21	0	160	96	13
Philadelphia	4	2	0	2	0	0	12	8	1
Baltimore	9	6	0	9	5	0	32	16	2
Norfolk	18	9	1	11	8	0	25	16	1
Tampa	5	3	0	8	0	0	8	4	1
Mobile	11	2	1	2	1	0	34	10	2
New Orleans	56	17	1	39	17	0	120	38	12
Jacksonville	31	2	0	28	9	0	49	10	2
San Francisco	38	24	4	45	24	0	67	27	8
Wilmington	14	13	3	10	3	0	33	30	11
Seattle	39	10	4	27	13	0	54	33	6
Puerto Rico	1	0	0	10	0	0	9	3	0
Houston	41	14	1	24	15	1	89	21	3
Piney Point	0	0	0	0	9	0	5	0	0
Yokohama	0	0	0	0	2	0	0	1	0
Totals	349	153	17	283	138	1	702	331	49
STEWARD DEPARTMENT									
Boston	2	2	1	5	1	0	2	2	3
New York	42	23	1	51	5	0	71	61	2
Philadelphia	0	0	0	1	1	0	5	6	0
Baltimore	10	4	0	11	4	0	22	12	0
Norfolk	11	6	0	5	9	0	21	8	0
Tampa	6	3	0	6	6	0	6	7	1
Mobile	7	0	0	0	4	0	28	1	0
New Orleans	37	5	1	26	13	0	78	15	4
Jacksonville	13	2	0	17	18	0	25	6	1
San Francisco	18	17	13	41	64	5	32	43	25
Wilmington	14	6	2	8	6	0	21	13	7
Seattle	19	2	3	28	21	1	25	5	5
Puerto Rico	5	0	0	9	2	0	13	3	0
Houston	28	12	0	29	6	0	61	7	1
Piney Point	0	0	0	0	28	0	1	5	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	212	77	21	233	239	6	411	193	52
ENTRY DEPARTMENT									
Boston	2	11	2	5	14	6	14	6	6
New York	24	125	30	36	305	87	36	305	87
Philadelphia	0	12	0	7	17	0	7	17	0
Baltimore	10	19	6	17	61	7	17	61	7
Norfolk	8	30	1	11	54	2	11	54	2
Tampa	2	13	1	3	24	6	3	24	6
Mobile	5	9	2	13	26	6	13	26	6
New Orleans	28	45	9	51	119	30	51	119	30
Jacksonville	15	30	2	20	60	10	20	60	10
San Francisco	19	79	77	30	153	177	30	153	177
Wilmington	2	18	20	3	57	82	3	57	82
Seattle	6	27	11	10	56	36	10	56	36
Puerto Rico	4	12	3	4	11	10	4	11	10
Houston	21	41	2	28	105	18	28	105	18
Piney Point	0	52	0	0	16	2	0	16	2
Yokohama	0	0	0	0	0	0	0	0	0
Totals	147	521	178	245	1,130	479	245	1,130	479
Totals All Departments	1,134	917	260	939	557	9	2,270	2,106	689

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

Shipping in the month of October was good in most A&G deep sea ports. A total of 1,505 jobs were shipped in October to SIU contracted deep sea vessels. Of the 1,505 jobs, only 939 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

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 S. 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 Onodori
 Naka-Ku 231-91
 201-7935

Chuck James 'Rambled' From OS to Chief Mate

Talking about his long and active seafaring career, Brother Chuck James said, "what better trade can you have if you're a rambler?"

James, whose full name is Charles E. James, Jr., began sailing with the SIU in 1945 at the age of 20. During his many years of "rambling," James managed to go from OS to bosun to second mate, and just recently, to chief mate.

Brother James received his chief's license after attending the Brooklyn, N.Y. school run by District 2 of the Marine Engineers Beneficial Association—American Maritime Officers (MEBA-AMO).

James said that "if it wasn't for the SIU and the AMO," he wouldn't have gotten so far in his profession. "I got my education through the SIU and the AMO."

Individuals were also responsible for James' success, he said. "The late Paul Hall and Bob Matthews pushed me till I made it. So did other Union officials. They encouraged me, so that I kept going."

James wanted to extend his thanks to all the SIU officials—past and present—who have helped him.

Brother James is not only the recipient of educational opportunities, he also made some available to others. In 1969 he was a lifeboat



Chief Mate Chuck James

and AB instructor at the SIU's school in New York. The next year, said James, he helped set up the deck department vocational program at the Lundberg School where he worked for awhile.

But Brother James couldn't stay landlocked, and in late 1970 he was shipping out again, this time with an original second mate's license.

Now that he's gotten his chief mate's license, James plans to go right back to sea so he can sit for a master's license. As he put it, "I plan to go for my master's license as quick as I can get sea time."

Brother James believes that if he could go as far as he had "then many others could do it." He says that there are more opportunities than ever before for educational

advancement and he urges young people to grab the chance to upgrade.

However, there is something else that he wants to encourage young people—or people of any age for that matter—not to do. "Those who are involved with drugs, or who are thinking of getting involved—Stop! Realize what you're doing. Drugs

interfere with your life and with your livelihood. They'll destroy you and your chance for a decent living," James warned.

Born in McIntyre, La., Brother James now lives in Houston, Tex. with his wife. They have three grown children. During World War II and the Korean War, James served in the Army.

What's Wrong?



If you can find out and fix it, you've got great job security and good pay.

So take the Marine Electrical Maintenance Course at SHLSS.

It starts January 4 through February 25.

Fill out the application in this issue of the Log or contact the Seafarers Harry Lundberg School of Seamanship to enroll.

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 ship 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 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.

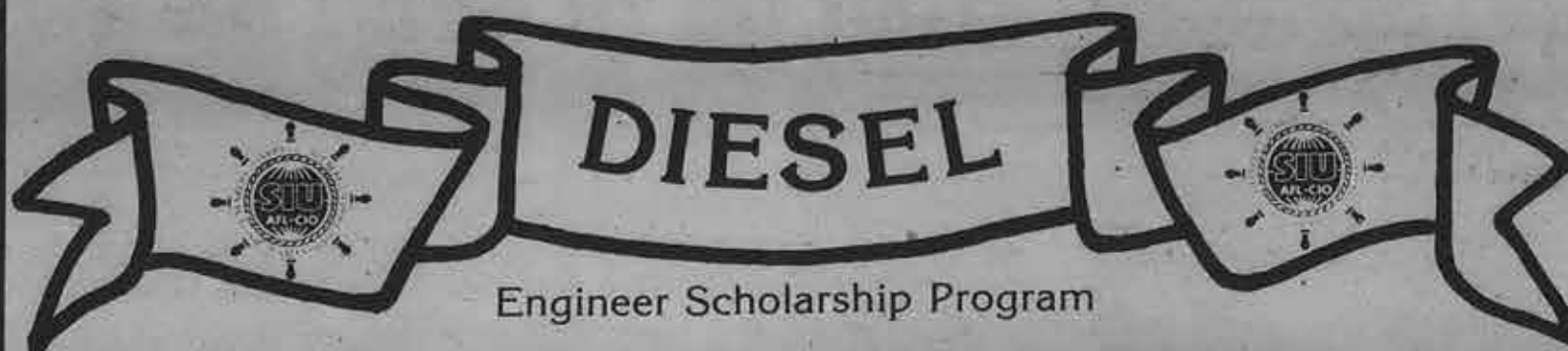
KNOW YOUR RIGHTS

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.



Engineer Scholarship Program

Get in on the *Diesel Engineer Scholarship Program*.

Apply for the course soon. Take and pass the pre-test at your local **Union Hall** and you can be scheduled for the course beginning **January 4**.

If you don't qualify for the *Diesel Engineer Scholarship Program* you may take the regular *Diesel Engineer Course* which starts **January 4**.

Sign Up Today!

For more information contact *SHLSS* or your *SIU* Field Representative.

Dispatchers Report for Inland Waters

OCTOBER 1-31, 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									
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	2	2	0	0	0	9	3	4
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	3	0	1	2	2	1	4	3	5
Mobile	0	1	0	0	0	0	1	1	0
New Orleans	5	1	8	0	5	2	15	2	11
Jacksonville	1	1	0	1	1	0	3	5	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	3	1	1	0	0	5	4	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	1	0	0
Houston	0	0	2	1	1	1	2	2	6
Port Arthur	14	5	4	18	3	2	27	8	7
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	5	0	5	5	0	6	9	1	11
Piney Point	0	4	0	0	4	0	0	2	0
Paducah	0	3	1	1	1	0	9	5	20
Totals	32	20	24	29	17	12	85	36	68
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	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	1	0	1
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	1	0	0	0	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	4	0	0	0	0	0	4	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	0	0	0	1	1
Piney Point	0	0	1	0	0	0	0	0	1
Paducah	0	0	0	0	0	0	1	0	0
Totals	4	1	2	0	0	0	7	2	3
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	1	1	0	1	2	0	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	0	0	0	0	3	1	0
Jacksonville	0	0	0	0	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	1	0	0	6	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	0	0	0	0	1
Piney Point	0	0	0	0	0	1	0	0	0
Paducah	0	0	2	0	0	0	0	0	4
Totals	5	0	4	2	0	2	12	3	10
Totals All Departments	41	21	30	31	17	14	104	41	81

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

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

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

BOSTON, MASS.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

Philip Wellin
Wellin & Van Dam
No. 1 Ecker Bld.

San Francisco, Calif. 94105
Tele. # (415) 777-4500

SEATTLE, WASH.

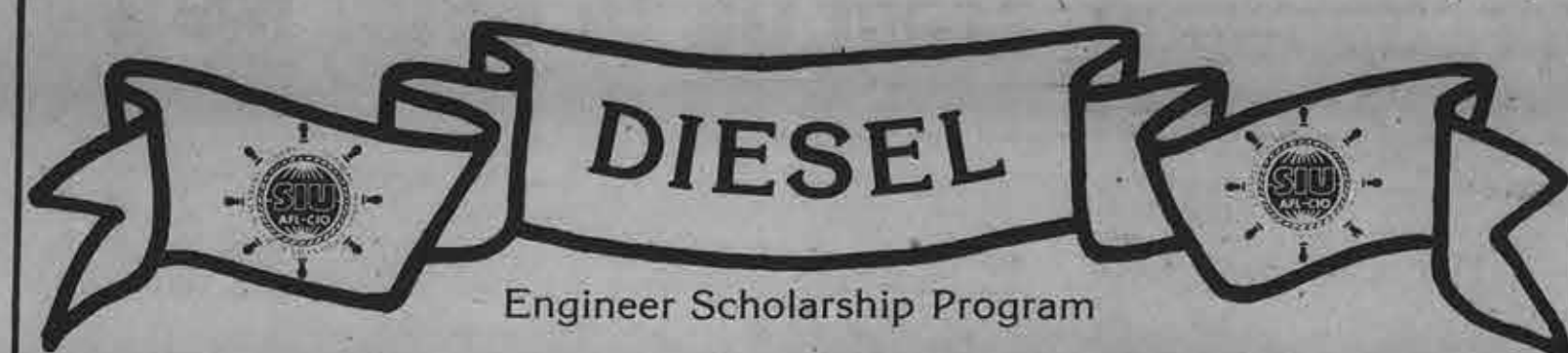
Vance, Davies, Roberts,
Reid & Anderson
100 West Harrison Plaza
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

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

WILMINGTON, CALIF.

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



Engineer Scholarship Program

Get in on the Diesel Engineer Scholarship Program.

Apply for the course soon. Take and pass the pre-test at your local Union Hall and you can be scheduled for the course beginning January 4.

If you don't qualify for the Diesel Engineer Scholarship Program you may take the regular Diesel Engineer Course which starts January 4.

Sign Up Today!

For more information contact SHLSS or your SIU Field Representative.

Dispatchers Report for Inland Waters

OCTOBER 1-31, 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
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	2	2	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	5	1	8	0	5	2	15	2	11
Jacksonville	1	0	0	0	1	0	3	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	3	1	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	14	5	4	18	3	2	27	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	32	20	24	29	17	12	85	36	68
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	4	1	2	0	0	0	7	2	3
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
STEWART DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
Totals All Departments	41	21	30	31	17	14	104	41	81

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

Legal Aid

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

NEW YORK, NEW YORK
Schulman & Abarbanel
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
19288 Grand River Avenue
Detroit, Mich. 48822
Tele. # (313) 532-1220

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

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

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

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

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

ST. LOUIS, MO.
Gruenberg & Sounders
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.
John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 961-4400

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

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

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

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

At Sea/Ashore

Off to Haifa... From Nov. 16 to Nov. 30, the *ST Point Susan* (Point Shipping) will sail from a U.S. port to either Haifa or Ashdod, Israel with a cargo of 24,500 tons of corn, soybeans or sorghum.

Seamen's Club for Diego Garcia... Shoretime will be a little more interesting for Seafarers calling here at the U.S. Navy supply base on this remote, mostly uninhabited island in the middle of the Indian Ocean almost 1,800 miles west of Singapore.

A new United Seamen's Service (USS) center opened here last month for more than 300 American mariners, and 5,000 Navy personnel.

It has a restaurant, gift shop, game room, TV lounge, telephones and other personal services before unavailable.

The center's 4,000 square foot main building near the strategic island's air strip has reefer refrigerators and a 1,000 square foot warehousing unit. They support the U.S. Rapid Deployment Forces.

On "permanent" station here are six supply ships, repair ship, water and oil tankers and an ammunition ship. Their crews rotate several times a year.

Gallant Ship Williamsburgh... If Exxon concurs, the *Gallant Ship TT Williamsburgh* Bay Tankers may be able to sail this month on the Alaskan North Slope oil run to the Low 48 states for six months.

Exxon objected to her use as a subsidy-built supertanker in the domestic trades, a usual no no.

Christmas Trees for Hawaii... Starting Nov. 20, the Matson Navigation ship, the *SS Maunawili* will carry the Pacific Northwest's Douglas fir Christmas trees from the port of Seattle to the port of Honolulu, Hawaii (on Nov. 26) for the joyous holiday season. On arrival in Honolulu, the containership, *SS Mauna Kea* will deliver the trees to the neighboring islands of Kauai, Maui and Hawaii.

Most of the 150,000 Christmas trees to be delivered in 250 refrigerated containers will sail from Seattle and some from the port of Portland, Ore.



The Ogden Champion is shown unloading crude at the Exxon Terminal in Bayway, New Jersey.



Rocky Gomo (L) points out a problem to fellow OMU Miguel Alicia aboard the Ogden Williamsburgh.

