

90735 IM MI 53706

NEWSPAPER
PERIODICAL UNIT
STATE HISTORICAL SOCIETY
816 STATE ST
MADISON

9036

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 43 No. 12 December 1981

Highlights of
AFL-CIO



Centennial
Convention
pages 17-21

SIU Mans New Hopper Dredge Padre Island

pages 6-7



SIU has a New Home in Mobile page 10



SAB Acts on
Trip Reliefs,
Maintenance of
'A' Seniority
pages 3-4

House OKs
Return of
SS Constitution
page 5



Merry Christmas & Happy New Year to All

U.S. Ships Will Get 50% of Aid Cargoes to Israel

ECONOMIC RELATIONS between the U.S. and Israel are back on an even keel, following resolution of a misunderstanding over enforcement of this nation's U.S.-flag cargo preference requirements.

For the past three years, U.S. economic aid to Israel has been supplied via a "cash transfer program" rather than traditional commodity shipments. The U.S. transfers money to the Israeli government with the provision that Israel use it to purchase needed commodities in the U.S.

The cash transfer agreement gives Israel more flexibility in what they buy, from whom and when they make their purchases. In return, the Israelis made an informal commitment to abide by U.S. cargo preference requirements since the commodities they were buying with U.S. dollars were essentially aid cargoes.

The cash transfer agreement signed this year called for the U.S. to transfer \$785 million to Israel for the purchase of 200,000 tons of American grain. Included in this year's total, as it has been in the past, was the amount necessary to fulfill the U.S. flag transportation stipulation.

However, this year, Israel's Economic Minister balked at the

American cargo preference requirement, claiming it would cost his government \$30 million more to ship on American-flag vessels than on ships from Israel. Though actual U.S.-flag participation in this trade over the past three years has run between 20 and 30 percent, this year the Israeli's wanted no shipping requirement at all.

While the Maritime Administration, the SIU and other U.S. maritime unions insisted that the cargo preference laws be upheld, the United States Agency for Interna-

tional Development (AID) and the State Department sided with the Israelis.

In an internal memorandum, dated in mid-November, the AID, which administers U.S. foreign assistance programs, shrugged off cargo preference. "Particularly in a time when tight budget constraints impel us to utilize scarce resources to the best possible advantage," the memo read, "we see no reason to dilute our assistance by providing a hidden subsidy to U.S. shippers...."

This was not the first time a U.S. agency has backed an attempt to skirt cargo preference laws. Fortunately, those in the Administration who believe, with the SIU, that a 50 percent U.S.-flag shipping requirement for government cargoes is crucial for both national and economic security, overrode the objections of the State Dept., the AID and Israel's Economic Minister.

The cash transfer program to Israel, with the U.S.-flag cargo preference provision intact, is once more in operation.

AFSCME's Jerry Wurf, 62, Dies

WASHINGTON, D.C.—President Jerry Wurf, 62, of the million-member American Federation of State, County and Municipal Employees (AFSCME) Union, AFL-CIO died of heart failure on Dec. 10 at George Washington University Hospital.

Militant labor leader Wurf had been in the hospital for a month after stomach surgery.

He became head of the union of 200,000 workers in 1964. Later it became the largest public employees union in the country.

Born in New York City, Wurf graduated from New York University in 1940. While working in a cafeteria during the Great Depression, he became

dissatisfied with working conditions there. So he organized his co-workers into a union and soon organized other restaurant employees.

In 1947, Wurf became an organizer for AFSCME to rebuild New York's District Council 37 into a strong union, winning collective bargaining recognition from the city government. In 1959, he was elected executive director.

Wurf became the union's national president when he led a revolt against the leadership.

Upon learning of Wurf's death, SIU President Frank Drozak sent the following telegram to Bill Lucy, secretary-treasurer of AFSCME:

"On behalf of the officers and

membership of the Seafarers International Union, I wish to express our profoundest sympathies on the loss of your president Jerry Wurf.

His death is a tragic loss to the labor movement at large and to the hundreds of thousands of state, county and municipal workers who enjoy job, financial and retirement security today as a direct result of the lifelong efforts of Jerry Wurf on their behalf.

The warm friendship and close working relationship that so many people here at the SIU shared with Jerry for more than two decades will not be forgotten."

Surviving are his widow, Mildred, a son and two daughters.

PRESIDENT'S REPORT



The events which took place at the AFL-CIO's Centennial Convention last month will have important and long lasting effects on American political life and the lot of American workers for many years to come.

The Convention proved to the nation that the American labor movement was indeed a cohesive, thriving organization which is not about to throw in the towel on years

of social progress for working people.

The delegates also gave their entire and unanimous support to the AFL-CIO's far reaching programs to protect and enhance the lives and livelihoods of those who work for wages.

But for the SIU and SIU members, the AFL-CIO Convention had even greater significance. Because the Convention delegates unanimously voted the SIU a seat on the AFL-CIO Executive Council—the key policy making arm of the labor movement.

This election gives the SIU the only seagoing voice on the Council, and it gives us a strong voice in formulating programs and decisions that could have direct impact on our industry and our security as maritime workers.

Most importantly, though, it gives us the indispensable opportunity to render strong support for the programs of our brother unions, as well as enabling us to parlay the assets and strengths of our own Union into widespread support for U.S. maritime throughout the labor movement.

This kind of support from the labor movement is often the deciding factor when the really tough issues come up for a vote in Congress.

Let's face it. In the maritime business, you live or die on the front

lines of Washington, D.C.

All the key decisions controlling the fortunes or misfortunes of our industry are inevitably made on Capitol Hill miles from any seaport.

Politics of course has always played a role in shaping our industry. But in the past five years or so the political arena has become the number one area of importance to American maritime.

It's an unfortunate fact of life that you must be effective in Washington or you are in serious danger of losing the whole shootin' match.

It's also a fact that no one union can go it alone in Washington. The issues today are too complicated. And the opposition controls too many assets.

That's why the support of the labor movement is so important to us. And that's why our support to other unions on their issues is so crucial as well.

Of course, no one is going to do our job for us. We still have to get up every morning and grind it out day after day. And SIU members must continue to play the key role of participation in SPAD as well as the Union's other political and educational programs.

The bottom line is that we are in a good position to gather the support of the movement. But we still have to lead the charge.

The most important thing, though, is that in light of the events at last month's convention, we as an organization are in a better position today to control our own destiny than ever before. And considering the importance of some of the issues we will be tackling in Congress in 1982, our ability to be effective politically could very well be the difference between success or failure.

As we look to the battles of next year, SIU members should feel confident in this Union's ability to get the job done. It won't be easy going. But we have the tools, we will have the support, and we have the willpower to bring home a winner.

In closing, I would like to wish all my brothers and sisters of our great Union, wherever they may be throughout the nation or throughout the world, a very happy holiday season and a healthy and prosperous New Year.

U.S. Ships Will Get 50% of Aid Cargoes to Israel

ECONOMIC RELATIONS between the U.S. and Israel are back on an even keel, following resolution of a misunderstanding over enforcement of this nation's U.S.-flag cargo preference requirements.

For the past three years, U.S. economic aid to Israel has been supplied via a "cash transfer program" rather than traditional commodity shipments. The U.S. transfers money to the Israeli government with the provision that Israel use it to purchase needed commodities in the U.S.

The cash transfer agreement gives Israel more flexibility in what they buy, from whom and when they make their purchases. In return, the Israelis made an informal commitment to abide by U.S. cargo preference requirements since the commodities they were buying with U.S. dollars were essentially aid cargoes.

The cash transfer agreement signed this year called for the U.S. to transfer \$785 million to Israel for the purchase of 200,000 tons of American grain. Included in this year's total, as it has been in the past, was the amount necessary to fulfill the U.S. flag transportation stipulation.

However, this year, Israel's Economic Minister balked at the

American cargo preference requirement, claiming it would cost his government \$30 million more to ship on American-flag vessels than on ships from Israel. Though actual U.S.-flag participation in this trade over the past three years has run between 20 and 30 percent, this year the Israeli's wanted no shipping requirement at all.

While the Maritime Administration, the SIU and other U.S. maritime unions insisted that the cargo preference laws be upheld, the United States Agency for Interna-

tional Development (AID) and the State Department sided with the Israelis.

In an internal memorandum, dated in mid-November, the AID, which administers U.S. foreign assistance programs, shrugged off cargo preference. "Particularly in a time when tight budget constraints impel us to utilize scarce resources to the best possible advantage," the memo read, "we see no reason to dilute our assistance by providing a hidden subsidy to U.S. ship-

This was not the first time a U.S. agency has backed an attempt to skirt cargo preference laws. Fortunately, those in the Administration who believe, with the SIU, that a 50 percent U.S.-flag shipping requirement for government cargoes is crucial for both national and economic security, overrode the objections of the State Dept., the AID and Israel's Economic Minister. The cash transfer program to Israel, with the U.S.-flag cargo preference provision intact, is once more in operation.

AFSCME's Jerry Wurf, 62, Dies

WASHINGTON, D.C.—President Jerry Wurf, 62, of the million-member American Federation of State, County and Municipal Employees (AFSCME) Union, AFL-CIO died of heart failure on Dec. 10 at George Washington University Hospital.

Militant labor leader Wurf had been in the hospital for a month after stomach surgery.

He became head of the union of 200,000 workers in 1964. Later it became the largest public employees union in the country.

Born in New York City, Wurf graduated from New York University in 1940. While working in a cafeteria during the Great Depression, he became

dissatisfied with working conditions there. So he organized his co-workers into a union and soon organized other restaurant employees.

In 1947, Wurf became an organizer for AFSCME to rebuild New York's District Council 37 into a strong union, winning collective bargaining recognition from the city government. In 1959, he was elected executive director. Wurf became the union's national president when he led a revolt against the leadership.

Upon learning of Wurf's death, SIU President Frank Drozak sent the following telegram to Bill Lucy, secretary-treasurer of AFSCME:

"On behalf of the officers and

membership of the Seafarers International Union, I wish to express our profoundest sympathies on the loss of your president Jerry Wurf.

His death is a tragic loss to the labor movement at large and to the hundreds of thousands of state, county and municipal workers who enjoy job, financial and retirement security today as a direct result of the lifelong efforts of Jerry Wurf on their behalf.

The warm friendship and close working relationship that so many people here at the SIU shared with Jerry for more than two decades will not be forgotten."

Surviving are his widow, Mildred, a son and two daughters.

PRESIDENT'S REPORT



The events which took place at the AFL-CIO's Centennial Convention last month will have important and long lasting effects on American political life and the lot of American workers for many years to come.

The Convention proved to the nation that the American labor movement was indeed a cohesive, thriving organization which is not about to throw in the towel on years

of social progress for working people.

The delegates also gave their entire and unanimous support to the AFL-CIO's far reaching programs to protect and enhance the lives and livelihoods of those who work for wages.

But for the SIU and SIU members, the AFL-CIO Convention had even greater significance. Because the Convention delegates unanimously voted the SIU a seat on the AFL-CIO Executive Council—the key policy making arm of the labor movement.

This election gives the SIU the only seagoing voice on the Council, and it gives us a strong voice in formulating programs and decisions that could have direct impact on our industry and our security as maritime workers.

Most importantly, though, it gives us the indispensable opportunity to render strong support for the programs of our brother unions, as well as enabling us to parlay the assets and strengths of our own Union into widespread support for U.S. maritime throughout the labor movement.

This kind of support from the labor movement is often the deciding factor when the really tough issues come up for a vote in Congress. Let's face it. In the maritime business, you live or die on the front

lines of Washington, D.C.

All the key decisions controlling the fortunes or misfortunes of our industry are inevitably made on Capitol Hill miles from any seaport.

Politics of course has always played a role in shaping our industry. But in the past five years or so the political arena has become the number one area of importance to American maritime.

It's an unfortunate fact of life that you must be effective in Washington or you are in serious danger of losing the whole shootin' match.

It's also a fact that no one union can go it alone in Washington. The issues today are too complicated. And the opposition controls too many assets.

That's why the support of the labor movement is so important to us. And that's why our support to other unions on their issues is so crucial as well.

Of course, no one is going to do our job for us. We still have to get up every morning and grind it out day after day. And SIU members must continue to play the key role of participation in SPAD as well as the Union's other political and educational programs.

The bottom line is that we are in a good position to gather the support of the movement. But we still have to lead the charge.

The most important thing, though, is that in light of the events at last month's convention, we as an organization are in a better position today to control our own destiny than ever before. And considering the importance of some of the issues we will be tackling in Congress in 1982, our ability to be effective politically could very well be the difference between success or failure.

As we look to the battles of next year, SIU members should feel confident in this Union's ability to get the job done. It won't be easy going. But we have the tools, we will have the support, and we have the willpower to bring home a winner.

In closing, I would like to wish all my brothers and sisters of our great Union, wherever they may be throughout the nation or throughout the world, a very happy holiday season and a healthy and prosperous New Year.

Seafarers Appeals Board Actions Passed Concerning:

Trip Reliefs and Maintenance of 'A' Seniority

As the Log went to press, the Seafarers Appeals Board had just completed two important actions. The first action (No. 259) is a new rule concerning the maintenance of "A" Seniority, which goes into effect January 2, 1982.

The second action (No. 260) concerns the establishment of a system of "trip reliefs" for key rated jobs, which will go into effect April 1, 1982.

The Seafarers Appeals Board passed these actions after numerous meetings and discussions between union and management representatives spanning a period of nearly six months.

Questions or comments on the two new actions should be addressed to Seafarers Appeals Board, 675 Fourth Ave., Brooklyn, N.Y. 11232; Angus "Red" Campbell, chairman.

Following is the complete text of both of these two important actions.

Seafarers Appeals Board Action No. 259 Maintenance of "A" Seniority

Whereas, extensive automation and technological changes have occurred in the maritime industry, and

Whereas, such changes have required the upgrading of skills of the seamen employed in the various ship-board departments, and

Whereas, regular employment aboard contracted vessels is necessary to consistently provide qualified, competent and productive seamen for contracted vessels, and

Whereas, a seaman's Seniority, particularly Class "A" and its continuance should bear a reasonable relationship to a seaman's active registration and employment with contracted employers, as distinguished from unlimited maintenance of such Seniority status without regard to such active registration and employment with

its concomitant unreasonable adverse effect upon employment opportunities for those active seamen possessing Seniority other than Class "A".

NOW, THEREFORE, the Seafarers Appeals Board hereby amends the Shipping Rules for the period commencing with January 2, 1982, as follows:

Section 1.B.1. shall be amended to read as follows:

"Class "A" Seniority rating, the highest rating, subject to loss thereof as provided in Paragraph 1.B.1. (d) hereof, shall be possessed by:"

A new **Section 1.B.1. (d)** shall be added to read as follows:

"Seamen possessing Class "A" Seniority shall maintain such Seniority provided they ship regularly as defined herein, each calendar year. The pro-

visions of Rules 1. D, F, and I, shall be applicable hereto. Seamen who have upgraded and presently sail as Licensed Deck or Engine Officers aboard American-flag ocean going vessels, shall be in compliance with the requirements of this Rule, if at the time they acquired the appropriate officer license, possessed Class "A" Seniority and in addition ship as officers aboard American-flag ocean going vessels covered by collective bargaining agreement between the Union and the owner or operator of such vessels for not less than ninety (90) days each calendar year.

Seamen possessing Class "A" Seniority who are employed by Companies who are party to and subject to these Rules, in shoreside capacity such as Port Stewards, for not less than ninety (90) days in each calendar year, shall be in compliance with the requirements of this Rule. Time spent in the satisfactory completion of training and upgrading programs at the S.H.L.S.S. shall also be counted.

Seamen possessing Class "A" Seniority who fail thereafter to maintain such Seniority as required by these Rules, shall then possess Class "B"

Seniority under these Rules, and provided they thereafter ship regularly as defined herein, in each of two (2) consecutive calendar years and submit evidence of such shipping regularly to the Seafarers Appeals Board, shall be reclassified Class "A" Seniority."

A new Rule to be known as 1.B.2. (g) shall be added to read as follows: "all unlicensed seamen who possessed Class "A" Seniority but who thereafter fail to maintain such Seniority, all as provided in Rule 1.B.1. (d)."

Rule 1.B.3. G. shall be amended to read as follows:

"In the event a seaman possessing less than Class "A" Seniority rating fails to ship regularly within the meaning of these Rules during a particular calendar year, except as otherwise provided in the last paragraph of Rule 1.B.1. (d), shall lose all accumulated employment credit for that and all preceding years in his then current Seniority rating."

Dated: December 16, 1981

C. J. Bracco D. Merritt
J. Caffey

A. Campbell, Chairman

Seafarers Appeals Board Action No. 260 Trip Reliefs

Whereas, technology and automation have created extensive changes in vessel operation, maintenance and cargo handling, and

Whereas, world-wide competition

demand that experienced, efficient and qualified personnel be employed in certain key ratings to maintain efficient and economical operation in the various

Continued on Page 4

AFL-CIO, Reagan 'Open Dialogue' at White House

Washington, D.C.—AFL-CIO President Lane Kirkland, SIU President Frank Drozak and 25 other Federation vice presidents met

'A' Seniority, Bosun, Steward Recert Classes Scheduled for 1982

The Seafarers Appeals Board at its meeting of November 27, 1981, pursuant to Action No. 258, has scheduled classes in 1982 for the following named Programs.

Bosuns Recertification Program

February 8th
April 12th
August 9th

Stewards Recertification Program

March 8th
May 10th
July 12th
September 13th
October 11th

Seniority Upgrading Program

March 8th
May 10th
June 7th

here for about an hour with President Reagan on Dec. 2 for a talk termed "frank and businesslike" by a White House spokesman.

"We welcome the opportunity for an exchange of views with the President," said Kirkland in a statement following the White House meeting, even though the trade union movement "has deep, principled differences with the Administration's budget and tax policies."

Those differences, along with the Executive Council's "deep concern over the nation's excessive and mounting unemployment and... the deepening recession" were high on the list of topics under discussion at the meeting.

We "urged the President," Kirkland continued, "to adopt a strong anti-recession program as contained in our recent convention resolution," said Kirkland, referring to a policy resolution voted by delegates to the AFL-CIO Convention in New York last month.

The Federation's program calls for federally funded jobs programs, expanded housing programs and



restoration of public service employment, among other things, all of which differ markedly from the Administration's cost-cutting policies.

Kirkland and the AFL-CIO Executive Council also appealed to Reagan to "give humane consideration to the problems of the air traffic controllers and their families."

In addition, Reagan heard the labor chiefs voice strong opposition to John R. Van de Water, the Administration's choice to head the National Labor Relations Board. Van de Water has a reputation inside

organized labor as a "union buster" but Reagan said he would not reconsider his choice for NLRB chairman.

The President did, however, promise to pursue a dialogue with the AFL-CIO "to receive the counsel and input of the representatives of organized labor on a continuing basis."

Acknowledging that he is "estranged from labor," Reagan called the White House meeting "a good point for us to consider starting over. We need consultation to get this country moving again," he said.

While the rift between Reagan and AFL-CIO President Kirkland over differences in policy and priorities remains, Kirkland welcomed "the President's assurances that labor will have timely opportunities to express its views on issues of mutual concern as the Administration's position on these issues is being formulated."

"The AFL-CIO," said Kirkland, "is prepared to cooperate in any arrangements established to carry out this new policy."

Leon Hall Honored By Mobile Port Council

Mobile, Ala.—SIU Atlantic Coast Vice President Leon Hall was honored as "Alabama Maritime Labor Man of the Year" on Dec. 5.

The award was given by the Greater Mobile Port Maritime Council of the AFL-CIO Maritime Trades Department at their annual dinner.

Held in the brand new Seafarers Union Hall in Mobile, Ala., the dinner was attended by 400 people, including many of Alabama's labor, business, and political leaders.

The award, a ship's wheel, was given to Hall by SIU Mobile Port Agent Tommy Glidewell who was Master of Ceremonies at the Dinner.

Vice President Hall, who was born in 1920, is a native of Alabama. After working in an Alabama shipyard and on the docks, Hall shipped out as a messman on the



As "Alabama Maritime Labor Man of the Year," a Ship's Wheel is presented to SIU Atlantic Coast Vice President Leon Hall (second from left) by SIU Mobile Port Agent Tommy Glidewell, who is also secretary-treasurer of the Greater Mobile Port Maritime Council. At left is Jean Ingrao, executive secretary-treasurer of the Maritime Trades Department, AFL-CIO. Next to Leon Hall is his wife, Charlotte.

freighter SS Wacosta in 1939. He soon joined the newly formed SIU.

From 1942 until the end of World War II, Hall served in the U.S. Army. He resumed shipping in 1946 and for the next 13 years he moved

up in the steward department to chief cook and chief steward.

Hall came ashore to work for the SIU in 1959 and he steadily rose from patrolman in the ports of New York, San Francisco, Detroit, and

Philadelphia to port agent in New York from 1965 to 1968, and then Headquarters representative from 1968 to 1979.

In 1980, the SIU membership elected Hall to be vice president in charge of the Atlantic Coast. He is also on the Board of Trustees of several of the Union/Management administered trust funds.

Among the other speakers were: Jean Ingrao, executive secretary-treasurer of the Maritime Trades Department; Barney Weeks, president of the Alabama AFL-CIO; Elwood Hogan, circuit court judge, and Bill Baxley, former Lieutenant Governor of Alabama.

Giving the opening remarks was the President of the Greater Mobile Port Maritime Council, Eurie Williams who is business agent in Mobile for the Sheet Metal Workers International union.

Trip Reliefs and Maintenance of 'A' Seniority

Continued from Page 3

departments to insure uninterrupted service and safe delivery of all cargoes, and

Whereas, an Industry Committee, comprised of Union representatives and Contracted Employer representatives has duly evaluated industry conditions relating to vessel operation and productivity,

NOW, THEREFORE, the Seafarers Appeals Board hereby amends the Shipping Rules as follows, for a period of twelve (12) months, at which time the effect of these amendments will be reevaluated by the Industry Committee to determine the need to continue or terminate these amendments.

This action shall become effective April 1, 1982.

A new Rule to be known as Rule 5.A.12. is hereby adopted and it shall read as follows:

"12. Trip Reliefs.

Anything contained in these Rules to the contrary notwithstanding, the following shall be applicable.

(a) The following specified ratings enumerated in this subsection (a), possessing Class "A" Seniority, upon attaining six (6) months of continuous employment on or after April 1, 1982, shall request a relief for a period of between sixty (60) and one hundred twenty (120) days, subject, however, to the vessel's operational necessities, upon the vessel's arrival at a Port in the Continental U.S.A. or Puerto Rico. All such enumerated rating seamen entitled to trip reliefs shall request no less than ninety (90) days relief during each three hundred sixty-five (365) days of employment aboard the vessel commencing with their original date of hire. All reliefs shall be posted on the hiring hall shipping board.

