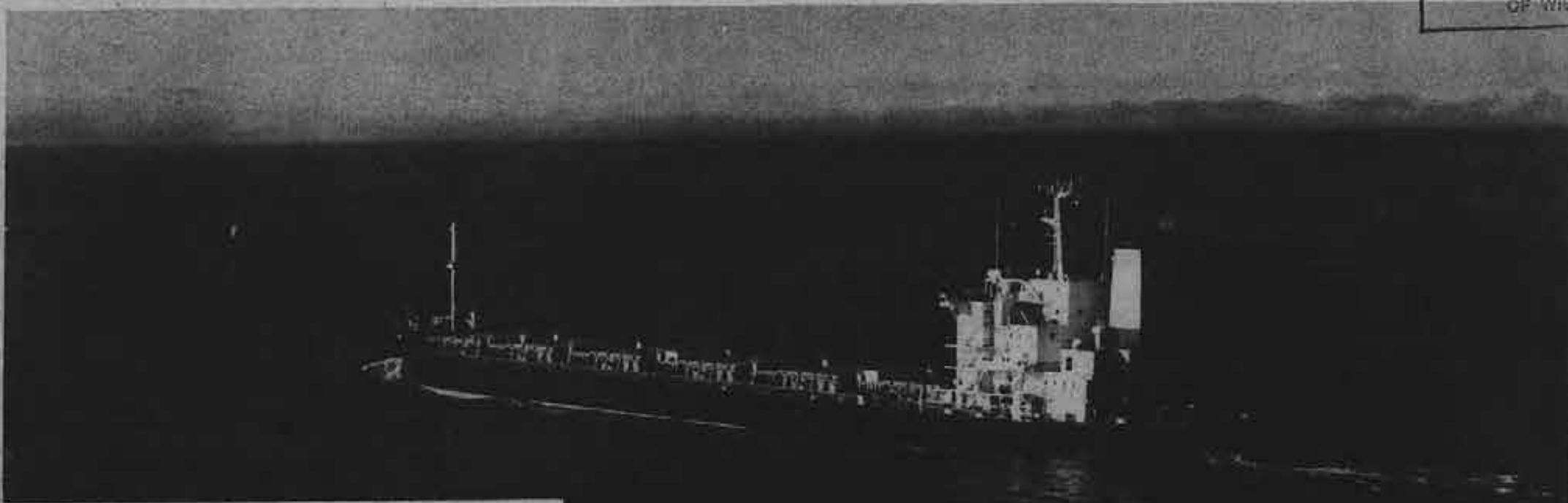


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President's Report

by Frank Drozak



Maritime is always the first to feel an economic recession. And so it is today.

A steady decline in U.S. industrial production and consumer buying has caused severe problems throughout the American maritime industry—including deep sea, inland and Great Lakes.

This is compounded greatly by the fact that the Reagan Administration is rapidly phasing out all budgetary aides to the industry.

In brief, tough times are ahead for maritime—possibly one of the toughest times ever for this industry, which has historically endured feast

or famine.

Most people in government feel that maritime's situation is not desperate. That maritime will survive as it always has in the past.

This casual attitude is almost incomprehensible when you consider that both economic and military experts share the view that a healthy American maritime industry is essential to the strategic and economic security of the nation.

It should be readily apparent to all that our industry has been living on the brink of disaster for a long time. And some big moves are absolutely necessary right now to reverse this industry's decline.

Neither Congress nor the White House are presently providing the needed support to put the industry back on course.

The SIU is ready to fill the leadership role. We are ready to make the big moves in Congress this session, as well as in the elections next November.

However, realistically, very little will be accomplished on a lasting

basis if the industry and the unions work as separate entities in opposite directions.

The bottom line must be cooperation. That is cooperation between management and labor, as well as cooperation among the unions.

I believe that the first hurdle toward achieving this end has already been crossed with the formation of a committee on cooperation between the SIU and NMU.

We have knocked heads with the NMU in many beefs since the formation of both unions. Some of these beefs have severely tested the mettle of both unions building strength and character in our organizations.

But in the long run these problems hurt us both and created an undue amount of animosity toward each other.

As far as the SIU is concerned, these beefs are ancient history. The future is what is important now—not what happened two weeks or twenty years ago.

I believe that a spirit of cooperation between us and the NMU will necessarily bring all segments of the industry closer together, and enable maritime to be more effective and productive across the board.

There is no question that our industry is in very serious condition. Our answer must not be to fight among ourselves over an ever decreasing piece of pie.

Our solution must be to work together to expand the industry through new initiatives and fresh ideas for our own good and the good of the nation.

By doing so, I am extremely confident that we can achieve our top legislative priority of this session of Congress—a fair and equitable Port Development bill which includes provisions to reserve a fair share of coal and other dry bulk commodities for U.S. flag ships through the negotiation of bilateral treaties on shipping.

We will also be able to repel the ever increasing attacks against beneficial maritime laws already on the books—such as the 50-50 cargo laws on government generated cargoes, as well as the law prohibiting the exportation of Alaskan oil to Japan or anywhere else overseas.

Despite its problems, maritime can have a bright future. But it will take a lot of hard work and cooperation. In this day, the two are inseparable.

AFL-CIO Offers Alternative to Reagan Budget

Bal Harbour, Fla.—Responding to the challenge "put up or shut up" President Reagan issued to critics of his economic policies, the AFL-CIO Executive Council put together an alternative program designed to create jobs, restore fairness to the tax structure and reduce the President's projected budget deficit.

"We are proposing a straightforward attack on unemployment—the fundamental sickness produced by Reaganomics," Federation President Lane Kirkland said, speaking of the economic policy statement adopted at the opening session of the Executive Council's mid-winter meeting here. The 35 AFL-CIO vice presidents who make up the Executive Council meet quarterly to decide on policy and strategy for the Federation. SIU President Frank Drozak is a Council member.

The economic policy statement that captured the headlines during the Feb. 16-19 Executive Council meeting was the key topic of conversation when Vice President George Bush met with Kirkland and

other Council members. Bush was the highest ranking Reagan Administration official to attend an AFL-CIO function since the Administration came to office a year ago.

The Council's fiscal program totally rejected the Administration's proposal to slash an additional \$41 billion from basic social programs and outlined a series of "well-proven" job creating measures.

Reform Tax Law

The cost of the employment and social programs would be offset by repealing the Administration's year-old tax law which, the Council charged, gives "the worst tax giveaways" to the wealthy and corporations. A progressive tax on individual and corporate income would also be developed to finance those increases in defense spending deemed necessary.

In addition, the Council statement urged Congress to close a number of tax loopholes, largely benefitting big corporations, so as to reduce by some \$47 billion the huge deficit anticipated by the Administration.

"The AFL-CIO is convinced its alternative economic program will put the nation on a path to full employment, stable economic growth, fairness in sharing burdens and a society with compassion for those who have too little," Kirkland declared.

Included in the Council's economic plan were specific steps aimed at providing jobs and easing hardships on the unemployed, such as:

- investment in public works, job training programs and low- and moderate-income housing;
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- import limitations;
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Speaking at a news conference after the Council's economic plan was unveiled, Federation President Kirkland said that increasing employment would help reduce budget deficits. Each one percent reduction in unemployment, he said, means billions of dollars to the

government in added revenues and lower costs.

"That's the way we'd like to see the budget balanced," Kirkland added. But "I don't believe we'll ever achieve balance until we begin to follow policies and programs that rebuild and revive the industrial base of this country and put people back to work."

Scholarship Application Deadline April 1

Seafarers Welfare Plan wants to remind members and their dependents that April 1, 1982 is the deadline for application to the Seafarers Charlie Logan Scholarship Program which provides \$60,000 worth of scholarships annually.

For more info, see your local union representative or write to Seafarers Charlie Logan Scholarship Program 275 20th Street, Brooklyn, NY 11232.



Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 44, No. 2, February 1982. (ISSN #0160-2047)

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SIU Port Agents Conference Announces:

SIU, NMU Will Join Forces to Save Jobs

Unions Agree to Set Up Committee on Cooperation

Miami, Fla.—SIU President Frank Drozak and NMU President Shannon Wall have agreed to set up a joint SIU-NMU Committee to forge a cooperative alliance between the two organizations.

As outlined by Drozak and Wall, the immediate goal of the Committee is the preservation of **unlicensed seagoing jobs** on American-flag ships through active cooperation on legislation, organizing and political action.

Wall, accompanied by NMU Secretary-Treasurer Tom Martinez, proposed formation of the Committee at the SIU Port Agents Conference here on Feb. 10, 1982.

SIU President Drozak, who had extended Wall an invitation to speak at the Agents Conference, received the proposal warmly and the wheels were set in motion.

Final details for the Committee have yet to be worked out. But tentatively, the Committee will be made up of at least four officers from each Union and will meet regularly, either on a monthly or quarterly basis.

In his well received remarks to the SIU Agents Conference, NMU President Wall recalled the stormy 45 years of shared history between the SIU and NMU. He said, "the waterfront battles of the past between our two unions are gone, but small problems still remain and unless they're cleared up they will hurt us and you."

Wall continued, "the problems of the NMU are the same as the problems facing the SIU—a declining maritime industry and an indifferent Congress which continually tells us what they're going to do for us but nothing ever happens."

SIU President Drozak shared many of Wall's sentiments and stated, "automation and economic restraints in the industry have come down hardest on unlicensed seamen. If we don't work together, and as a result the industry dies, we'll both die with it."

"It's time to get back together," said Drozak.

Address by MEBA's McKay

Also addressing the SIU Port Agent's Conference was Ray McKay, president of MEBA District 2. McKay predicted a difficult year economically for the maritime industry saying that the Great Lakes segment of the industry would be the hardest hit.



SIU President Frank Drozak, right, and NMU President Shannon Wall at SIU Port Agents meeting on Feb. 10, 1982.

McKay stressed the need for cooperation on the legislative front this year and said that MEBA District 2 would be working side by side with the SIU to secure passage of the **Port Development** bill which includes a provision guaranteeing a share of coal and other dry bulk cargoes for American flag ships.

Full Schedule

Other speakers at the SIU Port Agents Conference included Paul Dempster, recently re-elected to his third term as president of the Sailors Union of the Pacific, and Henry "Whitey" Disley, president of the Marine Firemen's Union.

In addition to the speakers, the SIU Port Agents Conference completed a full agenda of work to map

out plans and projects for the coming year.

Among the topics discussed were organizing campaigns, legislative activities and projected political campaigns for the 1982 Congressional elections.

The Agents Conference also discussed the possibility of reinstituting the **SIU Safety Program** to insure safe working conditions on the Union's contracted ships, tugs and towboats. The Agents projected that an effective Safety Program would require a director and assistant director each for the East, Gulf and West Coasts and Great Lakes.

Also, the agent or representative from each port gave a rundown on the activities of his port for the last quarter of 1981. Ways and means

to cut the cost of port operations were thoroughly discussed as well.

In addition to SIU President Drozak, who chaired the Conference, attendees included the entire **SIU-AGLIWD Executive Board** of Exec. Vice President Ed Turner; Joe DiGiorgio, secretary treasurer; Angus "Red" Cambell, vice president in charge of contracts and contract enforcement; and Vice Presidents Leon Hall (East Coast); Joe Sacco (Gulf Coast); Mike Sacco (Lakes and Inland Waters), and George McCartney (West Coast).

Also attending were port officials John Fay, Byron Kelly, Jack Bluit, Jack Allen, Roy "Buck" Mercer, Frank Mongelli, Tommy Glidewell, Teddy Babkowski, Juan Reinos, Joe Sigler, Mike Worley, Jimmy Martin, Jack Caffey, George Costango, Jerry Brown, Terry Bader, Leo Bonser, Mike Orlando, Ed Pulver and Steve Papuchis.

Representing the SIU-affiliated United Industrial Workers were National Director Steve Edney and other officials including Arnie Miranda, Felix Francis, Bill Dobbins, Larry Parks and Tom Messina.

Others in attendance were: General Counsel Howard Schulman; Plans Administrator Caroline Gentile and assistant Leslie Tarantola; legislative representatives Frank Pecquex and Mark Rihl, and Marianne Rogers, national coordinator of the SIU Political, Social, Welfare and Training Program.

Also attending were Jean Ingraio, executive secretary treasurer of the AFL-CIO Maritime Trades Department; Phil Piccigallo, SIUNA representative to the MTD Exec. Board; and Roger Desjardins, secretary-treasurer of the SIU of Canada.

SIU Helps Save SPR Oil for U.S. Ships

WASHINGTON, D.C.—Careful monitoring by the SIU's legislative team here helped to prevent the loss of a large oil shipment to a foreign-flag vessel.

Near the end of last year, the U.S. Department of Energy (DOE) and the Defense Fuel Supply Center (DFSC) contracted with Derby Oil Company for the delivery of 390,000 barrels of North Sea oil for America's **Strategic Petroleum Reserve (SPR)** Program.

Under the SPR Program oil, which would be used in case of emergency and a disruption in supplies, is stored in salt domes in Texas and Louisiana.

The "lay-days" specified by the DOE and the DFSC for the Derby oil did not allow enough time for a U.S.-flag ship to pick up the cargo.

The SIU and other maritime unions and interest groups immediately protested the move.

Federal law requires that at least half of all government-generated cargo in foreign commerce be carried on American-flag ships "to the extent that such vessels are available at fair and reasonable rates." Yet, during calendar year 1981, American-flag tankers carried only 27 percent of the foreign oil delivered for the SPR project.

U.S. maritime's protest over the Derby oil contract paid off and the U.S.-flag supertanker *Massachusetts* (Seatrail), which is an SIU-contracted ship, delivered the cargo.

It seems as though the DOE is moving in the right direction. In fact, DOE Secretary James Edwards has said that he firmly believes in a strong, viable U.S. merchant fleet.

The American maritime community has been promised their rightful share of SPR cargoes. However, past experience has shown that it is necessary to continually monitor the shipment of government cargoes to make sure that the rights of American seamen are protected.

WW II Seamen Denied Veteran Status

Washington, D.C.—The Secretary of the Air Force, acting on the recommendation of the Dept. of Defense Civilian/Military Review Board, has denied veteran's status to World War II-era merchant mariners.

In a three page decision, handed down Jan. 5, 1982, the DOD Civilian/Military Review Board repeatedly acknowledged that "the service performed by the World War II Merchant Marine was critical to the success of the American war effort." However, the contributions of the 1941-1946 wartime merchant marine were "insufficient to be categorized as active military service, according to the Board."

The Review Board based their decision on the application for veteran's status filed jointly on behalf of World War II merchant seamen by the SIU, MEB, NMU, MM&P and the Radio Operators Union. The merchant marine was the largest non-combat group to serve during World War II.

The merchant marine application was submitted under the auspices



The day was Sept. 13, 1942 when the SS Mary Luckenbach, an American ammunition ship was blown to bits with the loss of all hands on PQ 18 to Murmansk, Russia. Twelve other ships went down on this convoy, vivid proof of how American merchant seamen fought and died for their country side-by-side with servicemen.

recorder for the DOD Civilian/Military Service Review Board, acknowledged that awarding some groups veteran's status while denying it to the merchant marine didn't seem to make sense.

"One of the hard things about judging the merchant marine application," said Major Phelps, "is that there's no doubt those guys did a heck of a job; a risky job. The merchant marine had the highest war-

merchant mariners were amply compensated for the risks they took. "Even when bonuses and other pay is factored in," said Phelps, "these guys were not overpaid."

The joint maritime application included volumes of statistics documenting the wartime contributions of the World War II merchant marine, satisfying each of five criteria used by the Board to evaluate eligibility for veteran's benefits.

In their decision to deny veteran's status to World War II merchant mariners, the Board rejected four of the five criteria in the maritime unions' application, as follows:

Criteria 1. The group received training and acquired a military capability.

The Board said: "Contrary to the assertions made in the World War II merchant marine application, the Board concludes that merchant seamen received limited military training... The service of the World War II merchant marine was not devoted exclusively to the further-

ance of a military mission and hence the merchant marine did not acquire a distinctive military capability."

Criteria 2. The members of the group were subject to military justice, discipline and control.

The Board said: "Contrary to the assertions made in the merchant marine application, the Board concludes that military control over merchant seamen during World War II was not pervasive. Merchant seamen were, for the most part, under no more military control than were all civilians in a theater of war."

Criteria 3. The members of the group were not permitted to resign.

The Board said: "The application correctly points out that merchant seamen were not permitted to resign for the duration of a voyage. However, this was not a war-unique rule. Even in peacetime, merchant seamen may not resign during a voyage."

Criteria 4. The members of the group were susceptible to assignment for duty in a combat zone.

The Board said: "The service performed by the World War II Merchant Marine was critical to the success of the American war effort and often took place within a combat zone."

Criteria 5. The members of the group had reasonable expectations that their service would be considered to be active military service.

The Board said: "Contrary to the assertions made in the Merchant Marine application... there is no evidence that the World War II merchant marine was promised militarization or that merchant seamen had any basis for believing that their duty constituted military service."

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Civilian/Military Review Board Jan. 5, 1982

of the 1977 G.I. Improvement Act. Because the Act does not include an appeal mechanism, the only viable alternative to win veteran's status for the merchant marine is Congressional action.

Since the Review Board began evaluating the war-time contributions of groups seeking GI benefits, eight groups have been granted veteran's status and 29 have been turned down.

The actual benefits to which those designated veterans under the 1977 Act are entitled include some loans guaranteed by the Veteran's Administration; the right to a military burial and limited VA hospital benefits. Government-funded education benefits for veterans lapsed when the World War II G.I. Bill expired.

Most seamen who served in the World War II merchant marine, however, were less concerned about the benefits than they were about formal recognition from their government for heroic wartime service. "We lived and died with the military at all times," said one merchant mariner who sailed during World War II. "So why are these people afraid to have a few hundred merchant mariners declared veterans?"

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"The average pay of merchant seamen comes out within dollars of the average Navy pay," he continued, brushing aside the argument used by some that World War II

EXTRA!

NEW YORK
Journal American
No. 19,749—DAILY WEDNESDAY, JANUARY 21, 1942
7TH SPORT RACING
SPORTS COMPLETE

SUBS SINK 2 MORE EAST COAST SHIPS

WASHINGTON, Jan. 21 (UP).—The Navy announced today that the American steamer City of Atlanta was sunk and the Latvian freighter Ciltvadra was attacked and believed sunk by an enemy submarine off the U.S. Atlantic Coast.

These were the fifth and sixth announced U-boat victims since the

A reprint of the front page of the old New York Journal American announcing sub attacks. The City of Atlanta, an SIU ship, went down with the loss of 44 hands. Merchant seamen, despite evidence like this, were denied VA benefits.

undersea raiders became active off the East Coast a week ago.

The City of Atlanta was sunk by a submarine off Cape Hatteras on the morning of Jan. 19 with an apparent loss of 44 of its estimated crew of 46.

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Unanimous Senate Green Lights Constitution

Washington, D.C.—The S.S. Constitution got the green-light this month to return to service as an American-flag passenger ship when the Senate voted unanimously to re-document the cruise vessel under the U.S.-flag.

Plans are for the Constitution to join her SIU-crewed sistership, the Oceanic Independence, in the Hawaiian cruise trade in the Spring or early Summer.

The Senate's unanimous vote on the bill (H.R. 3782) to return the Constitution to U.S. passenger service, came on Feb. 11, two days after the Senate Merchant Marine Subcommittee concluded hearings on the measure.

Testimony before the Subcommittee, chaired by Sen. Daniel K. Inouye (D-Hawaii) ran almost 100 percent in favor of re-documenting the Constitution in the U.S. coastwise trade.

Those who testified included: SIU Legislative Representative Fred Somers; Herb Brand, chairman of the Board of the Transportation Institute; Conrad H. C. Everhard, chairman of American Global, Inc., operator of the Oceanic Independence and of the Constitution; and Ed Kelly of MEBA-District 2.

On Reagan's Desk

The bill passed by the Senate was the same bill unanimously voted by the House of Representatives on Dec. 8, 1981. Introduced last June by Rep. Walter Jones, chairman of the House Merchant Marine & Fisheries Committee, H.R. 3782 now goes to President Reagan for his signature. Since the Administration has already indicated its support of the bill, the President is considered certain to sign it into law.

One of the key reasons H.R. 3782 received Administration backing is because the bill provides substantial benefits to the U.S. economy and national security at no cost whatsoever to the Federal government. H.R. 3782 will "revitalize" the domestic pleasure cruise industry



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

"by clarifying and waiving certain restrictions in the Merchant Marine Act...to permit the entry of the steamship vessel Constitution into the trade."

In addition, H.R. 3782 will re-document the Constitution "as a vessel of the United States, entitled to engage in the coastwise trade" provided:

- the vessel complies with all other requirements for vessels participating in the coastwise trade;
- any future rebuilding of the vessel or repair work constituting a rebuilding, accomplished after enactment of this Act, shall be effected within the United States;
- the vessel is owned by a United States citizen, and;
- the vessel is limited to carrying passengers.

During hearings on the bill, the Senate Subcommittee heard testimony that ran heavily in favor of H.R. 3782's passage.

'Will Provide Jobs'

"The re-entry of the Constitution into U.S.-flag passenger service will promote the national interest and significantly benefit our merchant marine and defense capability," said Conrad H. C. Everhard, chairman

of American Global Lines which operates both the Oceanic Independence and the Constitution.

Everhard, who reported that the Oceanic Independence "is definitely developing into a successful operation," said the Constitution will likewise provide "hundreds of badly-needed jobs...in the American seafaring and related maritime industries."

"American shipyards will benefit," Everhard continued. "Goods and services will be purchased from many sectors of our economy. Finally, the return of this proud ship, to active status will enhance our nation's military preparedness."

Fred Somers, SIU legislative representative, also noted national security considerations in the SIU's testimony in support of H.R. 3782.

"At a time when we are beefing up our defense resources," Somers said, "enactment of this bill would add yet another asset. The Navy has indicated that it could use hospital ships. By law," Somers said, "the Constitution would have to be made available as a naval auxiliary in event of a war."

"In addition to strengthening national security," Somers said, "enactment of H.R. 3782 would give further evidence that the Con-

gress seriously intends to support the revitalization of the U.S.-flag passenger fleet.

No Subsidy By Gov't

In his remarks before the Senate Subcommittee Herb Brand, chairman of the Board of the non-profit research organization Transportation Institute, underscored the fact that enactment of H.R. 3782 "will entail no cost to the government."

"In view of the state of the American economy, and in view of the critical condition of the American-flag maritime industry, every encouragement should be given to citizens who are willing to invest their capital, their experience and their ingenuity in the expansion of American enterprise, particularly where it will create additional badly-needed employment for American workers, improve our balance of payments position and...strengthen our national security."

The S.S. Constitution was built at the Bethlehem Steel Shipyard in 1951. In 1974 she was sold at bankruptcy to a Liberian corporation, transferred to the Panamanian flag and towed to Hong Kong where she was laid up until early last year.

Paul Dempster Re-elected to 3rd Term as President of SUP

San Francisco, Calif.—Paul Dempster has been elected to his third term as President/Secretary-Treasurer of the SIUNA-affiliated Sailors Union of the Pacific (SUP).

Elected as Vice President/Assistant Secretary-Treasurer was incumbent Jack Ryan.