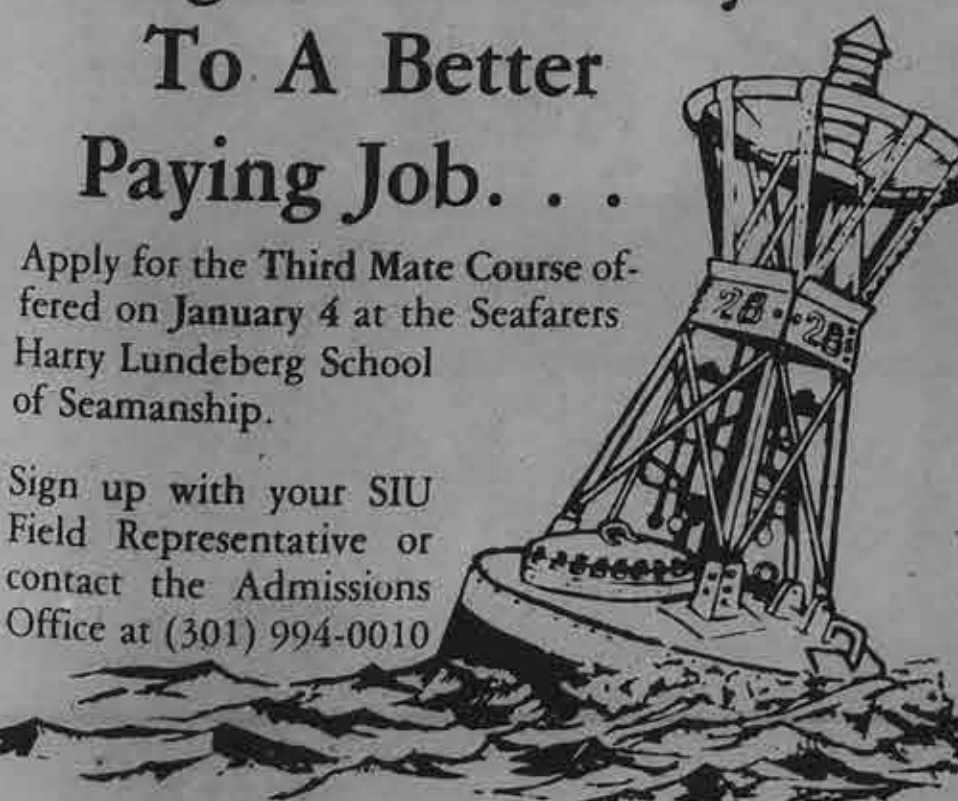


Standing on the deck of the Ogden Charger (photo left) is the tanker's Chief Pumpman Donald Gore. Photo at right shows oiler Hugh O'Boyle in the Ogden Champion's engine room.

Navigate Your Way To A Better Paying Job...

Apply for the Third Mate Course offered on January 4 at the Seafarers Harry Lundeborg School of Seamanship.

Sign up with your SIU Field Representative or contact the Admissions Office at (301) 994-0010



On Nov. 22, the largest shipment on the "Christmas tree ship" the *SS Maunalei* leaves Seattle to tranship the trees to the *SS Kauai* in the port of Oakland for delivery on Dec. 1 in Honolulu.

The last load on the *SS Maunalei* leaves from Seattle on Dec. 3 arriving in Honolulu Dec. 10.

Delta Line Jumboizing... Delta is ready to jumboize six of its C-5 cargo vessels with mid-bodies which will let them haul 700 20-foot containers, said the line's chief, Andrew E. Gibson early this month.

The \$150-million project's stretched ships will carry mostly Latin American bananas to the U.S.

Singapore Pirates... Pirates wielding long knives recently boarded five ships in the notorious 5-mile Phillips Channel in international waters south of Singapore escaping with \$440,000 and \$145,000 in goods.

Traveling in a fast motorboat, the armed corsairs staged a surprise attack on the crew of the 80,000-ton tanker *Diana*, near the Buffalo Lighthouse. Her captain raised the alarm and the brigands took off.

Later in the same area the same gang were driven off by the crew of the 20,000-ton cantainer ship *Hakata Maru*. On Sept. 2 in the channel, the buccaneers took over the 90,900 dwt tanker *Mammoth Monarch* making off with cash and property.

Earlier in the same place and moving at 15 knots, the 30,000 dwt *ST Corsicana* was stopped and her crew threatened at knifepoint before taking off with the swag in the ship's safe.

The 21,000 dwt tanker *British Beech* also reported a similar happening.

One oil firm has advised its captains to make sure the sterns of their ships should be well lighted and firehoses to be rigged to repel boarders in dangerous waters.

Last year Australian Capt. Arthur Dyason of the *SS Oriental Ambassador* was shot dead by boarding pirates in the Philippines. There also, five raiders killed 11 on the 135 dwt *Nuria 767* in hazardous seas off Cagayan de Tawtawi Is. Another 11 perished after jumping overboard.

Waterman and Montreal... MARAD has okayed Waterman ships to call at Montreal until Dec. 31.



In photo left, Boatswain William O'Brien helps load some stores onto the Ogden Champion. At right, Baker George Quinn (L) and Chief Cook Bill Winters of the Ogden Charger's Steward Dept. take a moment to smile for the camera.

The 1950s: SIU Establishes 1st Vacation, Health,

by John Bunker

THE 1950s were years of challenge and progress for the Seafarers International Union.

The decade got off to a good start in the fall of 1951 with opening of the union's new Headquarters at 675 Fourth Ave. in Brooklyn. Formerly Public School Number 60, this large, three story building was gutted and renovated to become one of the finest union halls and union administration centers in the country. The renovation had been supervised by SIU official and seaman Alphonse "Frenchy" Michelet.

In addition to offices and hiring hall, the new building featured a bar in the shape of a Viking ship, a cafeteria seating 250 with a modern, stainless steel galley designed for use in a stewards training program. The hall also had a barbershop and a slop chest where seagoing gear was available to members at cost prices. For a while there was also a nightclub, with dancing and entertainment for union members and their friends.

A new hall was also opened in Baltimore three years later.

These halls were dramatic evidence of the union's growth in just 10 years time. In 1941, Union Headquarters was in an old and unattractive building at 2 Stone Street, Manhattan. During the war much larger and more attractive facilities were opened at 51 Beaver Street. Even this larger Headquarters was soon outgrown.



The SIU ushered in the 50s by moving into a new Headquarters in Brooklyn, N.Y.

companies, some of which were tramp ship operators carrying grain and other bulk cargoes. The World War II-built Liberty ship was the workhorse of the American flag tramp ship fleet.

For SIU seamen, the 1950s were years to long remember, for the union was winning an impressive array of benefits financed by shipowners.

1st Vacation Plan in Industry

Vacation pay, the first of its kind in the maritime industry, began in February of 1952, with more than \$100,000

This program is still in effect, with much larger cash grants today to compensate for the increased cost of college educations.

Hall Gains National Attention

During the 1950s, the SIU's dynamic secretary-treasurer, Paul Hall, began receiving national attention as a leader devoted to honest unionism and an all-out fight against racketeers and Communists on the waterfront.

Labor writer Victor Riesel described Paul Hall in these words in the September, 1953, issue of Reader's Digest:

"Paul Hall, husky six foot secretary-treasurer of the Seafarers, stands out physically, mentally, morally and intellectually. At 39, this blondish Viking from Alabama has shown old-line unionists how to keep faith with the rank and file and at the same time roll up millions of dollars in assets... he is one of the few honest labor leaders on the New York waterfront."

In January of 1952 Hall was elected

to a fourth term as secretary-treasurer of the Atlantic and Gulf District of the SIUNA. He was also first vice president of the International. In 1952 he took a leading role in formation of the New York Harbor Port Council, one of many moves in which he was to build up the prestige and influence of the Seafarers in the councils of American labor.

The year 1955 closed out with a great achievement for American labor—the merger of the AFL and CIO into one labor federation after a 20 year split caused by a bitter difference of opinion over organizing the mass production industries.

The sea is not always a kindly way of life even in this modern age and there were tragedies to temper the achievements of the 1950s.

In December of 1954 the SIU-manned freighter *Southern Districts*, loaded deep with 3,900 tons of sulphur, disappeared on a voyage from Port Sulphur, La., to Bucksport, Maine. She carried a 23 man crew. A sister ship, the *Southern Isles*, had gone down off

History of the SIU Part XII

The physical growth in accommodations was accompanied by a move which brought new meaning to the slogan "Brotherhood of the Sea." In July of 1951, the union eliminated separate shipping lists for white and negro stewards, a move which Secretary-Treasurer Paul Hall hailed as an "historic change in employment patterns for the maritime industry." Later, racial barriers in shipping were completely eliminated across-the-board.

It was also in 1951 that the second annual convention of the SIU's Canadian District could proudly claim representation for 6,000 Canadian seamen. This District, which had a meager membership of about 200 in 1948, had been aided in money, manpower and know-how by the Atlantic and Gulf District.

In the 1950s the SIU began its long-time opposition to the increasing role of the military in operating merchant-type ships and carrying cargoes that could move just as well—and much more economically—in civilian-manned vessels. The SIU pointed out that a T-2 type tanker operated by the Military Sea Transport Service carried a crew of 129 men, although such ships had no combatant functions. An SIU-manned T-2 carried a crew of 43.

Large-scale foreign aid programs continued to help shipping in the 1950s. In 1951 the union had 59 contracted

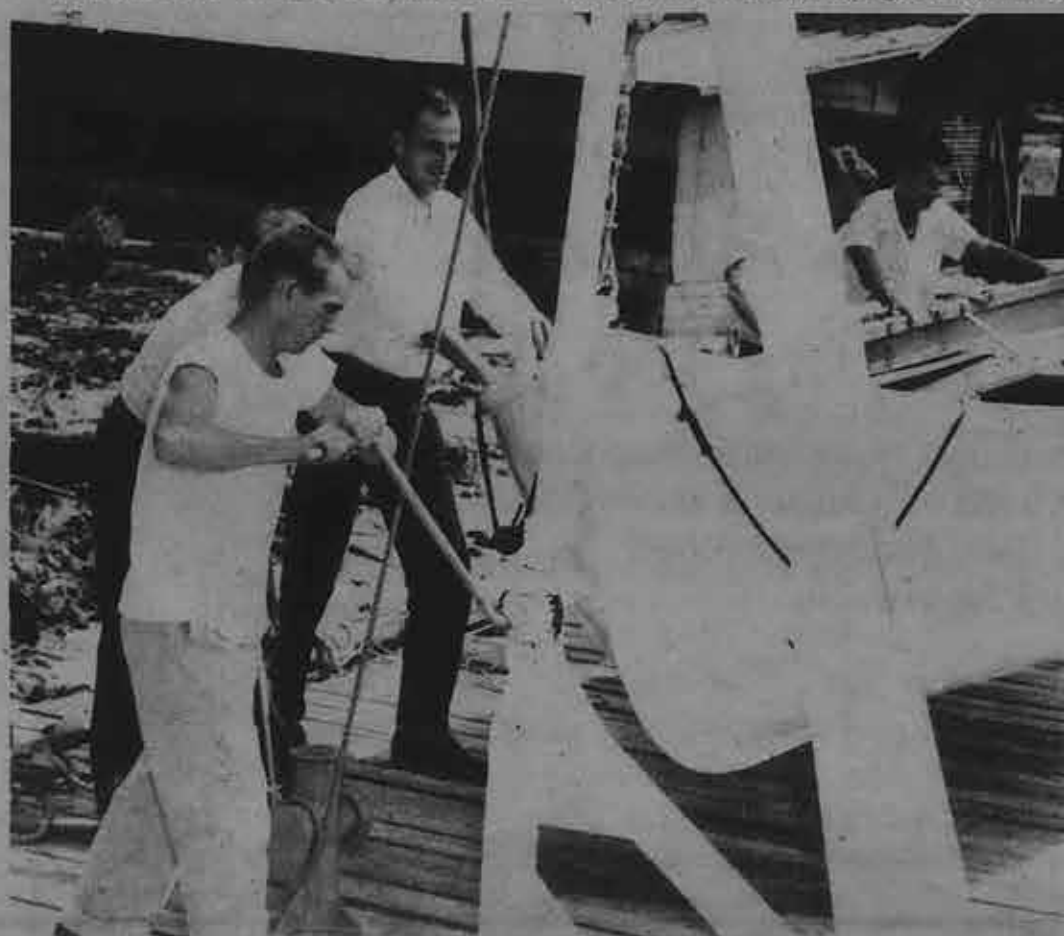
being paid out the first week of the plan's operation. This plan provided two weeks paid vacation for 12 months of service regardless of how many ships or companies a man had worked for during the year. The operators contributed 35 cents a day per man to provide these benefits.

During the next several years, the union also obtained hospital and clinical coverage for its members, plus higher disability pensions. Also further increases in the amounts of vacation pay; hospital and death benefits and disability payments.

In 1955 the unions signed agreements whereby the ship owners would finance health clinics at New York, Baltimore, Mobile and New Orleans, thus initiating a program of preventive medicine for Seafarers and their families and standardizing health tests for men who were shipping out.

The first of these union-management health centers was the **Pete Larsen Memorial Clinic**, dedicated in April of 1957. Named to direct the health clinics was Dr. Joseph B. Logue, a retired Navy Admiral.

This memorable decade also saw the start of the **SIU College Scholarship Program** which was open to Seafarers and their children. Scholarships were awarded each year to five men or women chosen by a panel of four well-known college administrators.



The SIU's first training school, the Andrew Furuseth Training School, opened in Mobile in the 50s.

The 1950s: SIU Establishes 1st Vacation, Health,

by John Bunker

THE 1950s were years of challenge and progress for the Seafarers International Union.

The decade got off to a good start in the fall of 1951 with opening of the union's new Headquarters at 675 Fourth Ave. in Brooklyn. Formerly Public School Number 60, this large, three story building was gutted and renovated to become one of the finest union halls and union administration centers in the country. The renovation had been supervised by SIU official and seaman Alphonse "Frenchy" Michelet.

In addition to offices and hiring hall, the new building featured a bar in the shape of a Viking ship, a cafeteria seating 250 with a modern, stainless steel galley designed for use in a stewards training program. The hall also had a barbershop and a slop chest where seagoing gear was available to members at cost prices. For a while there was also a nightclub, with dancing and entertainment for union members and their friends.

A new hall was also opened in Baltimore three years later.

These halls were dramatic evidence of the union's growth in just 10 years time. In 1941, Union Headquarters was in an old and unattractive building at 2 Stone Street, Manhattan. During the war much larger and more attractive facilities were opened at 51 Beaver Street. Even this larger Headquarters was soon outgrown.



The SIU ushered in the 50s by moving into a new Headquarters in Brooklyn, N.Y.

companies, some of which were tramp ship operators carrying grain and other bulk cargoes. The World War II-built Liberty ship was the workhorse of the American flag tramp ship fleet.

For SIU seamen, the 1950s were years to long remember, for the union was winning an impressive array of benefits financed by shipowners.