Deck Department

Recertified Bosuns

Engine Department

Chief Pumpman
QMED/Pumpman Class 1
Chief Electrician
QMED Electrician Class 1
Reefer Engineer
Crane Maintenance Electrician
QMED/Plumber/Machinist

Steward Department

Recertified Stewards
Recertified Steward/Cooks
Recertified Steward/Bakers
Passenger B.R. Utilities

(on vessels where only one is carried)

(b) If a vessel lays up, the six (6) months employment period shall include employment time prior to the period of lay up and after the vessel is reactivated.

(c) If a vessel lays up during the period that a relief is provided, the seaman providing the relief shall have the option of completing the relief period when the vessel is reactivated. If the remaining relief time is not accepted by a relief, the seaman who was being relieved must rejoin the vessel.

(d) Trip Reliefs shall be provided only when a replacement is available. Seamen who leave a vessel without proper relief waive their right to rejoin the vessel pursuant to the trip off provisions.

(e) Every effort will be made by the seamen rejoining the vessel to do so at the same port where the relief was provided.

(f) Seamen being relieved must register at the port where relieved if relieved in Continental U.S.A. or Puerto Rico, within forty-eight (48) hours after being relieved, excluding

Saturday, Sunday and Holidays. On vessels remaining outside the Continental U.S.A. in excess of six (6) months, as on shuttle vessels, relief shall be provided at a port mutually agreed to between the Union and the Employer. In such cases, the seaman being relieved shall register at his home port.

(g) Seamen who register after being relieved cannot compete for other jobs referred to the hiring hall. If they compete for other jobs, they waive any right to rejoin the vessel on which they were relieved.

(h) Seamen shipped for relief trips shall be designated as "Temporary Relief" by the Dispatcher.

(i) Notwithstanding any other provisions of these Shipping Rules, relief trips shall not exceed the time period specifically provided for herein for the relieving seaman.

(j) Seamen requesting reliefs must advise the Ship's Master, Ship's Chairman, and departmental delegate of such intent forty-eight (48) hours prior to the vessels arrival in port. On vessels scheduled to arrive on a weekend, such notice must be provided no later than Thursday noon preceding the vessel's arrival.

(k) The Union and Contracted Employers shall coordinate the dispatching of trip reliefs to avoid duplication of pay. If not possible, the seaman joining the vessel shall receive the day's pay. Premium, overtime or penalty payments shall be paid to the seamen performing the work.

(l) It is the responsibility of the seaman having the right to relief, to return to the vessel at the completion of the relief by claiming his position from the hiring hall shipping board no later than the day prior to the vessels arrival. On vessels arriving on a weekend, the re-ship assignment card must

be picked up no later than Friday. If Friday is a recognized holiday in the port, the re-ship assignment card must be obtained on the preceding Thursday.

Seamen failing to comply with the re-ship procedures shall forfeit their re-ship assignment and shall reregister pursuant to the provisions specified in Rule 2, Shipping Procedure.

(m) If a seaman fails to comply with the provisions of "(l)" above, the job involved shall be shipped in accordance with the provisions of Rule 2, Shipping Procedure.

(n) Seamen receiving maintenance and cure benefits during their relief time off shall forfeit the right to return to the vessel under this Trip Relief procedure.

(o) Transportation will be paid by the Company to the relief and the seaman being relieved.

(p) All Port Agents shall maintain a detailed record of all vessels and personnel involved in the aforementioned procedures.

(q) The procedures specified above shall become effective April 1, 1982, for the specified ratings on board a vessel and for those specified ratings shipped on or after April 1, 1982 and shall continue for a period of twelve (12) months, at which time it will be reevaluated by the Industry Committee to determine whether the procedure will continue or be terminated."

A new subsection "F" shall be added to Rule 6 and which shall read as follows:

"F Rule 6 and all its subsections shall be inapplicable to the provisions of Rule 5.A.12."

Dated: December 16, 1981

C. J. Bracco

D. Merritt

J. Caffey

A. Campbell, Chairman

Leon Hall Honored By Mobile Port Council

Mobile, Ala.—SIU Atlantic Coast Vice President Leon Hall was honored as "Alabama Maritime Labor Man of the Year" on Dec. 5.

The award was given by the Greater Mobile Port Maritime Council of the AFL-CIO Maritime Trades Department at their annual dinner.

Held in the brand new Seafarers Union Hall in Mobile, Ala., the dinner was attended by 400 people, including many of Alabama's labor, business, and political leaders.

The award, a ship's wheel, was given to Hall by SIU Mobile Port Agent Tommy Gildewell who was Master of Ceremonies at the Dinner.

Vice President Hall, who was born in 1920, is a native of Alabama. After working in an Alabama shipyard and on the docks, Hall shipped out as a messman on the



As "Alabama Maritime Labor Man of the Year," a Ship's Wheel is presented to SIU Atlantic Coast Vice President Leon Hall (second from left) by SIU Mobile Port Agent Tommy Gildewell, who is also secretary-treasurer of the Greater Mobile Port Maritime Council. At left is Jean Ingrao, executive secretary-treasurer of the Maritime Trades Department, AFL-CIO. Next to Leon Hall is his wife, Charlotte.

freighter *SS Wacosta* in 1939. He soon joined the newly formed SIU.

From 1942 until the end of World War II, Hall served in the U.S. Army. He resumed shipping in 1946 and for the next 13 years he moved

up in the steward department to chief cook and chief steward.

Hall came ashore to work for the SIU in 1959 and he steadily rose from patrolman in the ports of New York, San Francisco, Detroit, and

Philadelphia to port agent in New York from 1965 to 1968, and then Headquarters representative from 1968 to 1979.

In 1980, the SIU membership elected Hall to be vice president in charge of the Atlantic Coast. He is also on the Board of Trustees of several of the Union/Management administered trust funds.

Among the other speakers were: Jean Ingrao, executive secretary-treasurer of the Maritime Trades Department; Barney Weeks, president of the Alabama AFL-CIO; Elwood Hogan, circuit court judge, and Bill Baxley, former Lieutenant Governor of Alabama.

Giving the opening remarks was the President of the Greater Mobile Port Maritime Council, Eurie Williams who is business agent in Mobile for the Sheet Metal Workers International union.

Trip Reliefs and Maintenance of 'A' Seniority

Continued from Page 3
departments to insure uninterrupted service and safe delivery of all cargoes, and

Whereas, an Industry Committee, comprised of Union representatives and Contracted Employer representatives has duly evaluated industry conditions relating to vessel operation and productivity,

NOW, THEREFORE, the Seafarers Appeals Board hereby amends the Shipping Rules as follows, for a period of twelve (12) months, at which time the effect of these amendments will be reevaluated by the Industry Committee to determine the need to continue or terminate these amendments.

This action shall become effective April 1, 1982.

A new Rule to be known as Rule 5.A.12. is hereby adopted and it shall read as follows:

"12. Trip Reliefs.

Anything contained in these Rules to the contrary notwithstanding, the following shall be applicable.

(a) The following specified ratings enumerated in this subsection (a), possessing Class "A" Seniority, upon attaining six (6) months of continuous employment on or after April 1, 1982, shall request a relief for a period of between sixty (60) and one hundred twenty (120) days, subject, however, to the vessel's operational necessities, upon the vessel's arrival at a Port in the Continental U.S.A. or Puerto Rico. All such enumerated rating seamen entitled to trip reliefs shall request no less than ninety (90) days relief during each three hundred sixty-five (365) days of employment aboard the vessel commencing with their original date of hire. All reliefs shall be posted on the hiring hall shipping board.

Deck Department

Recertified Bosuns

Engine Department

Chief Pumpman
QMED/Pumpman Class 1
Chief Electrician
QMED Electrician Class 1
Reefer Engineer
Crane Maintenance Electrician
QMED/Plumber/Machinist

Steward Department

Recertified Stewards
Recertified Steward/Cooks
Recertified Steward/Bakers
Passenger B.R. Utilities

(on vessels where only one is carried)

(b) If a vessel lays up, the six (6) months employment period shall include employment time prior to the period of lay up and after the vessel is reactivated.

(c) If a vessel lays up during the period that a relief is provided, the seaman providing the relief shall have the option of completing the relief period when the vessel is reactivated. If the remaining relief time is not accepted by a relief, the seaman who was being relieved must rejoin the vessel.

(d) Trip Reliefs shall be provided only when a replacement is available. Seamen who leave a vessel without proper relief waive their right to rejoin the vessel pursuant to the trip off provisions.

(e) Every effort will be made by the seamen rejoining the vessel to do so at the same port where the relief was provided.

(f) Seamen being relieved must register at the port where relieved if relieved in Continental U.S.A. or Puerto Rico, within forty-eight (48) hours after being relieved, excluding

Saturday, Sunday and Holidays. On vessels remaining outside the Continental U.S.A. in excess of six (6) months, as on shuttle vessels, relief shall be provided at a port mutually agreed to between the Union and the Employer. In such cases, the seaman being relieved shall register at his home port.

(g) Seamen who register after being relieved cannot compete for other jobs referred to the hiring hall. If they compete for other jobs, they waive any right to rejoin the vessel on which they were relieved.

(h) Seamen shipped for relief trips shall be designated as "Temporary Relief" by the Dispatcher.

(i) Notwithstanding any other provisions of these Shipping Rules, relief trips shall not exceed the time period specifically provided for herein for the relieving seaman.

(j) Seamen requesting reliefs must advise the Ship's Master, Ship's Chairman, and departmental delegate of such intent forty-eight (48) hours prior to the vessels arrival in port. On vessels scheduled to arrive on a weekend, such notice must be provided no later than Thursday noon preceding the vessel's arrival.

(k) The Union and Contracted Employers shall coordinate the dispatching of trip reliefs to avoid duplication of pay. If not possible, the seaman joining the vessel shall receive the day's pay. Premium, overtime or penalty payments shall be paid to the seamen performing the work.

(l) It is the responsibility of the seaman having the right to relief, to return to the vessel at the completion of the relief by claiming his position from the hiring hall shipping board no later than the day prior to the vessels arrival. On vessels arriving on a weekend, the re-ship assignment card must

be picked up no later than Friday. If Friday is a recognized holiday in the port, the re-ship assignment card must be obtained on the preceding Thursday.

Seamen failing to comply with the re-ship procedures shall forfeit their re-ship assignment and shall re-register pursuant to the provisions specified in Rule 2, Shipping Procedure.

(m) If a seaman fails to comply with the provisions of "(l)" above, the job involved shall be shipped in accordance with the provisions of Rule 2, Shipping Procedure.

(n) Seamen receiving maintenance and cure benefits during their relief time off shall forfeit the right to return to the vessel under this Trip Relief procedure.

(o) Transportation will be paid by the Company to the relief and the seaman being relieved.

(p) All Port Agents shall maintain a detailed record of all vessels and personnel involved in the aforementioned procedures.

(q) The procedures specified above shall become effective April 1, 1982, for the specified ratings on board a vessel and for those specified ratings shipped on or after April 1, 1982 and shall continue for a period of twelve (12) months, at which time it will be reevaluated by the Industry Committee to determine whether the procedure will continue or be terminated."

A new subsection "F" shall be added to Rule 6 and which shall read as follows:

"F Rule 6 and all its subsections shall be inapplicable to the provisions of Rule 5.A.12."

Dated: December 16, 1981

C. J. Bracco D. Merritt

J. Caffey

A. Campbell, Chairman

House Votes 'Yea' to Bring Back SS Constitution

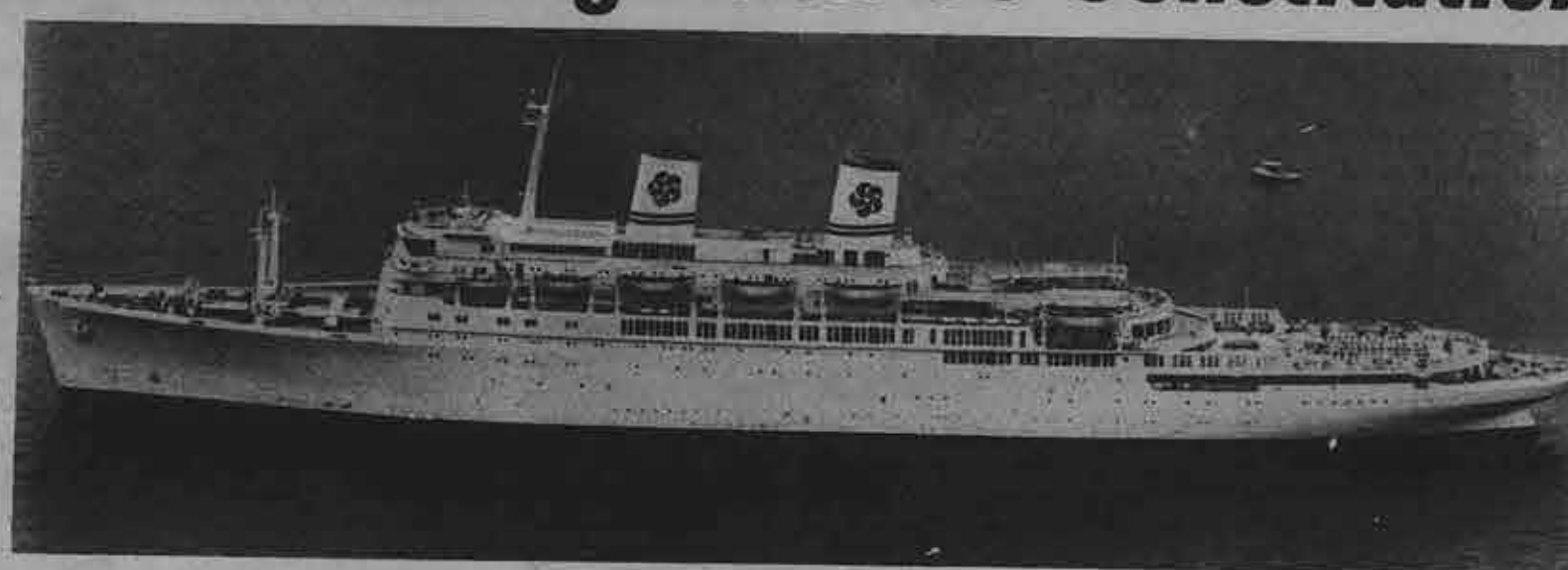
WASHINGTON, D.C.—The process of rebuilding a U.S. passenger ship industry took a great leap forward this month as the House of Representatives unanimously passed a bill aimed at returning the *SS Constitution* to service as an American-flag cruise ship.

Introduced last June by Rep. Walter Jones (D-N.C.), chairman of the House Merchant Marine & Fisheries Committee, the bill, H.R. 3782, was voted in the House on Dec. 8. Two weeks earlier, the Merchant Marine Subcommittee, headed by Rep. Mario Biaggi (D-N.Y.) had unanimously recommended passage of the bill.

A companion bill to H.R. 3782 has not been introduced in the Senate. However, Senate observers report hearings on the measure just passed by the House will probably be held by the Senate sometime next month.

The bill's intention is to "revitalize" the domestic pleasure cruise industry "by clarifying and waiving certain restrictions in the Merchant Marine Act...to permit the entry of the steamship vessel *Constitution* into the trade."

U.S. law precludes foreign-owned, foreign-registered vessels from entering the U.S. coastwise trade. Legislation to redocument the



U.S. flag liner *SS Oceanic Independence*

States citizen, and;

the vessel is limited to carrying passengers.

H.R. 3782 is identical to the bill Congress passed in 1979 which authorized the *Oceanic Independence* to begin operating as a U.S.-flag passenger vessel, under contract to the SIU, the following year.

SIU legislative representative Frank Pecquex, in testimony presented late last month to the House Subcommittee on Merchant Marine, praised Congress for their "wisdom...in passing the enabling legislation" for the *Independence*, a decision which "has been borne out over the past year."

"We are eager to see the *Constitution* return to service in the same trade," he continued. "It is estimated that such a return would provide

350 new jobs and would strengthen several sectors of the American economy." He cited support to U.S. shipyards, supply industries and shipboard employment as some of the direct benefits of the *Oceanic Constitution's* return to the U.S. passenger trade.

Also, he pointed out that "passenger vessels are extremely useful for troop transport," and that the *Constitution* "would have to be made available as a naval auxiliary in event of war."

Finally, passage of H.R. 3782 would send a clear message to the maritime industry," said Pecquex, because it "would give further evidence that the Congress seriously intends to support the revitalization of the U.S.-flag passenger fleet."

Port Bill Top Legislative Priority in '82

WASHINGTON, D.C.—When the 97th Congress comes back into session late next month, the SIU legislative staff will be there to fight for 40 percent dry bulk carriage on U.S.-flag ships.

As was reported in the November Log, a port development bill guaranteeing such carriage through bilateral trade agreements was passed by the House Merchant Marine and Fisheries Committee.

Right now the bill is in the House Public Works and Transportation Committee but no action can be taken because the Congress is on holiday recess.

A dry bulk cargo provision came

Up Maternity Benefit For Plan 'B' Recipients

The Log is pleased to announce that the Board of Trustees of the Seafarers Welfare Plan has increased the maternity benefit for those covered by Plan 'B' of the Welfare Plan. The benefit goes from \$300 to \$500 for normal births. This increase will mainly affect SIU fishermen, members of the former Atlantic Fishermen's Union out of Gloucester, Mass.

about through an amendment to H.R. 4627, a port development bill that is a response to the coal boom expected in the next decade.

The amendment's goal is to have U.S.-flag ships haul 40 percent of all American dry bulk imports and exports, commercial or otherwise, within ten years time. This would generally be done through bilateral cargo sharing agreements between America and her trading partners.

U.S. ships built with subsidy or operated with subsidy would be excluded from the program.

The SIU's legislative team here worked vigorously to get the amendment passed and they will continue to fight for its enactment. In fact, the bill will be given top priority when the second session of the 97th Congress begins on Jan. 25.

If it becomes law, the bill would give an enormous boost to the American merchant marine. Of course, the bill still has a long way to go. If it passes the Committee, H.R. 4627 must still go through the full House, the Senate, and be signed by President Reagan. Other

port development bills are also being considered in the Senate.

The full port development bill has so-called "fast track" provisions designed to speed up the necessary improvement in U.S. ports to handle the coal trade.

The bill would also keep federal financing for capital construction,

and operations and maintenance for ports 45 feet or shallower; it would provide federal and local cost-sharing for construction projects to dredge ports deeper than 45 feet; and it would require the federal government to pay for 75 percent of the added maintenance cost of such deeper harbors and channels.

542301
UNITED STATES COAST GUARD
1-1

BECOME A 3RD ASSISTANT ENGINEER

This 10 week course is a *Third Assistant Engineer* preparation course for motor or steam.

The requirements for this course are 3 years seetime.

Course starts March 15

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

Sit for your exam at any licensing Coast Guard office.

For details, contact SHLSS or your SIU Field Representative.



The 3000hp hopper dredge Padre Island moored at a pier in Norfolk.



A view of the dredge's bridge and deckhouse.

New Hopper Padre Island Nearing End of

The **Padre Island**, third in a line of hopper dredges owned and operated by the North American Trailing Co., joined the SIU fleet after her christening ceremony in November. Like sisters, the **Manhattan Island** and the **Sugar Island**, the

Padre Island is a self-propelled vessel measuring 281 feet in length and has a 19½ foot draft when loaded. Christening took place in Slidell, La. where the dredge was built.

Utilizing two pump systems, the **Padre Island** sucks mate-

rial from the sea floor into its 3600 cubic yard capacity hopper. When the hopper is loaded the **Padre Island** then can move to deep water and open up her split hull to dump the dredged materials far from any shipping lanes.

She has the ability to be a totally self-contained dredging operation that makes the hopper dredge an extremely desirable vessel and a source of pride for the 18 man SIU crew who keep things running smoothly.

The **Padre Island** is just



Chief Cook John Reid applies a little oleo to a tasty ham and cheese sandwich.



Bill Clett, drag tender on the Padre Island, stows his work vest in the locker.



Here's a happy group awaiting their noontime repast. From the left they are: Brad Simek, 2nd mate; Harry Bogan, A.B. and Lyle McDonald, A.B.



The 3000hp hopper dredge Padre Island moored at a pier in Norfolk.



A view of the dredge's bridge and deckhouse.

New Hopper Padre Island Nearing End of

The **Padre Island**, third in a line of hopper dredges owned and operated by the North American Trailing Co., joined the SIU fleet after her christening ceremony in November. Like sisters, the **Manhattan Island** and the **Sugar Island**, the

Padre Island is a self-propelled vessel measuring 281 feet in length and has a 19½ foot draft when loaded. Christening took place in Slidell, La. where the dredge was built.

Utilizing two pump systems, the **Padre Island** sucks mate-

rial from the sea floor into its 3600 cubic yard capacity hopper. When the hopper is loaded the **Padre Island** then can move to deep water and open up her split hull to dump the dredged materials far from any shipping lanes.

She has the ability to be a totally self-contained dredging operation that makes the hopper dredge an extremely desirable vessel and a source of pride for the 18 man SIU crew who keep things running smoothly.

The **Padre Island** is just



Chief Cook John Reid applies a little oleo to a tasty ham and cheese sandwich.



Bill Clett, drag tender on the Padre Island, stows his work vest in the locker.



Here's a happy group awaiting their noontime repast. From the left they are: Brad Simek, 2nd mate; Harry Bogan, A.B. and Lyle McDonald, A.B.



Handling things on the bridge are Captain David Richardson (L.) and Mate Don Shelton.

Maiden Dredge Job

completing her first job in the harbor area around Norfolk and Hampton Roads, Virginia and will soon move south to Wilmington, North Carolina to begin dredge work there. Like the **Manhattan Island**, the **Padre** runs on 3000 hp diesel engines; the deluxe

model **Sugar Island** (identical in every other way) puts out 6750 hp. The **Manhattan** and the **Sugar Islands** just finished a season of dredging on the Great Lakes and will see duty on the East coast during the winter months.



Newlyweds Joseph and Melanie Brisson take a moment to pose on the deck of the Padre Island. Joe's an AB on the dredge. Melanie was just visiting her hubby.



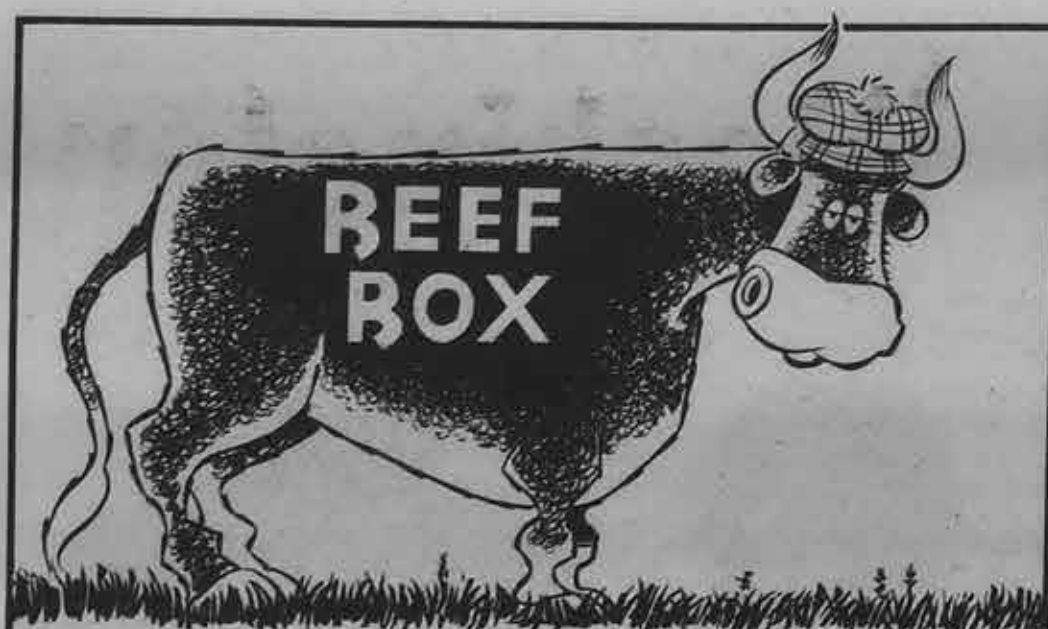
The unique 'split hull' of the hopper dredge can be seen in this photograph of the Padre Island.