In 1978, Dempster succeeded Morris Weisberger who had retired after more than 20 years as head of the SUP. The Union's leader for many decades had been Andrew Furuseth who died in 1936 and was succeeded by Harry

Lundberg, the first president of the SIUNA.

In the recent elections, which were held from Nov. 30, 1981 to Jan. 31, 1982, the son of Harry Lundberg, Gunnar Lundberg, was elected to one of the three Business Agent posts in the port of San Francisco. Lundberg's predecessor in the position as Business Agent No. 3 was J. P. Shanahan who had retired.

Thirty-four years old, Lundberg, sailed as a green ticket AB.

Others elected were: William Berger,

San Francisco Business Agent No. 1; Duane Hewitt, San Francisco Business Agent No. 2; Kaj E. Kristensen, San Francisco Tanker Business Agent; John Battles, Seattle Branch Agent; Charlie Russo, Wilmington Branch Agent; William Ahia, Wilmington Business Agent; William Armstrong, New York Branch Agent; William O. Smith, Honolulu Branch Agent, and Henry Johansen, New Orleans Branch Agent.

Also elected were three SUP Building Corp. Trustees: John Battles; William Berger, and Charlie Russo.



Paul Dempster

EXTRA! Journal of the American 7TH SPORT RACING SUBS SINK 2 MORE EAST COAST SHIPS

WASHINGTON, Jan. 21 (UP)—The Navy announced today that the American steamer City of Atlanta was sunk and the Latvian freighter Cilva was attacked and believed sunk by an enemy submarine off the U.S. Atlantic Coast.

These were the fifth and sixth announced U-boat victims since the American steamer City of Atlanta was sunk and the Latvian freighter Cilva was attacked and believed sunk by an enemy submarine off the U.S. Atlantic Coast.

Underway sailors became active off the East Coast a week ago.

The City of Atlanta was sunk by a submarine off Cape Hatteras on the morning of Jan. 18 with an apparent loss of 44 of its 114 crew of 46.

A reprint of the front page of the old New York Journal American announcing sub attacks. The City of Atlanta, an SIU ship, went down with the loss of 44 hands. Merchant seamen, despite evidence like this, were denied VA benefits.



Ready to go! The SIU-crewed *Star of Texas* (Titan Navigation) preparing for her first run.



Wiper Domingo Guevara is part of the *Star of Texas* SIU crew.



Checking it out—QMED Felipe Torres in the *Star of Texas*' control room.



A quartet of QMED's. They are (l-r): Allison Hebert, Nathan Adams, Felipe Torres and George Darney.

New, Bulker, Star of

Joining her sistership, the 36,000 dwt bulk carrier *M/V Pride of Texas* (Titan Navigation), the brand-new 590-foot *M/V Star of Texas* crewed up (17 SIU) last month in the port of Houston and sailed to load on a cargo of grain in Portland, Ore. for Egypt.

A third to be SIU-crewed bulk carrier, the \$40-million *M/V Spirit*

of Texas is now being built at the Livingston Shipyard in Orange, Tex. near the Louisiana border with delivery slated for this May.

Jointly, the three new additions to the U.S.-flag, SIU deep sea bulk fleet will give a badly needed shot in the arm to the country's flagging merchant marine.

Among those riding the *Star of Texas* through the Panama



Here's part of the *Star of Texas* Steward Department of (l-r): Assistant Cook Raul Giron, Chief Cook Clarence Fontenot and Steward Percy Shavger.



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The *Star of Texas* crewed (in Texas—where else!) on Jan. 8. Here part of the SIU crew poses with Houston Port Agent Gene Taylor (standing, second left) and SIU Rep Joe Perez (standing, fourth right).



QMED George Darney.

Texas, Sails to Egypt

Canal twice on the voyage to Portland and Alexandria, Egypt were ABs William Morris, Felipe Narvaes, John Barry, and Bosun Bill Joyner.

The black gang consists of QMEDs George Darney, Nathan Adams, Felipe A. Torres and Allison Hebert (engine delegate) and DEU Domingo Guevara.

In the galley are Steward Percy

Shavger, Assistant Steward/Baker James Boggs (steward delegate), Chief Cook Clarence Fontenot and Assistant Cook Raoul Giron.

The *Star of Texas* is powered by twin diesel engines generating 15,400 hp with a service speed of 16 knots.

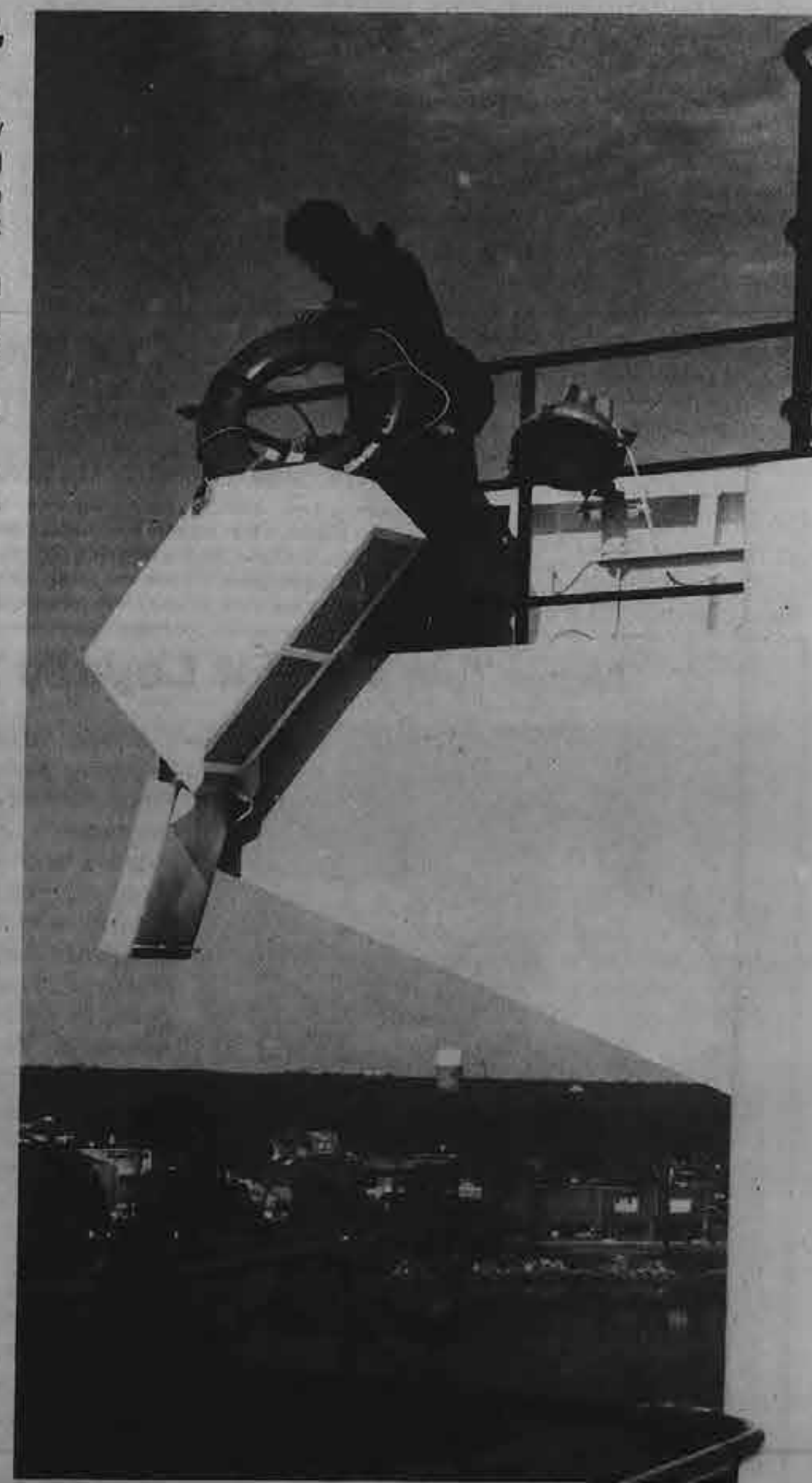
She has a beam of 93 feet and a draft of 50 feet.



QMED Nathan Adams makes sure all systems are go.



A cheerful group—the SIU Ship's Committee is (l-r): QMED Allison Hebert, engine delegate; Bosun Bill Joyner, ship's chairman; Assistant Steward James Boggs, steward delegate; Steward Percy Shavger, secretary-reporter and; AB Felipe Narvaes, deck delegate.



AB John Barry has quite a view as he stows a lifeline on the *Star of Texas*.

Drozak at St. Louis Port Council:

Reagan Fiddling While Maritime Burns

St. Louis, Mo.—SIU President Frank Drozak has expressed strong disappointment in the Reagan Administration's delay developing a positive program to help the American merchant marine. At the annual dinner held late last month by the St. Louis Port Council of the AFL-CIO Maritime Trades Department, Drozak called on the Reagan Administration

- to develop a solid, clear and positive cargo policy;
- to support the bulk amendment to the House Port Development bill, and
- to oppose unfair user fees that would strangle business on the inland waterways.

Drozak also made it clear that the SIU continues "to be ready to work with the Administration. But they haven't given us much that we can work with. Time is running out."

Drozak called for a cooperative effort among the three major maritime groups. "All sides have to get their acts together—government, management, and labor. But the lead must come from the government. We are ready to do our part. That includes tightening our belts, if that's what it takes to get this industry going again."

Theme Is Cooperation

Among the speakers at the Dinner, which was held in the Carpenters Hall in St. Louis, Mo., were three Democratic Congressmen from Missouri: **Richard Gephardt**, **Robert Young**, and **Ike Skelton**.

They all commented on Drozak's theme of cooperation noting that government has to encourage business to reindustrialize to meet foreign business challenges.

Gephardt also stressed the need for inland port development pointing out that if inland ports can't function properly then products such as coal and grain won't be able to get to the deep sea ports.

Young spoke of the need to preserve the inland waters development projects in the face of government budget cuts while Skelton told the audience that farmers and labor should work more closely together.

Two men were honored at the Dinner—**Edward Renshaw** as Maritime Man of the Year for Business and **Jack Martorelli** as Maritime Man of the Year for Labor.

Renshaw is president of St. Louis Ship whose yard is one of the nation's foremost builders of towboats and tank barges. Martorelli is president and business manager of Local 513 of the International Union of Operating Engineers.

Master of Ceremonies for the affair was **Dick Mantia**, president of the St. Louis Port Council which is composed of 27 St. Louis and Illinois Unions which together represent

over 90,000 area workers. SIU Vice President **Mike Sacco**, secretary-treasurer of the Port Council, put the dinner together.

In his speech, President Drozak also told the audience that Ronald Reagan had so far only implemented one of the seven maritime points he had made while a candidate. This is regulatory reform which, Drozak said, "is badly needed. And we appreciate it. . . . But it is essentially a housekeeping chore—not a program for development."

He noted that "one year into the Reagan Administration, it is safe to say that we [the maritime industry and labor] are worse off than we were a year ago."



Among those attending the annual dinner of the St. Louis Port Council late last month were, from left: Democratic Congressmen from Missouri **Ike Skelton** and **Richard Gephardt**; **Dick Mantia**, president of the Council; **Frank Drozak**, president of the SIU and the Maritime Trades Department; Representative **Robert Young** (D-Mo.); **Jack Martorelli**, president of Local 513 of the Operating Engineers; **Marianne Rogers**, national coordinator, SIU Social, Political, Welfare, Training Program, and **Mike Sacco**, SIU vice president, and secretary-treasurer of the St. Louis Port Council.

New Tug Patriot Loyal Servicing the East Coast



Making sure the Patriot is a good feeder is cook **Gibson Gott**.

A new SIU-contracted tug is plying East Coast waters from Philadelphia to New England.

She's the 3,000 hp boat, **Patriot**, owned by **Mariner Towing**, a subsidiary of Philadelphia-based **Southern Natural Resources**. She's been in service for several months. The Log finally caught up with her last month in New Jersey.

Pushing the multi-cargo barge, **SONAT 81**, the boat carries a seven-man crew, five of whom are covered by SIU contract.

She's over 118 ft. long, has a beam of 34 ft., and a draft of 16 ft. The **Patriot**, which was christened in the Fall of last year, was built at a yard in **Huoma, La.**



With tug **Patriot** in background, **Mate Zeke Barnard** surveys dock area.

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The SIU in Washington

Seafarers International Union of North America (SIU) CIO

February 1982

Legislative, Administrative and Regulatory Happenings



Drozak Addresses S.F. Luncheon

Sounding a call to "roll up our sleeves and solve the problems plaguing the American maritime industry for 30 years," SIU President Frank Drozak addressed the San Francisco Propeller Club's annual luncheon.

Drozak detailed some of the U.S. merchant fleet's problems, including lack of cargo, vulnerability to Soviet ships in the U.S. foreign trade and the threat to U.S. national security of "the so-called effective control fleet."

Also, "the President should make it clear to every government agency," Drozak said, "that petty attempts to thwart the cargo sharing laws already on the books will not be tolerated." The Administration's job, charged Drozak, is "to protect and execute the laws now on the books."

"All of us are to blame for the problems" that now exist in the maritime industry said Drozak "government, management and labor. We must all," he concluded, "be part of the solution."

Law of the Sea

The United Nations Conference on the Law of the Sea was back in the news again this month. President Reagan announced his decision to re-enter the United States in the UNCLOS treaty talks, 11 months after he pulled the U.S. out of the conference.

Reagan said he wants to resume negotiation of the international treaty governing the use of the oceans and their resources which UNCLOS has been trying to reach for eight years. The President said "most provisions of the draft convention are acceptable" with the exception of the **deep seabed mining** sections. "In the deep seabed mining area, we will seek changes," he said.

The draft treaty should be re-written, Reagan said, so as "not to deter development of any deep seabed mineral," a reference to the treaty section that sets quotas for deep seabed mining in order to protect the prices set by mineral producers.

In addition, Reagan wants changes in the current treaty provisions compelling U.S. and other deep seabed mining companies to sell their technology to the global authority that is to govern all ocean mining.

Elliot L. Richardson, who had been the

chief U.S. negotiator at UNCLOS and is now an advisor to the conference predicted: "The Administration may not be able to get all it wants, but there is a possibility of making some significant gains along these lines."

Regulatory Reform

The Senate Committee on Commerce, Science and Transportation marked-up a maritime regulatory reform bill known as the Shipping Act of 1982. The bill is numbered S. 1593.

The bill, which was originally known as the Shipping Act of 1981, was introduced by Sen. Slade Gorton (R-Wash.) Its intent is to limit federal controls on ocean shipping activities by making it easier for shipping companies and carrier conferences to determine capacity, set rates, and share revenues.

Prior to mark-up by the Senate Committee, both substantive and technical changes were made in S. 1593 to reflect the Administration's positions on maritime regulatory reforms.



Propose ODS Cuts

A year after the Reagan Administration slashed funding for the Construction Differential Subsidy program the Operating Differential Subsidy program is coming under the budget ax.

ODS monies, which enable American ship operators to compete with cut-rate foreign-flag operators, were created by the Merchant Marine Act of 1936.

Rep. Mario Biaggi (D-N.Y.), chairman of the House Merchant Marine Subcommittee, promised to vigorously fight the ODS cuts. "I cannot understand," said Biaggi, how Pres. Reagan could promise a "New Beginning for American Maritime Industry" during his 1980 campaign and then propose measures to make that industry "sicker. How much more damage," can be inflicted on the maritime industry, Biaggi demanded, before effective "national maritime policies and programs to promote a U.S.-flag merchant fleet" are implemented.

The 'Coal' War

Included in the budget proposal Pres. Reagan sent to Congress this month was a request for the \$7.5 million needed to kick-off a **channel dredging project in Baltimore.**

The harbor dredging project, necessary to allow huge coal colliers to enter the port, is the first step in what will eventually be a 215 million ton-per-year export program.

Sen. Charles McC. Mathias (R-Md) has been pushing for Federal help with the dredging project for 10 years. He thinks the decision by this Administration "to help" was spurred by the fact that the Soviet Union is now contracting to sell gas to Western Europe.

The U.S. can be "a reliable supplier of energy to the world," said Mathias.

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

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

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

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

SUPPORT SPAD

Worldwide Demonstrations:

Pledge Solidarity With Poles

WORKING people from around the nation and around the world joined together on Saturday, Jan. 30, for a day of dem-

onstrations and rallies to protest ongoing military rule in Poland.

Demonstrations in a dozen major American cities as well as foreign capitals, marked what President Reagan designated "an international day of Solidarity with the people of Poland."

AFL-CIO President Lane Kirkland, who addressed a crowd of 8,000 in Chicago, said, "today we join with other free trade union movements around the world in an unprecedented display of international labor support for our embattled Polish brothers and sisters."

"The AFL-CIO wants for Polish workers all the rights enjoyed by American workers," Kirkland said, speaking as martial law in Poland entered its seventh week.

Secretary of State Alexander M. Haig Jr., also addressed the Chicago rally, as did other American labor union spokesmen and representatives of Polish-American groups.

Accuse Soviets

In New York, crowds estimated at over 2,500 staged a protest march and listened to speakers who included AFL-CIO Secretary-Treasurer Tom Donahue and state federation officials. The boisterous crowd reacted with cheers of approval when Donahue charged the Soviet Union as "the real author of the savage oppression in Poland."

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Ohio and other U.S. cities as well as in West Germany, London, Brussels, Copenhagen and Tokyo to show their support for the Polish people.

Video tapes of many of the worldwide demonstrations were hastily compiled on the evening of the protests to form a television program called "Let Poland Be Poland."

The 90-minute TV broadcast which also included messages in support of a free Poland from President Reagan, Prime Minister Margaret Thatcher of Great Britain, President Francois Mitterand of France and over a dozen other world leaders, was beamed by satellite around the globe.

In addition to the public demonstrations against the military crackdown in Poland, the Reagan Administration began an official protest last month via a series of economic sanctions against both Poland and the Soviet Union.

U.S. sanctions ranged from suspension of certain U.S. exports to postponement of U.S./U.S.S.R. arms limitation talks which were to have begun in late January. Sanctions were directed against the Soviet Union as well as Poland because President Reagan said Russia "bears a heavy and direct responsibility for the repression in Poland."

On Dec. 12, 1981, the Polish military government suspended the civil rights of the Polish people.

disbanded the Solidarity trade union and arrested many of its members, including Solidarity leader Lech Walesa.



At the Solidarity rally in New York City, the sentiments of this sign-bearer were clear.



A Polish vet listening to a speech at solidarity demo in NYC.



The SIU contingent at Jan. 30 rally in N.Y., held in support of the Polish trade union Solidarity.



"Solidarnosc" means freedom for this Pole's brothers and sisters back home.

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At a Solidarity demonstration outside the Union hall in Jersey City, N.J., are Ed Pulver (second, right) SIU representative, and secretary-treasurer of the New Jersey AFL-CIO, and friends.



There were demonstrations across the country in support of Poland's Solidarity trade union movement on Jan. 30. Here in San Francisco is SIU Executive Vice President Ed Turner (right).



Thousands turned out for the New York City rally.



"Freedom to all Freedom Fighters" says this man's sign.



Young and old alike turned out to support Solidarity.

Tears, Anger Overflowed at Demonstrations

THE woman stood on the sidewalk, making no attempt to hide the emotion etched all over her face. Tears welled up and flowed uncontrollably from each eye as she listened to speeches, patriotic music, and cries of "Long Live Solidarity" in both English and Polish.

A crowd of some 2,500 was gathered in New York City, as in other cities, to share the woman's sorrow—and anger—at recent, tragic events in Poland. This was the only way any of them had to vent their feelings about this, the latest attempt to stifle the free trade-union movement of Poland.

The woman certainly was not alone with her sense of loss and frustration, though each showed their feelings in their own way. Some showed it with the empty, almost shocked look of one who has just lost something close to the heart—in this case the freedom won by the Solidarity workers' movement in Poland.

Many in the crowd probably had loved ones in Poland, caught up in events there who, perhaps, they had not heard from—or of—in several long and difficult weeks. Were their people among the imprisoned? Were they among the hungry? Were they, perhaps,

among the dead?

Many in the crowd waved signs and yelled oaths condemning the actions of both the Soviet Union and the Soviet-backed military government in Poland.

An old man, unmistakably from the "old country" with his formidable mustache and Polish military cap, stood proudly in the front rank while speakers on the platform before him said their many good, and rousing words. Patiently, silently, he stood there, making an occasional symbolic salute at appropriate moments. Other men, with berets bearing the same badge as on the old man's cap, also saluted,

adding to the air of dignity in the crowd.

The old man looked much like Lech Walesa, the leader of Solidarity, might look in later years, and his eyes reflected an inner strength that the younger man had also exhibited, and must now, surely, be drawing from in his present "confinement" in Poland.

And just as one banner declared "Solidarity was, is, and will be," the old man seemed to say it with his eyes.

The woman's eyes were filled with despair and grief. His seemed filled with the hope and faith that Solidarity, and the Polish people, will prevail.

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U.S. sanctions ranged from suspension of certain U.S. exports to postponement of U.S./U.S.S.R. arms limitation talks which were to have begun in late January. Sanctions were directed against the Soviet Union as well as Poland because President Reagan said Russia "bears a heavy and direct responsibility for the repression in Poland."

On Dec. 12, 1981, the Polish military government suspended the civil rights of the Polish people,

disbanded the Solidarity trade union and arrested many of its members, including Solidarity leader Lech Walesa.



At the Solidarity rally in New York City, the sentiments of this sign-bearer were clear.



A Polish vet listening to a speech at solidarity demo in NYC.



The SIU contingent at Jan. 30 rally in N.Y., held in support of the Polish trade union Solidarity.



"Solidarność" means freedom for this Pole's brothers and sisters back home.

Worldwide Demonstrations:

Pledge Solidarity With Poles

WORKING people from around the nation and around the world joined together on Saturday, Jan. 30, for a day of dem-



At the Solidarity rally in New York City, the sentiments of this sign-bearer were clear.

onstrations and rallies to protest on-going military rule in Poland.

Demonstrations in a dozen major American cities as well as foreign capitals, marked what President Reagan designated "an international day of Solidarity with the people of Poland."

AFL-CIO President Lane Kirkland, who addressed a crowd of 8,000 in Chicago, said, "today we join with other free trade union movements around the world in an unprecedented display of international labor support for our embattled Polish brothers and sisters."

"The AFL-CIO wants for Polish workers all the rights enjoyed by American workers," Kirkland said, speaking as martial law in Poland entered its seventh week.

Secretary of State Alexander M. Haig Jr., also addressed the Chicago rally, as did other American labor union spokesmen and representatives of Polish-American groups.

Accuse Soviets

In New York, crowds estimated at over 2,500 staged a protest march and listened to speakers who included AFL-CIO Secretary-Treasurer Tom Donahue and state federation officials. The boisterous crowd reacted with cheers of approval when Donahue charged the Soviet Union as "the real author of the savage oppression in Poland."

Hundreds turned out in Boston, Mass., Dallas, Tex., Columbus,

Ohio and other U.S. cities as well as in West Germany, London, Brussels, Copenhagen and Tokyo to show their support for the Polish people.

Video tapes of many of the worldwide demonstrations were hastily compiled on the evening of the protests to form a television program called "Let Poland Be Poland."