1st Vacation Plan in Industry

Vacation pay, the first of its kind in the maritime industry, began in February of 1952, with more than \$100,000

This program is still in effect, with much larger cash grants today to compensate for the increased cost of college educations.

Hall Gains National Attention

During the 1950s, the SIU's dynamic secretary-treasurer, Paul Hall, began receiving national attention as a leader devoted to honest unionism and an all-out fight against racketeers and Communists on the waterfront.

Labor writer Victor Riesel described Paul Hall in these words in the September, 1953, issue of Reader's Digest:

"Paul Hall, husky six foot secretary-treasurer of the Seafarers, stands out physically, mentally, morally and intellectually. At 39, this blondish Viking from Alabama has shown old-line unionists how to keep faith with the rank and file and at the same time roll up millions of dollars in assets... he is one of the few honest labor leaders on the New York waterfront."

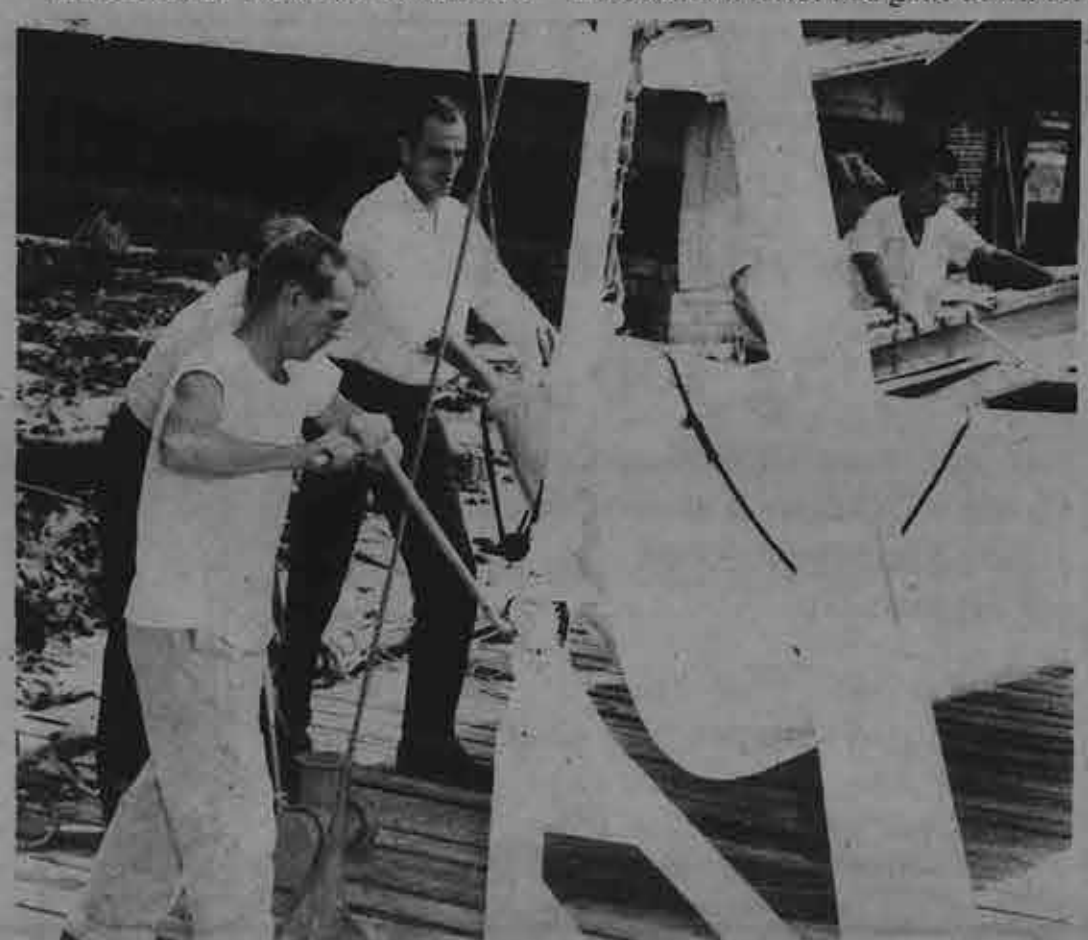
In January of 1952 Hall was elected

to a fourth term as secretary-treasurer of the Atlantic and Gulf District of the SIUNA. He was also first vice president of the International. In 1952 he took a leading role in formation of the New York Harbor Port Council, one of many moves in which he was to build up the prestige and influence of the Seafarers in the councils of American labor.

The year 1955 closed out with a great achievement for American labor—the merger of the AFL and CIO into one labor federation after a 20 year split caused by a bitter difference of opinion over organizing the mass production industries.

The sea is not always a kindly way of life even in this modern age and there were tragedies to temper the achievements of the 1950s.

In December of 1954 the SIU-manned freighter *Southern Districts*, loaded deep with 3,900 tons of sulphur, disappeared on a voyage from Port Sulphur, La., to Bucksport, Maine. She carried a 23 man crew. A sister ship, the *Southern Isles*, had gone down off



The SIU's first training school, the Andrew Furuseth Training School, opened in Mobile in the 50s.

Training Programs; Shipping Revolution Begins



Seafarers hold their vacation checks aloft in Baltimore. The SIU established the first vacation plan ever for merchant seamen.

stormy Cape Hatteras in 1952 with the loss of 17 men.

Both ships were converted World War II LSTs (tank landing ships) and after loss of the *Southern Districts* such vessels were ordered into shipyards for survey and strengthening.

In January of 1956 the Cities Service tanker *Salem Maritime* exploded at Lake Charles, La., while loading 130,000 barrels of high octane gasoline. Thirteen SIU men were lost.

1st Training School

Another achievement of the 1950s was opening of the **Andrew Furuseth Training School** at Mobile, Ala., the modest beginning of a training program that was to culminate in the multi-million dollar Harry Lundeberg School at Piney Point, Md.

Designed for training in basic seamanship skills and a certain amount of deck department upgrading, the Mobile school had a small shore side facility and the two-masted schooner *Andrew Furuseth* for practical experience. Lifeboat handling was emphasized here.

This training was later shifted to New York, with a lifeboat training program

in cooperation with the Bull Line at the Bull Line terminal.

Lundeberg Dies

Harry Lundeberg, head of the Sailors Union of the Pacific, and first president of the Seafarers International Union when it was founded in 1938, died in 1957. An ardent anti-Communist and a tough, free-swinging champion of whatever he thought was good for seamen, Lundeberg was one of the most colorful leaders in the history of maritime labor.

Paul Hall succeeded Lundeberg as president of the SIU.

The decade of the 1950s saw the start of vast changes in the nature of ships and shipping.

In July of 1956 a full SIU crew took the largest tanker in the American merchant marine, on her maiden voyage out of Baltimore. She was the *S.S. Cities Service Baltimore* and at 32,650 deadweight tons she was a massive vessel for her time, carrying more than 11 million gallons of cargo, twice the capacity of a T-2 tanker, the average size petroleum carrier in those days.

Best of all, this ship set new standards for crew accommodations, with a



The SIU vacation plan had paid out \$1,000,000 to Seafarers by 1952.

private room for each sailor.

Before the end of the decade the Baltimore was far exceeded in size by another SIU-manned giant, the tanker *Transeastern* of 46,000 dwt and measuring 736 feet from bow to stern. Even bigger ships were soon to come.

The advent of containerization and increasing use of roll-on, roll-off shipping changed the maritime scene in the 1950s.

Seatrains Lines, a long-time SIU outfit, had pioneered modern roll-on, roll-off in the 1930s with ships that carried loaded railroad cars. This concept, adapted to trucks and other vehicles, gained international attention in the 1950s as "ro-ro" began to join traditional methods of cargo handling in world merchant marines.

Advent of Containerization

But the major seaborne revolution in cargo handling was containerization, which was pioneered by another SIU company, *Pan Atlantic Steamship*, a division of the famous old Waterman Line.

Waterman S.S. Co. and its Pan Atlantic coastal operation was bought in 1955 by two North Carolina trucking operators, Malcolm and James McLean, to introduce a new concept of integrated truck and water transportation.

Two T-2 tankers were modified with "trailer decks" and inaugurated the new idea in April of 1956 on a run between New York and Houston, using dockside cranes to load and unload truck trailers whose wheels had been removed so they could be stored aboard ship.

This experiment was so successful in time and labor savings that the McLeans began converting six of their C-2 cargo ships to carry 226 trailers on and below deck on the run to coastal ports and Puerto Rico. Each ship had two traveling gantry cranes.

In October of 1957 the first of these ships, the *Gateway City*, sailed from Port Newark, N.J., on the first voyage of a true containership.

Shipping lines all over the world watched the new venture and realized the great advantages in container cargo handling. Ships were soon converted for handling containers; orders were placed for new vessels. Fabricators began building metal cargo boxes by the thousands. All the major seaports began redesigning terminals to handle the container trade.

The *Gateway City* and her SIU crew had ushered in the container revolution, the most radical innovation in shipping since the steamship replaced the windjammer on the trade routes of the world.



Seafarers manned the first ever containership, the *Gateway City*.



Sen. Warren Magnuson cuts ribbon opening the SIU's first health clinic in Brooklyn, as the late SIU president Paul Hall, left, participates.



Cloyde Brandon Dickey, 58, joined the SIU in the port of Houston in 1959 sailing as a bosun. Brother Dickey sailed 39 years. He was born in Greenpond, Ala. and is a resident of Bessemer, Ala.



Evie Earl Kinman, 56, joined the SIU in the port of Mobile in 1951 sailing as a FOWT. Brother Kinman is a veteran of the U.S. Navy in World War II. He was born in Tallahassee, Fla. and is a resident of Mobile.



Ernest Kolenovsky, 59, joined the SIU in 1947 in the port of New York sailing as an AB. Brother Kolenovsky is a veteran of the U.S. Army in World War II. He was born in Texas and is a resident of Galveston.



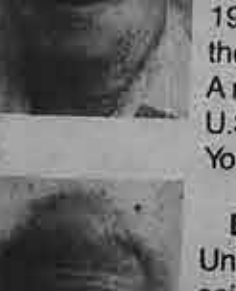
Vincent Matthew Mackelis, 60, joined the SIU in 1942 in the port of Mobile sailing as an AB and 2nd mate. Brother Mackelis hit the bricks in the 1961 N.Y. Harbor beef. He was born in Elizabeth, N.J. and is a resident of Linden, N.J.



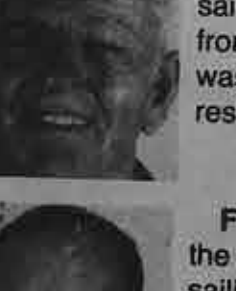
Theodoros N. Veliotis, 65, joined the SIU in the port of New York in 1968 sailing as an AB. Brother Veliotis sailed 48 years. He was born in Greece and is a resident of Hora Andros Is., Greece.



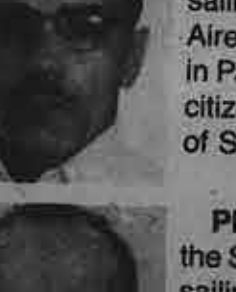
Luke Joseph Wymbs, 63, joined the SIU in the port of New York in 1957 sailing as a recertified bosun. Brother Wymbs graduated from the Union's Recertified Bosuns Program in August 1975. He sailed 30 years. Seafarer Wymbs hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. A native of Ireland, he is a naturalized U.S. citizen, and is a resident of New York City.



Elwood Austin, 62, joined the Union in the port of Norfolk in 1966 sailing for the Virginia Pilots Assn. from 1957 to 1981. Brother Austin was born in Hatteras, N.C. and is a resident there.



Frank Oswald Airey, 65, joined the SIU in the port of Seattle in 1955 sailing as a chief steward. Brother Airey sailed 33 years. He was born in Panama and is a naturalized U.S. citizen. Seafarer Airey is a resident of Seattle.



Philip Cyrus Adkins, 59, joined the SIU in 1947 in the port of Norfolk sailing as a bosun. Brother Adkins was born in West Virginia and is a resident of Portsmouth, Va.



Francis Henry Kasperski, 65, joined the Union in the port of Detroit in 1960 sailing as an AB. Brother Kasperski sailed 31 years. He is a veteran of the U.S. Army. And he worked also as a bartender. Boatsman Kasperski was born in Olean, N.Y. and is a resident there.

Pensioner's Corner



Edward James Loflin, 65, joined the SIU in the port of New York in 1952 sailing as a chief steward. Brother Loflin sailed 35 years. He was born in Foxworth, Miss. and is a resident of Wiggins, Miss.



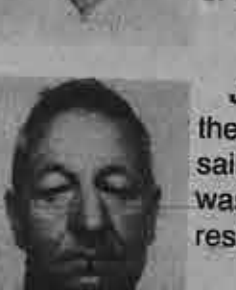
Emile Joseph Olive, 64, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Olive was born in St. Thomas, V.I. and is a resident of Jonnsville, N.J.



Aurelio Gonzalez Martinez, 60, joined the SIU in 1944 in the port of New York sailing as a chief steward. Brother Martinez was born in Florida and is a resident of Baltimore.



Douglas Albert Robbins, 68, joined the SIU in the port of New York in 1957 sailing as a bosun. Brother Robbins is a veteran of the U.S. Navy before World War II. He was born in Maine and is a resident of Busan, Korea.



John William Samsel, 56, joined the SIU in 1944 in the port of Boston sailing as a bosun. Brother Samsel was born in Connecticut and is a resident of New Orleans.



Charles Paul Rondo, 65, joined the SIU in 1949 in the port of Tampa sailing as a FOWT. Brother Rondo attended the 1975 Piney Point Crews Conference. He is a veteran of the U.S. Army in World War II. Seafarer Rondo was born in Maryland and is a resident of Baltimore.



John James Davis, 62, joined the Union in the port of New York in 1960 sailing as a deckhand and mate for the Penn Central Railroad from 1939 to 1981. Brother Davis was a former member of the Masters, Mates and Pilots Union. He is a veteran of the U.S. Navy in World War II. Boatman Davis was born in Jersey City, N.J. and is a resident of Chandler, Ariz.



Milton Jesse Murden, 62, joined the Union in the port of Norfolk in 1968 sailing as a tanker for Stewart Transportation from 1965 to 1966 and for McAllister Brothers from 1967 to 1981. Brother Murden is a veteran of the U.S. Army in World War II. He was born in Princess Ann County, Va. and is a resident of Chesapeake, Va.



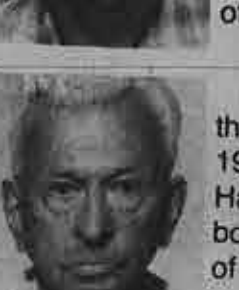
Herbert Earl Mathews, 62, joined the Union in the port of Norfolk in 1961 sailing as a deckhand for Curtis Bay Towing from 1946 to 1981. Brother Mathews is a former member of the ILA and United Mine Workers, District 50, Unions. He is a veteran of the U.S. Army in World War II. Boatman Mathews was born in Norfolk and is a resident there.