In case you didn't know, this is what a 'hopper' looks like. The Padre holds up to 3600 cubic yards of dredged material.



SIU Norfolk patrolman Dave "Scrapiron" Jones (R.) gives utilityman Mike Hundley a few words of wisdom.



by Angus "Red" Campbell

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

RULE 8—SHIPPING RULES—DISCIPLINARY PROCEDURES

Whether a person works ashore or goes to sea for a living and whether or not there is a Union contract covering the rights and obligations of both the employer and employee, there are rules and regulations that must be adhered to, or disciplinary procedures can be instituted.

S.I.U. (AGLIWD) Constitution has provisions whereby a member can prefer charges against another member which could result in fines, suspension or both.

Under Rule 8 of the Shipping Rules, the ultimate penalty could be a permanent loss of shipping rights.

Whether charges are invoked by the provisions of the Union Constitution or Rule 8 of the Shipping Rules, the seaman involved is provided with "due process."

Rule 8 of the Shipping Rules provides that the Union, the SHLSS, or a Contracted Employer may invoke charges against a seaman for the following reasons:

1. Drunkenness or alcoholism
2. Use, possession or sale of narcotics
3. Use or possession of dangerous weapons or substances
4. Physical assault
5. Malicious destruction of property
6. Gross misconduct
7. Neglect of duties and responsibilities
8. Deliberate interference with the efficient operation of vessels, of the SHLSS, or the various hiring halls
9. Deliberate failure or refusal to join vessels
10. Any act or practice which creates a menace or nuisance to the health or safety of others

Subject to where a violation occurs, determines who shall invoke the charges. If the violation occurs about the hiring hall or for violations of the Shipping Rules, the Port Agent of the port involved files the charges.

If the violations occur while attending programs conducted by the SHLSS, the School will file the charge.

Since the majority of the violations occur aboard ship or during the course of the seaman's employment, the Contracted Employers file the charges.

Charges invoked pursuant to Rule 8, are handled in the following manner regardless of who is the charging party: the Union, SHLSS, or Contracted Employers.

A letter must be sent by the charging party to the Chairman of the Seafarers Appeals Board specifying the complaint. A copy is sent to the seaman involved.

The chairman then designates a Hearing Committee of two, one representing the Union and the other representing management, to hear the complaint.

The Hearing Committee then prepares a written specification of the charges, and sets a date, time and place for the hearing, which is sent by certified mail to the seaman's last known address.

Upon receipt of the notification, the seaman may request a new date, time and location of the hearing. Such request must be received by the Seafarers Appeals Board at least one week before the original scheduled date.

The hearing shall proceed as scheduled, whether or not the accused is present. The charging party, and the charged party shall have full opportunity to present their evidence either in writing or in person.

The Hearing Committee shall render its decision on the day of the hearing or as soon as possible after the hearing is completed. The decision shall be reduced to writing and copies sent to the Seafarers Appeals Board, the complaining party and to the accused seaman.

The accused may appeal the decision from the Hearing Committee to the Seafarers Appeals Board. The appeal shall be in writing and set forth the basis of the appeal in sufficient detail to be understood.

All appeals are heard by the Seafarers Appeals Board at its next regular meeting provided the appeal was received in sufficient time to give the seaman at least five days written notice of the time and place the appeal will be considered.

The decision of the Board shall be in writing and copies sent to the seaman and charging party.

Pending the hearing and determination by the Board, the decision of the Hearing Committee shall be in effect.

A final appeal is available to the seaman from the decision of the Board to the Impartial Umpire. Such appeal must be made by the seaman in writing within ten days following receipt of the Board's decision. The appeal is then forwarded to the Impartial Umpire, who shall set the time and place for the hearing of the appeal in New York City within thirty days following receipt of the appeal.

The Impartial Umpire shall render his decision in writing and forward copies to all parties.

His decision shall be final and binding.

A review of the decisions which have resulted through these procedures indicates dismissal of the charges, probationary periods, and limited or permanent loss of shipping rights.

Vietnam Vet, From OS to 2nd Mate, and Climbing

TALKING about the upgrading courses which he took, Seafarer William Eckles only wishes he had taken advantage of them sooner.

At the age of 38, Brother Eckles is now Second Mate Eckles and still has plenty of time to go for higher licenses which, "for sure," he plans to do.

Brother Eckles, who joined the SIU in 1965 in the port of Philadelphia, had sailed as bosun for three years when he attended the upgrading school run by District 2 Marine Engineers Beneficial Association-Associated Maritime Officers.

Located in Brooklyn, N.Y., the School has enabled many Seafarers to reach the top posts in their profession.

While an unlicensed seamen, Brother Eckles also took advantage of the upgrading courses at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Among the vocational courses available, he took the quarter-master and welding classes.

Also helping him vocationally and academically, as well as personally, was



2nd Mate William Eckles

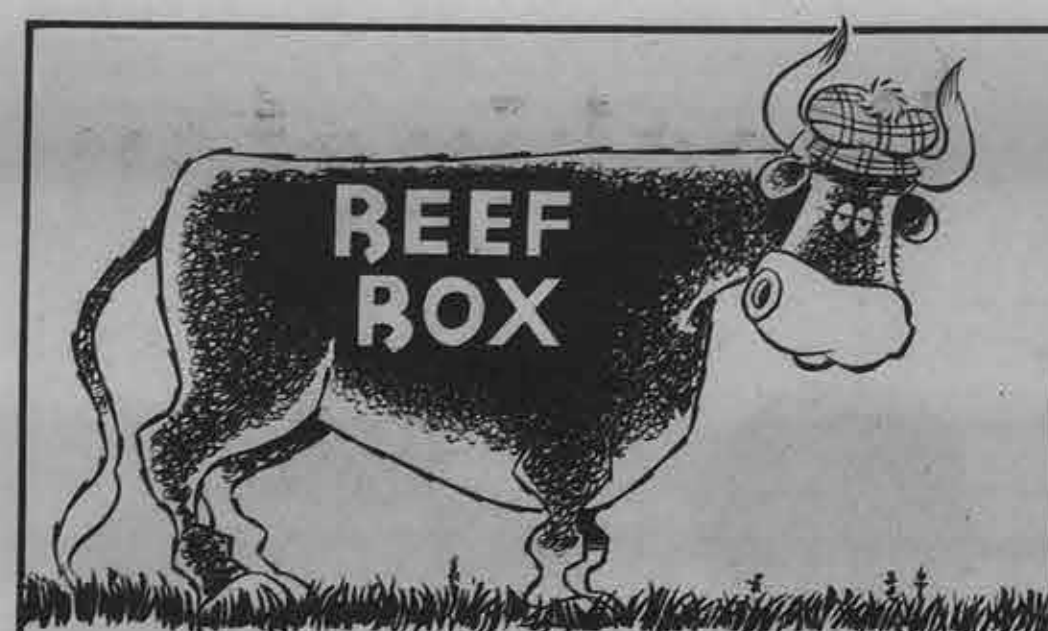
the General Educational Development program he took at the School. It enabled him in the 1970's to get his high school diploma. "I had to get that diploma before my son got his." Brother Eckles has two sons, 19-year old Joe who's in

his second year at Penn State, and seventeen-year old Sean who sails as OS with the SIU.

Eckles recently became a proud father again. His wife, Elda, gave birth four months ago to a baby girl, Erin. Brother

Eckles, who was born in Boston, now lives with his family in Silver Spring, Md.

Before joining the SIU, Eckles served with the Marine Corps for two years, part of that time in Vietnam.



by Angus "Red" Campbell

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

RULE 8—SHIPPING RULES—DISCIPLINARY PROCEDURES

Whether a person works ashore or goes to sea for a living and whether or not there is a Union contract covering the rights and obligations of both the employer and employee, there are rules and regulations that must be adhered to, or disciplinary procedures can be instituted.

S.I.U. (AGLWD) Constitution has provisions whereby a member can prefer charges against another member which could result in fines, suspension or both.

Under Rule 8 of the Shipping Rules, the ultimate penalty could be a permanent loss of shipping rights.

Whether charges are invoked by the provisions of the Union Constitution or Rule 8 of the Shipping Rules, the seaman involved is provided with "due process."

Rule 8 of the Shipping Rules provides that the Union, the SHLSS, or a Contracted Employer may invoke charges against a seaman for the following reasons:

1. Drunkenness or alcoholism
2. Use, possession or sale of narcotics
3. Use or possession of dangerous weapons or substances
4. Physical assault
5. Malicious destruction of property
6. Gross misconduct
7. Neglect of duties and responsibilities
8. Deliberate interference with the efficient operation of vessels, of the SHLSS, or the various hiring halls
9. Deliberate failure or refusal to join vessels
10. Any act or practice which creates a menace or nuisance to the health or safety of others

Subject to where a violation occurs, determines who shall invoke the charges. If the violation occurs about the hiring hall or for violations of the Shipping Rules, the Port Agent of the port involved files the charges. If the violations occur while attending programs conducted by the SHLSS, the School will file the charge.

Since the majority of the violations occur aboard ship or during the course of the seaman's employment, the Contracted Employers file the charges. Charges invoked pursuant to Rule 8, are handled in the following manner regardless of who is the charging party: the Union, SHLSS, or Contracted Employers.

A letter must be sent by the charging party to the Chairman of the Seafarers Appeals Board specifying the complaint. A copy is sent to the seaman involved. The chairman then designates a Hearing Committee of two, one representing the Union and the other representing management, to hear the complaint.

The Hearing Committee then prepares a written specification of the charges, and sets a date, time and place for the hearing, which is sent by certified mail to the seaman's last known address.

Upon receipt of the notification, the seaman may request a new date, time and location of the hearing. Such request must be received by the Seafarers Appeals Board at least one week before the original scheduled date.

The hearing shall proceed as scheduled, whether or not the accused is present. The charging party, and the charged party shall have full opportunity to present their evidence either in writing or in person.

The Hearing Committee shall render its decision on the day of the hearing or as soon as possible after the hearing is completed. The decision shall be reduced to writing and copies sent to the Seafarers Appeals Board, the complaining party and to the accused seaman.

The accused may appeal the decision from the Hearing Committee to the Seafarers Appeals Board. The appeal shall be in writing and set forth the basis of the appeal in sufficient detail to be understood.

All appeals are heard by the Seafarers Appeals Board at its next regular meeting provided the appeal was received in sufficient time to give the seaman at least five days written notice of the time and place the appeal will be considered.

The decision of the Board shall be in writing and copies sent to the seaman and charging party.

Pending the hearing and determination by the Board, the decision of the Hearing Committee shall be in effect.

A final appeal is available to the seaman from the decision of the Board to the Impartial Umpire. Such appeal must be made by the seaman in writing within ten days following receipt of the Board's decision. The appeal is then forwarded to the Impartial Umpire, who shall set the time and place for the hearing of the appeal in New York City within thirty days following receipt of the appeal.

The Impartial Umpire shall render his decision in writing and forward copies to all parties.

His decision shall be final and binding.

A review of the decisions which have resulted through these procedures indicates dismissal of the charges, probationary periods, and limited or permanent loss of shipping rights.

Vietnam Vet, From OS to 2nd Mate, and Climbing

TALKING about the upgrading courses which he took, Seafarer William Eckles only wishes he had taken advantage of them sooner.

At the age of 38, Brother Eckles is now Second Mate Eckles and still has plenty of time to go for higher licenses which, "for sure," he plans to do.

Brother Eckles, who joined the SIU in 1965 in the port of Philadelphia, had sailed as bosun for three years when he attended the upgrading school run by District 2 Marine Engineers Beneficial Association-Associated Maritime Officers.

Located in Brooklyn, N.Y., the School has enabled many Seafarers to reach the top posts in their profession.

While an unlicensed seaman, Brother Eckles also took advantage of the upgrading courses at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Among the vocational courses available, he took the quarter-master and welding classes.

Also helping him vocationally and academically, as well as personally, was



2nd Mate William Eckles

the General Educational Development program he took at the School. It enabled him in the 1970's to get his high school diploma. "I had to get that diploma before my son got his," Brother Eckles has two sons, 19-year old Joe who's in

his second year at Penn State, and seventeen-year old Sean who sails as OS with the SIU.

Eckles recently became a proud father again. His wife, Elda, gave birth four months ago to a baby girl, Erin. Brother

Eckles, who was born in Boston, now lives with his family in Silver Spring, Md.

Before joining the SIU, Eckles served with the Marine Corps for two years, part of that time in Vietnam.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

December 1981

Legislative, Administrative and Regulatory Happenings

YEAR IN REVIEW:

The Chinese like to name their years after those animals or objects that most closely capture the spirit of the times. If Confucius were alive, he would probably dub 1981 "The Year of the Question Mark". It has been a year of quiet and far-reaching change, the extent of which has yet to be determined.

Washington is full of visible reminders that 1981 was a year of transition. The most obvious are the new faces that one sees in positions of power. The election of Ronald Reagan as President and the corresponding Republican takeover of the Senate has meant that different people are in charge of formulating national policy and carrying out Congressional directives.

Marad Moved to DOT

The entire structure of the maritime industry has been altered. The Maritime Administration was transferred from the Commerce Department to the Department of Transportation. It is no longer accurate to describe MarAd as a big fish in a small pond. The department now resembles a medium sized fish in the Atlantic Ocean.

The effect of the transfer is still unclear. Drew Lewis, who heads the Department of Transportation, has promised to do all he can to spur development of the American flag Merchant Marine. In a recent poll of newspaper editors, he was named one of the two most effective Cabinet officers. His recommendations carry great weight within the Administration.

The SIU has spent much of the year solidifying its position. Frank Drozak, President of the SIU, was named to the Executive Council of the AFL-CIO. The union will have an input in determining federation policy at a time when the labor movement is moving to fill the vacuum left by the Democratic Party's poor showing in the 1980 election.

USPHS, Shipbuilding Subsidies

The Budget was the site of the year's biggest political battleground. Important maritime programs were cut, most notably the Construction Differential Subsidy Program and funding for the Public Health Hospitals. Yet thanks to careful planning, the SIU was in a good position to cushion the effects of the cuts.

The SIU's health and welfare plans were sound enough to absorb the closing of the Public Health Hospitals.

Alaska Oil, PL-480 Battle

Opponents of the maritime industry sought to take advantage of the confused political atmosphere. Attempts were made to revoke the "Ship American" provisions of the PL-480 Program and to abolish the prohibition against the export of Alaskan oil. Pete McCloskey (R-Cal.) sought to cut funding for the Operating Differential Subsidy Program and to pass legislation that would have weakened the Jones Act.

Turning back these attempts was an important victory for the union's Washington team. Because of their efforts, the maritime industry was able to escape some of the harsher effects of the budget cuts. Many other industries did not fare so well.

Port Development

As the year ends, the maritime industry can take comfort in some promising developments. Legislation on Port Development is being considered by both houses of Congress. The version that was reported out of the House Merchant Marine Committee contains language calling for utilization of bilateral trade agreements.

The House Committee on Public Works, which has primary jurisdiction over the legislation, is expected to deal with the issue sometime in January. There are indications that the Committee members will come down favorably on the question of bilateral trade agreements. If they do, and their version of the bill is enacted into law, the American flag merchant marine will be given a big boost. For the first time, official recognition would be made of the link between the development of this nation's coal resources and development of this nation's dry bulk fleet.

Passenger Ships

Other promising developments center around the domestic passenger vessel industry. Progress has been made in securing legislation that would document the SS Constitution under the laws of the United States. There is also movement on the Guarini Bill, which would allow gambling onboard U.S. flag passenger vessels in international waters.

One other important development occurred: an accelerated tax depreciation bill was passed as part of the new tax bill. Unfortunately, economic conditions are such that operators can not now take advantage of the proposal. The bill has important ramifications for the future, and is expected to take some, though not all, of the sting out of cutbacks in the Congressional Differential Subsidy Program.

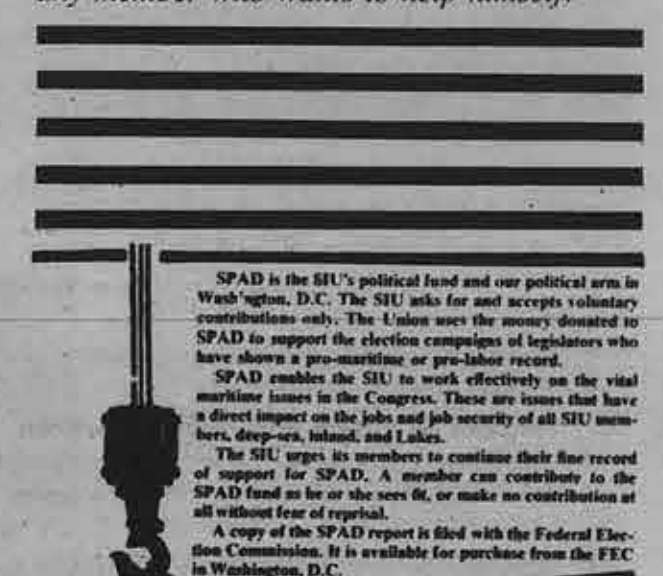
Field Rep Program

Drozak moved quickly to adjust to the new environment by instituting the Field Rep Program.

The Field Rep Program has improved the union's ability to service its members. It has also given the union a strong grass-roots political base.

New emphasis was placed on upgrading the union's training facilities. The Paul Hall Library and Maritime Museum opened its doors. It makes the Seafarers Harry Lundeberg School the finest training center of its kind.

Private industry is going to have to pick up the slack. Members of this union can secure their own futures by making a commitment to improving their skills. The rapid technological advances that are occurring in the maritime industry mean that only the best trained workers will be assured a job. *Piney Point is there for any member who wants to help himself.*



AUTOMATION

AUTOMATE

Brothers:

Today's Modern Ships need qualified Seafarers with the highest regard in safety and professionalism. World technology is moving **Automation** into our lives aboard our U.S. Flag vessels to ensure the swiftest, safest shipment of goods. Experience is needed to meet these "new challenges". And experience is gained through the **Automation** class that is offered by the Seafarers Harry Lundeberg School of Seamanship. To enroll, contact SHLSS or your SIU Representative for details.

Course starts **March 15** through **April 8.**

AUTOMATION



Mobile Patrolman Jim Battles (left) goes over health benefit application this month with (center) SIU Pensioner Clodis Marceaux and his wife, Marie.



Playing cards in the new hall are (l. to r.) Major Smith, engine department; Louie Hudson and Herb Nixon, both steward department; H. Smith, Paul Johnson and Joe Collins, all engine department.

New Mobile Hall Fully Operational

Seafarers or Boatman in Mobile, Ala. are now doing their business in a beautiful, spacious new Union Hall.

Consisting actually of two buildings, the bright and airy facilities are connected by a raised walkway. The larger building contains the hiring hall and SIU offices while the smaller building houses the Greater Mobile Maritime Port Council and a boat basin.

Like the other SIU Halls, the Mobile facility offers a full range of services to SIU members. If you're a Mobile resident then you've probably been to the new Hall. If you don't live in the area, but happen to be nearby, you should make it your business to visit. The address is 1640 Dauphin Island Parkway, Mobile, Ala. 36605. The telephone number is: 205-478-0916.



Here's a birdseye view of the new Mobile Hiring Hall on Dauphin Island Parkway.



Happy with the new hall are (seated l. to r.) AB Joe McCabe and his wife, Grace and (standing l. to r.) ABs Larry Dueitt and Tommy Alfred and W. H. McNeil, engine department.



At job call behind the counter (r. to l.) are Port Agent Tom Gildewell and Patrolman Jim Battles waiting on some of the members.



Mobile Patrolman Jim Battles (left) goes over health benefit application this month with (center) SIU Pensioner Clodis Marceaux and his wife, Marie.



Playing cards in the new hall are (l. to r.) Major Smith, engine department; Louie Hudson and Herb Nixon, both steward department; H. Smith, Paul Johnson and Joe Collins, all engine department.

New Mobile Hall Fully Operational

Seafarers or Boatman in Mobile, Ala. are now doing their business in a beautiful, spacious new Union Hall.

Consisting actually of two buildings, the bright and airy facilities are connected by a raised walkway. The larger building contains the hiring hall and SIU offices while the smaller building houses the Greater Mobile Maritime Port Council and a boat basin.

Like the other SIU Halls, the Mobile facility offers a full range of services to SIU members. If you're a Mobile resident then you've probably been to the new Hall. If you don't live in the area, but happen to be nearby, you should make it your business to visit. The address is 1640 Dauphin Island Parkway, Mobile, Ala. 36605. The telephone number is: 205-478-0916.



Here's a birdseye view of the new Mobile Hiring Hall on Dauphin Island Parkway.



Happy with the new hall are (seated l. to r.) AB Joe McCabe and his wife, Grace and (standing l. to r.) ABs Larry Dueitt and Tommy Alfred and W. H. McNiel, engine department.



At job call behind the counter (r. to l.) are Port Agent Tom Glidewell and Patrolman Jim Battles waiting on some of the members.

Seafarers HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Reaching For The Stars

Canadian SIU Official Visits SHLSS



"Tiny" Himes, center, an official of the SIU of Canada's Seafaring Training Institute, spent two weeks at SHLSS recently learning the ropes of running a maritime training school. And, he got a lot of help from SHLSS Vice President Frank Mongelli, at right, and SHLSS Commandant Ken Conklin. During his visit, Brother Himes studied the operation of the vocational training school, the union education programs, recruiting and shipping procedures, curriculum development, and many other facets of the SIU's educational systems.