The 90-minute TV broadcast which also included messages in support of a free Poland from President Reagan, Prime Minister Margaret Thatcher of Great Britain, President Francois Mitterand of France and over a dozen other world leaders, was beamed by satellite around the globe.

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The SIU contingent at Jan. 30 rally in N.Y., held in support of the Polish trade union Solidarity.



"Solidarnosc" means freedom for this Pole's brothers and sisters back home.



At a Solidarity demonstration outside the Union Hall in Jersey City, N.J., are Ed Pulver (second, right) SIU representative, and secretary-treasurer of the New Jersey AFL-CIO, and friends.



There were demonstrations across the country in support of Poland's Solidarity trade union movement on Jan. 30. Here in San Francisco is SIU Executive Vice President Ed Turner (right).



Thousands turned out for the New York City rally.



"Freedom to all Freedom Fighters" says this man's sign.



Young and old alike turned out to support Solidarity.

Tears, Anger Overflowed at Demonstrations

THE woman stood on the sidewalk, making no attempt to hide the emotion etched all over her face. Tears welled up and flowed uncontrollably from each eye as she listened to speeches, patriotic music, and cries of "Long Live Solidarity" in both English and Polish.

A crowd of some 2,500 was gathered in New York City, as in other cities, to share the woman's sorrow—and anger—at recent, tragic events in Poland. This was the only way any of them had to vent their feelings about this, the latest attempt to stifle the free trade-union movement of Poland.

The woman certainly was not alone with her sense of loss and frustration, though each showed their feelings in their own way. Some showed it with the empty, almost shocked look of one who has just lost something close to the heart—in this case the freedom won by the Solidarity workers movement in Poland.

Many in the crowd probably had loved ones in Poland, caught up in events there who, perhaps, they had not heard from—or of—in several long and difficult weeks. Were their people among the imprisoned? Were they among the hungry? Were they, perhaps,

among the dead?

Many in the crowd waved signs and yelled oaths condemning the actions of both the Soviet Union and the Soviet-backed military government in Poland.

An old man, unmistakably from the "old country" with his formidable mustache and Polish military cap, stood proudly in the front rank while speakers on the platform before him said their many good, and rousing words. Patiently, silently, he stood there, making an occasional symbolic salute at appropriate moments. Other men, with berets bearing the same badge as on the old man's cap, also saluted,

adding to the air of dignity in the crowd.

The old man looked much like Lech Walesa, the leader of Solidarity, might look in later years, and his eyes reflected an inner strength that the younger man had also exhibited, and must now, surely, be drawing from in his present "confinement" in Poland.

And just as one banner declared "Solidarity was, is, and will be," the old man seemed to say it with his eyes.

The woman's eyes were filled with despair and grief. His seemed filled with the hope and faith that Solidarity, and the Polish people, will prevail.

Hitch-Hiker Bill Moore Found SIU His Best Ride

THIRTEEN years ago, a young man hitch-hiked across country so he could go to sea.

He took a chance. But today, 33-year old Seafarer William Moore is glad he made that journey from San Diego to New York. After consistently improving his skills as an unlicensed seaman, Brother Moore is now achieving licensed ratings.

He recently attended the upgrading school run by District 2 of the Marine Engineer's Beneficial Association-Associated Maritime Officers in Brooklyn, N.Y. and attained two licenses, Second Mate-Oceans and Master-1,000 tons or less.

Brother Moore had attained his

Third Mate's license this past Spring through the new program offered at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Moore was no stranger to the SHLSS. He first went through the School as a trainee in 1969 and then returned over the years for various upgrading courses and conferences. He moved up from OS to AB to Recertified Bosun and also received his quartermaster endorsement.

He would never have gotten as far as he has, said Moore, if it wasn't for the Lundeberg School and the District 2 School. He particularly praised Paul Jensen, the deck instructor at MEBA's School and

the entire program that is offered there.

Moore feels that "if you do what they say, you can't fail but get the license. That's how good the course is."

Though he has built his own home in San Diego, Brother Moore is currently living in Puerto Rico. He is keeping his SIU book but hopes to ship out soon in one of his new licensed ratings.

A younger brother of William Moore, George, is also an SIU member who went through the SHLSS and has been moving up in his department. He now sails as a chief electrician. If he takes the cue



2nd Mate Bill Moore

from his brother, maybe one day both of them will be sailing as officers on the same ship.

'Made in USA' Nowhere to Be Found on Olympic Uniforms

They'll be American citizens. They'll be competing for America. They'll be carrying the American flag.

But they'll be wearing uniforms made in Japan and shoes made in Spain. And when they compete, they'll be playing with basketballs made in Taiwan and swimsuits made in Japan.

They're the members of America's team for the 1984 Olympics

and this is exactly what will happen unless something is done soon, said Julius Isaacson, president of the International Union of Allied, Novelty and Production Workers which is affiliated with the Maritime Trades Department.

Isaacson, who is on the Executive Board of the MTD, also told fellow Board members at their meeting in Bal Harbor, Fla. this month that the great American past-time of baseball

is played with balls from Haiti, uniforms and bats from Japan, shoes from Spain, and gloves from Taiwan.

He asked for help in pressuring the U.S. Olympic Committee and the Baseball Commission to use goods manufactured in America. In fact he said that one U.S. com-

pany—Calvin Klein—had offered to make the Olympic team's uniforms for free.

MTD and SIU President Frank Drozak pledged strong support for Isaacson's cause. He said that, if necessary, informational pickets would be set up outside sports stadiums, and at the Olympics in 1984.

Pro Bowlers Dine on Oceanic Independence



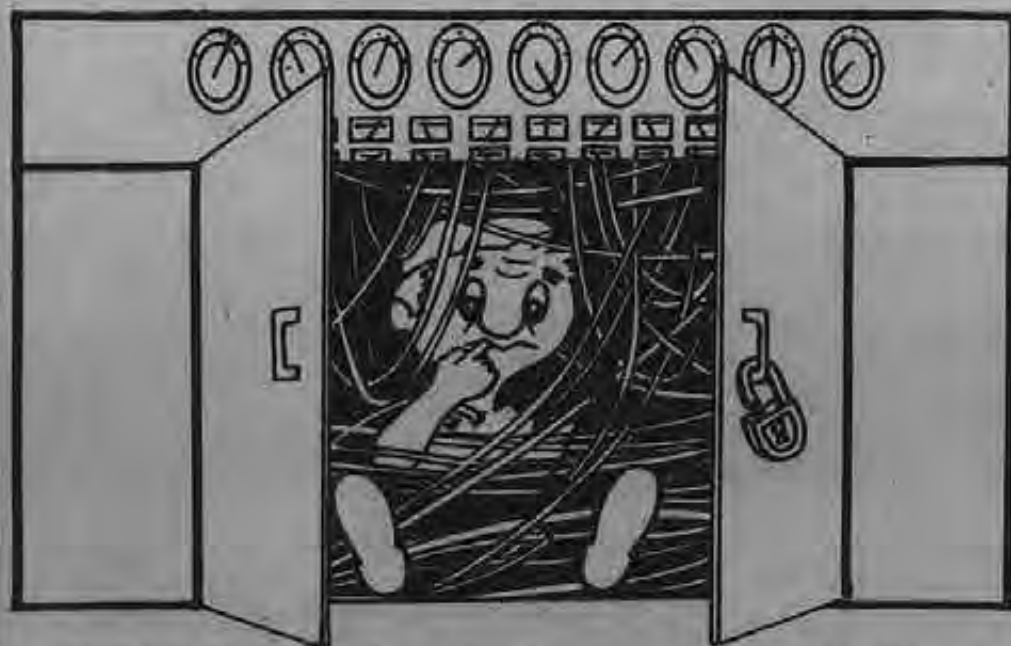
Aboard the SIU-manned SS *Oceanic Independence* (American Hawaiian Cruises) are (left) the SIU's West Coast Vice President George McCartney and Ed Garvey, executive director of the National Football League Players Assn. Also aboard were 22 of the players for cocktails and dinner the night before the American-National Football Conference Pro Bowl played Jan. 31 in Aloha Stadium, Honolulu, Hawaii.

Gov. Brown Shares Maritime Views



Gov. Edmund G. Brown, Jr., of California a probable Senate contender (center) met with SIU and other maritime union representatives to discuss issues such as U.S.-flag cargo sharing. At the meeting were (end of table, r-l): SIU Field Representative Scott Hanlon, SIU Wilmington agent Mike Worley, Gov. Brown, Assemblyman Dave Elder, UIW National Director Steve Edney (bottom, second right) was also at the meeting, held at the UIW hall in Wilmington, Ca. Others at the meeting included Clyde Dotson, of MEBA and Gordon Humphrey, NMU.

Don't Get Tangled Up In Shipboard Electronics



EVERY SIU ship has electronic gear that QMED's need to know how to handle. Now you can learn how!

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Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Boatmen Secure Futures Thru Towboat Operator Course



Tom Beltz, of Baltimore, is learning-by-doing. He is enrolled in the Towboat Operators course at SHLSS and while he is learning the Rules of the Road and operating safety precautions, he is also learning how to handle a pushboat with tank barges ahead. Here, he is at the controls of the *Susan Collins* as he eases a barge into the snow-covered dock at SHLSS.



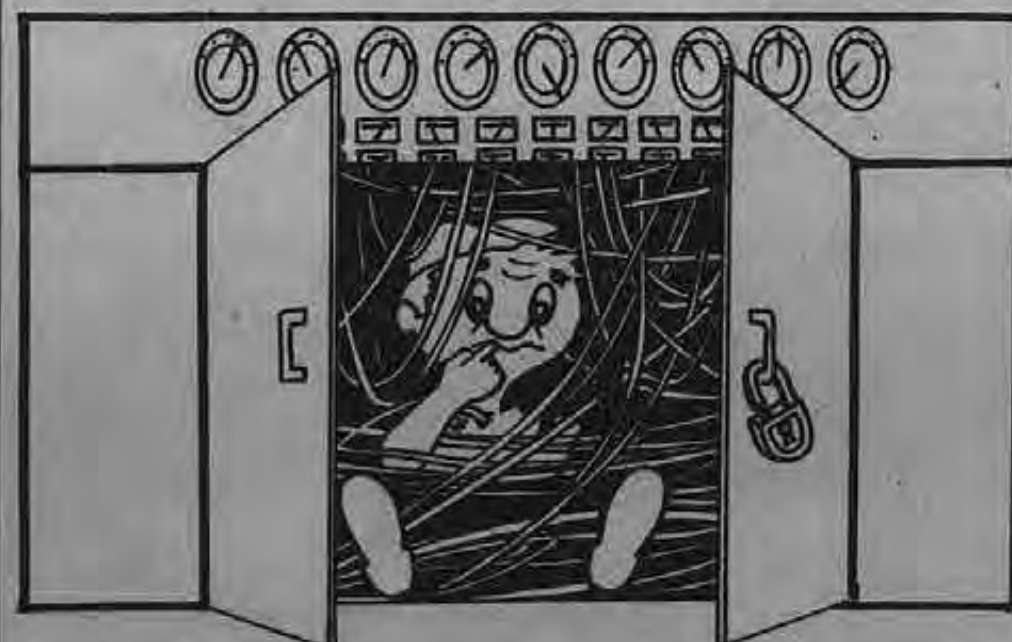
There's no substitute for "hands on" experience. So, when you are learning to become a Towboat Operator, at SHLSS there's no better way to learn than having time in the wheelhouse under the guidance of an experienced instructor. Here, Charles Lauwenburg of Norfolk, handles the wheel of SHLSS's "C.L. 2" under the watchful eyes of SHLSS instructor Dale Rausch.

Seafarers Achieve Diesel Engines Rating



Thirteen more Seafarers this month achieved Diesel Engine Ratings after completing the course in Diesel Engine Technology at SHLSS. From left, the graduates are: Stuart Todd, John Phillips, Thomas Bethel, Donald Murphy, Stephen Duffy, and Dominick Orsini. Also, Richard Efford, Tadeusz Zielinski, David Cameron, James Luke, Robert Jorgerson, Timothy Calhoun, SHLSS instructor David Grieg, and Seafarer Willie Butts.

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Refrigeration Course Offers Upgrading Opportunities to Seafarers

SEAFAREERS with QMED ratings, or who hold endorsements as *Refrigeration Engineer* and *Electrician*, have an opportunity to upgrade their skills by taking the **Refrigeration Systems Maintenance and Operations** course offered at the Seafarers Harry Lundeberg School of Seamanship.

The course includes both classroom and shop training in the various types of refrigerants and their use, the R-11 and R-12 refrigeration systems, and the maintenance, repair and operation of all types of systems, including refrigerated container systems.

The course is six weeks in length. The next two classes are scheduled to begin March 29 and June 21. See your SIU Field Representative for further details, or send in the application in this issue of THE LOG.



Seafarers Prince Wescott, left, and Joseph Pazos repair an electrical connection using a soldering gun. Both of the upgraders ship out of New York.



Trouble-shooting electrical systems is an important part of the responsibilities of Seafarers who are charged with the maintenance and repair of shipboard refrigeration systems. Here, Seafarer Larry Gordon runs a line check on an electrical circuit as part of his on-the-job training in the SHLSS machine shop.



Working with the same equipment they will be responsible for aboard ship helps SIU upgraders in the learning process. Here, SHLSS instructor Eric Malzkahn explains gauge readings on a Thermo-King cooling system to two of his students.

Pumproom Maintenance and Operations Course Brings Higher Pay Loads



Hands-on training is the name of the game for the SHLSS's Pumproom Maintenance and Operations Course in progress now at the School. Doing their thing in the above three photos are (photo left): instructor Calvin Williams shows adjustment technique on a reciprocating pump to Seafarers (l. to r.) Imro Salomons, Haik Alexandrian and Marcus Johnson; (photo center): Seafarer Imro Salomons repairs pump while classmate Haik Alexandrian looks on, and (photo right): Marcus Johnson of New Orleans, left, and Jeff Yarmola of New York, set up a lathe for a machine shop project.

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Automation Course

Preparing Seafarers For High-Technology Ships

THE ships of the American-flag merchant fleet are high-technology vessels, and they require better trained Seafarers to operate and maintain their sophisticated systems.

That's where SHLSS fits into the picture. AT SHLSS, all vocational training and upgrading courses are designed and are constantly being modified to keep

up with and to anticipate the need of the industry.

The **Automation Course**—an intensive four week program—is designed to prepare qualified Seafarers for operation and maintenance of automated engine room systems.

The course includes both classroom and practical training

in the operation and control of automated boiler equipment, and systems analysis. Students are prepared to safely and efficiently operate remote controls for all components in the steam and water cycles such as the main and auxiliary condensate systems, generators, fire pumps, sanitary systems, bilge pumps, and other engine equipment.

To be eligible for the course, Seafarers must hold a Coast Guard endorsement as **QMED Any Rating**.

The next three courses are scheduled to begin on **March 15, May 24 and June 21**. See you SIU Field Representative for application and further details, or mail in the application in this issue of the Log.



Seafarers Richard Wilson, of New York, at left, and Michael Marth, from Philadelphia, are learning-by-doing. Here, they are suiting up a Bailey pneumatic feed water control loop on the automation panel at SHLSS.

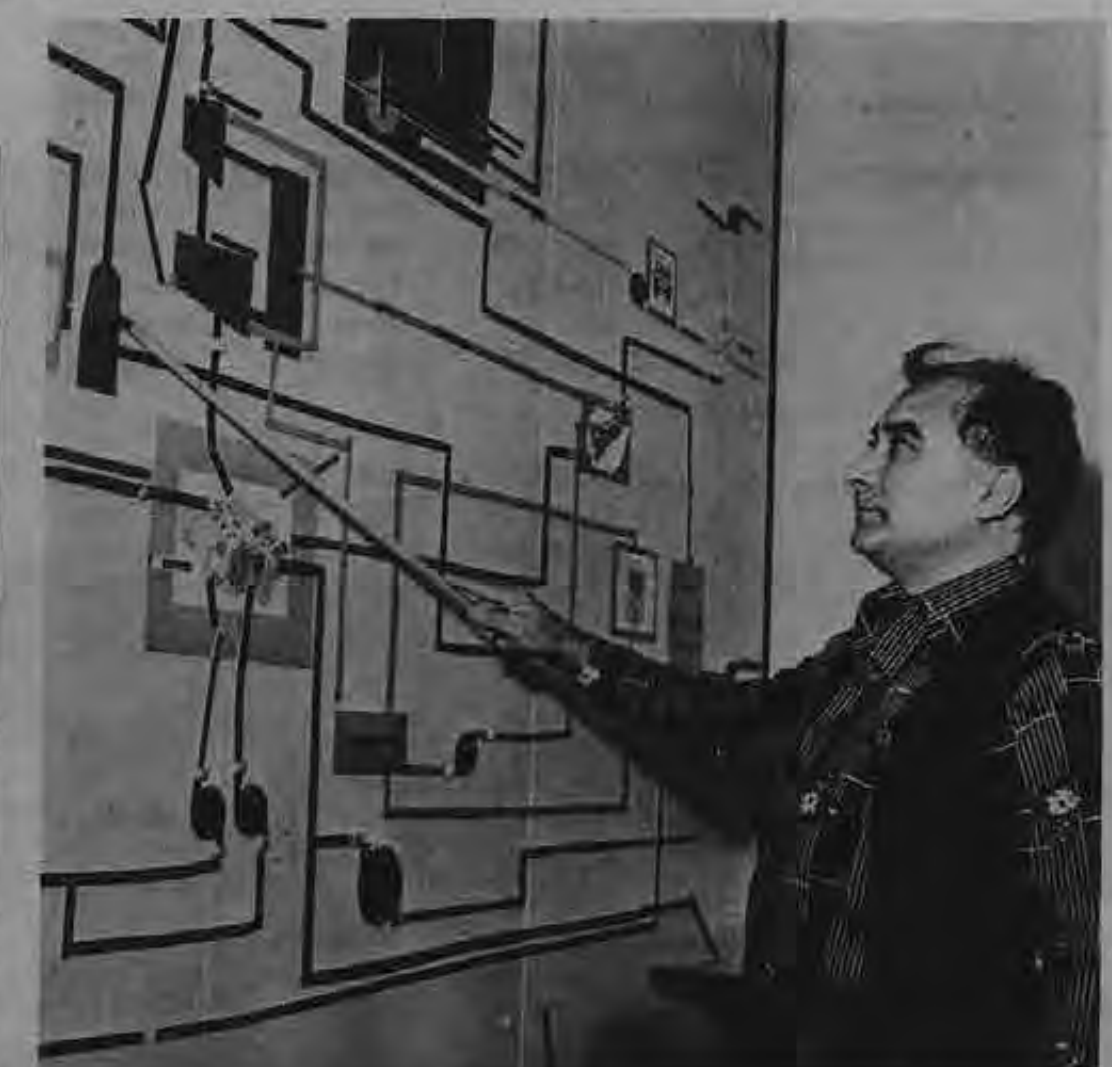


SHLSS instructor Calvin Williams reviews materials on boiler systems during a classroom session on Automation. The Automation Simulator was designed and built by the staff at SHLSS.

Great Lakes Seafarers Achieve Conveyorman Endorsements at SHLSS



Five more Great Lakes Seafarers achieved ratings as Conveyorman after completing an intensive four-week training program at SHLSS. The course included on-the-job instruction in conveyor belt adjustments and splicing; electrical trouble-shooting; pipe-fitting and threading; gate construction and maintenance, and oxy-acetylene cutting and electric arc welding. In the front row from left are Clifford Hutchins, of Algonac; Ronald Vandercook, Algonac, and William Karlhein, Cleveland. In back are Patrick Cullen and Joseph Townsend, both from Algonac, and SHLSS instructor Bill Foley.



Seafarer Salvador Zabalza reviews the basic steam and water cycle systems during a classroom session of the Automation course. Brother Zabalza ships out of San Francisco.



Upgrading Course Schedule January Through June 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 Lundeborg 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.

Engine Department Courses

Course	Check-In Date	Completion Date	Length of Course
Maintenance	April 12	June 4	8 weeks
Marine Electronics	March 1	April 8	6 weeks
Automation	March 15 May 24 June 21	April 8 June 17 July 15	4 weeks 4 weeks 4 weeks
Pumproom Maintenance & Operations	February 1 April 12	March 11 May 20	6 weeks 6 weeks
Maintenance and Operations	March 29 June 21	May 6 July 29	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	March 1 March 29 April 26 May 24 June 21	March 25 April 22 May 20 June 17 July 15	4 weeks 4 weeks 4 weeks 4 weeks 4 weeks
Diesel Scholarship	June 21	August 12	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	May 10	July 29	12 weeks

Inland Deck Department Courses

Course	Check-In Date	Completion Date	Length of Course
Towboat Operator Scholarship	March 29 June 21	May 14 August 6	7 weeks 7 weeks
Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks
First Class Pilot	May 24	July 9	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	March 29 May 10	April 8 May 20	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	March 15 May 24	May 21 July 30	10 weeks 10 weeks
Third Mate/Celestial Navigation	February 22 May 17	April 1 June 24	6 weeks 6 weeks

Steward Department Courses

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



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

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

Dates Available for Training

I am interested in the following course(s):

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

ALL DEPARTMENTS

<input type="checkbox"/> LNG
<input type="checkbox"/> LNG Safety
<input type="checkbox"/> Welding
<input type="checkbox"/> Lifeboatman
<input type="checkbox"/> Fire Fighting
<input type="checkbox"/> Adult Basic Education

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE DATE

Please Print

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

MTD Launches Nationwide Campaign To Enact Port Development Bill

Bal Harbour, Fla.—The AFL-CIO Maritime Trades Department committed the clout of 43 international unions representing eight million workers squarely behind a legislative campaign for passage of the crucial **Port Development bill** (H.R. 4627) in Congress this year.

MTD President **Frank Drozak** announced the launching of the all-out battle for passage of the most important maritime bill to be introduced in Congress in the last decade at the MTD Executive Board mid-winter meetings here on Feb. 11-12, 1982.

The Port Development bill, which has already cleared the Merchant Marine and Fisheries Committee, establishes a cost-sharing plan to fund improvement of American ports essentially through widening and deepening channels.

The bill also includes a key cargo provision which mandates that American flag ships get a guaranteed share of **40 percent of all bulk cargoes** in the foreign trade. This would be accomplished through **bilateral trade agreements with major American trading partners over a 10 year period.**

The need for comprehensive Port Development legislation has grown out of the ever increasing demand for American produced coal in Western Europe.

American coal producers are ready to meet the demand. But American ports are not. Experts say that increasing the coal trade is not economically feasible without the use of huge deep-draft coal colliers, as opposed to smaller vessels now in use. Therefore, American ports have to be deepened from the present depth of 40 feet to 55 feet.

The provision guaranteeing American bulkers a portion of this trade through bilateral agreements is a logical step to foster the growth of a crucial, yet virtually non-existent, segment of the American merchant fleet.

Seminars to Be Held

MTD President Drozak announced that the MTD's Mar-

itime Port Councils would sponsor **one-day seminars** to snow-ball support for the bill throughout the country.

Drozak said that the seminars would be an open forum at which **both supporters and detractors** of the bill would have the opportunity to air their views.

The seminars are tentatively scheduled to be held in **22 port cities** on the East, Gulf and West Coasts and St. Louis. The mayor of each of those cities will be invited to co-chair the conference. Also invited will be state congressional delegations, local legislators, industry figures and spokesmen from labor.