Joseph Dennis Blanchard, 61, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Blanchard attended Piney Point Educational Conference No. 5. He is a veteran of the U.S. Navy in World War II. Seafarer Blanchard was born in New Iberia, La. and is a resident of New Orleans.



Edward T. Hawkins, 74, joined the SIU in the port of Houston in 1963 sailing as a chief cook. Brother Hawkins sailed 43 years. He was born in Tennessee and is a resident of Carrabelle, Fla.



John Collins Hunt, 62, joined the SIU in the port of Baltimore in 1955 sailing as a chief steward. Brother Hunt sailed 34 years. He attended the 1975 Piney Point Crews Conference. Seafarer Hunt is a veteran of the U.S. Army in World War II. Born in Greenville, S.C., he is a resident of Baltimore.



Dispatchers Report for Great Lakes

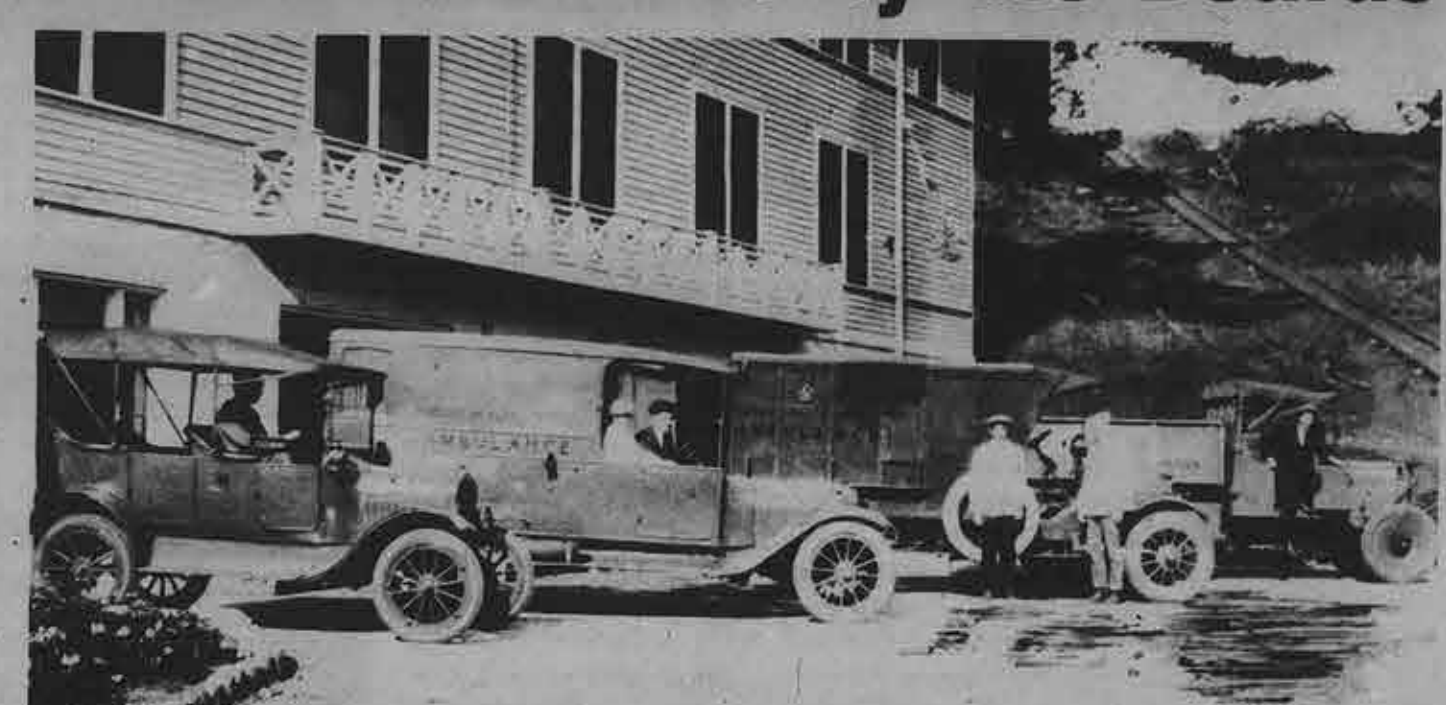
Oct. 1-31, 1981		*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
Port		All Groups	Class A	Class B	Class C	All Groups	Class A	Class B	Class C	All Groups
Algonac	Port	40	5	0	0	55	30	0	83	22
Algonac	Port	34	13	0	0	38	21	1	47	20
Algonac	Port	4	3	0	0	16	7	0	14	8
Totals All Departments		115	63	13	109	58	1	206	128	61

*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.

Another American Tradition Goes by the Boards



This 1955 photo shows therapy session at the Staten Island USPHS hospital.



This photo (circa early 1920s) shows early fleet of USPHS ambulances.

OCTOBER 1 marked the official beginning of Fiscal Year 1982, and the official ending of a 183-year-old tradition of free medical care for American seamen.

When the FY '82 Budget was passed last summer, there was no appropriation to maintain the United States Public Health Service. On Oct. 1, the health care network ceased to exist; 30 days later the eight remaining USPHS hospitals were to have closed their doors.

Disbanding the U.S. Public Health Service eliminated a tradition that is almost as old as the nation itself.

The U.S. Public Health Service was created by an Act of Congress

Closing USPHS could very well cost the government more in the long run than if they had simply refunded the system.

on July 14, 1798. Signed into law by President Adams two days later, the "Act for the relief of sick and disabled seamen" created the nation's first pre-paid plan for medical treatment.

To fund the service, Congress provided that "...the master or owner of every ship or vessel of the United States arriving from a foreign port into any part of the United States shall...render to the collector a true account of the number of seamen...employed on board...and shall pay...at the rate of 20 cents per month, for every seaman so employed."

The 20 cents per man per month came out of the wages of the seamen and the money was handed over every quarter to the Secretary of the Treasury. In 1870, Congress increased the tariff to 40 cents per man per month.

In 1803 the first permanent USPHS hospital was constructed in the Charlestown section of Boston, Mass. It replaced the temporary

marine hospital on Castle Island in Boston Harbor and it cost \$14,842.34 to build.

The USPHS health care network grew over nearly two centuries until it included 28 hospitals and dozens of outpatient clinics from coast-to-coast. In addition, the beneficiary base of USPHS broadened to include military dependents, Coast Guard personnel and, most recently, medically needy community residents. Merchant seamen were still the system's primary beneficiaries, but they were no longer the majority of its beneficiaries.

The fact that the Public Health Service was able to survive at all until this year was something of a miracle. During practically every session of Congress since World War II, proposals were floated to disband the system. In 1973, it almost succeeded.

Then-President Nixon had vetoed a bill to preserve funding for the hospitals. Congress was unable to muster enough votes to override the veto. Sen. Warren Magnuson (D-Wash.), a long-time champion of USPHS then attached an amendment continuing funding for the hospitals to a major appropriations bill which he knew Nixon would not veto. Once again, the PHS hospitals had gained a reprieve.

Last year Magnuson was defeated in his bid for re-election. In spite of a vigorous effort to retain USPHS, led by the SIU, Magnuson's absence was keenly felt; there just wasn't enough muscle on Capitol Hill to beat back the Administration's proposal to close the hospitals. By Oct. 31, the eight remaining USPHS hospitals were to have permanently closed their doors.

Except those eight hospitals—located in Staten Island, Boston, Baltimore, Seattle, Norfolk, New Orleans, Galveston and San Francisco—are still treading water.

All eight hospitals, along with five of the 28 remaining USPHS outpatient clinics, are now in the process of being transferred to operation by nonprofit groups.

Those hospitals have evolved into key health care facilities serving residents of the communities in which they are located. When the orders to close the USPHS hospitals came down from Washington, the support for the hospitals in those communities was so strong that, in the end, Congress appropriated \$65 million to cover the costs of bringing the Staten Island, Boston, Baltimore and Seattle hospitals up to state and city regulations for non-profit operation. The hospitals in Norfolk, New Orleans, Galveston and San Francisco were able to accomplish the transfer on their own.

The battle to retain the USPHS hospitals as community facilities refutes the Administration's argument that the eight hospitals were

underused and unnecessary. Another Administration rationale for dismantling USPHS—that providing free medical care to PHS beneficiaries cost the government too much—is likely to backfire on itself.

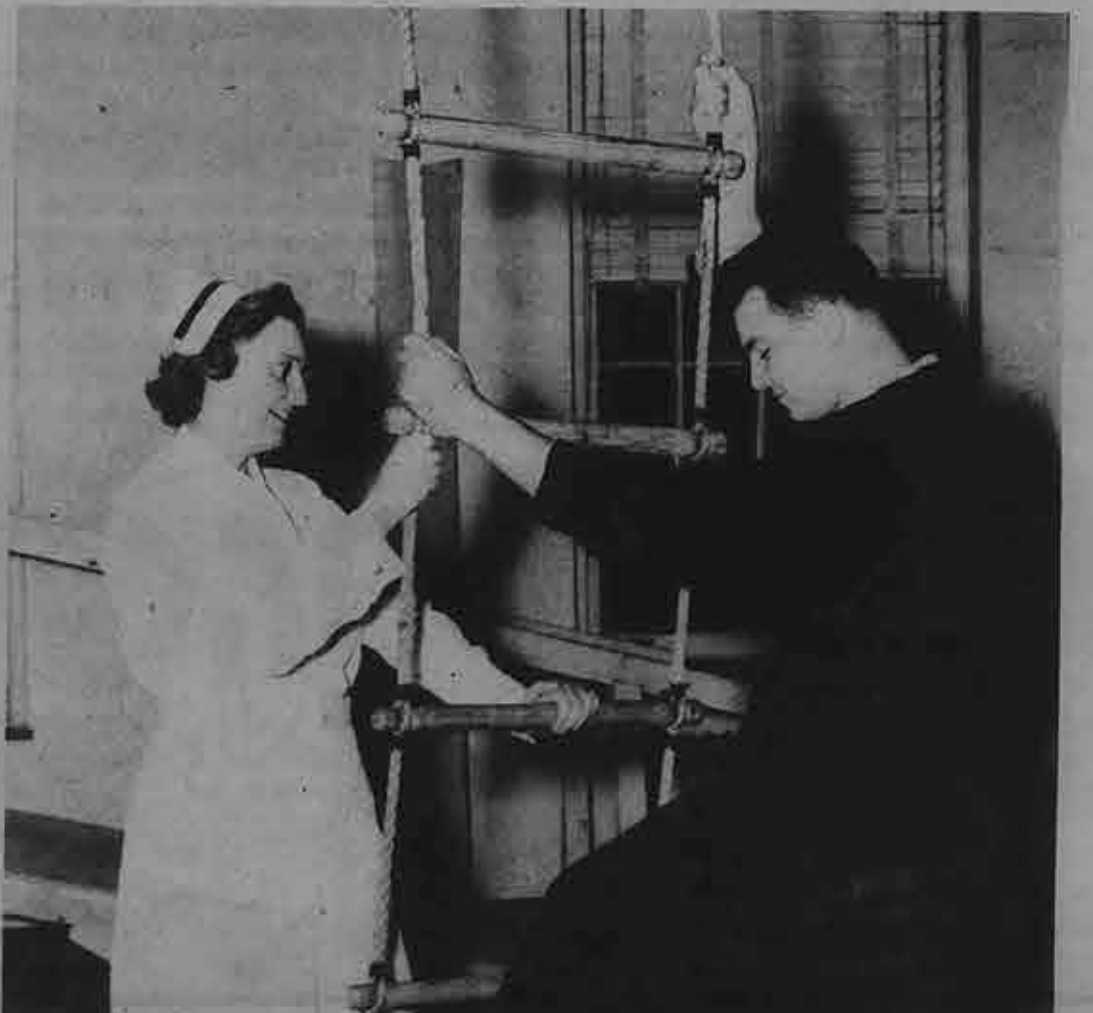
Many PHS beneficiaries, such as military and Coast Guard personnel, among others, will now be treated

USPHS served seamen and thousands of other beneficiaries for 183 years.

at private hospitals, at an increased cost to the government.

In Seattle, for example, a USPHS study reported "the average rate for five other metropolitan Seattle hospitals is 16 to 40 percent higher than the PHS hospital rate."

Scuttling PHS was supposed to be a cost-cutting measure. The final irony is that closing the hospitals may well end up costing the government a lot more than simply re-funding the system would have cost.



Nurse aids Seafarer at Boston PHS hospital in 1948.



John Robert Johnson, 56, died of a heart attack at sea aboard the SS *Jefferson Davis* (Waterman) on Aug. 1. Brother Johnson joined the SIU in 1948 in the port of New Orleans sailing as a chief electrician. He also sailed for Crescent Towing. Seafarer Johnson was a veteran of the U.S. Navy in World War II. Born in McKenzie, Ala., he was a resident of Houston. Burial was in the South Park Cemetery, Pearland, Tex. Surviving are his widow, Dorothy; a son, Eugene and a daughter, Bridgette.



Deward Breman Black, 70, passed away on July 27. Brother Black joined the Union in the port of Detroit in 1964 sailing as a 2nd cook for the Erie Sand Co. and the American Steamship Co. He also sailed for the Reiss Steamship Co. from 1964 to 1981. Laker Black was a veteran of the U.S. Army before World War II. Born in Tenga, Ga., he was a resident of Alma, Ga. Surviving are his widow, Leitta of Dearborn, Mich. and a daughter, Mrs. Martin (Joan Ellen) Davis of Baxley, Ga.

Luciano Garcia Flores, 38, died on Aug. 10. Brother Flores joined the SIU in the port of Houston in 1974 sailing as a pumpman and QMED. Brother Flores took part in the Sabine organizing drive. He was born in Port Arthur, Tex. and was a resident of Houston. Surviving are his widow, Delores Ann; two sons, Luciano Jr. and Cruz and two daughters, Toni Marie of Port Arthur and Ann Rebecca.

John Henry Dietsch, 47, died on Sept. 21. Brother Dietsch joined the SIU in 1947 in the port of New York in 1958 sailing as a cook and a baker for 27 years. He was born in Baltimore and was a resident there. Surviving is his mother, Marie.



Pensioner Maurice Franklin Ellis, 71, passed away from heart-lung failure in the U.S. Veterans Administration Medical Center, Montgomery, Ala. on July 14. Brother Ellis joined the SIU in 1946 in the port of Philadelphia sailing as a chief steward. He was a veteran of the U.S. Army. Seafarer Ellis was born in Washington Country, Fla. and was a resident of Bonifay, Fla. Burial was in St. John's Church Chapel Cemetery, Bonifay. Surviving are his widow, Lillian; a son, Austin, of Pensacola and a daughter, Catherine.