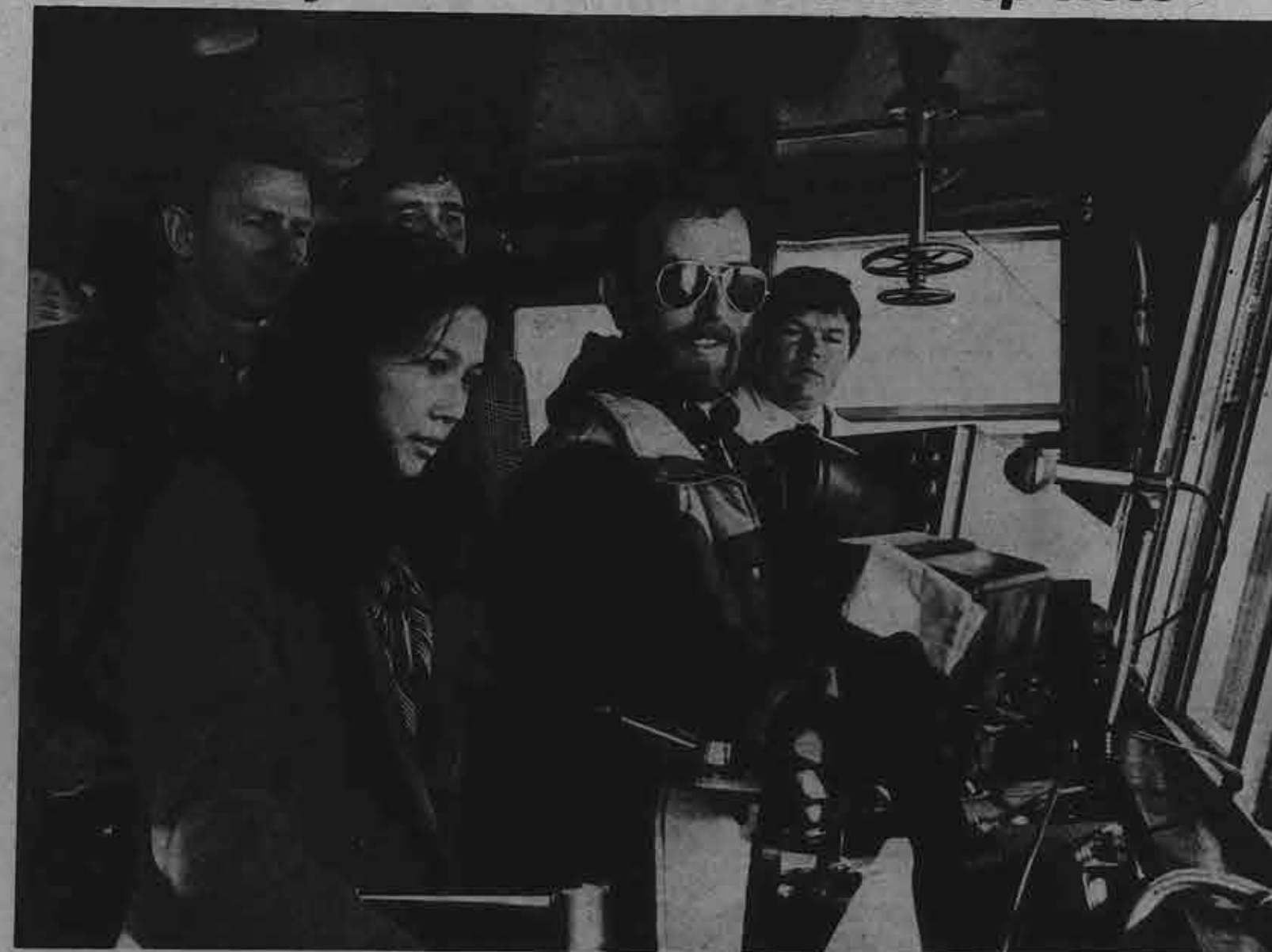
The ancient art of celestial navigation is as much a part of practical navigating today as it is a part of our maritime heritage—and Seafarers can learn it all in the Celestial Navigation course offered at the Seafarers Harry Lundberg School of Seamanship in Piney Point. The course covers all aspects of celestial navigation that are required for licensing as Towboat Operator Oceans; Master/Mate of Uninspected Vessels Not Over 300 Gross Tons; or Master/Mate of Freight and Towing Vessels. Seafarers Bill Baker, left, from the Port of New Orleans, and George Nason, from New York, are seen here working on plotting computations. The next six-week course will begin Feb. 22.

A Work of Art



Baking is an art. And every once in a while someone shows up at the Cook & Baker class at SHLSS who has a little bit more. Seafarer Kenneth Rambow is just such a one. In baking a cake for the graduation of Class 346, he took the time to sketch the schooner *James Cook* at her berth in Piney Point, and then sculpted it with icing on his cake. Rodin could not pose more proudly beside "The Thinker" than does Rambow beside his "Capt. James Cook."

Crowley Marine Aide Views SHLSS Up Close



Ms. Mel Hall-Crawford is intent on the readings of the depth-finder in the wheelhouse of the *Susan Collins* and the commentary from SHLSS Towboat Instructor Ben Cusic during a familiarization run down the St. George's River at Piney Point. Ms. Hall, who is a legislative aide in the Washington offices of Crowley Marine, visited the Lundberg School late last month, and said afterwards that the facilities and programs were "beyond my expectation." At right is SHLSS Vocational Education Director John Mason. Ms. Hall was accompanied on her tour of the Seafarers School by John Gauthier and Michael Neumann, government relations representatives of Transportation Institute.

Pumproom Maint. Provides Quality Training - Better Pay

THE course in Pumproom Maintenance and Operation at the Seafarers Harry Lundeberg School in Piney Point offers the best training experience anywhere, and leads to higher-paying opportunities.

Included in the course are studies

of cargo properties and emergency procedures; tanker development and construction; operation and maintenance of valves and pumps; cargo pump operation and loading procedures; discharge procedures; ballasting; tank cleaning and inert

gas systems; firefighting, safety and pollution control.

The course is six weeks, and includes both classroom and on-the-job training in the SHLSS machine shop. The next course will begin Feb. 1.



Seafarers learn the operation as a part of their training for certification in Pumproom Maintenance and Operation. Working together here are, from left, James Pyle, from the Port of Tampa; Arthur Wilson, and John Ashley, from the Port of Houston.



Seafarer Vincent Welch uses inside calipers to get valve measurements during a training session in the SHLSS Machine Shop. Brother Welch is attending the Pumproom course at SHLSS.

Marine Electrical Maint. - High Paying Job Opportunities

MORE pay and better job security. These are just two of the many plusses you will get with graduation from the Marine Elec-

trical Maintenance Course at the Seafarers Harry Lundeberg School in Piney Point.

This eight-week course is open

to Seafarers who already have a QMED Any Rating endorsement. The next class begins Jan. 4, and another class is scheduled to start on April 12.

The course of instruction includes both classroom and on-the-job training which covers the theory of electricity; electric schematics; electrical power circuits and test

equipment; electric motors and controllers, and the operation of various shipboard electrical systems.

Practical shop training will include maintenance and trouble-shooting of working DC and AC motors and controllers, galley equipment, and electrical distribution systems.

That Cargo Has Gotta Move!

...And you're the one who makes it happen

Responsibility. Respect. And more money, too.

These are the things you can earn when you are so good at what you do that you're really the best.

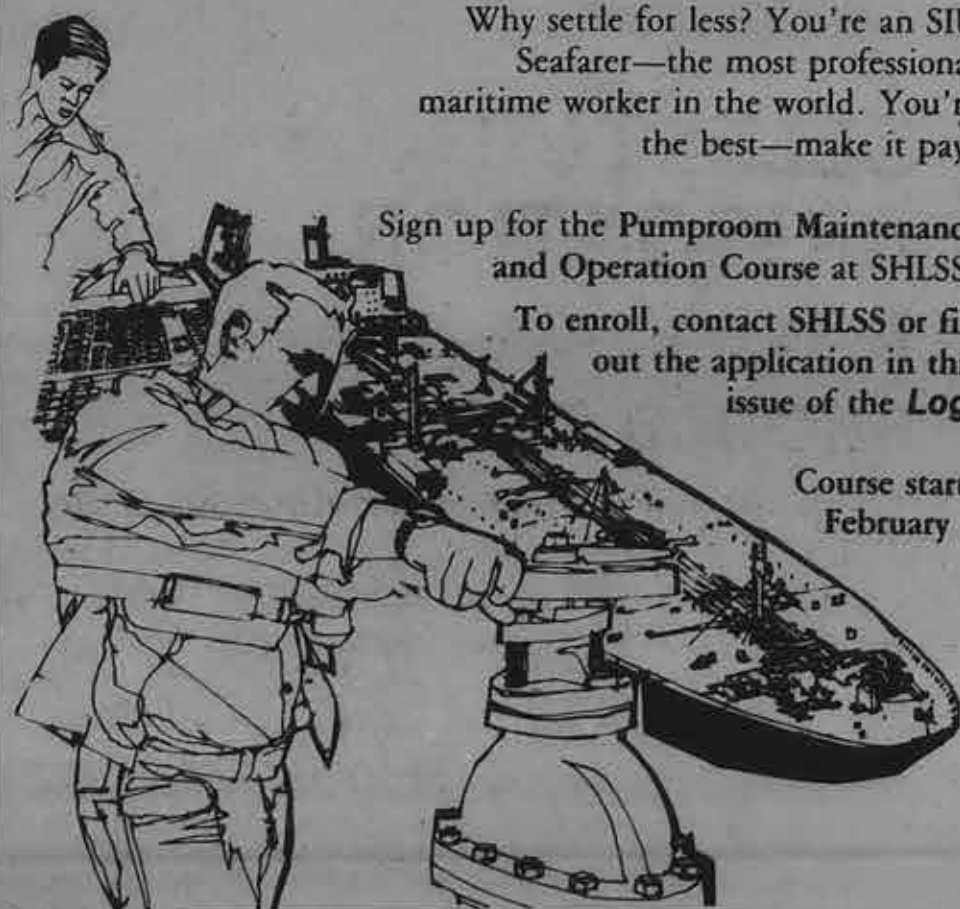
THEY'RE THE THINGS YOU EARN WHEN YOU'RE THE CHIEF PUMPMAN.

Why settle for less? You're an SIU Seafarer—the most professional maritime worker in the world. You're the best—make it pay.

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

To enroll, contact SHLSS or fill out the application in this issue of the *Log*.

Course starts February 1



Seafarer William Dillon, of Jacksonville, tests an electric motor in the SHLSS Machine Shop. Hands-on training is the key to the upgrading programs at SHLSS.



Seafarer Larry Gordon is learning by doing (the best way!) at SHLSS. Gordon, who sails QMED, is becoming skilled in Marine Electrical Maintenance so that he can earn more money and achieve greater job security.

Pumproom Maint. Provides Quality Training—Better Pay

THE course in Pumproom Maintenance and Operation at the Seafarers Harry Lundeberg School in Piney Point offers the best training experience anywhere, and leads to higher-paying opportunities. Included in the course are studies

of cargo properties and emergency procedures; tanker development and construction; operation and maintenance of valves and pumps; cargo pump operation and loading procedures; discharge procedures; ballasting; tank cleaning and inert

gas systems; firefighting, safety and pollution control.

The course is six weeks, and includes both classroom and on-the-job training in the SHLSS machine shop. The next course will begin Feb. 1.



Seafarers learn the operation as a part of their training for certification in Pumproom Maintenance and Operation. Working together here are, from left, James Pyle, from the Port of Tampa; Arthur Wilson, and John Ashley, from the Port of Houston.



Seafarer Vincent Welch uses inside calipers to get valve measurements during a training session in the SHLSS Machine Shop. Brother Welch is attending the Pumproom course at SHLSS.

Marine Electrical Maint. — High Paying Job Opportunities

MORE pay and better job security. These are just two of the many plusses you will get with graduation from the Marine Elec-

trical Maintenance Course at the Seafarers Harry Lundeberg School in Piney Point.

This eight-week course is open

to Seafarers who already have a QMED Any Rating endorsement. The next class begins Jan. 4, and another class is scheduled to start on April 12.

The course of instruction includes both classroom and on-the-job training which covers the theory of electricity; electric schematics; electrical power circuits and test

equipment; electric motors and controllers, and the operation of various shipboard electrical systems.

Practical shop training will include maintenance and trouble-shooting of working DC and AC motors and controllers, galley equipment, and electrical distribution systems.

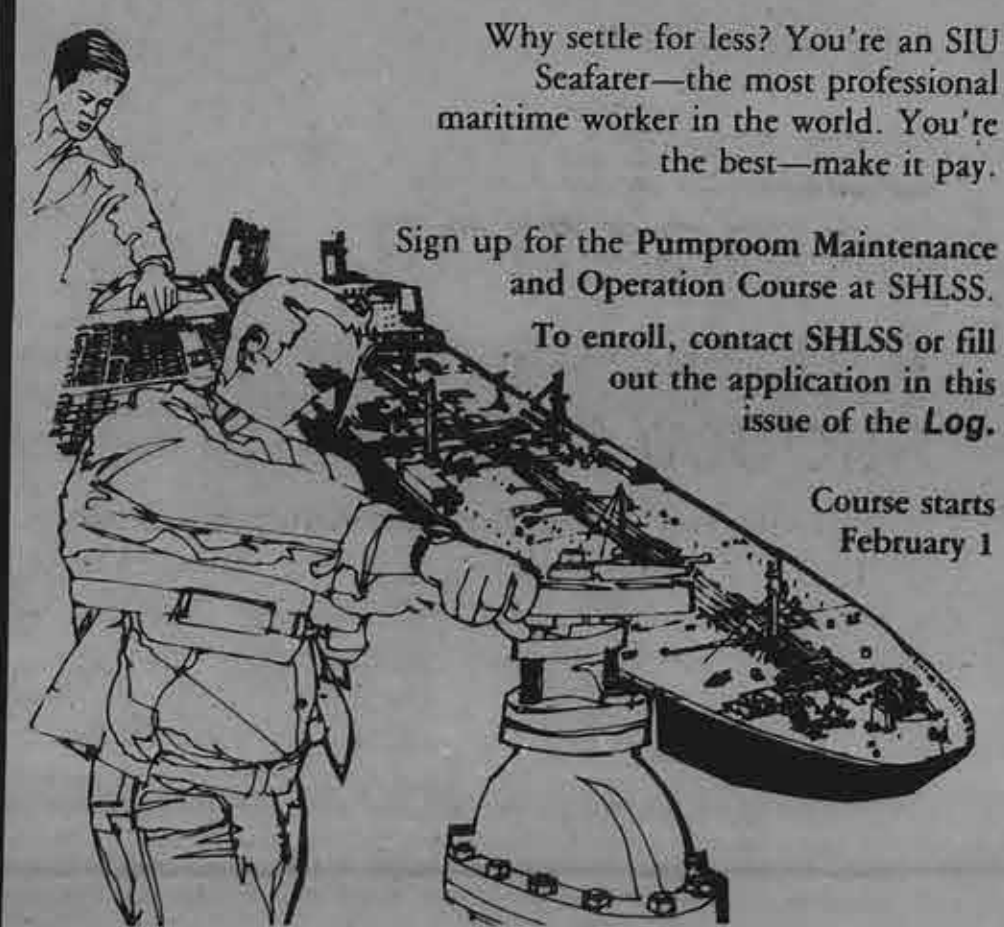
That Cargo Has Gotta Move!

...And you're the one who makes it happen

Responsibility. Respect. And more money, too. These are the things you can earn when you are so good at what you do that you're really the best.

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

Why settle for less? You're an SIU Seafarer—the most professional maritime worker in the world. You're the best—make it pay.



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

To enroll, contact SHLSS or fill out the application in this issue of the Log.

Course starts February 1



Seafarer William Dillon, of Jacksonville, tests an electric motor in the SHLSS Machine Shop. Hands-on training is the key to the upgrading programs at SHLSS.



Seafarer Larry Gordon is learning by doing (the best way!) at SHLSS. Gordon, who sails QMED, is becoming skilled in Marine Electrical Maintenance so that he can earn more money and achieve greater job security.

Able Seamen Candidates Get On-The-Job Skills

PRACTICAL work experience with hands-on training is the key feature of the Able Seaman curriculum at the Seafarers Harry Lundeberg School of Seamanship. Classroom work in Rules of the Road, first aid and safety, and basic navigation are also included in the six-week training program.

Some of the topics covered in the course are deck seamanship, wheel commands, rules of the road, use of the magnetic and gyro compasses, knots and splices, barge handling, rigging, firefighting, first aid and safety.

The next Able Seaman class at SHLSS is scheduled to begin April 12, 1982.



Splicing line is still an important craft of the Able Seaman and all candidates for AB endorsements get practical training in this fine art at SHLSS. Working as a team are from left Vitaliano Maldonado, New York; Gordon Cherup, Algonac, and Mousid Omar, Houston.



Seafarers Paul Gallagher, from New York, left, and Vitaliano Maldonado, San Juan, work on the cargo boom aboard the S.S. Claude "Sonny" Simmons as a part of the hands-on-training they receive during the Able Seaman training. All upgrading programs at SHLSS stress on-the-job training.



CELESTIAL NAVIGATION

A SKILL ALL SEAFARERS SHOULD KNOW

Enroll in the Celestial Navigation Course at SHLSS. It'll help you learn what you need to know to earn the Ocean Operator Over 200 Miles License. And that means a better job and more money!

Contact the Seafarers Harry Lundeberg School of Seamanship or see your SIU Field Representative.

Course starts February 22

SHLSS Announces Course Schedules for 1982

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

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

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

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

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

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



Upgrading Course Schedule January Through June 1982



Engine Department Courses

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

Inland Deck Department Courses

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

Deep Sea Deck Department Courses

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

Steward Department Courses

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

SHLSS Announces Course Schedules for 1982

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

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

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

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

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

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



Upgrading Course Schedule January Through June 1982



Engine Department Courses

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

Inland Deck Department Courses

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

Deep Sea Deck Department Courses

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

Steward Department Courses

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

Apply Now for an SHLSS Upgrading Course

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

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

Address (Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

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

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

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

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

Dates Available for Training

I Am Interested in the Following Course(s):

DECK <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	ENGINE <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)	STEWARD <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

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

A Seafaring Santa

BY JOE SCUTERI

Twas The Night Before Christmas
On The Converted T-2
The Crew Was All Sleeping
There Was Nothing To Do

Our Stockings Were Hung
Round The Boiler With Care
Not For No Special Reason
Cept They Dry Better There

I Was Lying Half Dozing
All Snug In My Rack
The Porthole Was Open
A Breeze On My Back

When All Of A Sudden
Much To My Surprise
I Heard Sleigh Bells Ringing
Somewhere In The Skys

I'm Cracking, I Thought
Or Dreaming, Or Both
But As I Lay Thinking
A Hearty Voice Spoke,

"On Bonnie, On Rubbie
On Suzy, On Jean
On Roxie, On Trixie
On Sweet Genevieve

On Cindy, On Lois
On Gertrude, On Mae
That Don't Sound Like No Reindeer
I Thought With Dismay

I Jumped To The Porthole
Not Believing My Eyes
A 40 Foot Sailboat
Was Filling The Sky

It Was Decked Real Fancy
With Pine Trees And Bright Light
And 11 Cute Ladies
Dressed In Red And In White

And Out On The Bow
Just As Fat As Could Be
Stood St. Nick And An Elf
They Were Checking Our Lee

And Once They Decided
With The Wink Of An Eye
They Dropped To The Ocean
Right Out Of The Sky

I Ran Up The Stairwell
And Right Out On Deck
They Were Having Some Trouble
Making Fast To Our Wreck

So I Dropped Them A Ladder
And I Lowered A Line
And Pulled Up 4 Seabags
And 9 Cases Of Wine

St. Nick Was A Strange One
Not Like Pictures I'd Seen
With Tattoos And An Earring
Now What Could This Mean

I'm The Seafaring Santa!
He Said With A Grin
Then Tossed Me A Gallon
Of Beefeaters Gin

He Yelled "Call All Hands"
We've Got Partying To Do
I've Still Got One Ship
Off The Coast Of Peru

So I Ran Down Below
Calling All Who Could Hear,
Someone Threw A Boot,
Caught Me Right On The Ear

Well When I Came Too
The Ship Was A Wreck,
With Quart Jugs And Seamen
Sprawled All Over The Deck

And Up In The Heavens
Just A Speck To My Eye
The Sailboat Was Sailing
Off Into The Sky

Christmas Morning Was Quiet
Aboard Our Lost Ship
The Crew Wasn't Talking
They Were All Very Sick

And No One But Me
Could Remember That Night
Except That They Partyed
And Had A Big Fight

There Might Have Been Girls
But Their Memory Was Hazy
And They Finally Decided
I Was Most Likely Crazy...

And Now I Will Leave You
My Story Is Through
But Before I Get Going
Let Me Say This To You

If You're Out On The Ocean
On That Night Of The Year
And Your Being Forgotten
Is Your One Biggest Fear

Just Remember Who's Coming
And You Will See I Was Right
Now Merry Christmas My Brother
And To All A Good Night.



A Seafaring Santa

BY JOE SCUTERI

Twas The Night Before Christmas
On The Converted T-2
The Crew Was All Sleeping
There Was Nothing To Do

Our Stockings Were Hung
Round The Boiler With Care
Not For No Special Reason
Cept They Dry Better There

I Was Lying Half Dozing
All Snug In My Rack
The Porthole Was Open
A Breeze On My Back

When All Of A Sudden
Much To My Surprise
I Heard Sleigh Bells Ringing
Somewhere In The Skys

I'm Cracking, I Thought
Or Dreaming, Or Both
But As I Lay Thinking
A Hearty Voice Spoke,

"On Bonnie, On Rubbie
On Suzy, On Jean
On Roxie, On Trixie
On Sweet Genevieve

On Cindy, On Lois
On Gertrude, On Mae
That Don't Sound Like No Reindeer
I Thought With Dismay

I Jumped To The Porthole
Not Believing My Eyes
A 40 Foot Sailboat
Was Filling The Sky

It Was Decked Real Fancy
With Pine Trees And Bright Light
And 11 Cute Ladies
Dressed In Red And In White

And Out On The Bow
Just As Fat As Could Be
Stood St. Nick And An Elf
They Were Checking Our Lee

And Once They Decided
With The Wink Of An Eye
They Dropped To The Ocean
Right Out Of The Sky

I Ran Up The Stairwell
And Right Out On Deck
They Were Having Some Trouble
Making Fast To Our Wreck

So I Dropped Them A Ladder
And I Lowered A Line
And Pulled Up 4 Seabags
And 9 Cases Of Wine

St. Nick Was A Strange One
Not Like Pictures I'd Seen
With Tattoos And An Earring
Now What Could This Mean

I'm The Seafaring Santa!
He Said With A Grin
Then Tossed Me A Gallon
Of Beefeaters Gin

He Yelled "Call All Hands"
We've Got Partying To Do
I've Still Got One Ship
Off The Coast Of Peru

So I Ran Down Below
Calling All Who Could Hear,
Someone Threw A Boot,
Caught Me Right On The Ear

Well When I Came Too
The Ship Was A Wreck,
With Quart Jugs And Seamen
Sprawled All Over The Deck

And Up In The Heavens
Just A Speck To My Eye
The Sailboat Was Sailing
Off Into The Sky

Christmas Morning Was Quiet
Aboard Our Lost Ship
The Crew Wasn't Talking
They Were All Very Sick

And No One But Me
Could Remember That Night
Except That They Partied
And Had A Big Fight

There Might Have Been Girls
But Their Memory Was Hazy
And They Finally Decided
I Was Most Likely Crazy

And Now I Will Leave You
My Story Is Through
But Before I Get Going
Let Me Say This To You

If You're Out On The Ocean
On That Night Of The Year
And Your Being Forgotten
Is Your One Biggest Fear

Just Remember Who's Coming
And You Will See I Was Right
Now Merry Christmas My Brother
And To All A Good Night.