The seminar dates have not been finalized as yet. But most of the seminars will be held during the Easter recess in Congress so that Congressmen and Senators will be in their home states at the time and available to attend.

Widespread Benefits

As outlined in materials presented to the MTD Executive Board the Port Development bill would provide a great boost to our national economy presently in decline.

It is estimated that the Port Development bill would impact on the nation in the following ways:

JOBS—According to a 1970 report by the Maritime Administration, ports provided over 1 million jobs to American men and women in both direct port activities and indirectly in supporting industries. Expansion and improvement of America's ports will pump much needed life into the sagging U.S. job market by the creation of thousands of new jobs in many industries.

INDUSTRIAL EXPANSION—The Port Development bill would give a big boost to industries that make use of, or supply, port needs. These industries include; real estate; business services; maintenance and repair; utilities; meals; fuels; office supplies; machinery; vessels; construction; shipbuilding and computer hardware.

Expansion will also occur for dredging and transportation companies, towing outfits and

terminal facilities. Also the deepening of port channels will enable ports to expand their handling of many other cargoes in addition to coal, such as agricultural products like corn, soya, and wheat, as well as fertilizer, lumber and many dry bulk chemicals.

INTERNATIONAL TRADE—Right now, America has a tremendous trade deficit with foreign nations. This damages the economy by fostering inflation and devaluing the dollar overseas. The Port Development bill would go a long way to close that dangerous trade deficit by restoring balance to our international payments accounts.

National Security—Deepening the channels in American ports is an important step forward to our national security. Presently, many of America's warships cannot enter a continental U.S. port.

BUILDING A U.S. DRY BULK FLEET—Last, but certainly not least, the Port Development bill will pave the way for rebuilding an American flag dry bulk fleet. By negotiating bilateral agreements with trading partners, as mandated by the bill, the U.S. flag dry bulk fleet would be able to reemerge as a world power in this area creating thousands of seagoing and shipbuilding jobs in the process.

At the present time, U.S. flag bulkers carry **less than two percent** of the nation's dry bulk



trade. The port development bill would increase that amount gradually to 40 percent over a 10 year period.

The Port Development bill has an excellent chance of passing the House. Support is strong for the bill in many House sectors. It has already been favorably passed by the House Merchant Marine and Fisheries Committee. It will soon go under scrutiny by the House Public Works Committee.

Passage in the Republican dominated Senate will be a tougher fight but one that can be won. The Reagan Administration has not yet taken a position. White House support for the measure would virtually guarantee passage in the Senate, whereas open opposition to the bill from Reagan would for all practical purposes kill the measure.

The MTD Executive Board called on President Reagan to announce his support for the bill and its cargo provisions, and actively work for its passage in Congress.



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★ MTD Executive Board Mid-Winter Meetings ★ Special 6 page feature ★

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Lane Kirkland: U.S. Ships Deserve Fair Share of Bulk Cargoes

AFL-CIO President Lane Kirkland called for a "fair share of the bulk trades" to be carried on U.S.-flag ships.

Speaking to the Executive Board of the AFL-CIO Maritime Trades Department this month in Bal Harbour, Fla., Kirkland was highly critical of President Reagan's failure to keep his promises to the maritime industry.

He pointed to the seven-point program that Reagan had made during his campaign as part of his pledge to revitalize the American merchant fleet.

"Now, a full year into his Administration," said Kirkland, "the President has done nothing to redeem that promise. Well, welcome to the club. Ronald Reagan's brave words about the maritime industry now join the long, long litany of broken pledges which have thus far marked his presidency."

In talking about a "fair share of the bulk trades," Kirkland spoke about America's "vast coal

reserves" and the potential this holds for creating jobs in America.

He added, "We are not greedy. Our proposal for moving U.S. coal into the world market is reasonable and measured—40 percent aboard the vessels of our own fleet, 40 percent aboard the vessels of the importing country, and the remaining 20 percent on third-flag shipping. That formula conforms to the one recommended by the United Nations."

He recalled how the merchant marine has served the U.S. so well during times of crisis, only to be neglected when the emergency passed.

"In times of war and adversity, America has turned to you for help. Asking nothing in return, you have 'turned to,' sending ships down the ways and keeping the supply lines open over vast expanses of ocean. Your efforts made the difference every time."

Yet, as Kirkland noted, "each time the crisis passed, your role in

serving the nation's military needs was conveniently forgotten, and maritime was allowed once again to drift into the doldrums."

Polish Crisis

The AFL-CIO President devoted a large part of his speech to the troubles of Poland. Noting that maritime unions, "more than others, are truly international," Kirkland said, "you fully understand the practical importance to labor of world events and international affairs."

He called upon the Reagan Administration to take additional steps against the Polish government to show America's disapproval of recent events in the East European country.

Kirkland criticized the steps already taken as half-hearted and was particularly angry at "Western bankers who lent billions to the Polish government with no regard for whether those loans would benefit the Polish people...."



AFL-CIO President **Lane Kirkland**

Speakers at MTD Exec. Bd. Meeting

Sen. James Sasser

Sen. **James Sasser** (D-Tenn.), one of a number of Democratic Senators on the Republican "hit list" for the 1982 Elections, lashed out at the Reagan Administration's economic programs. He said that Reaganomics had transferred FDR's "New Deal" in a Republican "raw deal."

He said that the tax bill passed last year had to be reformed because under its provisions "the rich get richer and the poor get poorer."

Sasser suggested a tax program repealing the \$1.7 billion windfall tax break given to the oil companies last year, and other changes.

Sasser also said that the U.S. maritime industry "is a national asset and a key ingredient to national defense." He said he will oppose any attempts to export Alaskan oil to Japan, and will fight maritime cutbacks in the 1983 budget.



Rep. Leo Zeferetti

Rep. **Leo Zeferetti** (D-N.Y.), a member of the House Rules Committee, pledged his all out support for passage of a Port Development bill which would include a guarantee of 40 percent of the U.S. bulk trades for American flag ships.

Zeferetti, a staunch supporter of maritime for all of his nearly eight years in Congress, said that American president after president "promised to help maritime but developed an acute case of amnesia after taking office."

Zeferetti also announced his support for two bills that would help to revitalize the U.S. passenger liner industry. One is a bill to allow gambling on U.S. cruise liners in international waters, and the second would permit tax deductions for conventions held at sea in accordance with present tax laws for conventions held in hotels.

Rep. Joe Moakley



Gen. H. R. Del Mar

Rep. **Joseph Moakley** (D-Mass.) announced his support for a plan to overhaul the nation's ports through comprehensive coal export legislation.

Moakley also made it clear that he supports the negotiation of bilateral trade agreements between the U.S. and its major bulk trading partners to insure that U.S. flag ships get a fair share of the U.S. bulk trade.

He stated, "a bill to rebuild America's ports isn't worthy of passage unless it includes incentives for ship operators to invest in building up the U.S. dry bulk fleet."

Moakley, a member of the key House Rules Committee, said that hearings would be held on a comprehensive port development bill. He predicted that it would be reported favorably for a vote to the House floor later this year.



Retired Major General **H. R. Del Mar**, the new president of the National Maritime Council, promised the MTD Exec. Board that he would work diligently to insure that government agencies like State, Agriculture and Defense comply with American 50-50 cargo laws for U.S. ships in the carriage of government generated goods.

Gen. Mar, who said he is probably the only Army general in history to have once carried membership in the Longshoremen's Union, affirmed that the merchant marine "is the fourth arm of America's defense, but Congress has always allowed the private fleet to disintegrate to the point that the nation is not ready to fulfill its obligations at sea."

Mar backed the concept of bilateral shipping agreements to insure that U.S. ships get a fair share of the coal export trade.

SIU Exec. Vice President Ed Turner, left, gets together with an old friend, ILA President Teddy Gleason at MTD Exec. Bd. meeting.



Leon Shapiro, vice president of National MEBA, presents legislative report to MTD.



AFL-CIO Legislative Director Ray Denison (former Log staffer) told MTD board meeting of labor's legislative goals for '82.



Jack Otero, vice president of SMC and MTD Exec. Bd. member.



Mrs. Jean Ingrao, executive secretary-treasurer of MTD.



SIU vice president Mike Sacco, also secretary-treasurer of the St. Louis Port Council.



George Poulin, vice president of the Machinists Union reads resolution on worker safety.



Phil Piccigallo, the SIUNA's representative to the MTD Exec. Bd. gives report on new efforts to export Alaskan oil.



Rudy Oswald, AFL-CIO research director, gave report on how budget cuts affect social programs and unemployment.



Bob Georgine, president of the AFL-CIO Building and Construction Trades Department.



Bennie Puchalski, head of Chicago Building Trades Council and president of Chicago Port Council.



Julius Isaacson, president of Novelty Workers and MTD Exec. Bd. member.



New AFL-CIO COPE Director John Perkins gives report on labor's goals for '82 campaign.



AFL-CIO Director of Organizing Alan Kistler reports on the Federation's Houston pilot program for organizing new members.



SIU legislative director Frank Pecqueux gives report on shipbuilding.

AFL-CIO Maritime Trades Department Exec. Bd. Meeting Feb. 11-12, 1982



MTD vice president Steve Leslie, left, also vice president of the Operating Engineers talks business with IUOE President J. C. Turner.



Attending MTD Board meeting were ILA (Brooklyn) Local 1814 officials (l. to r.) Frank Lonardo, president; Anthony Cerrato, business agent, and Joe Colozza, vice president. At right is Ed Panerello, executive director of the MTD New York Port Council.



At opening session of MTD Exec. Bd. meeting were (l. to r.) Gerry Brown, SIU New Orleans agent and head of the New Orleans Port Council; Henry "Whitey" Disley, president of the Marine Firemen's Union; George McCartney, SIU West Coast vice president, and Paul Dempster, president of the SUP.



Robert Cooney, left, president of the Bridge and Ornamental Iron Workers, and Frank Casale, head of the Leather Workers.



MTD Board meeting were (l. to r.) Merle Adlum, head of the Seattle Port Council; Jesse Calhoun, president of National MEBA and Roy "Buck" Mercer SIUNA vice president.



SIU-affiliated United Industrial Workers attending MTD Board meeting were (l. to r.) director Steve Edney; Arnie Miranda, Felix Francis, Larry Parks and Bill Dobbins.



MTD Exec. Board attendees study reports and resolutions. Among those shown are Dominick Carnevale (left), of the Plumbers Union, and SIU vice presidents Mike Sacco (second left) and Joe Sacco (right).



Representatives from the SIU of Canada included (l. to r.) Dick Thomasson, Roger Desjardins, secretary-treasurer, and Andre Bansept, vice president.

MTD Exec. Bd. Calls for Action on Crucial

Many resolutions and reports on proposed legislation from tourism on the U.S. cruise passenger ship industry to a cargo policy statement to international trade were reviewed by the AFL-CIO's Maritime Trades Department Executive Board at its annual midwinter meetings on Feb. 11-12, 1982 at Bal Harbour, Fla.

The following is a brief summary of the Key resolutions and reports reviewed by the board:

Tourism/the U.S. Passenger Ship Industry

To thwart foreign-flag monopolization of the U.S. cruise passenger ship business, the U.S. Congress in 1979 authorized the reactivation of the laid-up, U.S. built cruise ship, the **SS Oceanic Independence**. Recently the House and Senate okayed the reactivation of the **SS Constitution** to join her sistership, the **Oceanic Independence** on the Hawaiian run.

Two American laws now bar the U.S. cruise fleet from competing with the foreign-flag cruise businesses. One **prohibits gambling** on U.S.-flag passenger vessels; the other **prohibits the income tax deduction** as a business expense of attending a convention aboard a U.S. cruise ship.

The MTD Executive Board recommends that Congress pass legislation proposed by Reps. John L. Burton (D-Calif.) and Frank Guarini (D-N.J.) amending these laws.

U.S. Strategic Petroleum Reserve

Last year the U.S. Strategic Petroleum Reserve (SPR) was filled with 120 million barrels of oil to bring the total to 230 million barrels.

In the past, oil cutoffs have resulted in factory closings and gasoline lines. Today, the SPR gives America a ready oil supply in case of a shortage or armed conflict.

U.S. flag tankers, by cargo preference law, are guaranteed 50 percent of foreign oil imports to fill the reserve.

The MTD Executive Board recommends:

- Full funding and rapid filling of the reserve to guarantee economic freedom and military readiness of the U.S.
- That the U.S. Department of Energy comply with the minimum requirement of 50 percent U.S.-flag carriage of foreign oil for the reserve.

Maritime Subsidy Programs

The U.S. Operating-Differential and Construction-Differential Subsidy Programs have let American shipping companies and shipyards compete with their foreign counterparts.

U.S. flag operators in foreign trade



The MTD Executive Board meeting was off-and-running on the morning of Feb. 11.

get subsidy to offset the difference in cost of operating an American vessel. Domestic shipbuilders get subsidy to reduce or cut the difference in U.S. and foreign shipbuilding costs.

The MTD Board recommends keeping funding of the subsidy programs at a sufficient level to maintain an adequate fleet to meet the country's security needs.

Getting Out the Vote

The new Administration's budget cuts of labor-supported programs to help the work force and poor in bad times now finds us in the "grip of a deep recession." Why did this happen?

The November 1980 election is the answer. It had the lowest voting turnout in a presidential race since 1948. Of 160.5 million eligible voters, only 53 percent voted of which only 51 percent voted for President Reagan.

On Nov. 2, 1982, the full House of Representatives and a third of the Senate are up for election.

The MTD urges its affiliates to start getting out the vote early this year. A large voter turnout will elect candidates who better understand the needs of America's working class.

Merchant Marine Safety

A Christmas Day killing fire aboard the living quarters of the 4,000 ton Canadian tanker **Hudson Transport** in the St. Lawrence Seaway showed the pressing need for improvement of shipboard safety.

A foulup in the ship's water pressure system caused fire hoses to operate below full capacity. Result: not enough water so the blaze spread. With that the crew abandoned ship without survival suits into the lifeboats and liferafts. One was not watertight. So seven Seafarers lost their lives.

The MTD recommends a U.S.-Canada Government review of current shipboard safety practices

to evaluate their effectiveness.

And if not effective, propose new regulations to be enforced by the U.S. and Canadian Coast Guards on the Great Lakes.

Shipbuilding

The year 1981 proved to be a good year for some shipyards and a bad one for others. Those with healthy backlogs of orders are hopeful. Others are banking on the U.S. Navy's "commercial conversions" to be done in the near future.

On the plus side, the Administration may reduce the cost of excessive regulation which has plagued shipbuilders.

This year, Reagan and the Congress must recognize the national security need for a healthy shipbuilding industry.

Cargo Policy Statement

Today the U.S. merchant marine carries roughly **only 3.6 percent** of

American foreign commerce.

Continued budget cuts are a shortsided approach unless another cargo policy can be substituted to revitalize the merchant fleet. Any alternative, if it is to be successful, must concentrate on providing cargo for the U.S.-flag fleet.

The Cargo Preference Act's **Public Law 480** must be fully enforced.

So the answer, says the MTD, to the revitalization of the U.S. merchant fleet is a strong cargo policy.

Bilateral shipping agreements and shipping more Government cargoes, now exempt from the preference laws, on American ships would help to achieve this goal.

Health Care

The U.S. health care system doesn't give accessible, affordable or comprehensive health care services.

Millions of Americans still lack even the most basic health care



Addressing the MTD Executive Board is Bill Lucy, secretary-treasurer of AFSCME.

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Worker and Maritime Issues

30 YEARS OF PROMISES BY 5 ADMINISTRATIONS



SIU President Frank Drozak, president also of the MTD, takes to the dais.

services because they can't pay. And the inequitable and inefficient system, the most costly in the world, wastes billions of dollars every year.

The MTD recommends:

- Health care legislation which controls costs and provides efficient services to all in need.

- Supports National Health Insurance, improved funding and organization of mental health services and the strengthening, expansion and enforcement of occupational health and safety laws.

Ocean Mining

The 1980 Deep Seabed Hard Mineral Resources Ocean Mining Act will let U.S. companies mine manganese, cobalt, copper and nickel so the nation could attain strategic mineral independence in about 18 years, the experts say.

Under the law, all mining and processing ships must be American manned and one ore carrier per mine site must be U.S.

To reap the job benefits of ocean mining, the Government must sign international agreements that protect U.S. companies' employees and technology while mining in foreign waters.

Such agreements should have labor and safety standards as in the International Labor Organization (ILO) Conventions and Intergovernmental Maritime Consultative Organization (IMCO) pacts.

The MTD recommends: monitoring this situation closely to insure the jobs for American workers.

Navy-Maritime Cooperation

The U.S. merchant marine is the fourth arm of defense as a naval auxiliary in time of war.

Today, the merchant fleet is inadequate. Since we might have to fight, the military strategists declare, in many distant places anytime, the need to rebuild the merchant fleet is now very urgent.

U.S. Secretary of the Navy John Lehman said "It is not sufficient to say we are going to build the Navy

and merchant marine that our security requires. We must actually build it. As simple as that sounds, it is an axiom that has been largely ignored or forgotten for many years."

The MTD agrees with Sec. Lehman that the time has come for action.

Great Lakes Maritime Industry

Lack of cargoes and U.S. ships on the Great Lakes has the region in a severe economic slump.

Other problems include need of a ship feeder service, improved navigation system, reduction of the St. Lawrence Seaway construction debt so tolls could be lowered, and extension of the winter sailing season.

The MTD recommends:

- Inclusion of a U.S. vessel feeder service to provide more cargoes for the Lakes.

- Improvement of the navigation system.

- The seaway debt be totally eliminated.

- The winter sailing season be extended.

Reagan Economics

Reagan's economics of budget cutting has given us 9 million unemployed, rampaging inflation and less help for the poor. Tax breaks aid the rich more. Wall St. has turned thumbs down on Reagan economics.

Energy independence, saving the cities, transportation, the environment and workers' health have been shortchanged.

The Administration must create more jobs.

The MTD declares that Reagan economics are unfair and ineffective. And will strive to reverse the policies.

Northern Tier Pipeline

A 1,500-mile Northern Tier Oil Pipeline from Port Angeles, Wash. to Montana, Idaho, North Dakota and Minnesota got Federal and state construction permits from the Coast

Guard, Corps of Engineers and Environmental Protection Agency. Only a construction permit to start building an oil terminal and storage facility at Port Angeles, Wash. remains. The pipe line should be completed in two years.

The MTD recommends: that Washington grant certification of the project soon.

Workers Health and Safety

N.Y. State unions helped to get the Workers Right to Know Act passed. It explains the danger of using toxic chemicals on the job.

OSHA has failed to set standards on labeling or fund education programs on the chemicals.

The MTD recommends: all maritime port councils to back all proposed legislation on these goals.

Professional Strikebreakers

Thirteen states and 75 communities have laws to prohibit the use of professional strikebreakers.

The MTD recommends: its port councils support all legislation to

prevent employers from bringing in from outside their states professional strikebreakers who by force, violence and threats interfere with employees rights to join unions and bargain collectively.

Dredging

A national dredging program for vital ports and waterways is essential for this country's defense and growth of foreign and domestic trades.

Private dredgers must compete with the Federal dredge fleet.

The MTD recommends: that the U.S. Army Corps of Engineers dredge fleet must be reduced.

Ocean Thermal Energy Conversion

Ocean Thermal Energy Conversion (OTEC) uses the different temperatures of the world's oceans to generate electricity.

In 1980, Congress passed legislation to promote development of the new technology. But the Reagan Administration's budget cutbacks have hit OTEC curbing energy conservation.

The MTD recommends: continued support of development of OTEC.

International Trade

During the first nine months of 1981, the U.S. trade balance has gone \$26.2 billion in the red. A flood of imports, over 30 percent of U.S. production, is shrinking our industrial base.

The maritime industry was the first service industry to see its jobs pick up and go overseas. The U.S. must institute a fair trade policy of reciprocity which gives foreign nations access to our markets if they give access to theirs.

Bilateral trade agreements with our major trading partners would give our ships a share of their cargoes.

The MTD recommends: A fair U.S. trade policy.



Introducing one of the more than 25 resolutions acted upon by the MTD Executive Board is Dominic Carnevale of the Plumbers Union.

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And more money, too.**

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Contact SHLSS or your
SIU Field Representative
for details.



**Course
starts
April 12**

Charleston Committee



The committee of Sea-Land's containership *Charleston* gather for this pix at a recent payoff in Port Elizabeth, N.J. They are, from left: Angel Garcia (seated); Henry Formunem, engine delegate; Julio Delgado, recertified bosun and chairman; Tony Martinez, deck delegate and Brantley Young, steward delegate.

Dispatchers Report for Great Lakes

Jan. 1-30, 1982	*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									
Port									
Algonac	20	1	1	8	6	0	39	8	4
ENGINE DEPARTMENT									
Port									
Algonac	11	5	1	3	4	0	24	7	2
STEWARD DEPARTMENT									
Port									
Algonac	1	0	0	6	10	0	3	1	1
ENTRY DEPARTMENT									
Port									
Algonac	36	27	7	0	0	0	50	39	16
Totals All Departments	68	33	9	17	20	0	116	55	23

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

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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

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

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

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

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SEAFARERS POLITICAL ACTIVITY DONATION

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

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Rep. Bennett: Team Approach Needed to Beef Up Maritime

WASHINGTON, D.C.—A Congressman who heads an important House Subcommittee has called for a cooperative effort among all members of the maritime community to meet the challenge of revitalizing America's merchant marine fleet.

Echoing many of the sentiments that have been expressed by the SIU, Rep. Charles E. Bennett (D-Fla.) said that all those involved with the merchant marine must "start

putting together a workable team approach—government, labor and industry—to find answers to this very complicated challenge. Each partner on America's Merchant Marine 'team' has something to contribute to find viable answers."

Bennett, who is chairman of the House Subcommittee on Seapower and Strategic and Critical Materials, made his comments at a joint meeting of the Propeller Club and the Navy League.

The Congressman said that the maritime industry "both management and labor, should come together with recommendations to the government on how they and the government can together solve the long range problems."

He noted that management is interested in subsidies but that America's fiscal condition leaves the fate of subsidies uncertain. "Perhaps under these circumstances," said Bennett, "labor might be willing to do some compromising... they might be willing to seek reasonable labor cost demands and agree to non-strike provisions for specified periods of time."

Noting that "labor has offered this in military type operations..." the Congressman continued, "...perhaps they might favor it on a broader basis to include maritime non-military shipping. They might also be willing to take part of the wages in a profit sharing plan."

Among other points made by the Congressman were:

- the need to significantly increase the number of merchant ships built and repaired in American shipyards.

- recommendation of the passage of a bill proposed by Rep. Walter Jones (D-N.C.) to provide additional loan guarantees for merchant vessel construction. He was referring to Title XI program and said he would co-sponsor the legislation with Jones.

- support of the Navy's program to acquire maritime prepositioning ships.

- the appropriation of additional monies as early as possible this year for the eight SL-7 ships purchased by the Navy from Sea-Land Service.

In addition, Congressman Bennett welcomed any suggestions that could be offered at the hearings his

Subcommittee will be holding on Mar. 24 concerning sealift needs and strategic mobility.