Pensioner Randolph Auburn Backus, 73, passed away on July 30. Brother Backus joined the Union in the port of Norfolk in 1963 sailing as a chief mate and captain for Curtis Bay Towing in 1962 and for the Braun Shipping Corp. from 1953 to 1960. He was a veteran of the U.S. Army in World War II. Boatman Backus was born in Norfolk and was a resident of Virginia Beach, Va. Surviving are his widow, Helen of Chapiro, Va.; two sons, Ronald and Robert and four daughters.

Pensioner John Joseph Sypniewski, 71, succumbed to heart-lung failure in Baltimore USPHS Hospital on Feb. 2. Brother Sypniewski joined the Union in the port of Baltimore in 1956 sailing as a deckhand on the *Tug Scandinavia* (Baker-Whitely Towing). He was born in Mississippi and was a resident of Edgewood, Md. Burial was in the Gardens of Faith Cemetery, Overlea, Md. Surviving are his widow, Anna; a son, Robert J. Hennige of Baltimore and a daughter, Mrs. Juanita Insley also of Baltimore.

Henry Clayton Roberts, 67, died of a heart attack in the Swedish Hospital, Seattle on Nov. 15, 1980. Brother Roberts joined the SIU in the port of Seattle in 1963 sailing as a bosun. He sailed 20 years and during the Vietnam War. Seafarer Roberts was a wounded veteran of the U.S. Army Infantry in the Philippines at Epo Dam during World War II. Roberts was born in Dallas, Tex. and was a resident of Seattle. Cremation took place in the Bonney-Watson Crematory, Seattle. Surviving are his widow, Maria Alberta and a son, Robin.



Robert Charles McCoy, 30, died on Aug. 3. Brother McCoy joined the SIU following his graduation from Piney Point in 1972. He sailed as an FOWT. Seafarer McCoy was a wounded veteran of the U.S. Army during the Vietnam War. Born in Amite, La., he was a resident of New Orleans. Surviving are his widow, Ana; two sons, Robert Jr. and Sadahg Karama; his parents, Mr. and Mrs. Robert and Beatrice McCoy; three brothers and five sisters, including Mrs. Yvonne Beasley of New Orleans.



Jack E. Richardson, 64, died on July 18. Brother Richardson joined the Union in the port of Cleveland in 1951 sailing as a FOWT for the American Steamship Co. He was a veteran of the U.S. Army in World War II. Laker Richardson was born in Yale, Mich. and was a resident of Ecorse, Mich. Surviving are his widow, Edna and a brother, Raymond of Ecorse.

Pensioner Jesse Tarver Spivey Jr., 73, passed away from a heart attack in the Willis-Knighton Medical Center, Shreveport, La. on June 26. Brother Spivey joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. He was a veteran of the U.S. Navy in World War II. Seafarer Spivey was born in Cussetta, Ga. and was a resident of Waskom, La. Burial was in Centuries Park Cemetery, Shreveport. Surviving is his widow, Virginia.

Pensioner Victor H. Thomas, 71, passed away from heart failure in Gloucester, Mass. on Sept. 27. Brother Thomas joined the Union in Gloucester sailing as a fisherman in the Atlantic Fishermens Union. He was born in East Sable River, Cape Breton, Nova Scotia, Canada and was a resident of Gloucester. Cremation took place in the Linwood Crematory, Haverhill, Mass. Surviving is his widow, Eleanor.

Pensioner James May, 84, passed away on June 14. Brother May joined the Union in 1949. He sailed 27 years and during World War II. Laker May was a resident of Detroit, Mich. Surviving is a daughter, Mrs. Annie L. Marshall of Newport Beach, Calif.



Pensioner Isidro Ocampo Avecillia, 77, died in the Kerio Nursing Home, Seattle on June 26. Brother Avecillia joined the SIU in 1947 in the port of New York sailing as a chief steward. He was a veteran of the U.S. Army. Seafarer Avecillia was born in the Philippine Is. and was a resident of Seattle. Burial was in Calvary Cemetery, Seattle. Surviving is a brother, Artemio San Fernando, San Juan La Union, P.I.

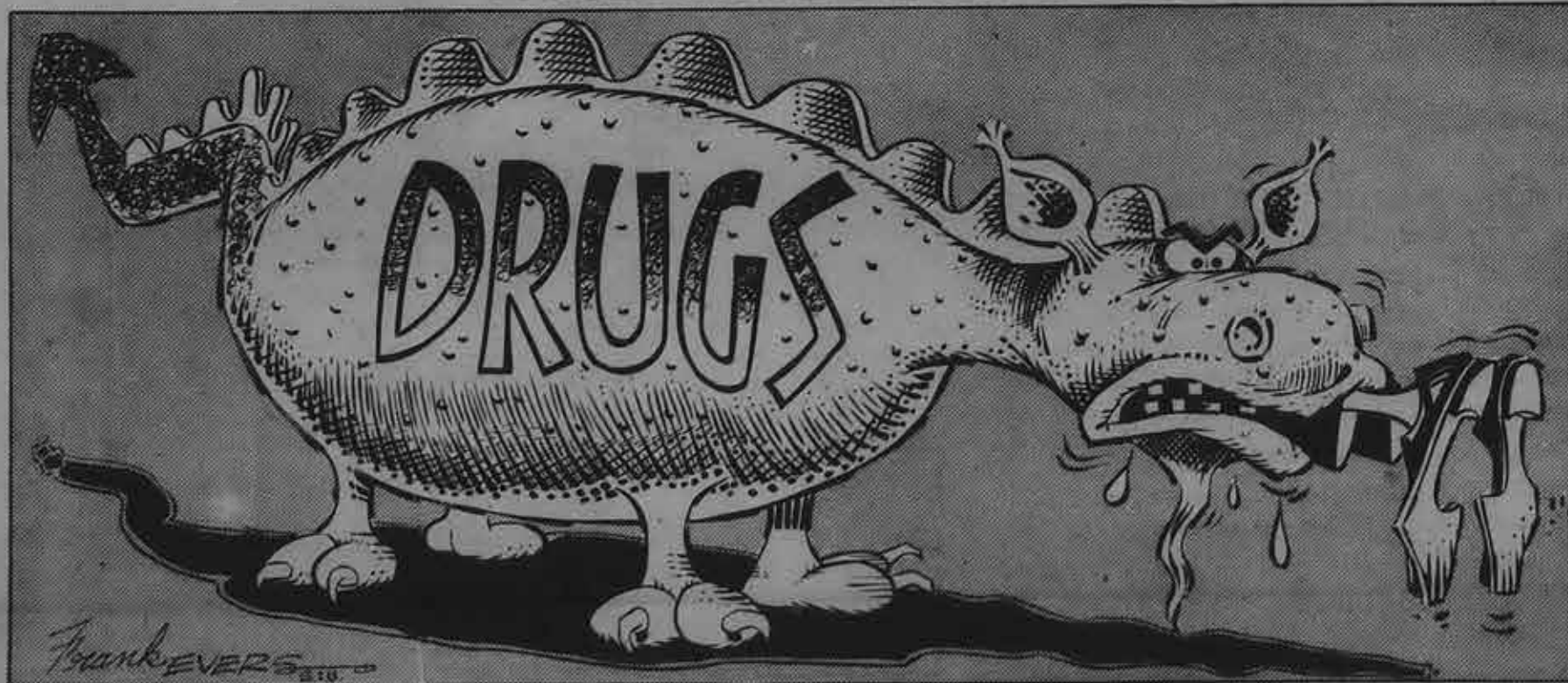
Pensioner Joseph Hamilton Blondell, 79, passed away in Harlem Hospital Medical Center, New York City on May 10. Brother Blondell joined the SIU-merged MC&S Union on the West Coast sailing as an assistant cook. He was born in the British West Indies and was a naturalized U.S. citizen. Blondell was a resident of New York City. Cremation took place in the Trinity Crematory, New York. Surviving are his widow, Ruth and a brother, Robert McIntosh of Port au Spain, Trinidad.

Pensioner Pat Louis Moser Sr., 66, died on June 15. Brother Moser joined the Union in the port of Norfolk in 1966 sailing as an oiler for the Virginia Pilots Assn. from 1955 to 1973. He was a veteran of the U.S. Army in World War II. Boatman Moser was born in Norfolk and was a resident of Chesapeake, Va. Surviving are two sons, Pat Jr. and Frederick and two daughters, Mrs. Frederica Leigh M. Guthrie and Mrs. Sue Vivian S.C. H. Hampton, both of Chesapeake.

Calvin Bernard Wilson, 29, died in the De Paul Hospital, Norfolk on Aug. 2. Brother Wilson joined the SIU in the port of Norfolk in 1972 sailing as an AB for IOT. He was a resident of Norfolk. Burial was in Roosevelt Park Cemetery, Chesapeake, Va. Surviving are his widow, Gilda Joyce; a son, Ronald; a daughter, Aysha Monique and his parents, Mr. and Mrs. James and Velma Vesses Wilson of Norfolk.

Pensioner Carlton Richard Philipps, 78, passed away from a heart attack in St. Joseph's Hospital, Baltimore on Aug. 23. Brother Philipps joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for Moran Towing. He was born in Baltimore and was a resident of Lutherville, Md. Surviving are his widow, Elizabeth, a son, Carl of Parkton, Md. and a daughter, Mrs. Betty Sewell of Phoenix, Md.

A MESSAGE FROM YOUR UNION



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



John Robert Johnson, 56, died of a heart attack at sea aboard the SS *Jefferson Davis* (Waterman) on Aug. 1. Brother Johnson joined the SIU in 1948 in the port of New Orleans sailing as a chief electrician. He also sailed for Crescent Towing. Seafarer Johnson was a veteran of the U.S. Navy in World War II. Born in McKenzie, Ala., he was a resident of Houston. Burial was in the South Park Cemetery, Pearland, Tex. Surviving are his widow, Dorothy; a son, Eugene and a daughter, Bridgette.



Edward Berman Black, 70, passed away on July 27. Brother Black joined the Union in the port of Detroit in 1964 sailing as a 2nd cook for the Erie Sand Co. and the American Steamship Co. He also sailed for the Reiss Steamship Co. from 1964 to 1981. Laker Black was a veteran of the U.S. Army before World War II. Born in Tanga, Ga., he was a resident of Alma, Ga. Surviving are his widow, Letitia of Dearborn, Mich. and a daughter, Mrs. Martin (Joan Ellen) Davis of Baxley, Ga.

Luciano Garcia Flores, 38, died on Aug. 10. Brother Flores joined the SIU in the port of Houston in 1974 sailing as a pumpman and QMED. Brother Flores took part in the Sabine organizing drive. He was born in Port Arthur, Tex. and was a resident of Houston. Surviving are his widow, Delores Ann; two sons, Luciano Jr. and Cruz and two daughters, Toni Marie of Port Arthur and Ann Rebecca.

John Henry Dietsch, 47, died on Sept. 21. Brother Dietsch joined the SIU in 1947 in the port of New York in 1958 sailing as a cook and a baker for 27 years. He was born in Baltimore and was a resident there. Surviving is his mother, Marie.



Pensioner Maurice Franklin Ellis, 71, passed away from heart-lung failure in the U.S. Veterans Administration Medical Center, Montgomery, Ala. on July 14. Brother Ellis joined the SIU in 1946 in the port of Philadelphia sailing as a chief steward. He was a veteran of the U.S. Army. Seafarer Ellis was born in Washington County, Fla. and was a resident of Bonifay, Fla. Burial was in St. John's Church Chapel Cemetery, Bonifay. Surviving are his widow, Lillian; a son, Austin of Pensacola and a daughter, Catherine.



Pensioner Randolph Auburn Backus, 73, passed away on July 30. Brother Backus joined the Union in the port of Norfolk in 1963 sailing as a chief mate and captain for Curtis Bay Towing in 1962 and for the Braun Shipping Corp. from 1953 to 1960. He was a veteran of the U.S. Army in World War II. Boatman Backus was born in Norfolk and was a resident of Virginia Beach, Va. Surviving are his widow, Helen of Chapiro, Va.; two sons, Ronald and Robert and four daughters.

Pensioner John Joseph Sypniewski, 71, succumbed to heart-lung failure in Baltimore USPHS Hospital on Feb. 2. Brother Sypniewski joined the Union in the port of Baltimore in 1956 sailing as a deckhand on the *Tug Scandinavia* (Baker-Whitely Towing). He was born in Mississippi and was a resident of Edgewood, Md. Burial was in the Gardens of Faith Cemetery, Overlea, Md. Surviving are his widow, Anna; a son, Robert J. Hennige of Baltimore and a daughter, Mrs. Juanita Insley also of Baltimore.

Henry Clayton Roberts, 67, died of a heart attack in the Swedish Hospital, Seattle on Nov. 15, 1980. Brother Roberts joined the SIU in the port of Seattle in 1963 sailing as a bosun. He sailed 20 years and during the Vietnam War. Seafarer Roberts was a wounded veteran of the U.S. Army Infantry in the Philippines at Ego Dam during World War II. Roberts was born in Dallas, Tex. and was a resident of Seattle. Cremation took place in the Bonney-Watson Crematory, Seattle. Surviving are his widow, Maria Alberta and a son, Robin.



Robert Charles McCoy, 30, died on Aug. 3. Brother McCoy joined the SIU following his graduation from Piney Point in 1972. He sailed as an FOWT. Seafarer McCoy was a wounded veteran of the U.S. Army during the Vietnam War. Born in Annette, La., he was a resident of New Orleans. Surviving are his widow, Ana; two sons, Robert Jr. and Sadang Karama; his parents, Mr. and Mrs. Robert and Beatrice McCoy; three brothers and five sisters, including Mrs. Yvonne Beasley of New Orleans.



Jack E. Richardson, 64, died on July 18. Brother Richardson joined the Union in the port of Cleveland in 1951 sailing as a FOWT for the American Steamship Co. He was a veteran of the U.S. Army in World War II. Laker Richardson was born in Yale, Mich. and was a resident of Ecorse, Mich. Surviving are his widow, Edna and a brother, Raymond of Ecorse.

Pensioner Jesse Tarver Spivey Jr., 73, passed away from a heart attack in the Willis-Knighton Medical Center, Shreveport, La. on June 26. Brother Spivey joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. He was a veteran of the U.S. Navy in World War II. Seafarer Spivey was born in Cussetta, Ga. and was a resident of Waskom, La. Burial was in Centuries Park Cemetery, Shreveport. Surviving is his widow, Virginia.

Pensioner Victor H. Thomas, 71, passed away from heart failure in Gloucester, Mass. on Sept. 27. Brother Thomas joined the Union in Gloucester sailing as a fisherman in the Atlantic Fishermen's Union. He was born in East Sable River, Cape Breton, Nova Scotia, Canada and was a resident of Gloucester. Cremation took place in the Linwood Crematory, Haverhill, Mass. Surviving is his widow, Eleanor.