Frank Evers

AFL-CIO Convention Marks New Era for Labor

Labor Movement 100 Years Young

NEW YORK, N.Y.—The American labor movement marked its first 100 years and charted its course for the future at the AFL-CIO's 14th Convention, held here during the week of November 16.

Close to 1,000 delegates and at least as many guests and observers attended the four-day centennial confab which was highlighted by political speeches and a platform of programs aimed at increasing union growth and preserving the economic and social rights of working people.

SIU President **Frank Drozak** was one of five new Executive Council members voted to two-year terms on the Federation's governing board.

AFL-CIO President **Lane Kirkland** and Secretary-Treasurer **Tom Donahue** were re-elected for second terms in the top jobs of the 15-million member AFL-CIO.

In his keynote speech to the Convention, Federation President **Lane Kirkland** kicked off labor's second century by paying tribute to "those who went before us and built this great instrument of progress." As we cross into our second century, said Kirkland, "solidarity remains the indispensable key to the future."

Kirkland then shifted gears and delivered a biting assault on the policies of the Reagan Administration. Interrupted frequently by the enthusiastic applause of the delegates, Kirkland blasted Administration programs ranging from an economic policy which has pushed unemployment levels to new highs while depressing "real wages" to the "cold heart and hard fist" the President showed in his handling of the air traffic controllers strike.

Strong criticism of the Administration came from several guest speakers at the Convention, including former Vice President **Walter F. Mondale** and Sen. **Edward M. Kennedy** (D-Mass.).

Mondale charged that the Administration is dividing America with what he called their "radical economic program," and Kennedy lashed out at what he tagged "the most anti-union Administration" in modern times. Both Kennedy and Mondale, who were warmly cheered by Convention delegates, left little doubt that each would be seeking the Democratic Presidential nomination in 1984.

Other speakers from the political arena who also expressed their condemnation of the Administration's economic policies included Sen. **Daniel P. Moynihan** (D-N.Y.), House Speaker **Thomas P. O'Neill Jr.**, and New York Governor **Hugh Carey**.

Pass Economic Plan
In response to the damaging budget cutbacks which are part of



Unanimously elected to their second two-year terms, AFL-CIO President **Lane Kirkland** and Federation Secretary-Treasurer **Tom Donahue**.

the AFL-CIO per capita membership tax by eight cents to finance expanded programs and new activities.

In other actions, the Convention supported the decision of the Executive Council to rejoin the International Confederation of Free Trade Unions after a 12-year absence and saluted Poland's Solidarity union as an inspiration to workers everywhere.

SIU President **Frank Drozak** was one of five new AFL-CIO vice presidents. The others, elected to replace Executive Council vacancies caused by retirement or death are: **James E. Hatfield** of the Glass Bottle Blowers, **Richard I. Kilroy** of the Railway & Airline Clerks, **Vincent R. Sombrotto** of the Letter Carriers and **Barbara Hutchinson** of the Government Employees.

Women and minorities were strongly represented among speakers to the convention as delegates heard from **Eleanor Smeal**, president of the National Organization

for Women; **Henry L. Lacayo**, national chairman of the Labor Council for Latin American Advancement and **Benjamin Hooks**, executive director of the NAACP.

In addition, some of the more than 100 foreign trade unionists attending the Convention addressed the delegates.

During the Convention the AFL-CIO's highest honor for public service—the **Murray-Green-Meany** award—was given to entertainer **Danny Thomas** in recognition of his work in founding and supporting St. Jude's Children's Hospital in Memphis, Tenn. The award is named for former federation leaders **Philip Murray**, **William Green** and **George Meany**.

Another award, the first **George Meany International Human Rights Award**, was to have been accepted by **Lech Walesa**, leader of the Polish Solidarity Union, but Walesa was unable to attend the Convention, as originally planned.



Photo shows opening session of the AFL-CIO's centennial convention.



Lane Kirkland

One of the true highlights of Labor's Centennial Convention held in New York City last month was the keynote speech of AFL-CIO President Lane Kirkland. Here are major excerpts of that speech, which set the tone of the AFL-CIO Convention and vaulted the labor movement into its second century with the knowledge that labor's ship of state will be piloted aggressively by the ex-merchant seaman, Lane Kirkland.

TWO years ago, George Meany left us this charge: "... the labor movement cannot be content with defending the status quo, or reliving past glories. We must constantly look to the future, develop new leadership, adapt policies to changing conditions and new technologies, but—always, always—with unswerving loyalty to the mission of the trade union movements as the instrument for improving and enhancing the working and living conditions of those who work for wages."

Yesterday, November 15, 1981, we made the crossing into our second century as a confederated trade union movement. We are here, at the conclusion of our first hundred years, not just to honor the past, but to prepare ourselves to serve the future.

We are here in strength and vigor because those who went before us and built this great instrument of progress did indeed adapt its role and structure to the needs and demands of their times.

Throughout its history, labor has reflected all the trends and events—sometimes harmful, sometimes enriching—of its times, at home and abroad.

At times we have lagged behind the past of the curve of change; at times we have surged ahead. Too often to recount, we have been written off and left for dead by the fashion-mongers of the day, only to see them come and go while we remained steadfast on the field of action. Through it all, we have never abdicated our role of leadership in the struggle for human freedom and human progress and we shall not do so now.

We are often taken to task because we do not confine our role to the most narrow interests of the dues-paying members, but assume responsibility for the broadest range of human concerns.

SEAFAREERS understand their duty, not only to their immediate shipmates, but to all castaways and drifting souls at sea.

Last summer, the *SS President McKinley* was steaming through a stormy night in the China Sea. She came upon a small boat in distress and rescued ten persons fleeing from tyranny on the mainland. When the captain was asked why he felt obligated to risk his ship to rescue these forlorn refugees, he responded:

"Shall we ship's masters just leave refugees or seamen or others to drift hopelessly at sea until their

ultimate death because they have no passports or seaman's papers?"

Our answer, like his, must be "no".

We are honored to have as our guests most of the leaders of the trade union centers of the free world and we welcome them as comrades-in-arms. We share their problems and concerns. I pledge to them, in your name, our cooperation and commitment in our common universal struggle for the rights of working men and women, for bread and freedom, everywhere.

The strides we have made have been masked in part by offsetting historical factors. A deep recession; the decay of the nation's industrial base; the export of jobs; and profound occupational geographic and demographic shifts in the work force, have taken their toll.

In the face of these trends, the fact that the labor movement at large has more than held its own and continued to grow is a remarkable achievement. It is evidence, not of weakness, but of inherent strength and vigor. It is a tribute to the capacity of modern labor to respond, to adapt and to move with the times into new areas of service and growth.

"As we go forth into our second century, solidarity remains the indispensable key to the future."

Lane Kirkland, Nov. 16, 1981

I assure you now that the AFL-CIO stands ready to explore any method of approach and to offer any service that you, the affiliates, desire or will allow in pursuit of our common mandate to organize the unorganized.

LAST spring, through a series of regional conferences extending over several weeks, the officers and department heads of the Federation met with state and local trade union leaders face-to-face discussions on any and all issues, no holds barred.

From those sessions emerged the concept of **Solidarity Day** and the conviction that the spirit required for its success was there, waiting for an opportunity of expression.

On that day, there gathered in Washington the greatest protest demonstration in our history. Over 400,000 members of the main stream of the trade union movement and their allies spoke with one great voice against the course of their

government and for the human values we represent.

I am convinced that every member who assembled in Washington on Solidarity Day went home a better trade unionist more ready, willing and able to speak and work for the cause.

What can we fairly say now of those engaging, amiable and persuasive men of power in Washington, whose measures drew our forces there in protest?

President Reagan, we are told, is the Great Communicator; but so were many other heads of state in history whose policies left suffering and distress in their wake. Herbert Hoover was known as the Great Engineer, but wreckage was his legacy.

Communication is scarcely enough, particularly for a President of the United States. Though he "speaks with the tongues of men and of angels, and has not charity", he is "but a sounding brass of a tinkling cymbal".

He has shown a cold heart and a hard fist, but, where, indeed, is the rest of him?

It is one thing to use the full force of government to break a small union of hard-pressed public employees. That, I suppose, does express the harshest construction of the law and is, perhaps, even popular. But is it then just and fitting to go out upon the field and shoot its wounded?

As for his brilliant and tireless team, drawn from the service of avarice, they promised us a boom and they brought us a bust.

They have drained the public purse to lavish welfare on the greedy rich, in the name of "incentive".

They have stripped the poor and the jobless of welfare, food stamps and unemployment insurance, also in the name of "incentive". That is known in their circles as the carrot-and-stick policy: for the rich, the carrot; for the poor, the stick.

What is the net result so far of their genius and their masterful command of the Congress?

Eight and one-half million workers are now unemployed, the largest number since 1939.

Unemployment among blacks and other minorities has reached fifteen and one-half percent; eleven percent of all blue collar workers are unemployed. Unemployment has increased by one million in the last three months alone.

The real earnings of workers are down 4.4 percent in the last year. Bankruptcies are up forty percent. The housing, automobile and related industries are being strangled by sky-high interest rates.

Continued on Page 19



Lane Kirkland

One of the true highlights of Labor's Centennial Convention held in New York City last month was the keynote speech of AFL-CIO President Lane Kirkland. Here are major excerpts of that speech, which set the tone of the AFL-CIO Convention and vaulted the labor movement into its second century with the knowledge that labor's ship of state will be piloted aggressively by the ex-merchant seaman, Lane Kirkland.

TWO years ago, George Meany left us this charge: "... the labor movement cannot be content with defending the status quo, or reliving past glories. We must constantly look to the future, develop new leadership, adapt policies to changing conditions and new technologies, but—always, always—with unwavering loyalty to the mission of the trade union movements as the instrument for improving and enhancing the working and living conditions of those who work for wages."

Yesterday, November 15, 1981, we made the crossing into our second century as a confederated trade union movement. We are here, at the conclusion of our first hundred years, not just to honor the past, but to prepare ourselves to serve the future.

We are here in strength and vigor because those who went before us and built this great instrument of progress did indeed adapt its role and structure to the needs and demands of their times.

Throughout its history, labor has reflected all the trends and events—sometimes harmful, sometimes enriching—of its times, at home and abroad.

At times we have lagged behind the past of the curve of change; at times we have surged ahead. Too often to recount, we have been written off and left for dead by the fashion-mongers of the day, only to see them come and go while we remained steadfast on the field of action. Through it all, we have never abdicated our role of leadership in the struggle for human freedom and human progress and we shall not do so now.

We are often taken to task because we do not confine our role to the most narrow interests of the dues-paying members, but assume responsibility for the broadest range of human concerns.

SEAFARERS understand their duty, not only to their immediate shipmates, but to all castaways and drifting souls at sea.

Last summer, the SS *President McKinley* was steaming through a stormy night in the China Sea. She came upon a small boat in distress and rescued ten persons fleeing from tyranny on the mainland. When the captain was asked why he felt obligated to risk his ship to rescue these forlorn refugees, he responded:

"Shall we ship's masters just leave refugees or seamen or others to drift hopelessly at sea until their

ultimate death because they have no passports or seaman's papers?"

Our answer, like his, must be "no."

We are honored to have as our guests most of the leaders of the trade union centers of the free world and we welcome them as comrades-in-arms. We share their problems and concerns. I pledge to them, in your name, our cooperation and commitment in our common universal struggle for the rights of working men and women, for bread and freedom, everywhere.

The strides we have made have been masked in part by offsetting historical factors. A deep recession; the decay of the nation's industrial base; the export of jobs; and profound occupational geographic and demographic shifts in the work force, have taken their toll.

In the face of these trends, the fact that the labor movement at large has more than held its own and continued to grow is a remarkable achievement. It is evidence, not of weakness, but of inherent strength and vigor. It is a tribute to the capacity of modern labor to respond, to adapt and to move with the times into new areas of service and growth.

"As we go forth into our second century, solidarity remains the indispensable key to the future."

Lane Kirkland, Nov. 16, 1981

I assure you now that the AFL-CIO stands ready to explore any method of approach and to offer any service that you, the affiliates, desire or will allow in pursuit of our common mandate to organize the unorganized.

LAST spring, through a series of regional conferences extending over several weeks, the officers and department heads of the Federation met with state and local trade union leaders face-to-face discussions on any and all issues, no holds barred.

From those sessions emerged the concept of **Solidarity Day** and the conviction that the spirit required for its success was there, waiting for an opportunity of expression.

On that day, there gathered in Washington the greatest protest demonstration in our history. Over 400,000 members of the main stream of the trade union movement and their allies spoke with one great voice against the course of their

government and for the human values we represent.

I am convinced that every member who assembled in Washington on Solidarity Day went home a better trade unionist more ready, willing and able to speak and work for the cause.

What can we fairly say now of those engaging, amiable and persuasive men of power in Washington, whose measures drew our forces there in protest?

President Reagan, we are told, is the Great Communicator; but so were many other heads of state in history whose policies left suffering and distress in their wake. Herbert Hoover was known as the Great Engineer, but wreckage was his legacy.

Communication is scarcely enough, particularly for a President of the United States. Though he "speaks with the tongues of men and of angels, and has not charity," he is "but a sounding brass of a tinkling cymbal."

He has shown a cold heart and a hard fist, but, where, indeed, is the rest of him?

It is one thing to use the full force of government to break a small union of hard-pressed public employees. That, I suppose, does express the harshest construction of the law and is, perhaps, even popular. But is it then just and fitting to go out upon the field and shoot its wounded?

As for his brilliant and tireless team, drawn from the service of avarice, they promised us a boom and they brought us a bust.

They have drained the public purse to lavish welfare on the greedy rich, in the name of "incentive."

They have stripped the poor and the jobless of welfare, food stamps and unemployment insurance, also in the name of "incentive." That is known in their circles as the carrot-and-stick policy: for the rich, the carrot; for the poor, the stick.

What is the net result so far of their genius and their masterful command of the Congress? Eight and one-half million workers are now unemployed, the largest number since 1939.

Unemployment among blacks and other minorities has reached fifteen and one-half percent; eleven percent of all blue collar workers are unemployed. Unemployment has increased by one million in the last three months alone.

The real earnings of workers are down 4.4 percent in the last year. Bankruptcies are up forty percent. The housing, automobile and related industries are being strangled by sky-high interest rates.

Continued on Page 19

Kirkland

Continued from Page 18

WHAT can we who opposed the domestic policies of this Administration from the beginning now say that is one-half as devastating as the recorded fleeting spasms of honesty on the part of its leading hatchet-man, Mr. David Stockman?

What provoked his candor one can only guess. But you don't have to be an old sailor to know what it means when the smartest rat on board heads for the hawse pipe.

Lest you feel a twinge of human sympathy for his public embarrassment, let me remind you that this is the man who once coldly declared that no one is entitled to anything from one's government. He even now boasts, as his proudest achievement, the destruction of public service employment and trade adjustment assistance.

He was the original interior decorator of this economic house of ill repute. Now that the sirens are sounding and the bust is due, he has his story ready. He only played the piano in the parlor. He never knew what was going on upstairs.

The aftermath also tells us a lot about this Administration. Was he chastised by the President for cooking the books, for rigging the computer, for overfeeding the tax hogs, for conning the Congress and duping the public? No—he was taken to that White House woodshed for, at long last, telling the truth. So far have we come from little George Washington and the cherry tree.

Now, after his scolding, he tells us that it was all a foolish mistake, that he was only guilty of being the south end of a north bound Trojan horse.

It is very hard to decide which has been worse about the social and economic policies of this Administration—The array or the disarray.

If this is the direction of the New Beginning that President Reagan promised, God save us from the End.

WHEN we turn to consider the course of our foreign and defense affairs we find much the same pattern repeated.

We were promised a more vigorous and consistent role of American leadership and a more coherent and sustained approach to the revival of our forces in freedom's defense. We welcomed that prospect, for labor has always believed that our values are worthy of a strong defense in the face of external danger.

But what is the objective record, stripped of the fog of rhetoric?

AFL-CIO Votes Support for Ailing U.S. Maritime

MAINTENANCE of "a strong maritime industry is vital to the nation's economy and security. It is imperative that the vitality of this crucial industry be restored." So said delegates to the AFL-CIO Convention in an important policy resolution covering the American maritime industry and other forms of domestic transportation.

"A strong transportation network," said Resolution No. 22, "would generate jobs, enhance economic efficiency, protect the environment, improve national security and reduce our dependence on foreign energy sources."

Resolution No. 22 outlined compo-

nents of an active federal maritime program which should be undertaken to support and strengthen the U.S. merchant marine. Highlights of the AFL-CIO-backed maritime program include:

- maintaining the integrity of the Jones Act against any attempt to weaken it, such as the recent effort to establish a waiver to allow foreign ships to carry lumber from the West Coast;
- no exception should be allowed to laws requiring one-half of all cargoes generated by U.S. government be carried in U.S.-flag vessels;
- restriction of foreign fishing rights in U.S. waters to ensure the continued

viability of the domestic fishing industry;

- negotiation of bilateral agreements between the U.S. and individual trading partners;

- extending the Trade Act of 1974 to cover the shipping industry;
- generating jobs by awarding maintenance work on naval and commercial vessels to domestic commercial shipyards; restoring domestic ship construction subsidies and increasing the role of the merchant marine in naval support work;
- repeal of the part of the 1982 budget act in which Congress, for the first time, authorized American ship operators to

acquire new vessels abroad and still be eligible for federal operating subsidies;

- in the absence of a Law of the Sea Treaty, extending the International Labor Organization (ILO) Conventions and Intergovernmental Maritime Consultative Organizations (IMCO) minimum labor and safety standards which are already applicable to merchant shipping, to cover seabed mining as well.

The inclusive AFL-CIO Resolution No. 22 on maritime, unanimously passed by the 836 voting delegates to the Convention, was included in the Transportation Resolution which also covered airlines, intercity busing and railroads.



After being elected to the AFL-CIO Executive Board, SIU President Frank Drozak confers with Federation President Kirkland.

We have, in the past year, witnessed the following:

The growing dismay and division of our allies; The feeding of our deadliest adversaries on easy credit, making lighter their growing burden of lethal arms;

The appeasement of the Saudi-financial-industrial complex with gifts of costly and exotic weapons, paid for in higher oil prices, by the American consumer;

The destruction of domestic support for necessary defense expenditures through the exemption of the rich and the drafting of poor in the service of its cost, and they have the nerve to call previous administrations soft.

On the vital issue of human rights, they have sought to pose a fine choice between lice who are totalitarian and lice who are authoritarian. We reject such a choice, and we call instead for a freedom of association everywhere as the keystone of a genuine human rights policy.

On that record, as regards this Administration's team of foreign and defense policy-makers, one need say no more than did the Duke of Wellington when he observed his own troops in a state of disarray:

"I don't know if they frighten the enemy—But Gad, sir, they frighten me!"

We shall endure and survive all these afflictions, as we have so many others during the ebb and flow of the changing tides and the entrances and exits of great communicators, great engineers and other flickering lights and shooting

stars. Our fortunes depend, not on the stars, but upon ourselves.

As we approach a new election year, we must prepare now for the next battle in our long campaign.

Tools and tactics may change, people may come and go, but one element remains essential to our prospects. That is, as always, true and lasting solidarity.

Solidarity yields to the common wealth, to build the store of strength that each of our parts will surely need to draw upon, late or soon.

Solidarity requires, not blind submission to command, but the free and timely exchange of views in search of consensus. Once that is gotten, it then requires of all the character and forbearance to defer one's own pride or preference to the general good.

The officers of this Federation will seek the advice, consult the wisdom, and promote the expression of the views of all quarters of this movement, so that its great and rich variety may be fairly and fully summoned to our common struggle.

When we gain a goal together, there will be enough honor and enough recognition to go around to each organization that makes up this body. None will be slighted or deprived of its due.

As we go forth into our second century, solidarity remains the indispensable key to the future.

And now to work.



Sen. Ted Kennedy (D-Mass.) makes the grand gesture in a rousing speech to the convention delegates.



Newly-elected AFL-CIO vp's posing with (3rd from r.) Lane Kirkland, President Frank Drozak, Richard Kilroy, president of the Brotherhood of Railway and Airline Clerks; Barbara Hutchinson, vp of American Federation of Government Employees; AFL-CIO Secretary Blowers Assn. and Vincent R. Sombrotto, president of the National



head of the organization, for a group photo are (r. to l.) SIU Treasurer Tom Donahue, James E. Hatfield, head of the Glass Assn. of Letter Carriers.



Waving to the delegates, former U.S. Vice President Walter Mondale (center) says hello before his address to the convention. At (right) is Mrs. Joan Mondale.

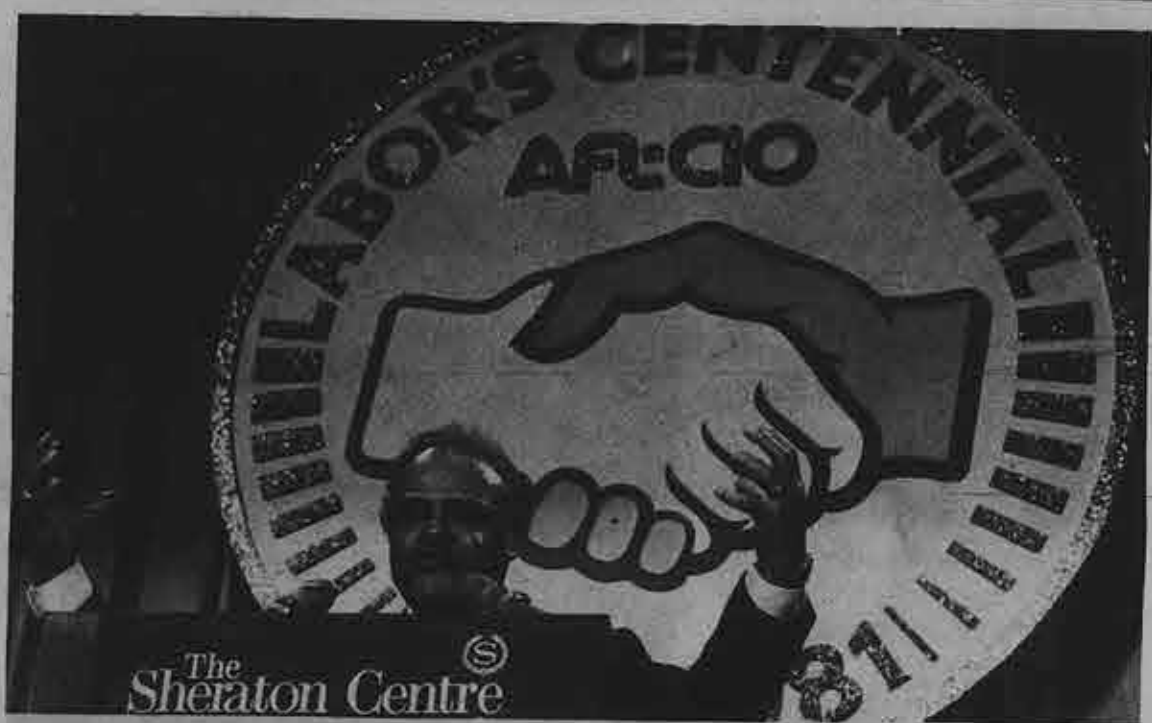
AFL-CIO Centennial Convention Highlights, New York, N.Y. Nov. 16-19, 1981



In an animated mood are (l. to r.) N.Y. Mayor Ed Koch and Sen. Daniel P. Moynihan (D-N.Y.).