The Congressman was appalled by the terrible decline of the U.S. merchant marine since the end of World War II. "From 3,500 ocean-going vessels to fewer than 550... from first among the world's maritime fleet just a generation ago, to a shaky tenth place today... from a merchant fleet which then carried 60 percent of this country's vast imports and exports, to a merchant fleet which today carries less than five percent of our oceangoing commerce."

He pointed out that the U.S. is responsible for the production of 25 percent of global trade, "the largest percentage of any country in the world." However, only three percent of that trade goes on American-flag ships. Of "our vital oil imports," only four percent travels on U.S. bottoms.

"As if that were not bad enough," said Bennett, "about three quarters of U.S.-flag vessels are nearing the terminal 20-25 year point in their operational lives."

Personals

Clarence David Simmons

Your brother, Lonnie, is ill in the Houston, Texas VA hospital. Please contact your son, David, at (713) 298-9310, or (713) 298-9810 as soon as possible. Urgent!

Howard Clayton Brown

Please contact, your brother, Forrest Leslie Brown, 630 Plumas Avenue, Oroville, Ca. 95965. (916) 534-0347.

Ira Broan—Bill Kaiser

Please contact, Clifton G. McLellan, Rt. 4, Box 469, Hedgesville, W. Va. 25427. There are some pictures you might want to have.

Jerry Donovan

Please contact, your sister, in Boston, Urgent!

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first step
toward
your
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SHLSS.

Course starts
April 12
See your SIU
Representative
for details

A MESSAGE FROM YOUR UNION

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

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

Frank EVERETT



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Ed Turner, Exec. vice president
Joe DiGiorgio, secretary-treasurer
Leon Hall, vice president
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(809) 725-6960

SEATTLE, Wash. 2505 1 Ave. 98121
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ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-8500

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

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

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

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

Dispatchers Report for Deep Sea

JANUARY 1-30, 1982

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	7	6	2	3	2	0	16	11	4
New York	78	27	2	78	38	0	169	107	9
Philadelphia	5	3	1	4	1	0	16	11	2
Baltimore	10	6	0	10	4	0	27	16	1
Norfolk	9	5	1	13	12	0	23	18	4
Tampa	15	15	1	12	13	0	20	17	4
Mobile	17	4	0	6	0	0	43	9	0
New Orleans	46	9	1	33	13	0	149	52	8
Jacksonville	23	5	1	9	4	0	62	18	2
San Francisco	41	18	5	29	17	0	100	45	13
Wilmington	16	6	4	9	5	0	42	22	16
Seattle	26	12	4	19	13	0	66	34	5
Puerto Rico	7	2	0	18	14	3	19	3	1
Houston	45	18	4	30	12	0	113	41	12
Piney Point	0	1	0	0	8	0	0	0	0
Yokohama	1	0	0	0	0	0	3	3	0
Totals	346	137	26	273	156	3	868	407	81
ENGINE DEPARTMENT									
Boston	1	4	0	0	3	0	4	5	1
New York	63	21	0	60	31	0	151	78	3
Philadelphia	4	4	0	2	3	0	11	11	0
Baltimore	13	5	0	4	4	0	46	12	1
Norfolk	8	9	0	15	5	0	13	17	0
Tampa	7	3	0	9	9	0	13	11	0
Mobile	15	4	0	7	2	0	24	18	0
New Orleans	34	12	0	20	2	0	121	46	2
Jacksonville	13	5	0	22	9	0	25	15	0
San Francisco	27	10	1	22	7	1	65	45	12
Wilmington	11	2	2	6	2	0	25	17	10
Seattle	24	9	2	15	3	0	47	21	6
Puerto Rico	8	3	0	13	9	0	11	4	1
Houston	22	9	0	26	8	0	68	27	3
Piney Point	0	0	0	0	2	0	0	0	0
Yokohama	0	0	0	0	0	0	1	1	0
Totals	250	100	5	221	99	1	625	328	39
STEWARD DEPARTMENT									
Boston	2	1	0	1	5	0	3	2	0
New York	41	18	2	55	41	0	77	56	2
Philadelphia	0	4	0	0	4	0	3	6	0
Baltimore	6	1	0	4	2	0	20	6	0
Norfolk	4	3	0	12	4	0	16	14	1
Tampa	5	4	1	2	9	0	13	5	1
Mobile	10	0	0	3	1	0	25	2	0
New Orleans	22	2	0	20	10	0	58	10	0
Jacksonville	15	5	0	12	6	0	20	9	0
San Francisco	20	18	8	23	31	1	45	42	24
Wilmington	3	2	1	2	4	0	14	13	5
Seattle	9	3	2	9	8	0	27	9	3
Puerto Rico	3	2	0	4	4	0	9	4	0
Houston	18	2	0	20	5	0	46	9	2
Piney Point	0	0	0	0	13	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	158	65	14	167	147	1	376	187	38
ENTRY DEPARTMENT									
Boston	2	4	0				1	5	4
New York	27	91	23				34	249	65
Philadelphia	1	13	0				9	33	1
Baltimore	12	13	1				21	36	6
Norfolk	1	24	2				4	59	5
Tampa	1	23	1				4	35	4
Mobile	6	8	0				10	30	2
New Orleans	21	29	2				49	140	17
Jacksonville	10	36	2				17	62	7
San Francisco	13	53	49				34	156	140
Wilmington	4	20	13				3	55	39
Seattle	6	28	13				14	59	40
Puerto Rico	6	11	1				14	24	9
Houston	13	31	5				25	85	18
Piney Point	0	22	0				0	0	0
Yokohama	0	1	1				0	3	3
Totals	123	407	113				239	1,031	360
Totals All Departments	877	709	158	661	402	5	2,108	1,953	518

***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 January was down a bit over the month of December. A total of 1,067 jobs were shipped in January to SIU contracted deep sea vessels. Of the 1,067 jobs shipped in January, only 661 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.



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New York	78	27	1	78	38	0	169	107	9
Philadelphia	5	1	0	4	1	0	16	11	2
Baltimore	10	6	0	10	4	0	27	16	4
Norfolk	9	5	1	13	12	0	23	18	4
Tampa	15	15	0	12	13	0	20	17	4
Mobile	17	4	0	6	0	0	43	9	0
New Orleans	46	9	1	33	13	0	149	52	8
Jacksonville	23	5	1	9	4	0	62	18	2
San Francisco	41	18	5	29	17	0	100	45	13
Wilmington	16	6	2	9	5	0	42	22	16
Seattle	26	12	4	19	13	0	66	34	5
Puerto Rico	7	2	0	18	14	3	19	3	1
Houston	45	18	4	30	12	0	113	41	12
Piney Point	0	0	0	0	8	0	0	0	0
Yokohama	1	0	0	0	0	0	3	3	0
Totals	346	137	26	273	196	3	988	407	81
DECK DEPARTMENT									
Boston	1	4	0	0	3	0	4	5	1
New York	53	21	0	60	31	0	151	78	3
Philadelphia	4	4	0	2	3	0	11	11	0
Baltimore	13	5	0	4	4	0	46	12	1
Norfolk	8	9	0	15	5	0	13	17	0
Tampa	15	4	0	9	9	0	7	11	0
Mobile	1	0	0	2	2	0	24	18	0
New Orleans	34	12	0	20	2	0	121	46	2
Jacksonville	13	2	0	22	7	0	65	45	12
San Francisco	27	16	1	16	2	0	25	17	10
Wilmington	11	2	2	6	2	0	47	21	6
Seattle	24	9	0	13	3	0	11	4	3
Puerto Rico	22	9	0	15	8	0	68	27	3
Houston	0	0	0	0	2	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	250	100	5	221	98	1	625	328	38
ENGINE DEPARTMENT									
Boston	2	1	0	0	3	0	3	2	0
New York	41	18	0	55	41	0	77	56	2
Philadelphia	0	4	0	0	4	0	3	6	0
Baltimore	6	1	0	4	2	0	16	15	0
Norfolk	4	5	0	12	9	0	18	14	1
Tampa	5	4	1	2	9	0	13	5	1
Mobile	10	0	0	2	1	0	25	2	0
New Orleans	15	5	0	20	10	0	58	10	0
Jacksonville	22	2	0	12	6	0	20	9	0
San Francisco	20	18	8	23	31	1	45	42	24
Wilmington	9	3	2	5	4	0	14	13	5
Seattle	3	2	0	2	8	0	27	9	3
Puerto Rico	3	2	0	4	4	0	9	4	0
Houston	18	2	0	20	5	0	46	9	0
Piney Point	0	0	0	0	13	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	158	85	14	167	147	1	376	187	38
STEWARD DEPARTMENT									
Boston	2	4	0	1	5	0	1	5	4
New York	27	91	23	34	249	65	34	249	65
Philadelphia	1	13	0	9	33	1	9	33	1
Baltimore	12	13	1	21	35	6	21	35	6
Norfolk	1	24	2	4	59	5	4	59	5
Tampa	1	23	1	4	35	5	4	35	5
Mobile	6	8	0	10	30	2	10	30	2
New Orleans	21	29	2	49	140	17	49	140	17
Jacksonville	10	36	2	17	62	7	17	62	7
San Francisco	13	53	49	34	156	140	34	156	140
Wilmington	4	20	13	3	55	39	3	55	39
Seattle	6	28	13	14	59	40	14	59	40
Puerto Rico	6	11	1	14	24	9	14	24	9
Houston	13	31	5	25	85	18	25	85	18
Piney Point	0	22	0	0	0	0	0	0	0
Yokohama	0	1	1	0	3	3	0	3	3
Totals	123	407	113	239	1,031	380	239	1,031	380
ENTRY DEPARTMENT									
Boston	2	4	0	1	5	0	1	5	4
New York	27	91	23	34	249	65	34	249	65
Philadelphia	1	13	0	9	33	1	9	33	1
Baltimore	12	13	1	21	35	6	21	35	6
Norfolk	1	24	2	4	59	5	4	59	5
Tampa	1	23	1	4	35	5	4	35	5
Mobile	6	8	0	10	30	2	10	30	2
New Orleans	21	29	2	49	140	17	49	140	17
Jacksonville	10	36	2	17	62	7	17	62	7
San Francisco	13	53	49	34	156	140	34	156	140
Wilmington	4	20	13	3	55	39	3	55	39
Seattle	6	28	13	14	59	40	14	59	40
Puerto Rico	6	11	1	14	24	9	14	24	9
Houston	13	31	5	25	85	18	25	85	18
Piney Point	0	22	0	0	0	0	0	0	0
Yokohama	0	1	1	0	3	3	0	3	3
Totals	123	407	113	239	1,031	380	239	1,031	380
Totals All Departments	877	709	158	661	402	5	2,108	1,953	518

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 January was down a bit over the month of December. A total of 1,067 jobs were shipped in January to SIU contracted deep sea vessels. Of the 1,067 jobs shipped in January, only 661 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) 794-4988

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

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

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

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

COLUMBUS, Ohio 2800 South High St. 43207
 (614) 407-2446

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

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

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

HONOLULU, Hawaii 707 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, Junco, Stop 20 00909
 (809) 725-6860

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

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

TAMPA, Fla. 306 Plant Ave. 33606
 (813) 251-0096

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 Chodori
 Naka-Ku 231-91
 201-7936

At Sea/Ashore

A Burial at Sea

It was a warm, balmy late afternoon with the trade winds blowing recently when all officers and Seafarers off-watch gathered on the fantail of the *ST Beaver State* (Apex Marine) to scatter the ashes of their shipmate, AB **Howard N. Loucks** on the seas.

As Capt. Leo F. Muldowney read the Lord's Prayer, Robert Meredith played last Taps on his trumpet as Seafarer Loucks was committed to the deep by his stepson, Steward-Baker Bobbie W. Stearns Jr.

Loucks' final request was to be buried at the 180 degree Meridian at the domain of the Golden Dragon. He was a veteran of the U.S. Navy Submarine Service. Now 40 years later he has joined his lost comrades-in-arms.

The tanker's flag was flown at half mast, and after the service, was given to Stearns to give to his mother, Esther—Loucks' wife of 40 years.

May he now rest in peace.

Learns to Splice Wire

OS **Janet E. Price** aboard the *ST Overseas Arctic* (Maritime Overseas) got expert instructions on how to splice wire from Bosun **Ralph "J.R." Moore**, reports Seafarer-Photog Mike Vanderhorst.

Janet rode the tanker for six months starting in July out of the Jacksonville Shipyard.

She's now riding the *SS Borinquen* (PR Marine) earning the rest of the time needed for her AB ticket.

North Pacific to Egypt

From a North Pacific port from Mar. 1. to Mar. 10, the *SS President Jackson* (APL) will sail to Alexandria or Port Said, Egypt with a cargo of 16,000 metric tons of bulk wheat.

Point Julie's Hero to the Rescue

Here's "another plus for Piney Point"—a hero!

OS **Pat Leo Moore**, a recent Point grad and son of Seafarer Kenneth Moore of West Chester, Pa., as his rescue lifeboat neared two of the survivors in a small dinghy who had abandoned the sunk 65-foot *Cygnus*, saw a third man in the water "too weak" to save himself. "Unmindful of his own safety, he dove into the sea to pull the man (who must have weighed 200 pounds) by his britches into the lifeboat," says AB Carl Julian Sands.

"We had been south of (Cape) Hatteras all winter and now in the middle of January we were...under a sunny, tropical calm. The pleasant...climate of the Caribbean was most enjoyable and many of the crew were already sporting a healthy tan" continued Sands.

"Heading toward the Southwest Pass...60 miles from Santo Domingo, D.R. at 4 p.m. we picked up an SOS.

Two hours later...there was the *Cygnus* taking on water and



Herb Hollings, Cove Sailor 3rd Cook.



Cove Sailor Steward Stan Freeman serves up the goodies.

in trouble. After some astute maneuvering by the captain, we brought her along the starboard side where with air hose and pump the *Cygnus*...was kept afloat. Then she was moved aft, held on by a mooring line from our stern connected to her bow. She was to be towed to a safe harbor in the port of New Orleans."

Later that night in the Nickolas Channel north of Cuba and 130 miles southeast of Key West, the crew had gone below and all were returning to the normal routine. A standby was posted to keep an eye on the disabled, waterlogged vessel.

"At 10:30 p.m. we were roused with an alarm and shouts. Hands were called to lower the forward starboard lifeboat... Off went... Chief Mate Tom von Haas, ABs Jim Mahoney and Roman Williams, 3rd Cook Dave Sundling, Messman Frank Perriand Greg Gross.

"The *Cygnus*' windlass had been torn loose and her bow was a wreck... and coming off. She was going down fast but our brave lads were rowing hard and none were looking back: 'Row, row' was the cry... and the job had to get done."

"Rowing hard in the choppy seas... minutes later the *Cygnus* only showed her bow and wheelhouse still above water..."

Later on after the survivors clambered up a pilot ladder to dry clothes and a hot midnight meal of bacon, eggs and potatoes served up by Steward-Baker R. Mora. Hours later the captain said he was very pleased with the Seafarers' performance and sent his best wishes to them and the SIU for "a job well done."

Bangladesh Ship Hits SS Potomac in Gulf

No one was hurt when the stern of the "lightly loaded" 450-foot Bangladesh-flag *SS Banglar Baani* reportedly crashed into the bow of the empty 585-foot bulk carrier, the SIU-manned *SS Potomac* (Ogden Marine) in the Gulf of Mexico early on Feb. 8.

Twenty-six crewmembers of the *Banglar Baani* abandoned ship into lifeboats at 2:30 a.m. 80 miles west of the Dry Tortugas archipelago, Key West, Fla. Ten of her crewmembers remained aboard to keep her afloat.

Luckily at the time, only 6 miles away from the collision was the NMU tanker *ST Philipps Washington* (Phillips Petroleum) which plucked the 26 in the lifeboats from the water. She was enroute from Freeport, Tex. to the port of Jacksonville.

At the same time, a U.S. Navy ship and a Coast Guard C-131 fixed-wing plane circled the area for several hours searching for possible stragglers.

The *Potomac*, based at Port Manatee, Fla., suffered only minor damage. She had left the port of Tampa to transit the Panama Canal to a North Pacific port to load on wheat for Egypt.

The *Banglar Baani* was not

MOUNT WASHINGTON (Victory Carriers), December 16—Chairman, Recertified Bosun D. Gilmore; Secretary M. P. Cox; Educational Director C. C. Lial. Some disputed OT in deck department. \$18 in ship's fund. A vote of thanks from the Captain to the men working on deck to get the ship in good neat condition. Report to **Log**: "When our officials are in contract negotiations trying to get more money and better conditions for us one of the first things the company brings to their attention is the cost of unnecessary replacement of gear. When things disappear this makes it harder to improve our conditions and conveniences. You are not hurting any individual but all the membership and yourself when these things are going on. It's your duty as a good Union man to take action to prevent these things."

LNG AQUARIUS (Energy Transport), December 6—Chairman Ben Wilson; Secretary W. Datzko. No disputed OT. The chairman gave a vote of thanks to the steward department for a job well done with the fine Thanksgiving dinner and the pool party that followed afterwards. Discussed the importance of donating to SPAD and for all members to upgrade themselves whenever possible. The bosun thanked the crew for keeping the crew lounge much cleaner than it has been. To keep up-to-date on Union activities, the best source, is the **Log**. Next port Osaka.

OGDEN WILLAMETTE (Ogden Marine), December 11—Chairman W. Babbitt; Secretary R. De Boissiere; Educational Director Wiley L. Yarber. No disputed OT. Chairman stressed the importance of upgrading yourself at Piney Point in order to assure a more secure future with better pay and the opportunity for continued advancement. All you have to do is want to learn and the school will do the rest. The need for a stronger merchant marine is urgent and each member should keep in touch with his Congressman to help us in this fight. Brother Babbitt expressed his concern for the need to practice safety aboard ship because the accident you prevent could very well be your own. A special vote of thanks to all department delegates for making this Thanksgiving Day the best there was and especially to the steward department for the imported wines, candies, cakes, pies, turkeys, steaks, ribs and delicious desserts. Report to **Log**: "Thanks to the best Captain in the fleet, **Captain Fegerson**, his officers and crew at Thanksgiving Day worked exceptionally hard to make it a pleasant day for all of us. A special thank you to the old timer bosun **Bill Babbitt** for keeping everyone on an even keel and making this ship look like a passenger ship. "Where would we be without Old Bill, the Greatest."

MARYLAND (Bay Tankers), December 13—Chairman, Recertified Bosun Ralph Murry; Secretary T. Bolton. No disputed OT. Chairman stressed the importance of donating to SPAD and the benefits of upgrading at Piney Point. He also extended his best wishes to Steward Baker, Thomas Bolton, who will be going to Piney Point soon to participate in the Steward Recertification Program. 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.



SEA-LAND GALLOWAY (Sea-Land Service), December 6—Chairman, Recertified Bosun George Burke; Secretary O. B. Smith; Educational Director J. C. Marcario. No disputed OT. The **Log** was received and circulated and the secretary urged all members to read it so issues that are pertinent to our well being can be discussed. A request was made under new business that the minutes of the meetings held at Headquarters be sent to the ship. A vote of thanks to the steward department for the fine holiday dinners.

PANAMA (Sea-Land Service), December 16—Chairman, Recertified Bosun Frank Rodriguez; Secretary J. Guillies; Educational Director H. Cook; Deck Delegate Tom Bishop; Engine Delegate Jimmy Kelleher; Steward Delegate Macelino Andino. No disputed OT. The chairman invited Captain Balack to attend the SIU meeting to advise us on payoffs and when the ship will be due for the shipyard. He also explained to all members again the importance of sending any monies by registered mail to be sure of a safe delivery. A vote of thanks to the steward department for a job well done.

SEA-LAND PATRIOT (Sea-Land Service), December 20—Chairman R. Palmer; Secretary A. Reasko. \$30 in ship's fund. No disputed OT. Chairman talked on the importance of SPAD and stressed the gains to be made by attending upgrading classes in Piney Point, Md. All those who qualify should seriously consider the advantages of this program. The chief steward has the applications and the **Log** contains the dates and any more information you may need to know on any specific course that you are interested in. Observed one minute of silence in memory of our departed brothers.

DEL VIENTO (Delta Steamship), December 18—Chairman, Recertified Bosun Asa Moore; Secretary Duke Gardner; Educational Director Ray Matthews; Engine Delegate Michael Donlon. No disputed OT. Chairman posted the itinerary for the next voyage and noted that the payoff will be Tuesday in Newark. A vote of thanks to the new steward who has improved the menu tremendously. Next port Baltimore.

ARECIBO (Puerto Rico Marine), December 20—Chairman, Recertified Bosun W. Velazquez; Secretary H. Galicki; Educational Director D. Manafe; Deck Delegate G. Bruer; Engine Delegate C. Tenteromano; Steward Delegate J. Fong. No disputed OT. \$10 in ship's fund. There was \$320.00 in the movie fund but \$100.00 of this was sent to the Seamen's Church Institute for their Christmas dinner. Chairman advised the ship is laying up in Elizabeth this trip and all rooms must be cleaned and keys turned in. A vote of thanks to the entire steward department for an excellent meal on Thanksgiving. Next port Elizabeth.

SANTA MARIANA (Delta Steamship), December 17—Chairman Thomas W. Lasater; Secretary Albert J. Courtney; Educational Director Herman G. Ulrich; Deck Delegate Robert A. Ray; Engine Delegate Edward F. Boyce; Steward Delegate Dedrick L. Anderson. \$164.50 in ship's fund. No disputed OT. Chairman reported on all current information, ships sailing schedule, advised all QMED'S to upgrade at Piney Point, for all members to read the **Log** so you will know where we stand on benefits and Public Health. The chief steward thanked the crew for doing their part in keeping a clean ship. Next port Panama.

OVERSEAS ARCTIC (Maritime Overseas), December 9—Chairman R. Moore; Secretary G. Woodward; Steward Delegate I. Gray. No disputed OT. Chairman discussed in detail the closing of the USPHS hospitals and what to do in case you need medical treatment, payoff procedures, and the importance of staying on ships until properly relieved. The **Log** was received and the merging of the MSTU with the SIU and the election of President Frank Drozak to the AFL-CIO board was noted. Report to **Log**: "On the first trip for Ordinary Seaman (Harry Lundeborg School of Seamanship graduate), Janet Price, she was shown how to splice wire."

SEA-LAND PRODUCER (Sea-Land Service), December 19—Chairman R. Kitchens; Secretary R. M. Boyd; Engine Delegate Kelly G. Cook. No disputed OT. Chairman advised members that the company will send you to a doctor and pay the charges when you are overseas. When you are stateside you go through the usual filing procedure with the Seafarers Welfare Plan. The secretary advised that the movie machine is not working properly and should only be operated by someone who knows how to. A vote of thanks to the steward department for a job well done and especially for the fine spread that was put out for Thanksgiving. Next port New Orleans.

SEA-LAND HOUSTON (Sea-Land Service), December 16—Chairman J. C. Donovan; Secretary H. Ortiz; Educational Director H. Speers. No disputed OT. Chairman discussed the importance of donating to SPAD. Secretary reported on the closing of the USPHS hospitals and the immediate action taken by our officials to assure continued health care for its members. This is one of the reasons why we have such a strong Union. The **Log** outlines this plan in detail as it does with any changes that are made. The staff researches the facts and figures and reports them to the membership for our benefit. That is why the **Log** has won so many awards, it is a great newspaper. A vote of thanks to the steward department for a job well done especially the Thanksgiving Dinner. Next port San Juan.