Pensioner James May, 84, passed away on June 14. Brother May joined the Union in 1949. He sailed 27 years and during World War II. Laker May was a resident of Detroit, Mich. Surviving is a daughter, Mrs. Annie L. Marshall of Newport Beach, Calif.



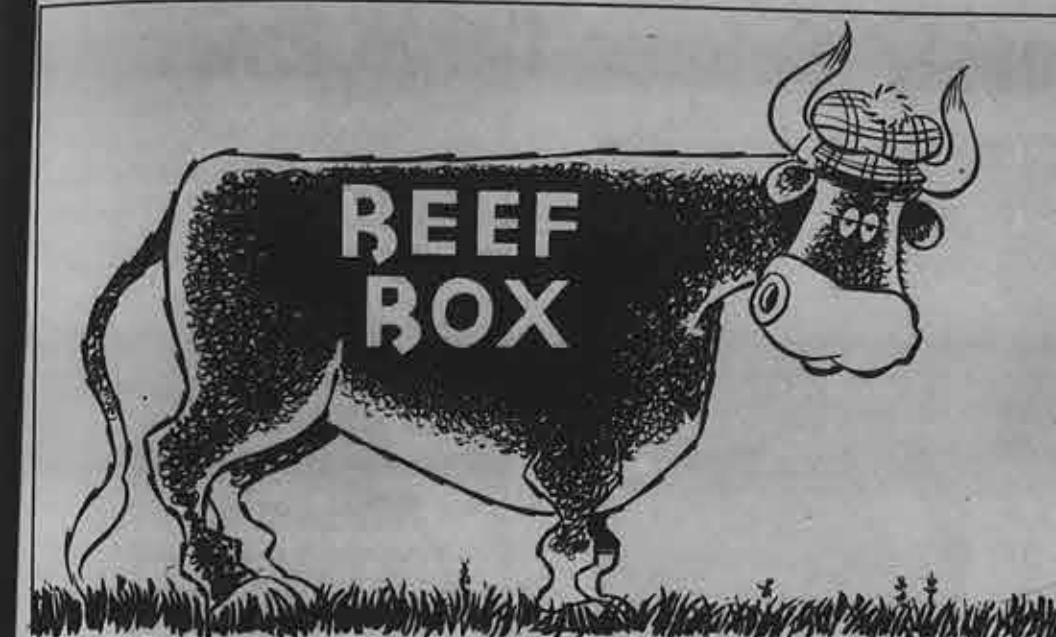
Pensioner Isidro Ocampo Avecillia, 77, died in the Kerio Nursing Home, Seattle on June 26. Brother Avecillia joined the SIU in 1947 in the port of New York sailing as a chief steward. He was a veteran of the U.S. Army. Seafarer Avecillia was born in the Philippine Is. and was a resident of Seattle. Burial was in Calvary Cemetery, Seattle. Surviving is a brother, Artemio San Fernando. San Juan La Union, P.I.

Pensioner Joseph Hamilton Blondell, 79, passed away in Harlem Hospital Medical Center, New York City on May 10. Brother Blondell joined the SIU-merged MC&S Union on the West Coast sailing as an assistant cook. He was born in the British West Indies and was a naturalized U.S. citizen. Blondell was a resident of New York City. Cremation took place in the Trinity Crematory, New York. Surviving are his widow, Ruth and a brother, Robert McIntosh of Port au Spain, Trinidad.

Pensioner Pat Louis Moser Sr., 66, died on June 15. Brother Moser joined the Union in the port of Norfolk in 1966 sailing as an oiler for the Virginia Pilots Assn. from 1955 to 1973. He was a veteran of the U.S. Army in World War II. Boatman Moser was born in Norfolk and was a resident of Chesapeake, Va. Surviving are two sons, Pat Jr. and Frederick and two daughters, Mrs. Frederica Leigh M. Guthrie and Mrs. Sue Vivian S.C.H. Hampton, both of Chesapeake.

Calvin Bernard Wilson, 29, died in the De Paul Hospital, Norfolk on Aug. 2. Brother Wilson joined the SIU in the port of Norfolk in 1972 sailing as an AB for IOT. He was a resident of Norfolk. Burial was in Roosevelt Park Cemetery, Chesapeake, Va. Surviving are his widow, Gilda Joyce; a son, Ronald; a daughter, Aysa Monique and his parents, Mr. and Mrs. James and Velma Vessels Wilson of Norfolk.

Pensioner Carlton Richard Phillips, 78, passed away from a heart attack in St. Joseph's Hospital, Baltimore on Aug. 23. Brother Phillips joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for Moran Towing. He was born in Baltimore and was a resident of Lutherville, Md. Surviving are his widow, Elizabeth, a son, Carl of Parkton, Md. and a daughter, Mrs. Betty Sewell of Phoenix, Md.



Proper Recording of Overtime

To expedite a smooth pay off, proper recording and submission of overtime claims can be helpful.

The Standard Tanker and Freightship/Passengership Agreements clearly define additional earnings as **Premium Rates, Overtime Rates and Penalty Rates.**

Unless specified otherwise, such as, Longshoremen work and tank cleaning, the **Premium Rates apply to all work performed on Saturdays, Sundays and Holidays.**

The **Overtime Rates** apply to all work performed in excess of eight hours in any calendar day, Monday through Friday.

The **Penalty Rates** apply to specific shipboard jobs and also for delayed sailings, shipboard meetings, penalty meal hours, restriction claims and after

SIU's Pomerlane named to Md. Boxing Hall of Fame

Bob "Rabbit" Pomerlane, SIU into the Maryland Boxing Hall of Baltimore Patrolman, was inducted Fame last month in ceremonies held



Bobby Pomerlane, left, receiving Maryland Boxing Hall of Fame award from Al Salkowski, First Vice President of the Veteran Boxers Assoc., International Ring 101.

Don't Freeze Your Upgrading Abilities
Get into the Refrigeration Systems Maintenance and Operations Course offered at SHLSS on January 4.

Get the Skills!

See your SIU Field Representative for details or contact:

Seafarers
Harry Lundeborg School
of Seamanship
Piney Point, Md 20674

5 P.M. and before 8 A.M. Monday through Friday Port Time.

The penalty rates for specific jobs are clearly defined in Article II, Section 21 (c) of the Agreements. However, the rates for shipboard meetings, penalty meal hours, restriction claims, delayed sailings, and Monday to Friday 5 P.M. to 8 A.M. Port Time are as specified in Article II, Section 21 (c) 1.

Where specific jobs are involved, the **Off Watch Penalty Rates** are higher than the off watch, Monday through Friday Overtime Rates.

Where a penalty payment is due during routine hours, it is not designated as overtime, since the work performed is being performed during the crew-member's routine hours.

For example: if a ship is in port between Monday and Friday and the 4 to 8 oiler stands routine sea watches after 5 P.M. and before 8 A.M., he would receive seven hours penalty pay, plus the days pay without working one hour overtime.

Oilers Pay	\$40.21	(Freightship)
7 Hrs. Port Time	\$32.20	
	\$72.41	(8 hours worked)

Let's assume, a 4 to 8 AB on a Freighter was involved in spray painting, Monday to Friday between 4 A.M. and 8 A.M. and again from 9 A.M. till Noon. For the hours spray painting on watch he would receive \$4.60 per hour. From 9 A.M. to Noon he would receive \$7.89, off watch.

If he continued spray painting on the weekend he (Green Ticket) would receive \$11.40 for the work performed on watch and \$10.54 for the work performed off watch.

When a **Cost of Living Adjustment** is due, the adjustment applies to base pay, Premium Rates, Overtime Rates and Off Watch Monday to Friday Penalty Rates. The **Longshore Rates and Tank Cleaning Rates**, which are special negotiated rates and the **On Watch Penalty Rates** are not subject to C.O.L.A.

C.O.L.A. is based on data published by the Bureau of Labor Statistics of the U.S. Department of Labor.

in Baltimore before a capacity crowd of 1,400.

Pomerlane was among 14 who were so honored at the Hall of Fame's Ninth Annual Awards Dinner-Dance. The event was sponsored by the Veteran Boxers Association, International Ring 101.

Though Bobby Pomerlane's boxing career was cut short by his decision to devote full time to the SIU, he nonetheless distinguished himself in two years as a pro fighter. And as an amateur Pomerlane won the San Diego Golden Gloves Cham-

ampionship, fighting for the U.S. Navy as a light heavyweight in 1947.

Pomerlane was inducted into the Maryland Boxing Hall of Fame in a special "Lifelong Contribution to Boxing" Category.

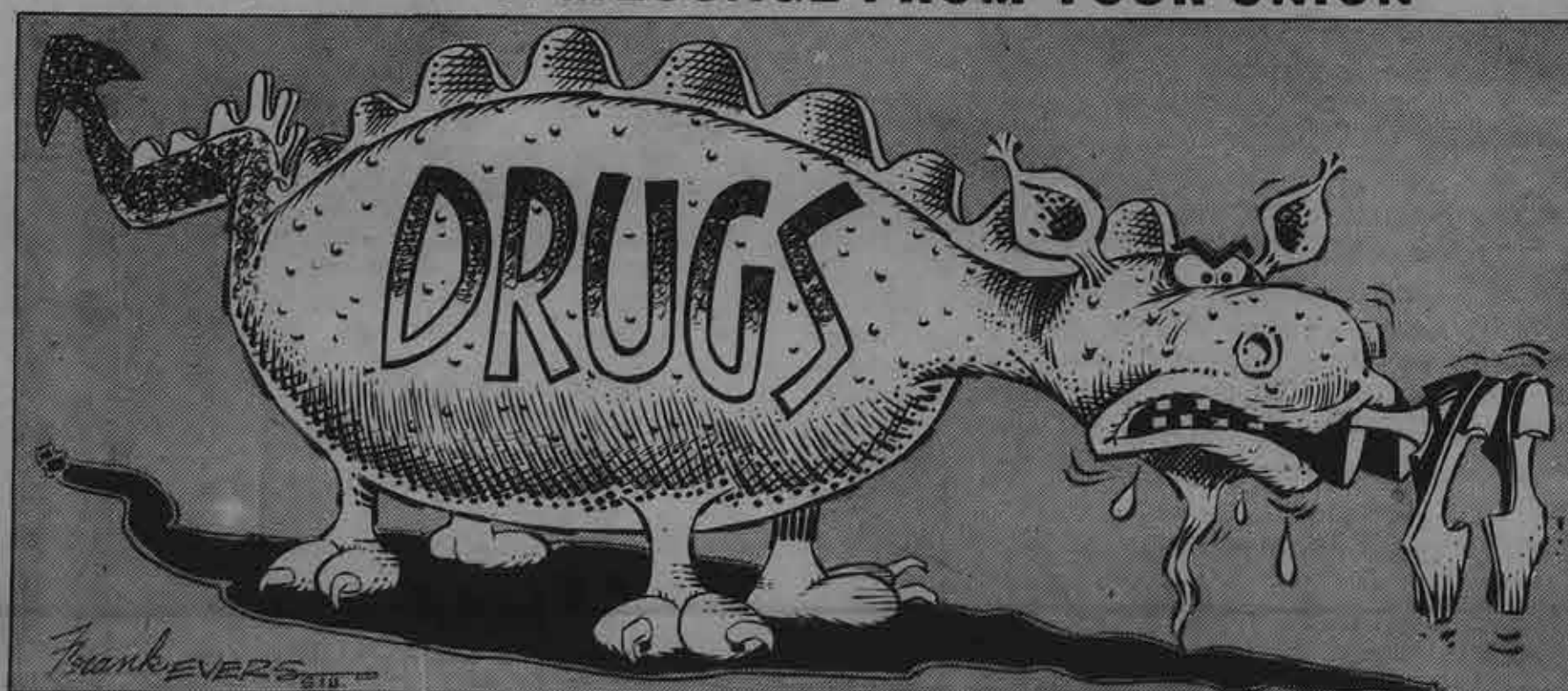
Keynote speaker at the awards ceremony was Baltimore Mayor William Schaefer who wished all the inductees "Good luck, you bring honor to us all, and keep punching."

The SIU wishes to extend sincere congratulations to one of its own—Bobby Pomerlane—for his well deserved honor.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Dec. 7	2:30 p.m.	7:00 p.m.
Philadelphia	Dec. 8	2:30 p.m.	7:00 p.m.
Baltimore	Dec. 9	2:30 p.m.	7:00 p.m.
Norfolk	Dec. 10	9:30 a.m.	7:00 p.m.
Jacksonville	Dec. 10	2:00 p.m.	—
Algonac	Dec. 11	2:30 p.m.	—
Detroit	Dec. 11	2:30 p.m.	—
Alpena	Dec. 14	2:30 p.m.	—
Houston	Dec. 14	2:30 p.m.	7:00 p.m.
New Orleans	Dec. 15	2:30 p.m.	7:00 p.m.
Mobile	Dec. 16	2:30 p.m.	—
San Francisco	Dec. 17	2:30 p.m.	—
Wilmington	Dec. 21	2:30 p.m.	—
Seattle	Dec. 28	2:30 p.m.	—
Piney Point	Dec. 12	10:30 a.m.	—
San Juan	Dec. 10	2:30 p.m.	—
Columbus	Dec. 19	—	1:00 p.m.
Chicago	Dec. 15	—	—
Port Arthur	Dec. 15	2:30 p.m.	—
St. Louis	Dec. 18	2:30 p.m.	—
Honolulu	Dec. 10	2:30 p.m.	—
Duluth	Dec. 16	2:30 p.m.	—
Jeffersonville	Dec. 14	2:30 p.m.	—
Frankfort	Dec. 18	2:30 p.m.	—
Tampa	Dec. 24	2:30 p.m.	—
Gloucester	Dec. 22	2:30 p.m.	—
Jersey City	Dec. 23	2:30 p.m.	—

A MESSAGE FROM YOUR UNION



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

Forum Told Reagan Will 'Vigorously' Enforce Cargo Laws

SAN DIEGO, CALIF: The new chief of the U.S. Maritime Administration last month told the Pacific Coast Seapower Forum that America's cargo preference laws would be "vigorously" enforced.

Adm. Harold E. Shear was the luncheon speaker on the first day of the ninth annual forum which was attended by many maritime groups from government, industry, and labor, including the SIU. **George McCartney**, SIU West Coast vice president, participated for the SIU.

The Maritime Administration is part of the U.S. Department of Transportation whose head is **Drew Lewis**. President Reagan has designated Secretary Lewis as his chief spokesman on maritime matters. Adm. Shear told his audience that Lewis is "an able and energetic ombudsman who is deeply committed to the revitalization of our merchant marine."

He further noted that Secretary Lewis "intends to vigorously enforce our cargo preference laws."