N.Y. Gov. Hugh L. Carey addresses delegates of the AFL-CIO Centennial Convention last month.



Exhorting the delegates is Benjamin Hooks, president of the National Assn. for the Advancement of Colored People (NAACP).



Getting a chuckle out of some convention byplay (left) is SIU Executive VP Ed Turner. At (right) is UIW National Director Steve Edney.



SIU West Coast VP George McCartney (left) banter with (right) Roman Gralewicz, president of the SIU of Canada.



Talking over a convention point in New York are (l. to r.) MFWO President Henry "Whitney" Disley and SUP President Paul Dempster.



Among the AFL-CIO Convention delegates were (foreground l. to r.) SIU Executive VP Ed Turner, UIW National Director Steve Edney, SIU East Coast VP Leon Hall, MFWO President "Whitney" Disley, SUP President Paul Dempster, SIU Gulf Coast VP Joe Sacco and SIU West Coast VP George McCartney.

American Labor Celebrates a Century of

The labor movement last month celebrated its 100th birthday at the AFL-CIO Convention in New York from Nov. 16-19th, 1981. In recognition of this landmark, the AFL-CIO adopted an appropriate theme for its gathering: "A Century of Achievement, A Challenge for the Future."

The AFL-CIO recognizes the birth of the American labor movement with the founding in 1881 of the Federation of Trades and Labor Unions. There were two other American labor federations before FOTLU, namely the National Labor Union founded in 1866, and the Noble Order of the Knights of Labor, dating back to 1869. However, both organizations never really caught on and eventually fell by the wayside.

Following is a brief outline of some of the more important dates and achievements of the labor movement during its first 100 years.

1881: The Federation of Trades and Labor Unions (FOTLU) was founded in Pittsburgh by six craft unions—printers, iron and steel workers, molders, carpenters, glassworkers and cigar makers. For five years, this rather small and weak federation was overshadowed by the Knights of Labor.

But as the Knights declined and craft unions split from it, these crafts, meeting in Columbus, Ohio, in 1886, formed the American Federation of Labor. FOTLU, also meeting in Columbus, amalgamated with the new AFL. Samuel Gompers of the Cigar Makers became the AFL's first president.

Under Gompers' leadership, the AFL developed as a practical, day-to-day organization which focused on winning and holding gains through the collective bargaining contract. It avoided social experiments and politics.

Beginning with a membership of 138,000, the federation slowly doubled that number during the next decade. But while the crafts built up their unions, labor made little headway in the basic production industries until after the turn of the century.

1882: Peter J. McGuire, a young



Peter J. McGuire, a founder of the Carpenters was one of the prime movers of the establishment of the Federation of Trades and Labor Unions.

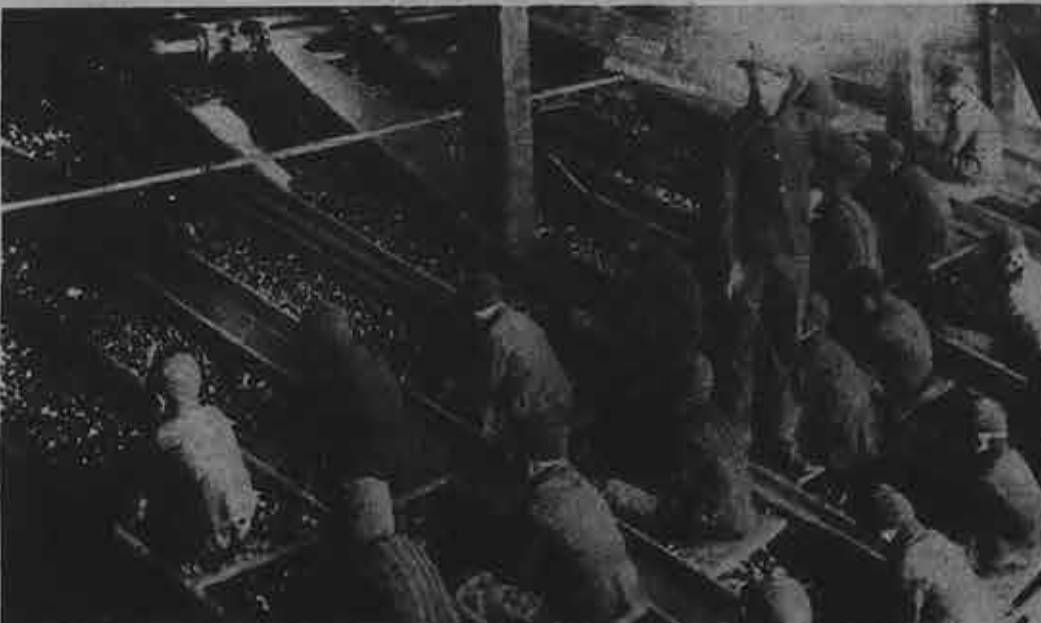
labor organizer and agitator who had helped to found the Brotherhood of Carpenters and Joiners in 1881, suggested setting aside one day in the year in honor of labor. The first Labor Day celebration, an impressive gathering in Union Square in New York City, was held in September. Paraders called for an 8-hour day.

1886: Labor's struggle for the 8-hour day reached a high point on May 1 of this year when some 250,000 workers struck and demonstrated for that demand.

But the 8-hour day movement and the labor movement as a whole received a big setback as a result of the notorious Haymarket Riot which soon followed.

At the end of a peaceful rally in Chicago's Haymarket Square in protest of a police killing of four strikers for the 8-hour day, a bomb was thrown, killing a policeman. Although the identity of the bomb thrower was never determined, eight anarchists in Chicago were charged, convicted and sentenced without any evidence. Five were hanged.

Politicians and the press used the incident to slander labor and turn public sentiment against its goals.



The plight of these "Breaker Boys" illustrates how the rapid expansion of American industry in the late 19th century often occurred at the expense of the welfare and lives of children and adults alike. Working in dirty and dangerous coal breakers, these "breaker boys" became bent-backed like old men because of the stooped position in which they worked. Accidents and gruesome deaths were not uncommon.

1892: The Homestead strike, organized labor's first confrontation with a large manufacturing company, illustrated labor's difficulties during this era of the Robber Barons and of unbridled capitalism.

A steelworkers affiliate of the AFL called a strike at the Carnegie plant at Homestead, Pa., after the company ordered a large wage cut. When the company tried to reopen the mills with 300 armed Pinkerton detectives, the striking workers drove them off in a pitched battle which left several dead on both sides.

Some 8,000 state troops were sent in to take over the town. After several hard months, the strike was broken.

1894: The next big confrontation was the famous Pullman strike. When workers at the Pullman plant near Chicago struck against wage cuts, the independent American Railway Union—led by Eugene V. Debs—called a boycott of the handling of Pullman's sleeping and parlor cars on the nation's railroads. Within a week,

125,000 rail workers had brought commerce to a near halt by their sympathy strike.

The government swore in 3,400 "special deputies." When that failed to break the strike, President Grover Cleveland moved in federal troops. A court injunction banned all strike activity.

Defying the injunction, Debs and hundreds of other strikers were jailed. During the conflict, 25 persons were killed and many injured. Strikers were blacklisted. The strike was broken.

Beginning with this strike, the court injunction became a favorite weapon against labor. Not until the Clayton Act of 1914 and, more importantly, the labor laws of the 1930's were restrictions placed on its use by the government and employers.

1902: The United Mine Workers led a five-month strike of anthracite coal miners in Pennsylvania. The walkout ended when President Theodore Roosevelt intervened to propose arbitration, the first presidential intervention of this kind.

The miners gained pay increases and shorter work days from a Presidential commission, but were denied union recognition. The strike made the



Samuel Gompers of the Cigar Makers became the first president of the American Federation of Labor.

IWW, known as the Wobblies. Police and militia attacks on peaceful strike meetings produced public support for the workers. The mill owners were pressured to not only restore the pay cuts but to increase wages.

While the IWW ran efficient and militant strikes among the miners and migratory workers of the West and immigrant textile workers of the Northeast, it failed to build a stable union. Its fervent opposition to capitalism and to the first World War made it an easy target for the government persecution which hastened its decline.

An IWW song, "Solidarity Forever," became a kind of official anthem for American labor.

1914: The Ludlow massacre is perhaps the cruelest episode in the violence-torn history of American labor. On Easter Sunday, April 20, state militia and gun thugs hired by the Rockefellers shot down or burned to death in their tent refuge 19 striking Mine Workers and their wives and children at a tent colony in Ludlow, Colorado.

The massacre was the climax of a strike by 11,000 UMWA members in southern Colorado. Coal operators, dominated by the Rockefeller interests, had evicted the strikers and their families from company-owned homes the year before. The union had set up tent colonies to house the strikers.

1919: The first nationwide steel strike, led by an AFL steel organizing committee, was worn down after an intense, 3½-month struggle. "Big Steel" propagandized heavily to depict the post-World War I strike as "unpatriotic" as well as using standard tactics like strikebreakers, spies and hired guns.

Strike actions had advanced such demands as the end of the 12-hour day, the dismantling of company "unions," collective bargaining and wage increases.

The ruthless busting of the strike typified the reactionary postwar era known as the "Roaring Twenties." It was a downhill period for the labor movement. Union membership declined sharply.

It was the period of the National Association of Manufacturers-sponsored "American Plan," which meant the open shop "yellow dog contract"

American Labor Celebrates a Century of

The labor movement last month celebrated its 100th birthday at the AFL-CIO Convention in New York from Nov. 16-19th, 1981. In recognition of this landmark, the AFL-CIO adopted an appropriate theme for its gathering: "A Century of Achievement, A Challenge for the Future."

The AFL-CIO recognizes the birth of the American labor movement with the founding in 1881 of the Federation of Trades and Labor Unions. There were two other American labor federations before FOTLU, namely the National Labor Union founded in 1866, and the Noble Order of the Knights of Labor, dating back to 1869. However, both organizations never really caught on and eventually fell by the wayside.

Following is a brief outline of some of the more important dates and achievements of the labor movement during its first 100 years.

1881: The Federation of Trades and Labor Unions (FOTLU) was founded in Pittsburgh by six craft unions—printers, iron and steel workers, molders, carpenters, glassworkers and cigar makers. For five years, this rather small and weak federation was overshadowed by the Knights of Labor.

But as the Knights declined and craft unions split from it, these crafts, meeting in Columbus, Ohio, in 1886, formed the American Federation of Labor. FOTLU, also meeting in Columbus, amalgamated with the new AFL. Samuel Gompers of the Cigar Makers became the AFL's first president.

Under Gompers' leadership, the AFL developed as a practical, day-to-day organization which focused on winning and holding gains through the collective bargaining contract. It avoided social experiments and politics.

Beginning with a membership of 138,000, the federation slowly doubled that number during the next decade. But while the crafts built up their unions, labor made little headway in the basic production industries until after the turn of the century.

1882: Peter J. McGuire, a young



Peter J. McGuire, a founder of the Carpenters was one of the prime movers of the establishment of the Federation of Trades and Labor Unions.

labor organizer and agitator who had helped to found the Brotherhood of Carpenters and Joiners in 1881, suggested setting aside one day in the year in honor of labor. The first Labor Day celebration, an impressive gathering in Union Square in New York City, was held in September. Parades called for an 8-hour day.

1886: Labor's struggle for the 8-hour day reached a high point on May 1 of this year when some 250,000 workers struck and demonstrated for that demand.

But the 8-hour day movement and the labor movement as a whole received a big setback as a result of the notorious Haymarket Riot which soon followed.

At the end of a peaceful rally in Chicago's Haymarket Square in protest of a police killing of four strikers for the 8-hour day, a bomb was thrown, killing a policeman. Although the identity of the bomb thrower was never determined, eight anarchists in Chicago were charged, convicted and sentenced without any evidence. Five were hanged.

Politicians and the press used the incident to slander labor and turn public sentiment against its goals.



The plight of these "breaker boys" illustrates how the rapid expansion of American industry in the late 19th century often occurred at the expense of the welfare and lives of children and adults alike. Working in dirty and dangerous coal breakers, these "breaker boys" became bent-backed like old men because of the stooped position in which they worked. Accidents and gruesome deaths were not uncommon.

1892: The Homestead strike, organized labor's first confrontation with a large manufacturing company, illustrated labor's difficulties during this era of the Robber Barons and of unbridled capitalism.

A steelworkers affiliate of the AFL called a strike at the Carnegie plant at Homestead, Pa., after the company ordered a large wage cut. When the company tried to reopen the mills with 300 armed Pinkerton detectives, the striking workers drove them off in a pitched battle which left several dead on both sides.

Some 8,000 state troops were sent in to take over the town. After several hard months, the strike was broken.

1894: The next big confrontation was the famous Pullman strike. When workers at the Pullman plant near Chicago struck against wage cuts, the independent American Railway Union—led by Eugene V. Debs—called a boycott of the handling of Pullman's sleeping and parlor cars on the nation's railroads. Within a week,

125,000 rail workers had brought commerce to a near halt by their sympathy strike.

The government swore in 3,400 "special deputies." When that failed to break the strike, President Grover Cleveland moved in federal troops. A court injunction banned all strike activity.

Defying the injunction, Debs and hundreds of other strikers were jailed. During the conflict, 25 persons were killed and many injured. Strikers were blacklisted. The strike was broken. Beginning with this strike, the court injunction became a favorite weapon against labor. Not until the Clayton Act of 1914 and, more importantly, the labor laws of the 1930's were restrictions placed on its use by the government and employers.

1902: The United Mine Workers led a five-month strike of anthracite coal miners in Pennsylvania. The walkout ended when President Theodore Roosevelt intervened to propose arbitration, the first presidential intervention of this kind.

The miners gained pay increases and shorter work days from a Presidential commission, but were denied union recognition. The strike made the



Samuel Gompers of the Cigar Makers became the first president of the American Federation of Labor.

IWW, known as the Wobblies. Police and militia attacks on peaceful strike meetings produced public support for the workers. The mill owners were pressured to not only restore the pay cuts but to increase wages.

While the IWW ran efficient and militant strikes among the miners and migratory workers of the West and immigrant textile workers of the Northeast, it failed to build a stable union. Its fervent opposition to capitalism and to the first World War made it an easy target for the government persecution which hastened its decline.

An IWW song, "Solidarity Forever," became a kind of official anthem for American labor.

1914: The Ludlow massacre is perhaps the cruelest episode in the violence-torn history of American labor. On Easter Sunday, April 20, state militia and gun thugs hired by the Rockefeller shot down or burned to death in their tent refuge 19 striking Mine Workers and their wives and children at a tent colony in Ludlow, Colorado.

The massacre was the climax of a strike by 11,000 UMWA members in southern Colorado. Coal operators, dominated by the Rockefeller interests, had evicted the strikers and their families from company-owned homes the year before. The union had set up tent colonies to house the strikers.

1919: The first nationwide steel strike, led by an AFL steel organizing committee, was worn down after an intense, 3½-month struggle. "Big Steel" propagandized heavily to depict the post-World War I strike as "unpatriotic" as well as using standard tactics like strikebreakers, spies and hired guns.

Strike actions had advanced such demands as the end of the 12-hour day, the dismantling of company "unions," collective bargaining and wage increases.

The ruthless busting of the strike typified the reactionary postwar era known as the "Roaring Twenties." It was a downhill period for the labor movement. Union membership declined sharply.

It was the period of the National Association of Manufacturers-sponsored "American Plan," which meant the open shop "yellow dog contract"

Achievement: But It Didn't Come Easy



Nearly two decades of schism between the craft-oriented American Federation of Labor and the industrial union-oriented Congress of Industrial Organizations was ended by a merger agreement in 1955. Here George Meany, president of the AFL, and Walter Reuther, head of the CIO, pose for the cameras in a symbolic gesture of unity.

to keep unions out of major industry as well as blacklisting and Ku Klux Klan-style vigilantism.

1935: The shock of the Great Depression, touched off by the stock market crash of 1929, further demoralized organized labor. But by 1934, labor again was on the march, as seen most dramatically in the general strikes in Minneapolis, Toledo and San Francisco.

With Franklin D. Roosevelt in the White House, Congress passed the National Labor Relations Act (Wagner Act). The NLRA set a public policy of fostering collective bargaining, protected the right of workers to organize and created the National Labor Relations Board to administer the law.

Also in 1935, Congress approved the Social Security Act, a landmark in social welfare legislation. Other programs advocated by labor were soon to follow—unemployment compensation, workmen's compensation, and a federal minimum wage-hour law.



In the depths of the great depression which followed the stock market crash of 1929, over 15 million Americans were unemployed. Like this jobless Detroit man, workers wanted jobs, not bread lines.

But the so-called "Little Steel" companies decided to fight the union by any means. The ensuing violence set the stage for the notorious "Memorial Day Massacre." At the Republic Steel plant outside Chicago, police savagely attacked a holiday parade of strikers and their families, killing ten and wounding scores.

Public sympathy swept behind labor's organizing drives and congressional investigations sought to end industrial warfare. Peaceful elections finally brought the unions to "Little Steel."

1936: The AFL granted a charter to the Seafarers International Union of North America, marking the coming of age of the maritime labor movement. Several years before, the National Maritime Union was formed. The SIU and NMU swiftly established themselves as the major maritime unions in the nation and established the waterfront unions as forces to be reckoned with.



Social Security Act of 1935 is signed into law in a White House ceremony by President Franklin D. Roosevelt. The landmark legislation was one of several important measures advocated by organized labor which were enacted during Roosevelt's New Deal.

auto, rubber, textile and other mass production industries.

1936: The various CIO unions were expelled from the craft-minded AFL on the grounds that they had flouted AFL rules and procedures by setting up "dual unions." Two years later, the CIO held its first constitutional convention and became the Congress of Industrial Organizations under Lewis' leadership.

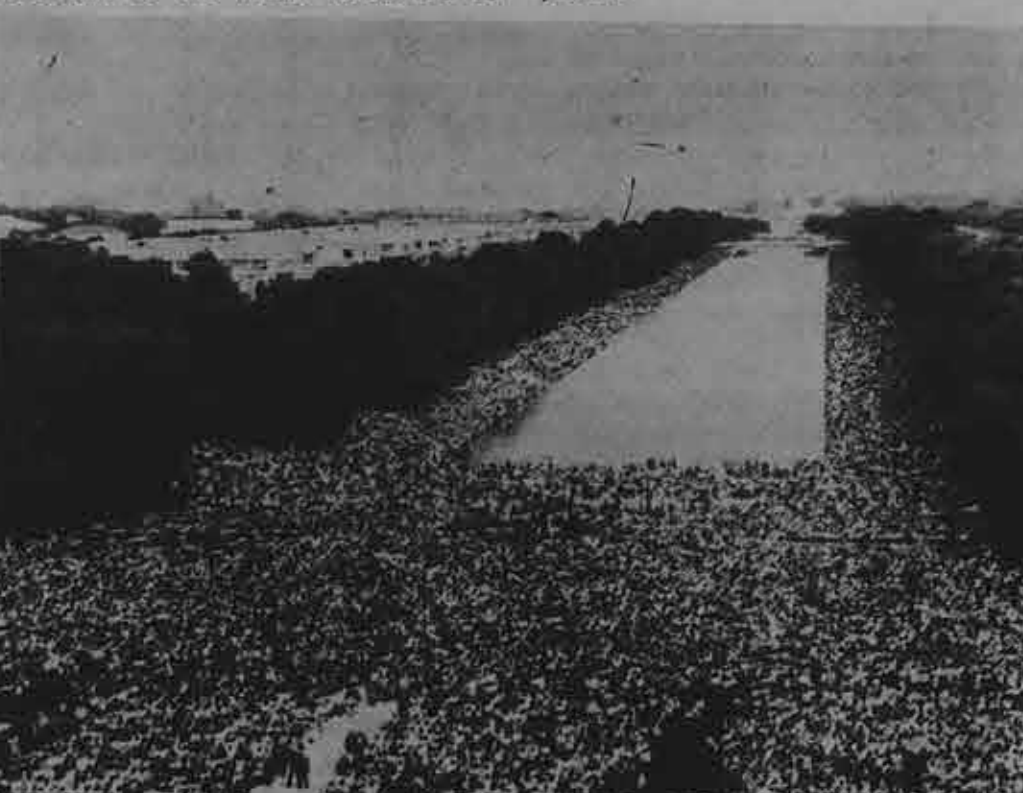
Also in 1936, the first large "sit-down" strike was conducted by the United Rubber Workers, CIO, which ended with union recognition at the Goodyear Tire and Rubber Company.

A year later, auto workers in plant after plant downed their tools and stayed inside when the General Motors Corporation rejected the demand of the United Auto Workers for recognition. In a demonstration of self-government, the workers elected committees, set their own rules to maintain discipline and protect factory property, and arranged for food and other supplies. After 44 days, GM recognized the UAW. The same tactics won a contract from Chrysler.

1937: The giant U.S. Steel Corporation, seeing what had happened in the auto industry, signed a union contract at Homestead, Pa., where

workers had been routed in 1892. The rest of "Big Steel" fell into line.

1947: The wage freeze during World War II and the return of millions of veterans to the labor force led to



The "March on Washington for Jobs and Freedom" in August 1963 was the largest civil rights demonstration ever held. Well over 200,000 people gathered before the Lincoln Memorial to demand congressional enactment of laws banning discrimination in jobs, public accommodations and housing. The following summer, Congress enacted the landmark Civil Rights Act of 1964.

widespread militant strikes in 1946.

The new "pro-business" 80th Congress, with Republicans controlling both Senate and House for the first time since 1929-31, capitalized on the public mood towards strikes and passed the Taft-Hartley Act. President Truman vetoed it as harshly anti-labor and Congress overrode the veto. Taft-Hartley embodied many recommendations of organized business. It outlawed the closed shop and in Section 14 (b) permitted states to restrict the union shop. Taft-Hartley spurred labor into increased political activity.

1955: The AFL and the CIO, which had come to resemble each other more and more, resolved their major differences and signed a merger agreement.

1959: Charges of corruption in some unions prompted Congress to pass the Landrum-Griffin Act placing certain restrictions and requirements on unions' internal operations.

1963: The "March on Washington for Jobs and Freedom" in August brought well over 200,000 people to the nation's capital in a peaceful demonstration for enactment of civil rights protections. The following year, Congress passed the landmark Civil Rights Act.