SEA-LAND ECONOMY (Sea-Land Service), December 20—Chairman Jack Higgins; Secretary G. Marzett; Educational Director E. Biss; Engine Delegate A. R. Gardner. \$35 in ship's fund. No disputed OT. Chairman reported on the need for SPAD and discussed the report from President Drozak in the **Log**. Brother Biss talked about the opportunities that the young brothers have at Piney Point due to the foresight of our late President Paul Hall. Applications for upgrading are always readily available. Observed one minute of silence in memory of our departed brothers.

AMERICAN HERITAGE (Apex Marine), December 27—Chairman Christos Floroy; Secretary M. Deloatch; Educational Director J. Shuler. No disputed OT. Chairman reminded the members of the advantages of upgrading at Piney Point and that you have the opportunity to learn more in all categories. Secretary discussed the importance of filling out a new beneficiary card if there is a change of address or a change of beneficiary. These forms are available on board. Report to **Log**: "This was the best Christmas dinner that we have ever had on board. This has to be the best food that has been served on any ship that has sailed. Next port Stapleton, N.Y."

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

Overseas Anchorage
Cove Navigator
Sea-Land Pacer
Ultramar
Ambassador
Overseas Juneau
Caguas
Portland
Ogden Charger
Ogden Leader
Seattle
Del Mundo
Ogden Charger
Ogden Leader
Sea-Land Tampa
Santa Cruz
Borinquen
Del Campo
Cove Leader
Cove Sailor
LNG Aries
Overseas Marilyn
Sea-Land Express
Sea-Land McLean
Cove Ranger
Sea-Land Adventurer
Sea-Land Long Beach
Point Vail
Overseas Aleutian
Sea-Land Freedom
Santa Maria
Ogden Wabash
Sea-Land Potomac
Walter Rice
Cove Tide
Mayaguez
Overseas Natalie
Sea-Land Explorer
Sea-Land Innovator
Overseas Vivian
Delta Norte
Puerto Rico
Overseas Alaska
Ogden Connecticut
Cove Communicator
Santa Mercedes
Sea-Land Liberator
Overseas Chicago
Santa Elena
Transcolorado
Sea-Land Leader
Baltimore
Benjamin Harrison

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SEA-LAND PATRIOT (Sea-Land Service), December 20—Chairman R. Palmer; Secretary A. Reasko. \$30 in ship's fund. No disputed OT. Chairman talked on the importance of SPAD and stressed the gains to be made by attending upgrading classes in Piney Point, Md. All those who qualify should seriously consider the advantages of this program. The chief steward has the applications and the Log contains the dates and any more information you may need to know on any specific course that you are interested in. Observed one minute of silence in memory of our departed brothers.

DEL VIENTO (Delta Steamship), December 18—Chairman, Recertified Bosun Asa Moore; Secretary Duke Gardner; Educational Director Ray Matthews; Engine Delegate Michael Donlon. No disputed OT. Chairman posted the itinerary for the next voyage and noted that the payoff will be Tuesday in Newark. A vote of thanks to the new steward who has improved the menu tremendously. Next port Baltimore.

ARECIBO (Puerto Rico Marine), December 20—Chairman, Recertified Bosun W. Velazquez; Secretary H. Galicki; Educational Director D. Manafe; Deck Delegate G. Bruer; Engine Delegate C. Tenteromano; Steward Delegate J. Fong. No disputed OT. \$10 in ship's fund. There was \$320.00 in the movie fund but \$100.00 of this was sent to the Seamen's Church Institute for their Christmas dinner. Chairman advised the ship is laying up in Elizabeth this trip and all rooms must be cleaned and keys turned in. A vote of thanks to the entire steward department for an excellent meal on Thanksgiving. Next port Elizabeth.

SANTA MARIANA (Delta Steamship), December 17—Chairman Thomas W. Lasater; Secretary Albert J. Courtney; Educational Director Herman G. Ulrich; Deck Delegate Robert A. Ray; Engine Delegate Edward F. Boyce; Steward Delegate Dedrick L. Anderson. \$164.50 in ship's fund. No disputed OT. Chairman reported on all current information, ships sailing schedule, advised all QMED'S to upgrade at Piney Point, for all members to read the Log so you will know where we stand on benefits and Public Health. The chief steward thanked the crew for doing their part in keeping a clean ship. Next port Panama.

OVERSEAS ARCTIC (Maritime Overseas), December 9—Chairman R. Moore; Secretary C. Woodward; Steward Delegate I. Gray. No disputed OT. Chairman discussed in detail the closing of the USPHS hospitals and what to do in case you need medical treatment, payoff procedures, and the importance of staying on ships until properly relieved. The Log was received and the merging of the MSTU with the SIU and the election of President Frank Drozak to the AFL-CIO board was noted. Report to Log. "On the first trip for Ordinary Seaman (Harry Lundeborg, School of Seamanship graduate), Janet Price, she was shown how to splice wire."

SEA-LAND PRODUCER (Sea-Land Service), December 19—Chairman R. Kitchens; Secretary R. M. Boyd; Engine Delegate Kelly G. Cook. No disputed OT. Chairman advised members that the company will send you to a doctor and pay the charges when you are overseas. When you are stateside you go through the usual filing procedure with the Seafarers Welfare Plan. The secretary advised that the movie machine is not working properly and should only be operated by someone who knows how to. A vote of thanks to the steward department for a job well done and especially for the fine spread that was put out for Thanksgiving. Next port New Orleans.

SEA-LAND HOUSTON (Sea-Land Service), December 16—Chairman J. C. Donovan; Secretary H. Ortiz; Educational Director H. Speers. No disputed OT. Chairman discussed the importance of donating to SPAD. Secretary reported on the closing of the USPHS hospitals and the immediate action taken by our officials to assure continued health care for its members. This is one of the reasons why we have such a strong Union. The Log outlines this plan in detail as it does with any changes that are made. The staff researches the facts and figures and reports them to the membership for our benefit. That is why the Log has won so many awards. It is a great newspaper. A vote of thanks to the steward department for a job well done especially the Thanksgiving Dinner. Next port San Juan.

SEA-LAND ECONOMY (Sea-Land Service), December 20—Chairman Jack Higgins; Secretary G. Marzett; Educational Director E. Biss; Engine Delegate A. R. Gardner. \$35 in ship's fund. No disputed OT. Chairman reported on the need for SPAD and discussed the report from President Drozak in the Log. Brother Biss talked about the opportunities that the young brothers have at Piney Point due to the foresight of our late President Paul Hall. Applications for upgrading are always readily available. Observed one minute of silence in memory of our departed brothers.

AMERICAN HERITAGE (Apex Marine), December 27—Chairman Christos Floroy; Secretary M. Deloatch; Educational Director J. Shuler. No disputed OT. Chairman reminded the members of the advantages of upgrading at Piney Point and that you have the opportunity to learn more in all categories. Secretary discussed the importance of filling out a new beneficiary card if there is a change of address or a change of beneficiary. These forms are available on board. Report to Log. "This was the best Christmas dinner that we have ever had on board. This has to be the best food that has been served on any ship that has sailed. Next port Stapleton, N.Y."

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

Overseas Anchorage
Cove Navigator
Sea-Land Pacer
Ultramar
Ambassador
Overseas Juneau
Caguas
Portland
Ogden Charger
Ogden Leader
Seattle
Del Mundo
Ogden Charger
Ogden Leader
Sea-Land Tampa
Santa Cruz
Borinquen
Del Campo
Cove Leader
Cove Sailor
LNG Aries
Overseas Marilyn
Sea-Land Express
Sea-Land McLean
Cove Ranger
Sea-Land Adventurer
Sea-Land Long Beach
Point Vail
Overseas Aleutian
Sea-Land Freedom
Santa Maria
Ogden Wabash
Sea-Land Potomac
Whittier Rice
Cove Tide
Mayaguez
Overseas Natalie
Sea-Land Explorer
Sea-Land Innovator
Overseas Vivian
Delta Norte
Puerto Rico
Overseas Alaska
Ogden Connecticut
Cove Communicator
Santa Mercedes
Sea-Land Liberator
Overseas Chicago
Santa Elena
Transcolorado
Sea-Land Leader
Baltimore
Benjamin Harrison

INLAND LINES

New Tug Goliath Crews Up

Boatmen last month crewed up the new tug *Goliath* (Sabine Towing) in Port Arthur, Tex.

Wage reopener negotiations at Higman Towing here is set for Apr. 8. Complete contract negotiations at Higman are due to begin in October.

Crescent Towing Buys Tug

Crescent Towing of the port of New Orleans has bought the harbor tug *J. Barton Greer*. The 104 foot by 26-foot, single screw tug was renamed the *Nonie*.

8-Foot Ice Clogs St. Louis

Eight-foot ice floes put the towboats *National Gateway* and *National Energy* (National Marine) into layup for a while in a port of St. Louis shipyard. Both towboats are now operational.

Congress Funds Tenn-Tom for '82

The U.S. Congress late last year voted \$189-million of funds for the Tennessee-Tombigbee Waterway through the fiscal year of 1982.

Navigational facilities for the canal, which will link the port of Mobile and the Ohio River, are reported to be 75 percent completed.

Abuilding for 10 years, the 234-mile waterway, with \$1.3 billion of the \$1.8 billion of the estimated construction cost already appropriated by Congress, needs just \$470-million more to be allocated to finish the project.

Contractors say five of the 10 major locks have been built. Three are 70 percent done and two about 20 percent.

Work on the difficult Divide Cut is 75 percent complete. It's expected to be finished 18 months ahead of its 1984 deadline.

The majority of the remaining navigation channels are being built. Only a 17-mile stretch between Amory and Aberdeen, Miss. remain to be contracted for.

On June 1, the Army Corps of Engineers must come up with a final Supplemental Environmental Impact Statement for the courts on a 40-mile portion of the Tenn-Tom.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Mar. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Mar. 9	2:30 p.m.	7:00 p.m.
Baltimore	Mar. 10	2:30 p.m.	7:00 p.m.
Norfolk	Mar. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Mar. 11	2:00 p.m.	—
Algonac	Mar. 12	2:30 p.m.	—
Detroit	Mar. 12	2:30 p.m.	—
Alpena	Mar. 12	2:30 p.m.	—
Houston	Mar. 15	2:30 p.m.	7:00 p.m.
New Orleans	Mar. 16	2:30 p.m.	7:00 p.m.
Mobile	Mar. 17	2:30 p.m.	—
San Francisco	Mar. 18	2:30 p.m.	—
Wilmington	Mar. 22	2:30 p.m.	—
Seattle	Mar. 26	2:30 p.m.	—
Piney Point	Mar. 13	10:30 a.m.	—
San Juan	Mar. 11	2:30 p.m.	—
Columbus	Mar. 20	2:30 p.m.	7:00 p.m.
Chicago	Mar. 16	2:30 p.m.	—
Port Arthur	Mar. 16	2:30 p.m.	—
St. Louis	Mar. 19	2:30 p.m.	—
Honolulu	Mar. 11	2:30 p.m.	—
Duluth	Mar. 17	2:30 p.m.	—
Jeffersonville	Mar. 18	2:30 p.m.	—
Frankfort	Mar. 19	2:30 p.m.	—
Lima	Mar. 25	2:30 p.m.	—
Glocester	Mar. 23	2:30 p.m.	—
Lexing City	Mar. 24	2:30 p.m.	—

Mariner Towing OKs Pact

SIU Boatmen of the Mariner Towing's port of Philadelphia White Fleet last month voted approval of a new contract. The company is a subsidiary of Southern Natural Resources.

IBC, Express Marine Vote on Contract

In the port of Norfolk, contract negotiation at IBC and Express Marine were completed last month and mail vote ballots were sent out to the membership.

The returned ballots will be counted this month and the vote tabulated.

The election results will be announced in the March issue of the LOG in this column.

In the middle of this month, contract negotiations in Norfolk were ongoing at both Allied Towing's Ocean Division and at the NBC Line.

Sonat Marine Gets New Tug

The new tug *Columbia* (Sonat Marine) was delivered recently and is now operational in the port of Tampa.

On the annual Gaspar Gasprilla the Pirate Day here on Feb. 7-8, Tampa Port Agent Ray McDonald was aboard a reproduction of the *HMS Bounty* whose cannon "fired" on and "sunk" the tug *Corsair* (Sonat Marine) and her Barge 135. Pirate Gaspar allegedly was the buccaneer who founded the settlement of Tampa. On his day each year, a parade, a marathon and also boat races mark the founding. A contract for dredging Tampa Harbor has been let by the U.S. Army Corps of Engineers. Great Lakes Dredge & Dock Co. was awarded the \$7,276,000 contract to widen and deepen part of the main ship channel to the 43-foot project depth.

This month riding in the galley of the tug *Gulf Star* (Sheridan Transportation out of this port) coastwise and to and from the port of Catana, P.R. was Cook D. V. "Fat Pat" Patterson.

Pat got on board on Dec. 3 in Catana to spend Christmas Day sailing up the port of Houston's Ship Canal to arrive in Tampa Bay on New Year's Day.

While the temperatures down South went from the teens to the 30's and zero to the 60's, last month, Pat's tug made a port of call at West Palm Beach to load her barge with a cargo of sugar for Savannah. And earlier they called at the port of New Orleans.



The crew of the SIU-manned towboat *National Energy* are (seated l. to r.) Scott Burnap, chief engineer; Billy Joe Sontag, reefer technician; Tom Dondell, mate, and Ragen Wilson, deckhand; (standing l. to r.) are A. J. Rosenthal, cook; Red Benoit, captain; Bucky Smith, deckhand; Cliff Bryant, pilot; Ken Gainey, deckhand; Tim Brown, mate, and Leigh McNamara, deckhand. The pix was snapped while boat waited turn in heavy ice at Lock and Dam 26 near Alton, Ill.

American Banner Line—Innovative

by John Bunker

ONE of the more colorful chapters in the history of the Seafarers International Union involved its financial support of a unique venture in low-cost "budget" steamship travel between New York and northern Europe. The new company was called the **American Banner Line** and it was promoted by a veteran steamship operator named Arnold Bernstein.

During the 1920s and 1930s he had owned and operated the Red Star and Arnold Bernstein Lines between Belgium, Germany and the United States. His fleet included the big passenger ships *Pennland* and *Westernland*. He specialized in low cost passenger rates and in the carrying of automobiles.

When the Nazis came into power Hitler confiscated the Bernstein lines. Bernstein himself was sent for a while to an internment camp, after which he was released for emigration to the United States.

After World War II, when ships of all kinds were available from America's laid-up fleets, he tried to revive his former lines with two P-2 war-built transports. He planned to convert them into "budget fare" liners on the North Atlantic. When these plans were about to finalize, along with the request for an operating subsidy, the Korean War broke out and the transports were taken over for use as troop carriers.

In 1955 Bernstein again applied for an operating subsidy between New York and northern Europe and for several of the government's new Mariner-type freighters, which the Maritime Administration was finding hard to sell to U.S. flag lines.

Bernstein thought they were well adapted for conversion into passenger ships. Both of his requests were approved and he was once again in the shipping business but in need of more funds.

SIU Pitches In

Seeing a way to provide jobs in what appeared to be a bright venture with growth potential, the SIU agreed to lend Bernstein up to \$750,000, with a \$250,000 initial commitment. The loan was secured by a mortgage on the first ship and paid five percent interest.

Bernstein and the SIU had been brought together by **Morris Weisberger**, who was then New York Port Agent for the Sailors Union of the Pacific and was soon to become head of the SUP on the death of Harry Lundberg. This was one of several instances in which Weisberger's widespread contacts in the shipping industry proved valuable to the SIU in organizing new companies.

In fact, the union frequently drew on Weisberger's long experience in the New York shipping scene. His personal contacts (people he knew on a first name, walk-in-the-door basis) ranged from pier bosses to port captains, port engineers, heads of personnel departments, Coast Guard brass, company



A tug noses the *Atlantic* away from her Brooklyn dock for her second voyage to Europe. This converted Mariner freighter made a trim and natty liner for the trans-Atlantic tourist trade.

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"There didn't seem to be anyone of importance in the shipping business that Weisberger didn't know," a SIU official of that period recalls. "He could pick

crewed up in Mobile, a long-time SIU stronghold. So it seemed to be a good bet that SIU men could take most of the jobs.

MARAD had approved the SIU loan, as part of the company's financing in

History of the SIU Part XIV

up the phone and get you in to see anyone." His influence helped greatly in the SIU's victorious organizing drive for Isthmian Line. The late SIU President Paul Hall on numerous occasions acknowledged Weisberger's help in obtaining contracts with new companies.

In the Banner Line agreement the SIU loan was no guarantee that these ships would carry SIU crews. But as the first ship, the *Atlantic*, was to be rebuilt at Pascagoula, Miss., and

its application for an operating subsidy but it would have been illegal for Bernstein and the union to have made any deal involving guaranteed jobs in exchange for financing.

More than 3,000 seamen descended on Mobile when the *Atlantic* was ready for crewing in May of 1958 and more than that many, according to the company, had written in asking for jobs. The North Atlantic liner run to the "sweetheart" ports of northern Europe had always been popular with sailors.

Launched originally as the *Badger Mariner*, the *Atlantic* was 564 feet long and had been rebuilt at a cost of \$14 million to carry 860 passengers in tourist class and 40 in first class at a speed of 20 knots. Almost all cabins had private baths and in both appointments and decor, the ship had been attractively outfitted.

The *Atlantic* carried 317 unlicensed crewmen but as was usual in figuring crew needs on short trans-Atlantic runs, it would have meant about 500 jobs.

NMU Jumps In

The company had set up a special hiring hall in Mobile and both SIU and NMU vied for berths on the liner but as might be expected in a port which was home base for the SIU's big Waterman Line, the *Atlantic* finally left for New York with a predominantly



These SIU sailors gathered in Mobile to sign up for jobs aboard the new liner *Atlantic*, then completing her outfitting there. She was converted in Pascagoula and sailed out of New York.

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Try to Secure Jobs for Seafarers

SIU crew in all departments.

The SIU had so heavily outgunned its rival that when the *Atlantic* docked in Brooklyn about 50 NMU men walked off the ship. The NMU immediately made efforts to hinder its maiden voyage, inviting another of those head-busting beefs so frequent between the two unions over the years.

The NMU picketed the liner. The longshoremen and the tugboatmen put their oars in, too, refusing to handle the ship on sailing day in June of 1958.

The NMU had petitioned National Labor Relations Board to stop crewing on the *Atlantic*, saying the SIU and Bernstein had made a "deal." But by the time the *Atlantic* was ready for her maiden run, the NLRB had refused to take action, saying there was no evidence of any illegal arrangement.

When the *Atlantic* dropped her lines in Brooklyn and backed into the stream for her first trip to Europe, Capt. Aime J. Gerber had to maneuver his proud ship without the aid of tugs. But she got off safely, with passengers waving and her whistle blasting a deep salute to all the shipping down the bay.



There was a spacious and airy messroom for the unlicensed crewmen on the *Atlantic*. These smiles would indicate a good galley gang too.

Unfortunately the Banner Line had a short life. Financing and other hurdles delayed acquisition of the other ships needed to mount a successful operation, and the Bernstein house flag was hauled down after a few trips.

"The Banner Line was a good idea at the time," Weisberger says today. "It was before the boom in trans-Atlantic air travel and there was still

heavy traffic to Europe on ships. If Bernstein had been able to raise more money and hold out longer the SIU would have had a good thing going. More than 1,000 jobs would have been involved."

George McCartney, now West Coast vice president of the SIU made all trips on the *Atlantic*, working in the steward department and serving as steward

department delegate and ship's delegate.

"She was a fine ship and it was a good operation all around," he said. "We wanted to make it a success and we had a good crew. And what a run! The old-timers called it the 'sweetheart run.' We all hated to see it end."

The *Atlantic* ran from May, 1958, to December, 1959.



It was "lower away" and "cast off" as *Atlantic* crewmen went over the side for lifeboat drill under the eyes of Coast Guard inspectors prior to the first voyage.



Cabins on the *Atlantic* were reported to be the ultimate in maximum use of space, with comfort and attractive decor to please the paying guests.



This team of SIU officials met SIU sailors pouring into Mobile and steered them through job applications for the new liner *Atlantic*. NMU officials were also active in the competition to win representation on this ship. SIU President Frank Drozak is at the table. Standing, left to right, were Keith Terpe, the late Al Kerr, Bob Matthews and Frank Mongelli.



Robert William Arleque, 58, joined the SIU in 1944 in the port of Boston sailing as a bosun. Brother Arleque is a former member of the Iron Workers Union, Local 711. He is a veteran of the U.S. Navy in World War II. Seafarer Arleque was born in Methuen, Mass. and is a resident of Baltimore.



Edgar Shelton Bagley, 66, joined the SIU in the port of Houston in 1973 sailing in the engine and steward departments. Brother Bagley is a veteran of the U.S. Coast Guard in World War II. He was born in North Carolina and is a resident of Houston.



Richard Jerry Boles, 61, joined the SIU in 1943 in the port of Norfolk sailing as a bosun. Brother Boles was born in Indiana and is a resident of New Orleans.



Oscar Enrique Figueroa, 59, joined the SIU in 1943 in the port of New Orleans sailing as a steward utility. Brother Figueroa hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He was born in Puerto Rico and is a resident of New York City.



Henry Leroy Laired, 65, joined the SIU in the port of Mobile in 1956 sailing as a chief cook. Brother Laired sailed 34 years. He also sailed inland for Mobile Towing from 1968 to 1981. Seafarer Laired was born in Mobile and is a resident there.



Harry Ellsworth Miller, 61, joined the SIU in 1946 in the port of New York sailing as a bosun. Brother Miller is a veteran of the U.S. Navy in World War II. He was born in Philadelphia and is a resident of Daly City, Calif.



Zygmunt Walter Osinski, 68, joined the SIU in the port of New York in 1954 sailing as an FOWT. Brother Osinski also sailed during the Vietnam War. He walked the picketline in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. He was born in Philadelphia and is a resident of San Francisco.



Morris John Jorgensen Jr., 61, joined the Union in Port Arthur, Tex. in 1963 sailing as a captain for Sabine and Stuart Transportation. Brother Jorgensen is a veteran of the U.S. Army. He was born in San Augustine, Tex. and is a resident of Jasper, Tex.



Oris Antoine Dantin, 63, joined the Union in the port of New Orleans in 1956 sailing as a chief engineer on the tug *Dixie Star* (Dixie Carriers) from 1950 to 1981. Brother Dantin sailed 47 years. He is a veteran of the U.S. Coast Guard in World War II. Boatman Dantin was born in Grand Isle, La. and is a resident of Harvey, La.

Pensioner's Corner



Arthur F. Perry, 65, joined the Union in the port of Buffalo, N.Y. in 1960 sailing as an FOWT for Kinsman Marine. Brother Perry is a veteran of the U.S. Navy in World War II. He was born in St. Regis Falls, N.Y. and is a resident of River Rouge, Mich.



Eugene Henry Soyering, 65, joined the Union in the port of Detroit in 1960 sailing as an FOWT for the Reiss Steamship Co. Brother Soyering sailed 40 years. He was born in Maple, Wisc. and is a resident of Poplar, Wisc.