Shear also said that the Reagan administration is "working vigorously



Among those attending the San Diego Sea Power Forum were, from the left: Tom Patterson, Marad West Coast chief; Bill Berger of the SUP; John Rau, president of the Navy League; Bernie Carpenter, of the MFOU; SIU West Coast V.P. George McCartney and Herb Brand, chairman of the board of the Transportation Institute.

to develop a comprehensive maritime policy." However, he did not say when that policy would be made known.

Shear said that when the President's maritime program is activated it will "stimulate the needed revitalization of our maritime industry."

However, he added that, in view of Reagan's budget cuts, "it is unrealistic

to expect that the solutions will be attained by massive infusions of federal funds."

Among the other speakers at the Forum was **Shannon Wall**, President of the National Maritime Union, who attacked the so called "effective control" flag-of-convenience fleet.

"The issue," he said, "in the 25-

year old controversy over the American-owned runaway-flag fleet has been whether the U.S. can afford to rely almost exclusively on foreign ships manned by seamen who are not American citizens to maintain a flow of cargoes essential to the ability of this nation to function."

Another speaker, **California State Senator Milton Marks** (R-San Francisco), stressed the need to build U.S. ships in U.S. yards, "even if it costs more."

He called for retention of construction subsidies which he said "pay back dividends," in the form of jobs and dollars.

Marks said that for every dollar spent on construction of a ship in the United States, approximately \$4 is generated in the economy.

The two-day Forum was co-sponsored by: San Diego Unified Port District; Propeller Club of the United States; port of San Diego; San Diego Council of the Navy League of the United States; San Diego Women's Council of the Navy League of the United States, and the U.S. Maritime Administration.

Steward Recertification

12 More Galley Vets Complete Program

Another veteran galley crew, with a couple of hundred years seetime under their collective belts, completed the SIU's Steward Recertification Program this month.

The 12 'kitchen magicians' received their certificates at the No-

vember membership meeting at Headquarters after two months of "retooling" at the Seafarers Harry Lundeberg School in Piney Point and at Union Headquarters in the 'garden spot' of the world, Brooklyn, N.Y.

After the program was over, the 12 were in unanimous agreement that it was time well spent and that they left for their home ports armed with a tremendous amount of knowledge concerning their professions, the

state of the maritime industry and the inner workings of their union from top to bottom.

The 12 worked hard during the program and subsequently got a lot out of it. Our hats are off to all of them.



Michael Romalho



Robert D. Bright



Webster Williams



Joseph Freeman



Alfonso Campanella



Milton Paul Cox



Robert Fagan



Robert Boehm



Sam McDonald



John Reed



Ferdinand Fletcher



Neville Johnson

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

Forum Told Reagan Will 'Vigorously' Enforce Cargo Laws

SAN DIEGO, CALIF: The new chief of the U.S. Maritime Administration last month told the Pacific Coast Seapower Forum that America's cargo preference laws would be "vigorously" enforced.

Adm. Harold E. Shear was the luncheon speaker on the first day of the ninth annual forum which was attended by many maritime groups from government, industry, and labor, including the SIU. George McCartney, SIU West Coast vice president, participated for the SIU.

The Maritime Administration is part of the U.S. Department of Transportation whose head is Drew Lewis. President Reagan has designated Secretary Lewis as his chief spokesman on maritime matters. Adm. Shear told his audience that Lewis is "an able and energetic ombudsman who is deeply committed to the revitalization of our merchant marine."

He further noted that Secretary Lewis "intends to vigorously enforce our cargo preference laws."

Shear also said that the Reagan administration is "working vigorously



Among those attending the San Diego Sea Power Forum were, from left: Tom Patterson, Marad West Coast chief; Bill Berger of the SUP; John Rau, president of the Navy League; Bernie Carpenter, of the MFOV; SIU West Coast VP, George McCartney and Herb Brand, chairman of the board of the Transportation Institute.

to develop a comprehensive maritime policy." However, he did not say when that policy would be made known.

Shear said that when the President's maritime program is activated it will "stimulate the needed revitalization of our maritime industry."

However, he added that, in view of Reagan's budget cuts, "it is unrealistic

to expect that the solutions will be attained by massive infusions of federal funds."

Among the other speakers at the forum was Shannon Wall, President of the National Maritime Union, who attacked the so called "effective control" flag-of-convenience fleet.

"The issue," he said, "in the 25-

year old controversy over the American-owned runaway-flag fleet has been whether the U.S. can afford to rely almost exclusively on foreign ships manned by seamen who are not American citizens to maintain a flow of cargoes essential to the ability of this nation to function."

Another speaker, California State Senator Milton Marks (R-San Francisco), stressed the need to build U.S. ships in U.S. yards, "even if it costs more."

He called for retention of construction subsidies which he said "pay back dividends" in the form of jobs and dollars.

Marks said that for every dollar spent on construction of a ship in the United States, approximately \$4 is generated in the economy.

The two-day forum was co-sponsored by: San Diego Unified Port District; Propeller Club of the United States; port of San Diego; San Diego Council of the Navy League of the United States; San Diego Women's Council of the Navy League of the United States, and the U.S. Maritime Administration.

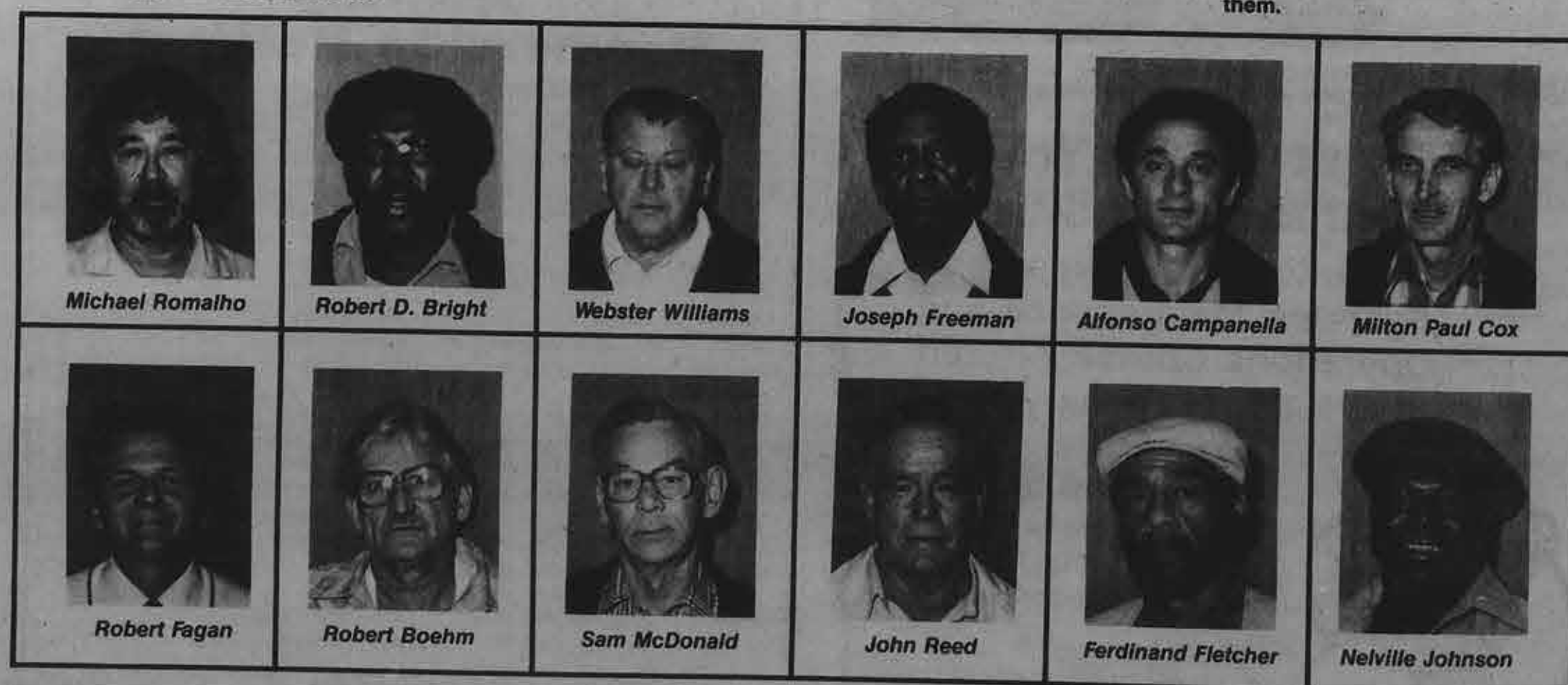
Steward Recertification 12 More Galley Vets Complete Program

Another veteran galley crew, with a couple of hundred years seafaring under their collective belts, completed the SIU's Steward Recertification Program this month.

The 12 'kitchen magicians' received their certificates at the November membership meeting at Headquarters after two months of "retooling" at the Seafarers Harry Lundeberg School in Piney Point and at Union Headquarters in the 'garden spot' of the world, Brooklyn, N.Y.

After the program was over, the 12 were in unanimous agreement that it was time well spent and that they left for their home ports armed with a tremendous amount of knowledge concerning their professions, the state of the maritime industry and the inner workings of their union from top to bottom.

The 12 worked hard during the program and subsequently got a lot out of it. Our hats are off to all of them.



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



Gilberto Roy Sanchez

Seafarer Gilberto Roy Sanchez, 21, is a 1978 graduate of Piney Point. He now sails as an assistant cook. Brother Sanchez's stepfather is Seafarer Jose E. Ortiz. Sanchez has the CPR, firefighting and lifeboat endorsements. Born in Brooklyn, N.Y., he lives there and ships out of the port of New York.

Edward McKay Bloomfield

Seafarer Edward McKay Bloomfield, 24, graduated from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program at Piney Point, Md. in 1979. He upgraded to FOWT there in 1980. Brother Bloomfield has the lifeboat, firefighting and cardiopulmonary (CPR) endorsements. He attended Brookdale (Calif.) Community Junior College for a year. Born in Charlotte, N.C., he lives in Tinton Falls, N.J. and ships out of the port of New York.

Michael Patrick Brown

Seafarer Michael Patrick Brown, 23, is a 1978 graduate of the SHLSS. Brother Brown sails as a FOWT. His father is Seafarer Robert Brown. And he holds the firefighting, lifeboat and CPR tickets. Brown also played football. A native of Seattle, he lives there and ships out of that port city.

Horace Eddy Serrette

Seafarer Horace Eddy Serrette, 46, joined the SIU in the port of New York in 1968. Brother Serrette sails as an AB. He has the lifeboat, firefighting and CPR tickets. A native of Trinidad, W.I., he lives in Staten Island, N.Y. and ships out of the port of New York.

James Matthew Gaines

Seafarer James Matthew Gaines, 24, graduated from the SHLSS in 1978. He upgraded to FOWT there in 1980. Brother Gaines has the lifeboat, firefighting and CPR endorsements. And he attended the Photo Printing Trade School in Manhattan, N.Y. Born in Manhattan, he lives in Brooklyn, N.Y. and ships out of the port of New York.

George Bahig Khan

Seafarer George Bahig Kahn, 24, is a 1979 graduate of the Piney Point Entry Trainee Program. Brother Khan sails as an AB. He is a veteran of the U.S. Army. And he holds the CPR, lifeboat and firefighting tickets. Khan was born in Brooklyn, N.Y., lives there and ships out of the ports of New York, Jacksonville and Tampa.

Jeffrey Paul Moritz

Seafarer Jeffrey Paul Moritz, 25, was graduated by the SHLSS in 1977. He upgraded to AB and got his General Education Diploma (GED) there in 1981. And he has the lifeboat, CPR and firefighting papers. Born in Jacksonville, he lives in Petal, Miss. and ships out of the ports of Jacksonville and Mobile.

Reginald B. Ridgway

Seafarer Reginald B. Ridgway, 25, graduated from the Piney Point Trainee Program in 1977. Brother Ridgway upgraded to FOWT there this year. He is a former member of the Hotel, Motel and Restaurant Workers Union, Local 24, Detroit, Mich. Ridgway has his lifeboat, firefighting and CPR documents. A native of Flint, Mich., he resides there and ships out of all ports.

Kent Richard Dominguez

Seafarer Kent Richard Dominguez, 22, graduated from Piney Point in 1978. He upgraded to AB there last year. Brother Dominguez earned the CPR, lifeboat and firefighting documents. And he attended Mesa (Ariz.) Junior College and St. Charles County (Ida.) Community College. Dominguez was born in Salt Lake City, Utah, resides in San Diego, Calif. and ships out of the port of Wilmington.

Jonathan Bradley Dye

Seafarer Jonathan Bradley Dye, 26, graduated from the Lundeberg School in 1978. Brother Dye upgraded to AB there in 1979. He also earned the Lifeboat Award and LNG training there. And he attended Charleston (S.C.) College for three years studying business and Spanish. Dye holds the lifeboat, firefighting and CPR papers. Born in Batavia, N.Y., he lives in Mt. Pleasant, S.C. and ships out of the ports of Norfolk and Jacksonville.

Olie Edward Webber Jr.

Seafarer Olie Edward Webber Jr., 36, graduated from the SHLSS in 1969. He sails as a pumpman. Brother Webber holds the lifeboat, firefighting and CPR tickets. Webber was born in Boston, Mass. and is a resident of Los Angeles. He ships out of the port of Wilmington.

Ruben Earl Stapleford

Seafarer Ruben Earl Stapleford, 55, first sailed with the SIU on the NBC Line out of the port of Norfolk in 1971. He began sailing as an AB in 1974. Brother Stapleford is a veteran of the U.S. Air Forces after World War II. Stapleford earned the CPR, firefighting and lifeboat documents. Born in Oriental, N.C., he resides in Norfolk and ships out of that port.

Michael Wayne Strayers

Seafarer Michael Wayne Strayers, 23, is a 1978 graduate of Piney Point. Brother Strayers upgraded to QMED there in 1978. And he attended the California Maritime Academy studying engineering. He was born in Glendale, Calif. and is a resident of Belleflower, Calif. Strayers ships out of the port of Wilmington.

Would you like to get your High School Diploma?

We would like to help you.

Here's all you have to do:

Come to the Seafarers Harry Lundeberg School of Seamanship

If earning your diploma is something you have been putting off, delay no more. Fill out this coupon and send for your application kit.

NAME _____

ADDRESS _____

PHONE _____

Are you an SIU member ☐ yes ☐ no

book number _____

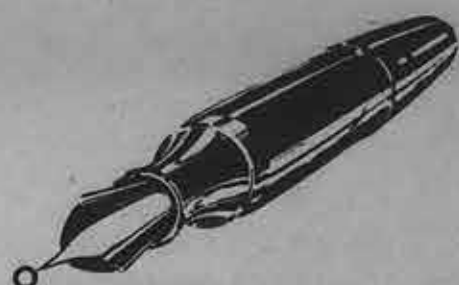
☐ Please send me an application and pretest packet.