1970: With a strong push from organized labor, Congress enacted the Occupational Safety and Health Act, or OSHA. Congress also enacted landmark environmental protection legislation, including the Clean Air Act and the Clean Water Act.

1980: Labor's long effort to organize the South saw two major breakthroughs. The victory of a Steelworkers organizing drive at the Newport News shipyard brought Virginia's largest employer under a union contract. And the 17-year long struggle by textile workers at the J.P. Stevens Company ended in victory for the Amalgamated Clothing and Textile Workers and the labor movement which had shown its solidarity in supporting the Stevens boycott for many years.



Dispatchers Report for Deep Sea

NOVEMBER 1-30, 1981

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	3	4	1	2	8	0	7	7	3
New York	95	47	2	71	24	0	176	111	6
Philadelphia	4	3	0	4	1	0	15	14	2
Baltimore	12	7	1	14	1	0	27	19	2
Norfolk	8	8	3	22	8	0	18	22	5
Tampa	10	7	1	9	6	0	18	12	3
Mobile	14	2	0	2	0	0	29	7	1
New Orleans	73	23	1	64	16	0	132	51	13
Jacksonville	27	11	1	19	10	0	62	23	3
San Francisco	52	18	4	35	19	0	96	31	15
Wilmington	16	12	6	13	9	0	45	34	18
Seattle	28	14	1	28	3	0	75	38	5
Puerto Rico	9	5	0	20	5	4	10	4	0
Houston	42	20	2	44	9	0	116	48	6
Piney Point	0	0	0	0	8	0	0	0	0
Yokohama	3	0	0	0	0	1	3	0	0
Totals	396	181	23	347	127	5	829	421	82
ENGINE DEPARTMENT									
Boston	1	2	0	1	3	0	2	3	0
New York	73	25	4	56	23	0	155	78	6
Philadelphia	7	3	0	1	0	0	14	7	0
Baltimore	15	5	0	4	3	0	36	12	2
Norfolk	6	8	0	12	7	0	19	14	0
Tampa	12	6	0	4	4	0	15	18	1
Mobile	8	5	0	2	0	0	25	9	1
New Orleans	71	19	1	49	6	0	127	44	4
Jacksonville	14	6	0	24	19	0	36	8	2
San Francisco	40	24	4	35	7	0	67	38	10
Wilmington	14	10	0	5	4	0	31	23	4
Seattle	20	9	4	14	3	0	55	29	9
Puerto Rico	5	1	0	8	2	0	8	2	0
Houston	21	11	1	20	4	0	80	31	2
Piney Point	0	0	0	0	3	0	1	0	0
Yokohama	0	1	2	0	0	2	0	2	0
Totals	307	135	16	235	88	2	671	318	41
STEWARD DEPARTMENT									
Boston	0	2	0	0	0	0	2	4	2
New York	35	26	0	35	27	0	59	69	0
Philadelphia	2	3	0	1	3	0	3	5	0
Baltimore	5	5	0	7	0	0	15	9	0
Norfolk	11	5	0	12	12	0	19	9	1
Tampa	5	6	0	1	5	0	7	10	0
Mobile	8	2	0	3	1	0	20	2	0
New Orleans	37	12	0	41	9	0	71	16	2
Jacksonville	11	5	0	13	3	0	20	10	1
San Francisco	22	12	9	19	36	2	33	39	26
Wilmington	5	5	3	3	5	0	19	11	7
Seattle	16	9	3	13	11	0	28	10	5
Puerto Rico	4	1	0	8	7	0	9	3	0
Houston	14	1	0	18	7	0	50	6	1
Piney Point	0	1	0	0	29	0	0	1	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	175	95	15	174	155	2	355	204	45
ENTRY DEPARTMENT									
Boston	0	6	2	0	0	0	3	15	6
New York	20	110	18	0	0	0	38	299	70
Philadelphia	4	12	0	0	0	0	3	33	0
Baltimore	7	19	3	0	0	0	20	53	10
Norfolk	10	19	1	0	0	0	9	44	2
Tampa	3	19	3	0	0	0	5	29	6
Mobile	3	8	0	0	0	0	8	24	3
New Orleans	31	65	12	0	0	0	52	139	32
Jacksonville	15	15	4	0	0	0	18	53	6
San Francisco	20	64	48	0	0	0	32	164	165
Wilmington	1	16	16	0	0	0	2	49	58
Seattle	11	30	16	0	0	0	12	55	39
Puerto Rico	4	22	6	0	0	0	9	41	11
Houston	13	36	5	0	0	0	24	99	14
Piney Point	0	38	0	0	0	0	0	14	0
Yokohama	0	3	2	0	0	0	0	2	1
Totals	142	482	136	0	0	0	235	1,113	423
Totals All Departments	1,020	893	190	756	370	9	2,090	2,056	591

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 November was down a bit from October. A total of 1,135 jobs were shipped in November to SIU contracted deep sea vessels. Of the 1,135 jobs, only 756 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

BOSTON, Mass.

215 Essex St. 02111
(617) 482-4716

CHICAGO, ILL.

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

CLEVELAND, Ohio

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

COLUMBUS, Ohio

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

DULUTH, Minn.

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

FRANKFORT, Mich.

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

GLOUCESTER, Mass.

11 Rogers St. 01903
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

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

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PADUCAH, Ky.

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

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

PORT ARTHUR, Tex.

534 9 Ave. 77640
(713) 983-1679

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

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

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

TAMPA, Fla.

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

TOLEDO, Ohio

935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

YOKOHAMA, Japan

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



Dispatchers Report for Deep Sea

NOVEMBER 1-30, 1981

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	3	4	1	2	8	0	7	7	3
New York	95	47	2	71	24	0	176	111	16
Philadelphia	4	3	0	4	1	0	15	14	2
Baltimore	12	7	1	14	1	0	27	19	3
Norfolk	8	8	3	22	8	0	18	22	5
Tampa	10	7	1	9	6	0	18	12	3
Mobile	14	2	0	2	0	0	29	7	1
New Orleans	73	23	1	64	16	0	132	51	13
Jacksonville	27	11	1	19	10	0	62	23	3
San Francisco	52	18	4	35	19	0	96	31	15
Wilmington	16	12	6	13	9	0	45	34	18
Seattle	28	14	1	28	3	0	75	38	5
Puerto Rico	9	5	0	20	5	4	10	4	0
Houston	42	20	2	44	9	0	116	48	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	3	0	0	0	0	1	3	0	0
Totals	396	181	23	347	127	5	829	421	82
ENGINE DEPARTMENT									
Boston	1	2	0	1	3	0	2	3	0
New York	73	25	0	56	23	0	155	78	6
Philadelphia	7	3	0	4	1	0	14	7	0
Baltimore	15	5	0	12	7	0	36	12	2
Norfolk	6	8	0	12	4	0	19	14	0
Tampa	12	6	0	4	4	0	15	18	1
Mobile	8	5	0	2	0	0	25	9	1
New Orleans	71	19	1	49	6	0	127	44	4
Jacksonville	14	6	0	24	19	0	36	8	0
San Francisco	40	24	4	35	7	0	67	38	10
Wilmington	14	10	0	5	4	0	31	23	4
Seattle	20	9	4	14	3	0	55	29	9
Puerto Rico	5	0	0	8	2	0	8	2	0
Houston	21	11	1	20	4	0	80	31	2
Piney Point	0	0	0	0	3	0	1	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	307	135	16	235	88	2	671	318	41
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	2	4	2
New York	35	26	0	35	27	0	59	69	0
Philadelphia	2	3	0	1	3	0	3	5	0
Baltimore	5	5	0	7	0	0	15	9	0
Norfolk	11	6	0	12	12	0	19	9	1
Tampa	5	6	0	1	5	0	7	10	0
Mobile	8	2	0	3	1	0	20	2	0
New Orleans	37	12	0	41	3	0	71	16	2
Jacksonville	11	5	0	13	3	0	20	10	1
San Francisco	22	12	9	19	36	2	33	39	26
Wilmington	5	5	3	3	5	0	19	11	7
Seattle	16	9	0	13	11	0	28	10	5
Puerto Rico	4	1	0	8	7	0	9	3	0
Houston	14	1	0	18	7	0	50	6	1
Piney Point	0	0	0	0	29	0	0	1	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	175	95	15	174	155	2	355	204	45
ENTRY DEPARTMENT									
Boston	0	6	2	0	0	0	3	15	6
New York	20	110	18	20	299	0	38	299	70
Philadelphia	4	12	0	3	3	0	3	33	0
Baltimore	7	19	3	7	19	0	20	53	10
Norfolk	10	19	1	10	20	0	9	44	2
Tampa	3	19	3	5	29	6	5	29	6
Mobile	3	8	0	5	24	3	6	24	3
New Orleans	31	65	12	52	139	32	52	139	32
Jacksonville	15	15	4	18	53	6	18	53	6
San Francisco	20	64	48	32	164	165	32	164	165
Wilmington	1	16	15	1	49	55	1	49	55
Seattle	11	30	16	12	55	39	12	55	39
Puerto Rico	4	22	6	9	41	11	9	41	11
Houston	13	36	5	24	99	14	24	99	14
Piney Point	0	3	2	0	2	1	0	2	1
Yokohama	0	0	0	0	0	0	0	0	0
Totals	142	482	136	235	1,113	423	235	1,113	423
Totals All Departments	1,020	893	190	756	370	9	2,090	2,056	591

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 November was down a bit from October. A total of 1,135 jobs were shipped in November to SIU contracted deep sea vessels. Of the 1,135 jobs, only 756 or about 66 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

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

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

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

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

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

FRANKFORT, Mich.
P.O. Box D
4155 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 5-8424

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

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

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

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

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

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

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

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

SANTURCE, P.R.
1313 Fernandez, Juncos,
Stop 20 00909
(809) 725-8960

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

ST. LOUIS, Mo.
4581 Gravois Ave. 63116
(314) 752-8500

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

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

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

YOKOHAMA, Japan
P.O. Box 429
Yokohama Port P.O. 5-8 Nihon Odori
Naka-Ku 231-91
201-7935

At Sea/Ashore

Better in the Bahamas... To the end of this month, both the 68,894 dwt's *OBO Ultramar* and *OBO Ultrasea* (Westchester Marine) will carry 58,727 tons of oil each from the Bahamas to a Gulf port.

Seafarer Marathon Places 3rd... Late last month, AB "William Bill" Foley of Paterson, N.J. beat out several hundred runners to place third in the Seamen's Division of the 1st Annual 6.2 mile Harbor Race through the streets of Port Newark, N.J. in 46 minutes and 5 seconds.

Brother Foley, now sales manager for Sonny Chevrolet in Paterson, recently ran the 26.2 mile N.Y. Marathon, passing Union Headquarters, in 3 hours, 43 minutes.

Seafarer Foley joined the SIU in 1967, sailing for 10 years. He last sailed aboard the *SS Thomas Lynch* (Waterman).

The Harbor Race for seamen and port workers was sponsored by the Seamen's Church Institute of Port Newark.

To Russia With Grain... Although the Soviet Union only imported a little more than 1-million tons of American grain since October, in December she imported 2.15-million tons of U.S. grain.

The grain was bought under the recently negotiated extended, long-term agreement between the countries. **From Waves Into Electricity...** Baltimore Inventor and Seafarer Melville G. Montgomery, 55, a long-time observer of ocean waves (joined SIU in 1953) said recently in the *Baltimore Sun* and on TV that "years and years at sea and watching all that power," made him think that, "There's got to be some way to harness that power."

With that he has invented a machine to change the continuous energy of ocean waves into electricity. "It's very simple and it works," says Brother Mont-

gomery who quit the sea when he got married but returned in 1978.

Demonstrating the wooden model of his wave action machine, on which he hopes to get a patent, in his living room, the inventor showed a wheel with teeth on its rim with side arm floats.

When a wave hits the floats, it moves the armsgears which mesh with the wheel's teeth making the wheel turn and move its revolving shaft which turns a generator producing electricity.

Montgomery's son, George, was at Piney Point upgrading in the steward department. His nephews, Greg and Brian Smith ride tugs in the port of N.Y.

MARAD Comes to the Rescue... MARAD will guarantee \$29-million of the \$36.9-million needed to

repair and reconstruct a fire-ravaged tanker, the 80,000 dwt *ST Alkaterini*. She will be renamed the *ST Adonis* (Apex Marine) and be manned by an SIU crew late next year.

Coast Guard Finds 1 of 24... Late last month the Coast Guard found a single survivor clinging to an overturned lifeboat 215 miles east of Bermuda of a sunken West German freighter lost with her crew.

The survivor, Chief Officer Harald Marienseldt of the 600-foot *SS Elma Tres* told rescuers that the ship took on water during a 80 mph gale, rolled over throwing the crew into the 15-foot seas as two lifeboats were lowered. Twenty-three were lost.

The vessel was enroute from Argentina to the port of Boston.

This Man Has It All

Job Opportunities -
Great Pay -
Security.



Get in on today's opportunities in the SIU-contracted fleet. Take the **Refrigeration Systems Maintenance and Operations Course** at the Seafarers Harry Lundeborg School of Seamanship on March 29. You can earn it too.

Contact SHLSS or see your SIU Field Representative for details.

KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 29th Street, Brooklyn, N.Y. 11215

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

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

KNOW YOUR RIGHTS



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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment 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.

KNOW YOUR RIGHTS

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

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

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

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



Antonios George Kotsis, 61, joined the SIU in the port of New York in 1960 sailing as a bosun. Brother Kotsis sailed 29 years. He was born in Greece and is a resident of Evias, Greece.



Jack Baron Mauldin, 70, joined the SIU in the port of Mobile in 1957 sailing as a steward utility. Brother Mauldin sailed 52 years. He attended a Piney Point Educational Conference. Seafarer Mauldin is a veteran of the U.S. Navy in World War II. A native of North Carolina, he is a resident of Gretna, La.



Duane Russell Peterson, 65, joined the SIU in the port of San Francisco in 1962 sailing as a FOWT. Brother Peterson sailed 31 years. He was a former member of the SUP from 1953 to 1962. Seafarer Peterson is a veteran of the U.S. Army in World War II. Born in Canada, he is a naturalized U.S. citizen. He is a resident of Oakland, Calif.



Heber Ross Guymon, 55, joined the SIU in 1948 in the port of Baltimore sailing as a chief electrician. Brother Guymon sailed over 30 years. He walked the picketline in the 1961 N.Y. Harbor strike. Seafarer Guymon also attended the 1972 Piney Point Educational Conference. Born in Utah, he is a resident of Manila, P.I.



Melvin Cornelius Herring, 58, joined the SIU in the port of Baltimore in 1951 sailing as an AB. Brother Herring is a veteran of the U.S. Army in World War II. He was born in Elkton, Va. and is a resident of Winchester, Va.



Benjamin Raymond Huggins, 56, joined the SIU in the port of Mobile in 1955 sailing as a FOWT. Brother Huggins is a veteran of both the U.S. Marine Corps during World War II and the U.S. Army after that conflict. He was born in Sheffield, Ala. and is a resident of Mobile.



Aristides Spyros Karras, 65, joined the SIU in the port of Mobile in 1967 sailing as a BR utility. Brother Karras is a veteran of the Greek Army. He was born in Platana Kymi, Greece and is a resident of Kymi Evias, Greece.



Philip Edward Maechling, 53, joined the SIU in 1947 in the port of New Orleans sailing as an AB. Brother Maechling had a winning poster design in the Union's 1961 General Shipboard Safety Contest. He was born in New Orleans and is a resident of Harahan, La.



Recertified Bosun Dimas Mendoza, 62, joined the SIU in 1944 in the port of San Juan, P.R. Brother Mendoza graduated from the Union's Recertified Bosuns Program in February 1976. He hit the bricks in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Mendoza was born in Fajardo, P.R. and is a resident of Rio Piedras, P.R.

Pensioner's Corner



Robert Gonzales O'Neill, 68, joined the SIU in the port of Houston in 1960 sailing in the steward department. Brother O'Neill also worked as a club manager. He sailed 44 years. Seafarer O'Neill is a veteran of the U.S. Army Infantry in World War II. A native of Eagle Pass, Tex., he is a resident of Galveston.



Martin Thomas O'Toole, 57, joined the SIU in the port of Seattle in 1955 sailing in the engine room. Brother O'Toole sailed 34 years. He was born in Baltimore and is a resident there.



Ernest Estevez Puras, 59, joined the SIU in the port of New York in 1958 sailing as a bosun. Brother Puras sailed 31 years. He is a former member of the SUP. Seafarer Puras was born in Oriente, Cuba and is a naturalized U.S. citizen. And he is a resident of Miami, Fla.



Joseph John Rinius, 65, joined the SIU in the port of San Francisco in 1969 sailing as a FOWT. Brother Rinius sailed 19 years. He was born in Philadelphia and is a resident of Santa Rosa, Calif.



Arthur Allen Seago, 55, joined the SIU in 1944 in the port of Savannah sailing as an AB. Brother Seago also sailed during World War II. He was born in Georgia and is a resident of Bloomingdale, Ga.



Orville Ralph Stich, 60, joined the SIU in 1943 in the port of Baltimore sailing as a FOWT. Brother Stich also sailed during the Korean War. He was born in Dahlgren, Ill. and is a resident there.



Lloyd Jules Wetzel, 65, joined the SIU in 1947 in the port of New Orleans sailing as a cook, waiter and bartender. Brother Wetzel is a veteran of the U.S. Coast Guard in World War II. He was born in New Orleans and is a resident there.



John Henry Colbert, 59, joined the Union in the port of Mobile in 1956 sailing as a deckhand for Radcliffe Materials. Brother Colbert is a veteran of the U.S. Army in World War II. He was born in Uriah, Ala. and is a resident of Laurel, Miss.



John Butcher Jr., 61, joined the Union in the port of Houston in 1951 sailing as a deckhand and captain for the Coyle Line from 1956 to 1958, the Gulf Canal Line in 1961 and Dixie Carriers. Brother Butcher also worked in the Todd Johnson Shipyard, Algiers, La. in 1937. He was born in Dodson, La. and is a resident of Port Sulphur, La.



James Thomas Jackson Jr., 62, joined the Union in the port of Philadelphia in 1961 sailing as a captain for the Warner Co. from 1948 to 1958 and for Curtis Bay Towing from 1965 to 1981. Brother Jackson has been a union member since 1944. He is a veteran of the U.S. Army Infantry. Born in Durmid, Va., he is a resident of Williamstown, N.J.



Frank Joseph Balasia, 58, joined the SIU in the port of New York in 1954 sailing as an AB. Brother Balasia hit the bricks in the 1961 Greater N.Y. Harbor beef. He also attended a 1972 Piney Point Crew Conference. Seafarer Balasia is a veteran of the U.S. Navy in World War II. A native of Wilkes-Barre, Pa., he is a resident of Eustis, Fla.



Felipe Basaldu, 65, joined the SIU in the port of Houston in 1956 sailing as a FOWT. Brother Basaldu sailed 29 years. He was born in Texas and is a resident of Corpus Christi, Tex.



Melvin Wanamaker Bass, 58, joined the SIU in 1944 in the port of New York sailing as a 3rd cook. Brother Bass walked the picketline in both the 1961 N.Y. Harbor beef and the 1963 maritime strike. He was born in Mt. Pleasant, N.Y. and is a resident of the Bronx, N.Y.



Recertified Bosun John "Jack" Toomey Bowman, 62, joined the SIU in 1947 in the port of New York. Brother Bowman graduated from the Union's Recertified Bosuns program in July 1975. He also attended the 1975 Piney Point Educational Conference. Seafarer Bowman was born in New London, Conn. and is a resident of Pensacola, Fla.



William Emanuel Calefato, 65, joined the SIU in the port of New York in 1951 sailing in the black gang for 32 years. Brother Calefato is a veteran of the U.S. Army in World War II. He was born in Newburg, N.Y. and is a resident of Seattle.



Curtis Ducote, 60, joined the SIU in 1947 in the port of Mobile sailing as a FOWT. Brother Ducote is a veteran of the U.S. Army Infantry in World War II. He was born in Louisiana and is a resident of Jacksonville.



William Bertie Ferrell, 65, joined the SIU in the port of Baltimore in 1958 sailing as a FOWT. Brother Ferrell was born in North Carolina and is a resident of Wilmington, N.C.



Michael Fritch, 59, joined the SIU in the port of New York in 1961 sailing as a bosun. Brother Fritch sailed 26 years. He hit the bricks in the 1961 N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Fritch is a veteran of the U.S. Navy in World War II. A native of Tarentum, Pa., he is a resident of Tampa.



Antonios George Kotsis, 61, joined the SIU in the port of New York in 1960 sailing as a bosun. Brother Kotsis sailed 29 years. He was born in Greece and is a resident of Evias, Greece.



Jack Baron Mauldin, 70, joined the SIU in the port of Mobile in 1957 sailing as a steward utility. Brother Mauldin sailed 52 years. He attended a Piney Point Educational Conference. Seafarer Mauldin is a veteran of the U.S. Navy in World War II. A native of North Carolina, he is a resident of Gretna, La.



Duane Russell Peterson, 65, joined the SIU in the port of San Francisco in 1962 sailing as a FOWT. Brother Peterson sailed 31 years. He was a former member of the SUP form 1953 to 1962. Seafarer Peterson is a veteran of the U.S. Army in World War II. Born in Canada, he is a naturalized U.S. citizen. He is a resident of Oakland, Calif.



Heber Ross Guymon, 55, joined the SIU in 1948 in the port of Baltimore sailing as a chief electrician. Brother Guymon sailed over 30 years. He walked the picketline in the 1961 N.Y. Harbor strike. Seafarer Guymon also attended the 1972 Piney Point Educational Conference. Born in Utah, he is a resident of Manila, P.I.



Melvin Cornelius Herring, 58, joined the SIU in the port of Baltimore in 1951 sailing as an AB. Brother Herring is a veteran of the U.S. Army in World War II. He was born in Elkton, Va. and is a resident of Winchester, Va.



Benjamin Raymond Huggins, 56, joined the SIU in the port of Mobile in 1955 sailing as a FOWT. Brother Huggins is a veteran of both the U.S. Marine Corps during World War II and the U.S. Army after that conflict. He was born in Sheffield, Ala. and is a resident of Mobile.



Aristides Spyros Karras, 65, joined the SIU in the port of Mobile in 1967 sailing as a BF utility. Brother Karras is a veteran of the Greek Army. He was born in Platana Kymi, Greece and is a resident of Kymi Evias, Greece.



Philip Edward Maechling, 53, joined the SIU in 1947 in the port of New Orleans sailing as an AB. Brother Maechling had a winning poster design in the Union's 1961 General Shipboard Safety Contest. He was born in New Orleans and is a resident of Harahan, La.



Recertified Bosun Dimas Mendoza, 62, joined the SIU in 1944 in the port of San Juan, P.R. Brother Mendoza graduated from the Union's Recertified Bosuns Program in February 1976. He hit the bricks in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Mendoza was born in Fajardo, P.R. and is a resident of Rio Piedras, P.R.