John Gordon Stirton, 65, joined the Union in the port of Detroit in 1957 sailing as an AB. Brother Stirton was born in Michigan and is a resident of Ontario, Canada.



Merlin Walker, 61, joined the Union in the port of Detroit in 1961 sailing as an AB. Brother Walker is a veteran of the U.S. Navy in World War II. He was born in St. Bay, Wisc. and is a resident of Sturgeon Bay, Wisc.



George Steele, 69, joined the SIU in 1941 in the port of New York sailing in the deck department. Brother Steele also sailed during the Vietnam War. He is a veteran of the U.S. Army in World War II. Seafarer Steele was born in Lowell, Mass. and is a resident of New Orleans.



Moody Willis, 61, joined the SIU in 1948 in the port of New Orleans sailing as an FOWT. Brother Willis attended the 1970 Piney Point Crew Conference No. 6. He was born in Beaumont, Tex. and is a resident of Reno, Nev.



Ray Honore Casanova, 59, joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. Casanova was born in Pearlinton, Miss. and is a resident of New Orleans.



John McNair, 63, joined the Union in the port of Philadelphia in 1961 sailing as a mate and captain for Sheridan Transportation, P.F. Martin and on the tug *Triton* (Independent Towing) from 1973 to 1981. Brother McNair is a former member of the Masters, Mates & Pilots Union. He was born in Robeson County, N.C. and is a resident of Maple Shade, N.J.

A QMED who doesn't know how to work on diesel engines could be waiting a long time...



...for his ship to come in.

So learn diesel skills—you'll be ready to work aboard any of the new tankers, ore carriers and containerships. Take the Diesel Engines Course at SHLSS. It's just for QMED's and it will mean better job opportunities and job security for you.

Course Starts April 25

To enroll, see your SIU Field Representative today.



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Eugene Henry Soyryng, 65, joined the Union in the port of Detroit in 1960 sailing as an FOWT for the Reiss Steamship Co. Brother Soyryng sailed 40 years. He was born in Maple, Wisc. and is a resident of Poplar, Wisc.



John Gordon Stirton, 65, joined the Union in the port of Detroit in 1957 sailing as an AB. Brother Stirton was born in Michigan and is a resident of Ontario, Canada.



Merlin Walker, 61, joined the Union in the port of Detroit in 1961 sailing as an AB. Brother Walker is a veteran of the U.S. Navy in World War II. He was born in St. Bay, Wisc. and is a resident of Sturgeon Bay, Wisc.



George Steele, 69, joined the SIU in 1941 in the port of New York sailing in the deck department. Brother Steele also sailed during the Vietnam War. He is a veteran of the U.S. Army in World War II. Seafarer Steele was born in Lowell, Mass. and is a resident of New Orleans.



Moody Willis, 61, joined the SIU in 1948 in the port of New Orleans sailing as an FOWT. Brother Willis attended the 1970 Piney Point Crew Conference No. 6. He was born in Beaumont, Tex. and is a resident of Reno, Nev.



Ray Honore Casanova, 59, joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. Casanova was born in Pearlinton, Miss. and is a resident of New Orleans.



John McNair, 63, joined the Union in the port of Philadelphia in 1961 sailing as a mate and captain for Sheridan Transportation, P.F. Martin and on the tug *Triton* (Independent Towing) from 1973 to 1981. Brother McNair is a former member of the Masters, Mates & Pilots Union. He was born in Robeson County, N.C. and is a resident of Maple Shade, N.J.

A QMED who doesn't know how to work on diesel engines could be waiting a long time...



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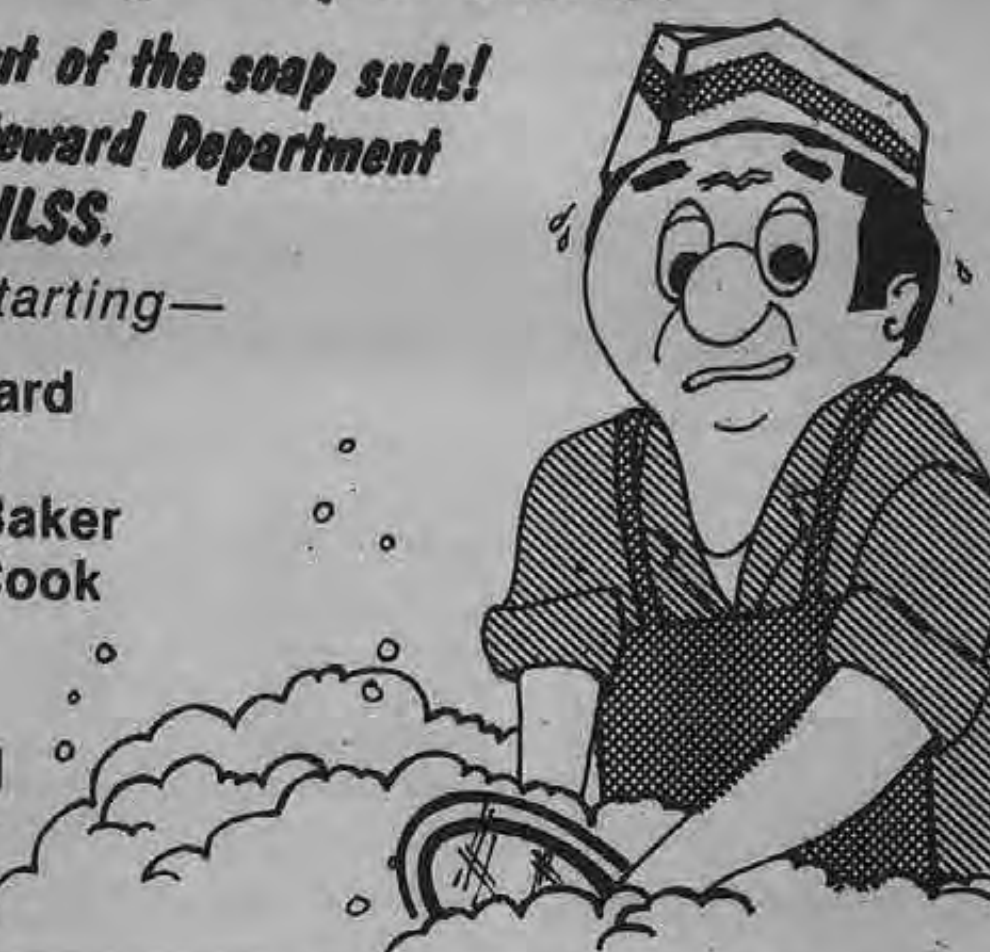
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Dispatchers Report for Inland Waters

JANUARY 1-30, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
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
Algeac	0	0	0	0	0	0	0	0	0
Port Arthur	10	3	1	17	1	1	28	1	14
St. Louis	7	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	13
Petalum	0	0	0	0	0	0	0	0	0
Totals	38	25	19	26	21	8	73	28	48
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
Algeac	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Petalum	0	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	0	0
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algeac	1	0	0	0	0	0	0	0	0
Port Arthur	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
Petalum	0	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	0	0
TOTALS ALL DEPARTMENTS									
	45	27	22	29	21	10	90	30	62

*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. Abernethy
Latt Associates
85 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, Jubber, Rothschild & Feldman
5800 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 Jennings
Hemming, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 981-4400

SEATTLE, WASH.

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

TAMPA, FLA.

Vanco, Davies, Roberts,
Field & Anderson
100 West Harrison Plaza
Seattle, Wash. 98119
Tele. # (206) 285-2610

TAMPA, FLA.

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

WILMINGTON, CALIF.

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



William Leon Corder, 44, died on Oct. 18, 1981. Brother Corder joined the Union in the port of St. Louis in 1978 sailing as a deckhand and mate for the American Barge Line in Paducah, Ky. and for Inland Tugs in 1974. He was a former member of the UAW. Boatman Corder was a veteran of the U.S. Marine Corps in the Korean War. A native of Louisville, Ky., he was a resident there. Surviving are his widow, Juanita; a son, Dennis; a daughter, Melanie and his mother, Evelyn of Louisville.



Pensioner Klaus Evert Wass, 68, died in St. Vincent's Medical Center, Staten Is., N.Y. on Oct. 15, 1981. Brother Wass joined the SIU in the port of New York in 1967 sailing as a chief cook. He sailed 37 years. Seafarer Wass was born in Finland, was a naturalized U.S. citizen and was a resident of New York City. Cremation took place in the Rosehill Crematory, Linden, N.J. Surviving is a sister, Mrs. Kerttu Sjogren of Kokkola, Finland.



Pensioner James "Jack" Charles Mullis, 54, died of a heart attack in the University of Southern Alabama Medical Center, Mobile on Nov. 15, 1981. Brother Mullis was one of the survivors of the 1974 ship-hijacking of the *SS Mayaguez* (Sea-Land) by the Cambodians. He joined the SIU in 1948 in the port of Mobile. And he graduated from the Union's Recertified Bosuns Program in 1974. Born in Alabama, he was a resident of Mobile. Interment was in Pine Crest Cemetery, Mobile. Surviving are his widow, Elizabeth and his mother, Annie Mae of Mobile.



Pensioner John William Crawford Murphy, 69, died after heart surgery at the Tucson (Ariz.) Medical Center on Oct. 5, 1981. Brother Murphy joined the SIU in the port of New Orleans in 1962 sailing as a chief cook. He was born in St. Louis and was a resident of Bisbee, Ariz. for 30 years. Burial was in Evergreen Cemetery, Bisbee. Surviving is his widow, Lillian.

Pensioner Bartie Chaney Jr., 70, succumbed to heart failure in the Jackson (Ala.) Hospital on July 24, 1981. Brother Chaney joined the Union in the port of Mobile in 1956 sailing as a cook for Radcliff Materials from 1958 to 1961. He was born in Alabama and was a resident of Carlton, Ala. Burial was in the Mt. Nebo Cemetery, Carlton. Surviving is his widow Marietta.



Pensioner Robert Alexander Clarke Jr., 52, succumbed to arteriosclerosis in the National Health Institute Clinical Center, Bethesda, Md. on Oct. 29, 1981. Brother Clarke joined the SIU in the port of New York in 1970 sailing as a chief steward. He was a veteran of the U.S. Armed Forces in World War II. Seafarer Clarke was born in Baltimore and was a resident of Glen Burnie, Md. Burial was in Glen Haven Park Cemetery, Glen Burnie. Surviving are his widow, Katherine; four sons, Robert Jr. of Huntington, W. Va., William, James and David; two daughters, Mrs. Donna M. Calantog of Pensacola, Fla. and Judith and his parents, Mr. and Mrs. Robert Clarke Sr.



Pensioner James Armstrong, 75, passed away from heart failure in Providence Hospital, Washington, D.C. on Dec. 28, 1981. Brother Armstrong joined the SIU in 1938 in the port of Savannah sailing as a 3rd cook. He sailed 51 years. A native of Georgia, he was a resident of Washington, D.C. Burial was in Harmony Cemetery, Landover, Md. Surviving are his widow, Louise; three sons, James Jr. of Philadelphia, Michael and Robert and two daughters, Phyllis and Debbie.



Freddie Lee Hall, 58, died aboard the *SS Overseas Alaska* (Maritime Overseas) in Panama on Dec. 8, 1981. Brother Hall joined the SIU in the port of Houston in 1965 sailing as a chief cook. He was a veteran of the U.S. Navy in World War II. Seafarer Hall was born in Montgomery, Ala. and was a resident of Houston. Surviving is a sister, Mrs. Rena M. Smith of Houston.



Pensioner John Daniel Pawlowich, 73, passed away from heart failure in the FDR VA Hospital, Montrose, N.Y. on Dec. 20, 1981. Brother Pawlowich joined the SIU in 1947 in the port of New York sailing as a FOWT. He sailed 21 years. Seafarer Pawlowich was a veteran of the U.S. Army in World War II in the Southwest Pacific Campaign serving with the Co. B, 543rd Corps of Engineers Shore Boat Regiment. A native of Czechoslovakia, he was a naturalized U.S. citizen and a resident of Verplanck, N.Y. Interment was in Mt. Hope Cemetery, Hastings-on-the-Hudson, N.Y. Surviving are his sister, Mrs. Mary Svantner of Verplanck and a nephew.

George William Jarosek, 47, died on Feb. 19, 1981. Brother Jarosek joined the Union in the port of Wilmington, Calif. in 1966 sailing as an AB for Jackson Marine. He was a veteran of the U.S. Navy during the Korean War. Boatman Jarosek was born in Taylor, Tex. and was a resident of San Antonio, Tex. Surviving is his widow, Frances.



Pensioner Pierre Leon Charrette, 71, passed away in the St. Luke's Episcopal Hospital, Houston on Oct. 12, 1981. Brother Charrette joined the SIU in the port of Galveston in 1952 sailing as a FOWT. He was a veteran of the U.S. Navy's Seabees in World War II. Seafarer Charrette was born in Manchang, Mass. and was a resident of Galveston. Surviving are his widow, Darlene; a daughter, Claudia and a sister, Irene of Woonsocket, R.I.



Pensioner John Bednar Jr., 74, passed away from a heart attack in the Ralph K. Davies Medical Center, San Francisco on Nov. 19, 1981. Brother Bednar joined the SIU in 1947 in the port of San Francisco sailing as a bosun. He sailed 40 years. Seafarer Bednar was born in Chicago, Ill. and was a resident of Berwin, Ill. Interment was in Bohemian National Cemetery, Chicago. Surviving is a sister, Katherine of Berwin.



Pensioner Nelson Stanley Atherton, 78, passed away from cancer in the Walter Reed Hospital, Gloucester, Va. on Oct. 1, 1981. Brother Atherton joined the Union in the port of Philadelphia in 1966 sailing as a captain for the Graham Transportation Co. and IOT from 1965 to 1974. He was a veteran of the U.S. Coast Guard in World War II. And he was a retired employee of the U.S. Lighthouse Service. Boatman Atherton was born in Mathews, Va. and was a resident of Hallieford, Va. Burial was in the H.C. Smither Cemetery, Hudgins, Va. Surviving are his widow, Arlys and a daughter, Mrs. June O. Ring.



Pensioner Angelo Paul Cinquemano, 59, succumbed to pneumonia in the San Diego Veterans Administration (VA) Medical Center on Dec. 6, 1981. Brother Cinquemano joined the SIU in the port of New York in 1955 sailing as a 2nd cook and ship's delegate for 28 years. And he hit the bricks in the 1961 Greater N.Y. Harbor beef. He also rode the *CS Long Lines* (AT&T). Seafarer Cinquemano was a veteran of the U.S. Army in World War II. A native of Brooklyn, N.Y., he was a resident of Chula Vista, Calif. Cremation took place in Anaheim, Calif. His ashes were scattered on the sea. Surviving are a daughter, Mrs. Antoinette Goss of Bahama, N.C. and a sister, Mrs. Josephine C. Turner of Brooklyn.

Pensioner Lafayette Davis, 75, died of heart disease in the University of California Hospital, San Francisco on Aug. 30. Brother Davis first sailed on the West Coast in 1945. He rode the Matson Line and sailed during World War II. Seafarer Davis sailed 35 years. Born in Mississippi, he was a resident of San Francisco. Interment was in the Woodlawn Park Cemetery, Colma, Calif. Surviving are his widow, Mary, and a brother, Thomas of San Francisco.



Pensioner Louis Marcellas Firlie, 62, died in the Wyman Park Nursing Home, Baltimore on Dec. 28, 1981. Brother Firlie joined the SIU in the port of Baltimore in 1958 sailing as a FOWT. He was a veteran of the U.S. Army in World War II. Born in Cumberland, Md., he was a resident of Severn, Md. Burial was in Meadowbridge Park Cemetery, Elkridge, Md. Surviving are his widow, Adaline and two sons, Raymond and Albert.



Pensioner Claude Garnett Jr., 55, died of heart-lung failure in the Baltimore USPHS Hospital on Nov. 26, 1981. Brother Garnett joined the SIU in the port of Baltimore in 1960 sailing as a chief steward. He sailed 28 years. Seafarer Garnett was born in New Orleans and was a resident of Baltimore. Interment was in the Kings Park Cemetery, Randalstown, Md. Surviving are his widow, Bessie; a son, Claude Jr. and a daughter, Kimberley.



Pensioner Jose Gigante, 73, passed away in the Wyckoff Heights Hospital, Brooklyn, N.Y. on Dec. 22, 1981. Brother Gigante joined the SIU in 1939 in the port of New York sailing as a bosun. He sailed 41 years. Seafarer Gigante was born in the Philippines and was a resident of Brooklyn, N.Y. Burial was in the Municipal Cemetery, P.R. Surviving are his widow, Cristobalina; three sons, Victor, Jorge and Frank and a daughter, Mrs. Hilda Hernandez of Brooklyn.



Pensioner Ramon Arocho Gonzalez, 72, succumbed to heart failure in Carolina, P.R. on Dec. 18, 1981. Brother Gonzalez joined the SIU in 1944 in the port of New York sailing as a FOWT. He sailed 48 years. Seafarer Gonzalez was born in Adjuntas, P.R. and was a resident of Carolina. Surviving are his widow, Emilia; six sons, Carlos, Luis, Enrique, Ramon Jr., Antonio and Luis and a daughter, Emilia.



Pensioner Arthur Gordon Collett, 70, passed away from heart failure in the Barton Hepburn Hospital, Ogdensburg, N.Y. on Oct. 3, 1981. Brother Collett joined the SIU in 1943 in the port of New York sailing as a bosun. He was born in Canada, was a naturalized U.S. citizen and was also a resident of Ogdensburg. Interment was in the St. Malachie Cemetery, Ormstown, Quebec, Canada. Surviving are his widow, Rose Marie; a son, Peter and a daughter, Mrs. Micheline Deschamdauc, all of Ormstown and a sister, Mrs. Ethel Kasperait of Timmins, Ontario, Canada.



William Leon Corder, 44, died on Oct. 18, 1981. Brother Corder joined the Union in 1978 sailing as a deckhand and mate for the American Barge Line in Paducah, Ky. and for Inland Tugs in 1974. He was a former member of the UAW. Boatman Corder was a veteran of the U.S. Marine Corps in the Korean War. A native of Louisville, Ky., he was a resident there. Surviving are his widow, Juanita; a son, Dennis; a daughter, Melanie and his mother, Evelyn of Louisville.



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Pensioner Jose Gigante, 73, passed away in the Wyckoff Heights Hospital, Brooklyn, N.Y. on Dec. 22, 1981. Brother Gigante joined the SIU in 1939 in the port of New York sailing as a bosun. He sailed 41 years. Seafarer Gigante was born in the Philippines and was a resident of Brooklyn, N.Y. Burial was in the Municipal Cemetery, P.R. Surviving are his widow, Cristobalina; three sons, Victor, Jorge and Frank and a daughter, Mrs. Hilda Hernandez of Brooklyn.



Pensioner Ramon Arocho Gonzalez, 72, succumbed to heart failure in Carolina, P.R. on Dec. 18, 1981. Brother Gonzalez joined the SIU in 1944 in the port of New York sailing as a FOWT. He sailed 48 years. Seafarer Gonzalez was born in Adjuntas, P.R. and was a resident of Carolina. Surviving are his widow, Emilia; six sons, Carlos, Luis, Enrique, Ramon Jr., Antonio and Luis and a daughter, Emilia.



Pensioner Arthur Gordon Collett, 70, passed away from heart failure in the Barton Hepburn Hospital, Ogdensburg, N.Y. on Oct. 3, 1981. Brother Collett joined the SIU in 1943 in the port of New York sailing as a bosun. He was born in Canada, was a naturalized U.S. citizen and was also a resident of Ogdensburg, Ormstown, Quebec, Canada. Surviving are his widow, Rose Marie; a son, Peter and a daughter, Mrs. Micheline Deschamps, all of Ormstown and a sister, Mrs. Ethel Kasperait of Timmins, Ontario, Canada.



Pensioner Paul Radich, 85, succumbed to heart disease in the Morton Plant Hospital, Clearwater, Fla. on Nov. 3, 1981. Brother Radich joined the SIU in the port of New York in 1960 sailing as a deckhand for the N.Y. Central Railroad from 1923 to 1961 and the Lehigh Valley Railroad from 1916 to 1919. Born in Austria, he was a naturalized U.S. citizen and a resident of Clearwater. Burial was in Calvary Cemetery, Queens, N.Y.C. Surviving are a brother, George Orokkek of Yugoslavia, and a sister, Kate of Clearwater.



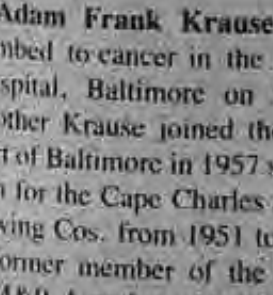
Leroy Elston Alters, 78, died of a lung ailment in the North Michigan Hospital, Little Traverse, Mich. on July 17, 1981. Brother Alters joined the Union in the port of Detroit in 1962 sailing as an AB and motorboat captain for the Arnold Transportation Co. He sailed for 40 years. A native of South Haven, Mich., he was a resident of Charlevoix, Mich. Burial was in Brookside Cemetery, Charlevoix. Surviving are his widow, Carolyn; two sons, John Jr. and Wayne; a daughter, Karen of Bakersfield, Calif.; his mother, Jane of Panama City and a sister, Mrs. Vida Motely, also of Panama City.



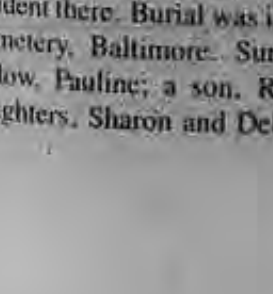
Pensioner Walter Olaf Holm, 83, passed away from a hemorrhage in the Mercy Medical Center, Oshkosh, Wis. on Nov. 8, 1981. Brother Holm joined the Union in the port of Detroit in 1960 sailing as a porter for the American Steamship Co. for 18 years. He was also a manufacturer of butter and ice cream. Born in Arkdale, Wis., he was a resident of Manistique, Mich. Burial was in Fairview Cemetery, Manistique. Surviving are four sons, Walter Jr. of Manistique; Walter of Lansing, Mich. William of Oshkosh and Orvis of St. John's, Mich.



Pensioner Ross Franklin Lyle Sr., 67, died of heart failure at home in Romayor, Tex. on Sept. 20, 1981. Brother Lyle joined the SIU in 1947 in the port of New Orleans sailing as a chief electrician. He was born in Alabama. Interment was in the White Cemetery, Highlands, Tex. Surviving are his widow, Mary of Crosby, Tex.; two sons, Spencer and Ross Jr., a 1978 Piney Point grad, and his mother, Mrs. Kathleen Pierce of Pasadena, Tex.



Adam Frank Krause Jr., 52, succumbed to cancer in the Johns Hopkins Hospital, Baltimore on Nov. 5, 1981. Brother Krause joined the Union in the port of Baltimore in 1957 sailing as a captain for the Cape Charles and Curtis Bay Towing Cos. from 1951 to 1976. He was a former member of the NMU and the MM&P. A native of Baltimore, he was a resident there. Burial was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Pauline; a son, Robert and two daughters, Sharon and Debra.