☐ Please send more information on the GED program.

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



LETTERS TO THE EDITOR



Scholarship Winner Tops at Univ. of Ala.

I am writing you in reference to Craig Cantrell who is a recipient of your Charlie Logan Scholarship Program. In order for you to understand the outstanding qualities of this student, I must explain to you the outstanding contribution this young man has made to the University of Alabama. Last year, he received the first F David Mathews Award for outstanding service to the University of Alabama, and as the charter recipient, everyone was unanimous in their selection of this young man named for this award. Immediately following the receipt of this award, he was selected by the University Awards committee as the most outstanding senior male on the University campus. For this recognition, he received the Algernon Sydney Sullivan Award, the highest honor that can be bestowed on any student on this campus. Adding to that, he was also inducted into Phi Beta Kappa, the highest scholastic organization.

Upon receipt of each of these awards and on every occasion, your organization, the Seafarers' International Union, has been mentioned not only in his written vita, but also in verbal recognition of the outstanding job that this young man has done. It goes without saying that your organization should be singularly proud to have had the foresight to support this young man's education. He continues to represent your organization with a great deal of integrity and without question, a great deal of honor.

I thought you would like to know the current status of this young man and know how special he is to us here at the University of Alabama. Please keep sending us outstanding and dedicated students like this on your very fine scholarship program.

Sincerely,
Melford E. Espey, Jr.
Director of Campus
Activities

America—Dreams Still Come True

This is a note of appreciation to the officers and crew of the **SS George Wythe** (including Capt. Hopper and Chief Engineer Maxwell) for their kindness to Mikeli Waldie.

In June 1980, Mikeli stowed away at Port Sudan. Efforts to repatriate him to Sudan or Ethiopia failed and it became apparent that he would come to the USA on our ship. It was presumed Mikeli would be deported back to the Sudan.

The crew of the **George Wythe** responded to Mikeli with understanding, and eventually it was disclosed that he was a political refugee.

Word of his plight was relayed to the U.S. and through the concerted efforts of the ACLU, Catholic Charities and Rep. Lindy Boggs (D-La.), they were successful in landing Mikeli ashore in New Orleans where he had a hearing before the U.S. Immigration Bureau.

Mikeli is now gainfully employed at Avondale Shipyards, is a model citizen-to-be and soon will be able to apply for citizenship—a far different course than would have been his lot had he been sent back to an untimely fate.

Special thanks to the crew and officers who so generously contributed to give him a small monetary stake for his start in a new homeland.

You have made possible the elements that dreams are made of—compassion and Christian charity.

Fraternally,
Homer Frazier, QMED
River Ridge, La.

Key to the City of Eufaula, Ala.

I have proudly claimed membership in one of the greatest organizations in the world, the SIU. I boarded my first vessel the **William F. Cody**, an Alcoa Liberty ship, June 7, 1947 at Mobile, Ala. I do continue to register and ship from the Mobile hall, though I have resided in Eufaula, Ala. since 1962.

On Jan. 23, 1981 some 18-yrs and 8 days from my date of marriage to Rosa L. Goodrum, a life long resident of Eufaula, Ala., I became a recipient of the 'Key to the City' presented by Mayor George E. Little.

I have endeavored to serve this community in many ways—City government, community services, and environmental and educational improvements. I participate in civic groups, private institutions, church organizations and am a life member of the Veterans of Foreign Wars, and the American Legion. I am a Board member of the (R.S.V.P) Retired Senior Citizen Volunteer Program, a position I was elected to in Mayor Little's place so that he may contribute full time to the capacity of Mayor of Eufaula. I have been privileged to lecture and present film and slide presentations to schools, churches, civic groups, and private institutions, write articles for the local paper—all of which was made possible by the SIU through worldly travel as a merchant seaman. I hope you will see fit to publish this letter in the Log that it may inspire others to enrich their lives by sharing unselfishly their time and effort in their communities, improving and keeping America Number One!

Fraternally,
Bob Goodrum
Eufaula, Ala.

Loved His Union, Brothers

My late husband Elmer Clyde "Barney" Barnhill died June 16th 1981 of heart disease.

He loved his Union and his brothers. That's all he would talk about—the Union and the ports he sailed to and from for 41 years.

I want to thank all his Union brothers, their wives and our friends who were so concerned and for the support they gave me during this trying time.

Sincerely,
Mrs. Catherine Barnhill
Bay City, Texas

Gifts, Best Wishes for Retiree

I would like to thank the below mentioned crewmembers and officers of the **Point Revere** for their kind thoughts and gift on my pending retirement.

They are: Jim Bernacki 8-12 AB; Eddie, 4-8 AB; Larry 12-4 OS; Mike 4-8 AB; David 4-8 OS; Jack the 2nd Mate; Joseph 8-12 OS; Bosun Chuck Hill; J. Light, John Ross, S. Milla, Joe Newman and Capt. Paul Greenwood.

Their thoughtfulness will never be forgotten.

Fraternally,
Joseph Saide
Wederland, Texas

Couldn't Have Managed Otherwise

At this time, I would like to show my appreciation by saying thank you to the SIU although it doesn't hardly seem enough for all the benefits I have received for myself and my wife. Without this, I don't know how we could have managed all the hospital, doctors, etc. Again, thank you.

Very Truly yours,
Norman Fox, Sr. & wife Barbara
Denver, Colo.

Some Thanks on Pension Increase

I wish to express my appreciation to the SIU for the \$50 increase in my monthly pension check to \$300 a month. I am proud of the SIU and appreciate all the good the Union does for both active and retired members.

Fraternally,
Allen L. Miller
West Lake, La.

LETTERS

TO THE EDITOR

Scholarship Winner Tops at Univ. of Ala.

I am writing you in reference to Craig Cantrell who is a recipient of your Charlie Logan Scholarship Program. In order for you to understand the outstanding qualities of this student, I must explain to you the outstanding contribution this young man has made to the University of Alabama. Last year, he received the first F David Mathews Award for outstanding service to the University of Alabama, and as the charter recipient, everyone was unanimous in their selection of this young man named for this award. Immediately following the receipt of this award, he was selected by the University Awards committee as the most outstanding senior male on the University campus. For this recognition, he received the Algernon Sydney Sullivan Award, the highest honor that can be bestowed on any student on this campus. Adding to that, he was also inducted into Phi Beta Kappa, the highest scholastic organization.

Upon receipt of each of these awards and on every occasion, your organization, the Seafarers' International Union, has been mentioned not only in his written vita, but also in verbal recognition of the outstanding job that this young man has done. It goes without saying that your organization should be singularly proud to have had the foresight to support this young man's education. He continues to represent your organization with a great deal of integrity and without question, a great deal of honor.

I thought you would like to know the current status of this young man and know how special he is to us here at the University of Alabama. Please keep sending us outstanding and dedicated students like this on your very fine scholarship program.

Sincerely,
Melford E. Espey, Jr.
Director of Campus Activities

America—Dreams Still Come True

This is a note of appreciation to the officers and crew of the **SS George Wythe** (including Capt. Hopper and Chief Engineer Maxwell) for their kindness to Mikeli Waldie.

In June 1980, Mikeli stowed away at Port Sudan. Efforts to repatriate him to Sudan or Ethiopia failed and it became apparent that he would come to the USA on our ship. It was presumed Mikeli would be deported back to the Sudan.

The crew of the **George Wythe** responded to Mikeli with understanding, and eventually it was disclosed that he was a political refugee.

Word of his plight was relayed to the U.S. and through the concerted efforts of the ACLU, Catholic Charities and Rep. Lindy Boggs (D-La.), they were successful in landing Mikeli ashore in New Orleans where he had a hearing before the U.S. Immigration Bureau.

Mikeli is now gainfully employed at Avondale Shipyards, is a model citizen-to-be and soon will be able to apply for citizenship—a far different course than would have been his lot had he been sent back to an untimely fate.

Special thanks to the crew and officers who so generously contributed to give him a small monetary stake for his start in a new homeland.

You have made possible the elements that dreams are made of—compassion and Christian charity.

Fraternally,
Homer Frazier, QMED
River Ridge, La.

Key to the City of Eufaula, Ala.

I have proudly claimed membership in one of the greatest organizations in the world, the SIU. I boarded my first vessel the **William E. Cody**, an Alcoa Liberty ship, June 7, 1947 at Mobile, Ala. I do continue to register and ship from the Mobile hall, though I have resided in Eufaula, Ala. since 1962.

On Jan. 23, 1981 some 18-yrs and 8 days from my date of marriage to Rosa L. Goodrum, a life long resident of Eufaula, Ala., I became a recipient of the 'Key to the City' presented by Mayor George E. Little.

I have endeavored to serve this community in many ways—City government, community services, and environmental and educational improvements. I participate in civic groups, private institutions, church organizations and am a life member of the Veterans of Foreign Wars, and the American Legion. I am a Board member of the (R.S.V.P.) Retired Senior Citizen Volunteer Program, a position I was elected to in Mayor Little's place so that he may contribute full time to the capacity of Mayor of Eufaula. I have been privileged to lecture and present film and slide presentations to schools, churches, civic groups, and private institutions, write articles for the local paper—all of which was made possible by the SIU through worldly travel as a merchant seaman. I hope you will see fit to publish this letter in the Log that it may inspire others to enrich their lives by sharing unselfishly their time and effort in their communities, improving and keeping America Number One!

Fraternally,
Bob Goodrum
Eufaula, Ala.

Loved His Union, Brothers

My late husband Elmer Clyde "Barney" Barnhill died June 16th 1981 of heart disease.

He loved his Union and his brothers. That's all he would talk about—the Union and the ports he sailed to and from for 41 years.

I want to thank all his Union brothers, their wives and our friends who were so concerned and for the support they gave me during this trying time.

Sincerely,
Mrs. Catherine Barnhill
Bay City, Texas

Gifts, Best Wishes for Retiree

I would like to thank the below mentioned crewmembers and officers of the **Point Revere** for their kind thoughts and gift on my pending retirement.

They are: Jim Bernacki 8-12 AB; Eddie, 4-8 AB; Larry 12-4 OS; Mike 4-8 AB; David 4-8 OS; Jack the 2nd Mate; Joseph 8-12 OS; Bosun Chuck Hill; J. Light, John Ross, S. Milla, Joe Newman and Capt. Paul Greenwood.

Their thoughtfulness will never be forgotten.

Fraternally,
Joseph Saide
Wederland, Texas

Couldn't Have Managed Otherwise

At this time, I would like to show my appreciation by saying thank you to the SIU although it doesn't hardly seem enough for all the benefits I have received for myself and my wife. Without this, I don't know how we could have managed all the hospital, doctors, etc. Again, thank you.

Very truly yours,
Norman Fox, Sr. & wife Barbara
Denver, Colo.

Some Thanks on Pension Increase

I wish to express my appreciation to the SIU for the \$50 increase in my monthly pension check to \$300 a month. I am proud of the SIU and appreciate all the good the Union does for both active and retired members.

Fraternally,
Allen L. Miller
West Lake, La.

Lakes Fleet, Industry—A Stepchild Too Long

Of all the diverse regions contained within the huge expanse of the United States, the Great Lakes is unique. Those states which make up the Great Lakes' coastline, as well as the surrounding states which lie further inland, are the industrial and agricultural heartland of the nation.

Coal, grain, lumber, steel, automobiles and other heavy machinery abound, making the Midwest responsible for one-third of the U.S. gross national product. And, the region's unique waterways network, including the five Great Lakes and the St. Lawrence Seaway, are responsible for the area's reputation as "the nation's fourth seacoast."

In the best of times, every industry on the Great Lakes relies upon and fuels every other industry. Ore mines supply steel producers which, in turn, supply the auto manufacturers and much of the commerce moves via the Lakes. But now is not the best of times. And, on the Great Lakes, when one industry is hurting, every industry feels the effects.

Because the fortunes of maritime and shored industries on the Great Lakes are so intertwined, there is no one, simple solution to reverse the dramatic decline of the U.S.-flag Lakes fleet alone; the recovery of one Great Lakes industry hinges on the recovery of every Great Lakes industry.

However, first and foremost, the U.S. government must make a full-blooded commitment to its national flag merchant marine. The government's lack of support has contributed to the decline of the nation's entire private commercial fleet. But nowhere has the decimation been greater than on the Great Lakes.

Only 20 years ago, more than 300 U.S.-flag vessels operated out of Great Lakes ports. Today, the total is 144.

A great proportion of the U.S. cargo once carried on American-flag Great Lakes ships is now being moved on Canadian vessels. In 1978, the U.S. Maritime Administration revealed that Canadian ships carried a whopping 98 percent of all cargoes between the U.S. and Canada.

Similarly, U.S. international trade originating from the Great Lakes doesn't move on American ships. Almost all of it is trans-shipped on foreign flag carriers via ports in either Canada or Mexico—at a great cost to U.S. seafarers.

The passage of legislation requiring the payment of tariffs on all U.S. cargo shipped through the ports of our bordering nations would

go a long way towards halting the diversion of US cargo to foreign vessels. And negotiation of a bilateral shipping agreement with the government of Canada would ensure a fair share of cargo to the vessels of each nation.

But a real revival for the U.S. Great Lakes fleet must be tied to the economic recovery of other industries in the region. It would, after all, make little sense to build up the fleet if industry was unable to provide cargoes for it to carry.

Once again, auto manufacturers and related supply industries provide an obvious example. Hard times in Detroit mean hard times all over.

Imposing quotas or other restrictions on foreign cars imported to the United States is one way to boost the U.S. auto makers. While Japan heavily restricts the sale of American-made cars in that country, the reverse is not true. Japanese auto exporters have virtually unlimited access to U.S. markets.

These are just some of many practical, low-cost options available to Congress and the Administration to begin revitalizing the economy of the Great Lakes.



While our emphasis is necessarily on restoration of the Lakes fleet—and the jobs of SIU seamen—the

remedies to the problems plaguing that fleet go far beyond the sweet water of the Great Lakes.



November, 1981			Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO			Vol. 43, No. 11		
Executive Board			President			Leon Hall		
Joe DiGiorgio			Secretary-Treasurer			Ed Turner		
Angus "Red" Campbell			Vice President			Mike Sacco		
George McCartney			Vice President			Joe Sacco		
James Gannon			Editor			Marietta Homayonpour		
Ray Bourdus			Assistant Editor			Edna Ziesk		
Don Rotan			West Coast Associate Editor			Max Siegel Hall		
Frank Cianciotti			Director of Photography/Writer			Dennis H. Lundy		
Marie Kosciusko			Administrative Assistant			George J. Vana		
						Photography		
						Production/Art Director		

Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second Class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)

A WINNING HAND

FOR 50 CENTS A DAY -
A SMALL PRICE TO PAY
FOR JOB SECURITY