James Walter Parker died on Dec. 25, 1981. Brother Parker joined the SIU in the port of New York in 1955 sailing as a bosun. He was the father of the 1972 Union scholarship winner, Joyce Parker, who attended the University of Tulsa. And he was a resident of Muskogee, Okla. Surviving are his widow, Alice and a son, James Jr.



Pensioner Terence Allan McNece, 61, succumbed to cancer in the Sunnyside Nursing Home, Baltimore on Nov. 22, 1981. Brother McNece joined the SIU in 1948 in the port of Baltimore sailing as a bosun and QMED for 40 years. He was on the Union's Pension Study Committee from 1969 to 1970. Seafarer McNece was born in England and was a resident of Baltimore. Cremation took place in Baltimore. Surviving are his mother, Mary and a sister, Rita, both of Birkenhead, England.



John William Miller Jr., 57, died of arteriosclerosis in St. Joseph's Hospital, Houston on Sept. 21, 1981. Brother Miller joined the SIU in 1947 in the port of Mobile sailing as a FOWT. He was born in Panama City, Fla. and was a resident of Houston. Seafarer Miller was also a metalsmith. Burial was in Evergreen Cemetery, Houston. Surviving are his widow, Carolyn; two sons, John Jr. and Wayne; a daughter, Karen of Bakersfield, Calif.; his mother, Jane of Panama City and a sister, Mrs. Vida Motely, also of Panama City.



Pensioner Hinton Chonn Dickmeyer, 85, passed away from a heart attack in St. Tammy Hospital, Covington, La. on Sept. 25, 1981. Brother Dickmeyer joined the Union in the port of New Orleans in 1956 sailing as a cook for 22 years. He was a veteran of the U.S. Army in World War II. Born in Tangipahoa, La., he was a resident of Mandeville, La. Burial was in Westlawn Park Cemetery, Gretna, La. Surviving is a daughter, Mrs. Winifred Bell of New Orleans.



Pensioner William Keener Sutherland, 76, succumbed to a hemorrhage in the East Jefferson Hospital, Metairie, La. on Dec. 22, 1981. Brother Sutherland joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. He sailed during the Vietnam War. He was born in Shreveport, La. and was a resident of Metairie. Seafarer Sutherland's remains were donated to the Tulane Medical School, New Orleans. Surviving is his widow, Lucille.



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Ernie David 'Candy' Candiotti, 61, died in the Laguna Honda Hospital, San Francisco on Oct. 20, 1981. Brother Candiotti joined the SIU in the port of San Francisco in 1970 sailing as an assistant cook. He was a member of the Musician's Union and the Actor's Screen Guild for 15 years. And he played for the USO overseas. Born in San Francisco, he was a resident there. Cremation took place in the Pleasant Hill Crematory, Sebastopol, Calif. with his ashes being scattered on the sea. Surviving are his mother, Lucille of San Francisco; a daughter, Nicole and an uncle, Philip San Filippo of Sebastopol.



Francis Alexander Marion, 61, succumbed to a heart attack in the Lutheran Medical Center, Cleveland on Oct. 20, 1981. Brother Marion joined the Union in the port of Cleveland in 1963 sailing as a deckhand and lineman for Great Lakes Towing and for the Great Lakes Tug and Dredge Co. from 1961 to 1979. He was a sergeant rifleman veteran of the U.S. Army's Co. A, 348th Infantry Regiment, 80th Div. in World War II. Laker Marion served in the Northern France, Luxembourg and Germany Campaigns being awarded two battle stars and a Purple Heart Medal. A native of Cleveland, he was a resident there. Burial was in Holy Cross Cemetery, Cleveland. Surviving are his widow, Lorraine; a son, Edward and his mother, Elizabeth.



Pensioner Ernest Joseph Ross, 59, died of cancer in the Alpena (Mich.) General Hospital on July 5, 1981. Brother Ross joined the SIU in the port of Alpena in 1960 sailing as a deckhand for the National Gypsum Co.'s Cement Division for 20 years. He was born in Detroit and was a resident of Alpena. Interment was in Holy Cross Cemetery, Alpena. Surviving are his widow, Eva; two daughters, Mary Sue of Alpena and Brenda Kay; two brothers, Wilfred of Harrisville, Mich. and Arthur of Alpena and two sisters, Mrs. Eva Noel of Au Gres, Mich. and Mrs. Lillian Chipman of California.



Pensioner Anatole 'Tony' Michael Chuhcantseff, 48, died on Mar. 23, 1981. Brother Chuhcantseff joined the SIU in the port of San Francisco in 1959 sailing as an assistant cook and storekeeper for the Matson Line. He was a graduate of the Union's Stewards Training School in 1960. Chuhcantseff was a A3/C veteran of the U.S. Air Force Air Rescue Division. And he had two years of junior college studying Business Administration. Born in Oromar, Japan, he was a resident of Union City, Calif. Surviving are his father, Michael of San Francisco; a brother, Vlad of Scottsdale, Ariz. and a nephew, Michael.



Thabet Abdul Hussain, 50, died in the Manila (P.I.) Hospital of burns sustained aboard the *SS Mobile* (Sea-Land) on Dec. 28, 1981. Brother Hussain joined the SIU in the port of New York in 1971 sailing as a FOWT. He was born in Aden; was a naturalized U.S. citizen and was a resident of San Francisco. Surviving are his widow, Karim Shamah of Aden; two sons, Abdul Hakim of Aden and Fadel; four daughters, Menrah, Maryam, Zahra, and Munia and three brothers, Shamah, Fadhle and Hakeem, all of Aden, Yemen.



Pensioner Nils Sture Larsson, 75, passed away on Dec. 24, 1981. Brother Larsson joined the SIU in 1944 in the port of New York sailing as a bosun. He sailed 42 years. Seafarer Larsson walked the picket line in the Chicago beef, the 1965 MEBA Ferry Boat and the District Council 37 beefs. A native of Sweden, he was a naturalized U.S. citizen and a resident of Jacksonville. Surviving are a son, Gordon Garbrant of the Swedish Navy and a sister, Mrs. Dagmar I. Johnson of Va Skone, Sweden.



Pensioner Jonathan Wilfred Grizzel, 84, succumbed to a stroke in the Merritt Is. (Fla.) Manor Nursing Home on Dec. 22, 1981. Brother Grizzel joined the Union in the port of Mobile in 1956 sailing as an AB and supply boat bar pilot for 41 years. He was a veteran of the U.S. Coast Guard in World War II. A native of Little Cayman, B.W.I., he was a naturalized U.S. citizen and a resident of Merritt Is. Burial was in the Garden of Memories Cemetery, Tampa. Surviving is his widow, Judith.



Marion Reid McClure Sr., 54, died of liver failure in the Colleton (S.C.) Regional Hospital, Wallerboro on Nov. 26, 1981. Brother McClure joined the SIU in 1944 in the port of Savannah sailing as a chief steward. He sailed 36 years and during World War II, Seafarer McClure was on the Jacksonville Shoregang in 1956 and attended Piney Point for upgrading. Born in South Carolina, he was a resident of St. George, S.C. Interment was in Appleby's Church Cemetery, Grover, S.C. Surviving are his widow, Dorothy of Macon, Ga.; two sons, David and Marion Jr.; a daughter, Donna and a sister, Mrs. Ruth M. Westberry of St. George.

Child Labor—Worldwide

"...a child has a right to protection against exploitation."

A child may have that right as stated in a Declaration by the Director-General of the International Labor Organization, but that right is largely ignored in many parts of the world where children work in backbreaking and hazardous jobs, often with tragic consequences.

The Declaration, which was a response to the designation of 1979 as the "International Year of the Child" by the General Assembly of the United Nations, went on to say that "a child is not a 'small adult' but a person entitled to self-fulfillment through learning and play...."

Many children never have the chance to get an education, and many are too tired or have little time to play.

In one province in Argentina, children as young as five years old help with the cotton picking. In India, little children collect rags and other waste material. In Jakarta and other Indonesian cities, children under nine years old work as shoeblacks or sell cigarettes and newspapers.

In the wall-partition manufacturing industry in Mexico, children work for 10 or 12 hours a day with a wall mixture made up of refuse, adobe, and waste materials. In Nigeria, contractors or subcontractors hire children to move sand and brick on a piece-rate basis.

In Pakistan's building and quarrying industries, children are "in effect abducted from their homes and confined in camps" where "they are closely watched and are severely punished and

BY 1912, 38 states in the U.S. had already adopted some sort of child labor laws setting standards for age, safety, hours of employment and minimum wages. Then in 1938, the **Fair Labor Standards Act** mandated sweeping Federal protection for America's children against exploitation by unscrupulous employers. Much of the credit for these victories goes to the American trade union movement which fought for decades to put a final halt to the destruction of youth in America.

However, this is not the case worldwide. Today in 1982, millions of children are robbed of their youth, their health and in many cases their lives as they work in backbreaking jobs with no protection or concern for their tender ages.



Child labor was widespread in the U.S. in the 19th and early 20th centuries. Here a group of "Breaker Boys" work in America's coal industry. They became bent-backed like old men because of their stooped working position.



Kids who still drink out of baby bottles are being treated at a hospital for burns sustained on their jobs as itinerant petroleum sellers. Partly because of a natural lack of concentration that is characteristic of childhood, young children who work are exposed to greater danger than adults.

All Photos: International Labor Office/J.P. Laffont/SYGMA

humiliated if they try to escape."

Poor city children in Peru, where the urban child mortality rate is 69 percent, begin working at the age of seven as errand boys, domestic servants, and street traders. And in Thailand, children from the age of 11 work in

poorly lit, hot, stuffy glass factories from 7:30 in the morning to 4:30 or 5 p.m.

Poverty Spawns Abuses

These are only a few examples of the exploitation of child workers. They are taken from a book called "Children at Work" put out by the International Labor Organization (ILO) in 1979. Probably they're not the worst examples either. SIU members who travel around the world including visits to some of the most impoverished nations, have likely seen little children doing jobs as bad or much worse than these.

Child labor is not a phenomenon detached from its surroundings. Most often it's the result of extreme poverty that affects not only the child, but the entire family. In "Children at Work," the author says "...for the fight against child labour is but one aspect of the over-all fight against poverty. Thus, when their misery is eradicated, when their fathers

have a job that is rewarded more fairly and when their standard of living is raised, school-age children will no longer be obliged to go out to work."

Within the countries where child labor is prevalent, there must be a change of attitude so that a high priority in the national budgets is given to the reduction and eventual elimination of child labor. But developed countries also need to play a role.

According to an ILO resolution, it will be necessary "to develop international solidarity and co-operation with the developing countries and to activate efforts to establish a new and fair international economic order so as to respond more effectively to the basic measures undertaken by each state for better child protection."

Trade unionists within the countries where child labor is most prevalent can bring pressure for an end to this practice. As is pointed out in "Children at Work," three reasons "should



In many Third World countries, the street shoeblack is a common sight. He earns a pittance for his long day's work, just like the rest of his family and the others in the poverty-stricken world of which he is a part.

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Exploitation—Few Answers



In very poor homes, children—if they do not engage in actual production work—must take on domestic chores which they are far too young to handle safely.



In this 1978 photograph this barefoot child and his companion are seen emerging from a coal mine in which they work.



A heavy load of rubbish borne by this child is putting too great a strain on his young body.

suffice to convince them of the need for this: (a) the physical and mental havoc that is wrought by child labor; (b) the fact that each child worker is effectively employed in place of an adult worker; and (c) the fact that child labour reduces adult earnings."

Elimination of child labor, however, should not just be confined to trade unionists in the poorer, developing countries where it is relatively common.

Workers in the wealthier, developed nations must also take part in its demise. Pressure can be brought through organizations like the ILO of which the United States is a member as are many of the world's countries.

Trade unionists in the richer countries can also push their governments to give economic aid to the poorer nations as well as to be willing to work closely with these countries in other ways to help them solve their problems.

Solidarity for Kids

A resolution on the "Year of the Child" adopted by the International Labour Conference, noted that it will be necessary "to develop international solidarity and co-operation with the developing countries and to activate efforts to establish a new and fair international economic order so as to respond more effectively to the basic measures undertaken by each State for better child protection."

Child labor, it should be noted, is not strictly confined to the poorer nations. There's child worker exploitation to be cleared up right here in America too. An investigation last year by the United States Department of Labor found that some of the sweatshops in New York City's Chinatown were employing children as young as 10 years old.

Whether in this country or another, the way we treat our

children is a fair indication of what the rest of our life is like. Where there's hope, pride—and adequate funds—our children are well cared for and well educated. They're given opportunities to make a good life for themselves. But where there's poverty and despair, where life is

a constant struggle, it's reflected in the tired eyes and thin bodies of the children who must go to work way before they should. If the children of this world are its future, then to insure a bright one, everyone must work for the elimination of child labor and its underlying causes.



It doesn't look like particularly hard work, but children who are street vendors are exposed for many long hours each day to the cold, the heat, and the rain, as well as the moral dangers of a street life. Rarely do they go to school or have much time to play.



Working without shoes, the curly headed little fellow on the right performs his assigned task in the brick making industry. But from the size of him, it doesn't look like he's even been walking for too long.



In many Third World countries, the street shoeblack is a common sight. He earns a pittance for his long day's work, just like the rest of his family and the others in the poverty-stricken world of which he is a part.

LETTERS

TO THE EDITOR



8 Wonderful Years on Pension

I have been retired almost eight wonderful years. But if it hadn't been for the SIU helping with my wife's hospital bills it would not have been so good. Also thanks for the \$80 increase in pension which I got some months ago. It sure is nice. And thanks for paying for my medicine. That's another plus that helps.

I just love to read the **Log** about all the fine advances the SIU is getting all the time for seamen.

Fraternally,

Clifton "Mac" McLellan
Hedgesville, West Virginia

Register, Vote—For Survival

I believe its time the membership must become more involved in our voting process, both local and national for the sake of survival.

Recently, Jim Florio, a labor backed candidate, lost the New Jersey gubernatorial race by the smallest margin ever recorded in a major election. The fact that he lost this race may very well have far reaching consequences on the outcome of the New Jersey Senate race in November.

If we do not all get actively involved and squarely behind the labor candidate for the N.J. Senate race, as well as all the other key races for the House and Senate nationwide, the entire maritime industry could go down the drain.

Registering to vote is a very simple, uncomplicated procedure. The absentee ballot is also easily available for those who will be on a ship on Election Day. Not to exercise this right could have a great bearing on our future. If we don't register and vote, we have no one to blame but ourselves.

Fraternally,

Anthony Notturmo
N-213
Villas, N.J.

Going on Pension—And Glad

This is just to thank SIU President Frank Drozak and all the officials and members of the SIU for the pension that I will be receiving from now on. If it wasn't for the way the Union fought for the rights of seamen all over, we would not have anything to look forward to. So from the bottom of my heart, I thank you and God bless you all.

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Arthur Perry
P-987
River Rouge, Mich.

Always a Seafarer at Heart

Having been an active member of the SIU for the past 41 years, I would like to thank the SIU officials for their help and understanding in the past and the present. I am retired now but I will always remain a Seafarer.

Fraternally,

George Steele
Book #S-376
New Orleans, La.

Note of Thanks for Sympathy

I would like to thank each of my fellow shipmates both on the ships and ashore, for their sympathy, and condolences upon the death of my wife, Rose Sullivan on Dec. 26, 1981.

Also I wish to thank the officials at the Seattle union hall, especially Steve Troy, and the officials and office personnel at T.O.T.E. Steamship Co. in the port of Tacoma Wash.

Sincerely,

John A. Sullivan
S-392
S/S Great Land

Scholarship Winner a Top Boilermaker

I am proud to inform you that, through the help of the SIU's Charlie Logan Scholarship, I have obtained the grades and met the requirements to be placed on the Dean's List at Purdue University Calumet.

In removing the financial burden, your scholarship has allowed me to concentrate more intensely upon my studies and to achieve this great honor. I am now endowed with certain privileges such as the ability to take additional subjects, the opportunity to gain credit in a subject by special examination, and the advantage of auditing one class without the assessment of an additional fee. Thank you again for helping me to obtain this prestige.

Sincerely yours,

John E. Ludwicki

Compassion At Sea

We the crew of the **SS Houston** would like to express our thanks to Capt. Hartlage and Chief Mate Gunter for the way they handled the injury to our chief cook who had fallen and injured his leg.

Despite the early hour of the injury, the chief mate turned to immediately to render assistance. The captain also checked the extent of the injury, and seeing the man in pain, promptly changed course for the nearest possible shore medical relief. Thank God we still have such kind and capable men going to sea. Thanks again.

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USSR Building M.M. Furiously; U.S. Standing Still

AMERICA'S ability to ensure her national security—as well as to succeed in a military conflict abroad—depends upon seapower. Adequate seapower demands both a Navy and a merchant marine, working together, not at cross-purposes.

The concept of integrated seapower was important enough to be written into the Merchant Marine Act of 1936, which calls for a merchant marine capable of serving as a military auxiliary in time of war or national emergency.

This is common wisdom throughout the world. Many nations go to great lengths to support a strong, efficient merchant marine. Recently, for example, the Soviet Marine Ministry announced plans to add 50 major ships to their merchant fleet during 1982.

The South Korean government, which subsidizes 90 percent of its national shipbuilding costs, has just implemented a massive, five-year vessel construction program. And France declared its intention to "restore France's maritime position."

When it first came to Washington, the Reagan Administration seemed to understand that American seapower needed both a strong merchant marine and an adequate Navy.

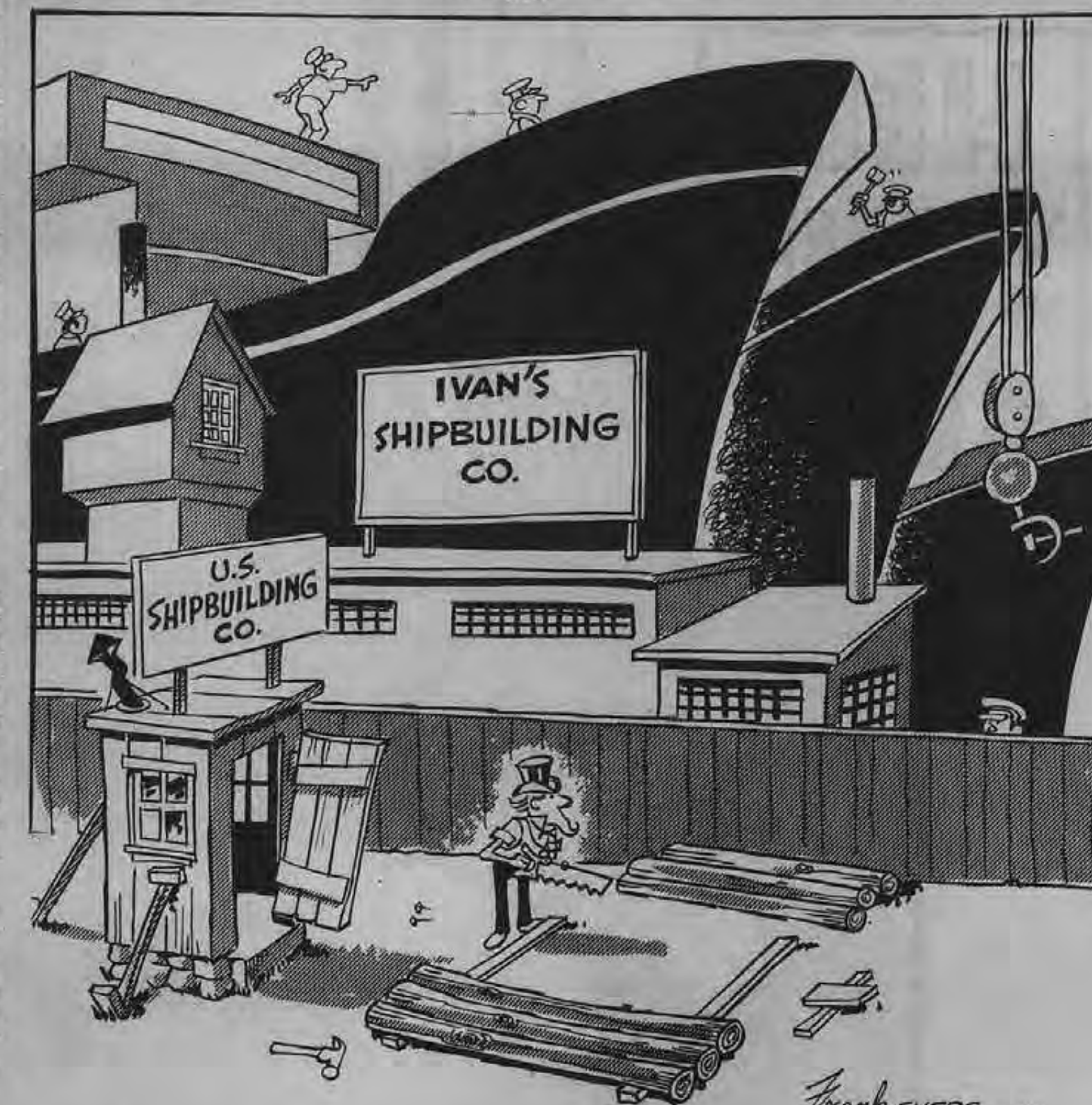
"With the commercial industry assuming increased responsibility for many auxiliary functions," President Reagan said of the merchant marine a year ago, "substantial cost saving can be achieved and a large reserve of manpower can be released to provide crews for a growing naval fleet."

We commended the Administration for those words and looked forward to the promised "New Beginning for America's Maritime Industry." Reagan spoke of during his campaign. So far, however, the Administration has yet to practice what it preached.

Last year the Construction Differential Subsidy (CDS) program—which encouraged shipbuilding in American shipyards—was wiped out. And, in the Fiscal Year 1983 budget, released late last month, the crucial Operating Differential Subsidy (ODS) program was targeted for eventual extinction, and cutbacks are slated for Title XI construction loan and mortgage guarantee programs.

ODS enables U.S. vessel operators to compete with foreign carriers that have lower costs for labor, maintenance and insurance. The \$454 million ODS requested for FY 1983 is meant only to maintain funding for operation of 151 ships—the same number of vessels scheduled to receive subsidies during FY 1982.

For ODS, the Administration proposes to "meet the Government's obligation on existing contracts" and



"allow no additional ODS commitments."

Elimination of ODS would be, among other things, a false economy. In a recent study, the Maritime Administration revealed that the \$1.9 billion in ODS expended between 1970 and 1978 had generated \$11.6 billion in output throughout the entire economy, providing 196,000 person-years of employment in maritime. That's a pretty big return for the investment.

The cutbacks are necessary, argues the Administration "to hold down escalating costs"—a rationale particularly hard to credit in light of the \$96 billion requested for a five-year, 133-vessel Navy shipbuilding program.

Included in that whopping total is \$200 million for Navy fleet oilers as well as funding for escort ships and other vessels "that will support [Naval] missions"—functions that should clearly be left to the merchant marine.

While they're busily cutting away at those funding programs which are the life's blood of the U.S. maritime industry, the Administration claims "a full review of maritime policies is cur-

rently being conducted to determine effective methods for revitalizing the maritime industry."

This kind of "logic" makes no sense. But, even worse, it is a hazardous course for this nation to follow.

Dismantling U.S. maritime support programs will certainly doom our already inadequate merchant marine. And, in the event of a military emergency, could doom a U.S. war effort as well.

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