Pensioner's Corner



Robert Gonzales O'Neill, 68, joined the SIU in the port of Houston in 1960 sailing in the steward department. Brother O'Neill also worked as a club manager. He sailed 44 years. Seafarer O'Neill is a veteran of the U.S. Army Infantry in World War II. A native of Eagle Pass, Tex., he is a resident of Galveston.



Martin Thomas O'Toole, 57, joined the SIU in the port of Seattle in 1955 sailing in the engine room. Brother O'Toole sailed 34 years. He was born in Baltimore and is a resident there.



Ernest Estevez Puras, 59, joined the SIU in the port of New York in 1958 sailing as a bosun. Brother Puras sailed 31 years. He is a former member of the SUP. Seafarer Puras was born in Oriente, Cuba and is a naturalized U.S. citizen. And he is a resident of Miami, Fla.



Joseph John Rinius, 65, joined the SIU in the port of San Francisco in 1969 sailing as a FOWT. Brother Rinius sailed 19 years. He was born in Philadelphia and is a resident of Santa Rosa, Calif.



Arthur Allen Seago, 55, joined the SIU in 1944 in the port of Savannah sailing as an AB. Brother Seago also sailed during World War II. He was born in Georgia and is a resident of Bloomingdale, Ga.



Orville Ralph Stich, 60, joined the SIU in 1943 in the port of Baltimore sailing as a FOWT. Brother Stich also sailed during the Korean War. He was born in Dahlgren, Ill. and is a resident there.



Lloyd Jules Wetzel, 65, joined the SIU in 1947 in the port of New Orleans sailing as a cook, waiter and bartender. Brother Wetzel is a veteran of the U.S. Coast Guard in World War II. He was born in New Orleans and is a resident there.



John Henry Colbert, 59, joined the SIU in the port of Mobile in 1956 sailing as a deckhand for Radcliffe Materials. Brother Colbert is a veteran of the U.S. Army in World War II. He was born in Uria, Ala. and is a resident of Laurel, Miss.



John Butcher Jr., 61, joined the SIU in the port of Houston in 1951 sailing as a deckhand and captain for the Coyle Line from 1956 to 1958, the Gulf Canal Line in 1961 and Dixie Carriers. Brother Butcher also worked in the Todd Johnson Shipyard, Algiers, La. in 1937. He was born in Dodson, La. and is a resident of Port Sulphur, La.



James Thomas Jackson Jr., 62, joined the Union in the port of Philadelphia in 1961 sailing as a captain for the Warner Co. from 1948 to 1958 and for Curtis Bay Towing from 1965 to 1981. Brother Jackson has been a union member since 1944. He is a veteran of the U.S. Army Infantry. Born in Dumid, Va., he is a resident of Williamstown, N.J.



Frank Joseph Balasia, 58, joined the SIU in the port of New York in 1954 sailing as an AB. Brother Balasia hit the bricks in the 1961 Greater N.Y. Harbor beef. He also attended a 1972 Piney Point Crew Conference. Seafarer Balasia is a veteran of the U.S. Navy in World War II. A native of Wilkes-Barre, Pa., he is a resident of Eustis, Fla.



Felipe Basaldu, 65, joined the SIU in the port of Houston in 1956 sailing as a FOWT. Brother Basaldu sailed 29 years. He was born in Texas and is a resident of Corpus Christi, Tex.



Melvin Wanamaker Bass, 58, joined the SIU in 1944 in the port of New York sailing as a 3rd cook. Brother Bass walked the picketline in both the 1961 N.Y. Harbor beef and the 1963 maritime strike. He was born in Mt. Pleasant, N.Y. and is a resident of the Bronx, N.Y.



Recertified Bosun John 'Jack' Toomey Bowman, 62, joined the SIU in 1947 in the port of New York. Brother Bowman graduated from the Union's Recertified Bosuns program in July 1975. He also attended the 1975 Piney Point Educational Conference. Seafarer Bowman was born in New London, Conn. and is a resident of Pensacola, Fla.



William Emanuel Calefato, 65, joined the SIU in the port of New York in 1951 sailing in the black gang for 32 years. Brother Calefato is a veteran of the U.S. Army in World War II. He was born in Newburg, N.Y. and is a resident of Seattle.



Curtis Ducote, 60, joined the SIU in 1947 in the port of Mobile sailing as a FOWT. Brother Ducote is a veteran of the U.S. Army Infantry in World War II. He was born in Louisiana and is a resident of Jacksonville.



William Bertie Ferrell, 65, joined the SIU in the port of Baltimore in 1958 sailing as a FOWT. Brother Ferrell was born in North Carolina and is a resident of Wilmington, N.C.



Michael Fritch, 59, joined the SIU in the port of New York in 1961 sailing as a bosun. Brother Fritch sailed 26 years. He hit the bricks in the 1961 N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Fritch is a veteran of the U.S. Navy in World War II. A native of Tarentum, Pa., he is a resident of Tampa.

Health-wise, Fat Is Not Where It's At

by Dr. Joseph Logue
SIU Medical Director

At least one of your friends, or a cousin, a next door neighbor, or maybe even a spouse, a child, or yourself is among the millions of Americans who are overweight.

Being overweight can be a problem in itself. You may not be able to be as active as you want to be. Attractive clothes can be hard to find. You simply may not be happy with the way you look.

Besides these problems, excessive weight can lead to much more serious conditions. It can be a significant contributing factor to diseases such as diabetes, hypertension, and various cardiac problems. In fact, if you're excessively overweight—obese—you're almost bound to have one of these conditions.

By just reducing the weight, the condition should improve. For instance, many times people who suffer from diabetes could eliminate the pills they take if they reduced their weight. Of course, do not stop taking medication before consulting a physician.

Besides overweight and obesity leading to some very dangerous diseases, there is a type of obesity that is a disease in itself. It's called **morbid obesity**.

According to Dr. Jean Mayer and Jeanne Goldberg in their *New York Daily News* column "Nutrition," there are approximately 40,000 Americans who are morbidly obese. This means that "they are about twice their ideal weight," or that "they weight more than 300 pounds."

The authors say that the fattest man who ever lived weighed 1,041 pounds. He died in 1958 at the age of 32 because of kidney failure. Of course, the real killer was morbid obesity.

As is noted in the column, any kind of mishap, no matter how minor it may be for a person of normal weight, becomes major for a mor-

bidity obese man or woman. That's because "they are such poor risks for surgery."

Of course they are very susceptible to the diseases I've already mentioned—diabetes, hypertension, cardiac problems—as well as "foot and other orthopedic problems."



people are going to survive to old age. Diet, under medical supervision, is the first and best method of treatment.

If this fails, there is the possibility of surgery. One type of surgery is the intestinal bypass operation. This "involves shortening the small intestine, where most of our digested food is absorbed into the bloodstream, by sort of 'rehooking' it and bypassing a large segment, which is left in place in the abdomen. Thus, when a meal is eaten, only a portion of the food is actually absorbed; the rest is excreted, usually in a form of very loose stools or diarrhea."

Weight is lost but rarely as much as is required. As the authors note, "while the surgery may help take off pounds, it is not a panacea. Indeed, it creates a number of serious medical and nutritional problems."

First of all, as was said, surgery is riskier for morbidly obese people than for people of normal weight. Secondly, complications can result from the operation, though they may take months or years to develop. According to Mayer and Goldberg "these include liver failure, kidney stones and difficulties arising from bacteria growing in the bypassed segment of intestine."

Nevertheless, if all else has failed the operation may be a necessity for massively obese people.

But as Mayer and Goldberg added, "those persons contemplating the operation not only should see a surgeon, but also should consult an internist and a psychiatrist. There also should be clear evidence that a vigorous program of weight control, under the direction of a physician and a dietitian, has been tried repeatedly and failed."

If you are overweight or obese you can avoid ever needing to contemplate such drastic surgery as described above. Simply lose weight right now!

Big \$ for Food

"Last, but not least," as Mayer and Goldberg pointed out, food bills for the morbidly obese "are enormous, since they eat 5,000 to 7,000 calories per day—as much as three times the food consumption of normal individuals."

Losing weight is critical if these

A MESSAGE FROM YOUR UNION



DON'T GET TANGLED UP WITH DRUGS IF CAUGHT, YOU LOSE YOUR PAPERS FOR LIFE!

EDWARD RUTLEDGE (Waterman), October 11—Chairman, Recertified Bosun A. Kerageorgiou; Secretary Paul L. Hunt; Steward Delegate Stonewall Jackson. \$685 in ship's fund. No disputed OT. Chairman thanked the crew for helping to keep things clean in the mess hall and pantry and for their all around cooperation. Secretary's report stated that he would like to thank the SIU for the very hard working young men they are turning out. It sure helps to make my job a lot easier out here when we get the kind of cooperation that we have been getting lately from these young men from Piney Point. The officer and crew relationship has been outstanding on this ship. Report to **Log**: "Our ship struck and killed a female baline whale which was stuck to the bow of the ship. The ship had to reverse engines in order to release the whale. This happened on August 28, 1981 somewhere in the area of Ethiopia, in the Gulf of Eden. The whale was 65 or 70 feet long." Next port New York.

LNG GEMINI (Energy Transport), October 18—Chairman, Recertified Bosun F. A. Pehler; Secretary G. De Baere; Deck Delegate R. Calahan; Engine Delegate J. Yarmola. Chairman reported that a meeting was held with Frank Boyne who brought aboard the new contract. A discussion was held on the new contract and the new shipping procedure for LNG and both of these are posted in the mess hall. \$150 in movie and \$180 in ship's fund. A vote of thanks to the steward department for a job well done. Report to **Log**: "We finally beat the Bontang Baseball team 6 to 5. We are now 1 win 3 lost." Next port Himeji.

SEA-LAND MARINER (Sea-Land Service), October 4—Chairman, Recertified Bosun M. B. Woods; Secretary S. Amper; Educational Director B. D. Duenas; Engine Delegate John Wright. No disputed OT. Chairman reported that all repairs that were supposed to be made on the ship were completed in the shipyard. The **Log** is available for all those who wish to read it to keep up with the Union activities. It came aboard from the last port Yokohama, Japan. A vote of thanks to President Frank Drozak and to the negotiating committee members for securing a fine three year contract for the membership.

SEA-LAND PATRIOT (Sea-Land Service), October 11—Chairman A. Polino; Secretary A. Reasko; Educational Director James J. White; Deck Delegate Edward F. O'Brien. \$140 in movie fund. No disputed OT. Chairman discussed the need for every member to consider the importance of donating to SPAD and the need to upgrade themselves to insure future security. Applications for upgrading can be obtained from the chief steward. Report to **Log**: "Brother O'Brien wishes to thank all members of the crew of the *Sea-Land Patriot* for saving his life when he accidentally fell overboard in the China Sea." Observed one minute of silence in memory of our departed brothers.

SANTA LUCIA (Delta Line), October 25—Chairman, Recertified Bosun H. Pacheco; Secretary O. Oakley. No disputed OT. Chairman sent a request to headquarters to have a patrolman meet the ship at payoff to settle some beefs. A vote of thanks to the steward department for a job well done.



CHARLESTON (Sea-Land Service), October 25—Chairman, Recertified Bosun J. Delgado; Secretary Anthony Gregoire; Steward Delegate B. Young. No disputed OT. Chairman held a question and answer session on the new contract and discussed the importance of donating to SPAD. Secretary had a talk on the new vacation and to make sure all Union-papers are filled out completely and that your social security number appears in the proper place and is correct. He also will make an inquiry into the necessity of having cards with proper identification numbers to be used when going to a doctor or hospital. Next Port Elizabeth.

POTOMAC (Ogden Marine), October 4—Chairman, Recertified Bosun F. J. Mears; Secretary George Luke; Educational Director P. Booher; Steward Delegate C. Martinson. Some disputed OT in deck and engine departments. Chairman reported that most repairs were taken care of and those that were not completed would be taken up by the boarding patrolman. All communications received were read and posted. Observed one minute of silence in memory of our departed brothers and sisters.

DEL RIO (Delta Steamship), October 11—Chairman, G. Corelli; Secretary H. Donnelly; Educational Director W. Egan; Engine Delegate Guildford Scott; Steward Delegate Wallace Pratt. \$111.50 in ship's fund. No disputed OT. Chairman reminded crew to keep the garbage cans placed between hatches three and four so they will be away from the house. The **Log** was received on board and distributed for all to read. A vote of thanks to the steward department for a job well done.

LNG AQUARIUS (Energy Transport), October 1—Chairman John Wilson; Secretary William Reid. \$262 in ship's fund. Some disputed OT in deck department. Chairman distributed to the ship's committee the new contract from Energy Transport which was received on board. The three communications received from headquarters were read and put on the bulletin board. A vote of thanks to the steward department.

OVERSEAS ULLA (Maritime Overseas), October 25—Chairman, Recertified Bosun Hubert Cain; Secretary Anthony Goncalves. No disputed OT. Secretary reported that he has received from headquarters a condensed history of the SIU for the years 1970-1980 and he urged everyone to read it who has not been in the Union that long and learn how the Union has progressed over the years. Those who have been here will enjoy reading about the changes they watched take place. He also extended compliments to those who had attended Piney Point and were exhibiting such good seamanship. Observed one minute of silence in memory of our departed brothers.

SEA-LAND JACKSONVILLE (Sea-Land Service), October 11—Chairman, Recertified Bosun Joseph Puglisi; Secretary O. Paschal; Educational Director E. Foreman; Deck Delegate G. Ortiz; Steward Delegate William Nathan. No disputed OT. Chairman gave a talk on the importance of donating to SPAD and the benefits to be derived from upgrading at Piney Point when the opportunity arises. Also, all reading material should be returned to the library when you are finished reading it. Observed one minute of silence in memory of our departed brothers. Next port Jamaica.

PORTLAND (Sea-Land Service), October 17—Chairman, Recertified Bosun D. Nicholson; Secretary G. Bryant Jr.; Educational Director H. Lane. Some disputed OT in steward department. Bosun D. Nicholson reported that anyone in the near future that is going to the doctor or hospital must have a duty status slip and shall pay their own transportation which will be taken up with the Union. The **Log** was received on board. A vote of thanks to the steward department and to the four to eight watch for their cooperation in keeping the messhall clean. Next port Anchorage.

ROBERT E. LEE (Waterman Steamship), October 11—Chairman, Recertified Bosun H. C. Workman; Secretary A. M. Blazio; Deck Delegate Gerald Edwards; Steward Delegate W. Meehan. No disputed OT. Chairman held a discussion on the new contract and advised all those who still had a question or something they did not understand to write headquarters and ask about it. You will always receive an answer. Observed one minute of silence in memory of our departed brothers and sisters.

OVERSEAS NEW YORK (Maritime Overseas), October 19—Chairman Michael Ventry; Secretary T. Dansley; Educational Director C. Self; Engine Delegate L. C. Williams. No disputed OT. Chairman reported that everything is going well on this trip and all members should read the **Log** to know what is going on in the Union. Advised members that an effort would be made to get a new cassette for the player in Long Beach, Ca. A vote of thanks to the steward department for a job well done. Next port Long Beach.

CAGUAS (Puerto Rico Marine), October 18—Chairman, Recertified Bosun Calixto L. Gonzales; Secretary Jose Ross. \$100 in ship's fund. No disputed OT. Chairman reported that all members who want to know what is going on in the Union and what activities are taking place for and against the Maritime industry, should read the **Log** every month. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND OAKLAND (Sea-Land Service), October 18—Chairman, Recertified Bosun M. Kerngood; Secretary G. Murray; Deck Delegate Ronald Hardy; Steward Delegate R. Cranford. No disputed OT. Educational Director gave a talk on the advantages of upgrading in Piney Point. Better trained means better pay and more jobs. Also, in order to maintain representation and keep the maritime industry growing it is important to donate to SPAD. A vote of confidence from the crew for the steward department for a job well done. Report to **Log**: "The crew has been fishing and no luck yet." Next port Port Said.

SEA-LAND FREEDOM (Sea-Land Service), October 1—Chairman, Recertified Bosun Tom Kelsey; Secretary R. Sampson; Educational Director Lawrence Allen; Deck Delegate Robert J. Trainor; Engine Delegate Wayne T. Cole; Steward Delegate David F. Bradley. Some disputed OT in deck and engine departments. A discussion was held on a movie that was shown on how to adjust holes seven and nine for 35 foot and 45 foot containers. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Next port Seattle.

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

San Juan
Sea-Land Galloway
Sea-Land Consumer
Sea-Land Endurance
Santa Mariana
Del Mundo
Cove Explorer
LNG Leo
Mount Washington
Overseas Valdez
Button Gwinnett
Cove Navigator
Sea-Land Adventurer
Del Viento
Overseas Alaska
Borinquen
Ogden Traveler
Sea-Land Leader
Overseas Harriette
Sea-Land Economy
Delta Sud
Overseas Arctic
Delta Norte
Del Sol
Santa Clara
Santa Isabel
Ranger
Newark
Overseas Marilyn
Sea-Land Producer
Del Valle
Sea-Land McLean
Baltimore
Sam Houston
Sea-Land Explorer
Puerto Rico
Philadelphia
Inger
Ogden Yukon
Point Manatee
Ogden Champion
Sea-Land Venture
Pittsburgh
Del Oro
Del Monte
Santa Barbara
Overseas Ohio

EDWARD RUTLEDGE (Waterman), October 11—Chairman, Recertified Bosun A. Kerageorgiou; Secretary Paul L. Hunt; Steward Delegate Stonewall Jackson. \$685 in ship's fund. No disputed OT. Chairman thanked the crew for helping to keep things clean in the mess hall and pantry and for their all around cooperation. Secretary's report stated that he would like to thank the SIU for the very hard working young men they are turning out. It sure helps to make my job a lot easier out here when we get the kind of cooperation that we have been getting lately from these young men from Piney Point. The officer and crew relationship has been outstanding on this ship. Report to Log: "Our ship struck and killed a female baline whale which was stuck to the bow of the ship. The ship had to reverse engines in order to release the whale. This happened on August 28, 1981 somewhere in the area of Ethiopia, in the Gulf of Eden. The whale was 65 or 70 feet long." Next port New York.

LNG GEMINI (Energy Transport), October 18—Chairman, Recertified Bosun F. A. Pehler; Secretary G. De Baere; Deck Delegate R. Calahan; Engine Delegate J. Yarmola. Chairman reported that a meeting was held with Frank Boyne who brought aboard the new contract. A discussion was held on the new contract and the new shipping procedure for LNG and both of these are posted in the mess hall. \$150 in movie and \$180 in ship's fund. A vote of thanks to the steward department for a job well done. Report to Log: "We finally beat the Bontang Baseball team 6 to 5. We are now 1 win 3 lost." Next port Himeji.

SEA-LAND MARINER (Sea-Land Service), October 4—Chairman, Recertified Bosun M. B. Woods; Secretary S. Amper; Educational Director B. D. Duenas; Engine Delegate John Wright. No disputed OT. Chairman reported that all repairs that were supposed to be made on the ship were completed in the shipyard. The Log is available for all those who wish to read it to keep up with the Union activities. It came aboard from the last port Yokohama, Japan. A vote of thanks to President Frank Drozak and to the negotiating committee members for securing a fine three year contract for the membership.

SEA-LAND PATRIOT (Sea-Land Service), October 11—Chairman A. Polino; Secretary A. Reasko; Educational Director James J. White; Deck Delegate Edward F. O'Brien. \$140 in movie fund. No disputed OT. Chairman discussed the need for every member to consider the importance of donating to SPAD and the need to upgrade themselves to insure future security. Applications for upgrading can be obtained from the chief steward. Report to Log: "Brother O'Brien wishes to thank all members of the crew of the Sea-Land Patriot for saving his life when he accidentally fell overboard in the China Sea." Observed one minute of silence in memory of our departed brothers.

SANTA LUCIA (Delta Line), October 25—Chairman, Recertified Bosun H. Pacheco; Secretary O. Oakley. No disputed OT. Chairman sent a request to headquarters to have a patrolman meet the ship at payoff to settle some beefs. A vote of thanks to the steward department for a job well done.



Digest of Ship Meetings

CHARLESTON (Sea-Land Service), October 25—Chairman, Recertified Bosun J. Delgado; Secretary Anthony Gregoire; Steward Delegate B. Young. No disputed OT. Chairman held a question and answer session on the new contract and discussed the importance of donating to SPAD. Secretary had a talk on the new vacation and to make sure all Union-papers are filled out completely and that your social security number appears in the proper place and is correct. He also will make an inquiry into the necessity of having cards with proper identification numbers to be used when going to a doctor or hospital. Next Port Elizabeth.

POTOMAC (Ogden Marine), October 4—Chairman, Recertified Bosun F. J. Mears; Secretary George Luke; Educational Director P. Booher; Steward Delegate C. Martinson. Some disputed OT in deck and engine departments. Chairman reported that most repairs were taken care of and those that were not completed would be taken up by the boarding patrolman. All communications received were read and posted. Observed one minute of silence in memory of our departed brothers and sisters.

DEL RIO (Delta Steamship), October 11—Chairman, G. Corelli; Secretary H. Donnelly; Educational Director W. Egan; Engine Delegate Guildford Scott; Steward Delegate Wallace Pratt. \$111.50 in ship's fund. No disputed OT. Chairman reminded crew to keep the garbage cans placed between hatches three and four so they will be away from the house. The Log was received on board and distributed for all to read. A vote of thanks to the steward department for a job well done.

LNG AQUARIUS (Energy Transport), October 1—Chairman John Wilson; Secretary William Reid. \$262 in ship's fund. Some disputed OT in deck department. Chairman distributed to the ship's committee the new contract from Energy Transport which was received on board. The three communications received from headquarters were read and put on the bulletin board. A vote of thanks to the steward department.

OVERSEAS ULLA (Maritime Overseas), October 25—Chairman, Recertified Bosun Hubert Cain; Secretary Anthony Goncalves. No disputed OT. Secretary reported that he has received from headquarters a condensed history of the SIU for the years 1970-1980 and he urged everyone to read it who has not been in the Union that long and learn how the Union has progressed over the years. Those who have been here will enjoy reading about the changes they watched take place. He also extended compliments to those who had attended Piney Point and were exhibiting such good seamanship. Observed one minute of silence in memory of our departed brothers.

SEA-LAND JACKSONVILLE (Sea-Land Service), October 11—Chairman, Recertified Bosun Joseph Puglisi; Secretary O. Paschal; Educational Director E. Foreman; Deck Delegate G. Ortiz; Steward Delegate William Nathan. No disputed OT. Chairman gave a talk on the importance of donating to SPAD and the benefits to be derived from upgrading at Piney Point when the opportunity arises. Also, all reading material should be returned to the library when you are finished reading it. Observed one minute of silence in memory of our departed brothers. Next port Jamaica.

PORTLAND (Sea-Land Service), October 17—Chairman, Recertified Bosun D. Nicholson; Secretary G. Bryant Jr.; Educational Director H. Lane. Some disputed OT in steward department. Bosun D. Nicholson reported that anyone in the near future that is going to the doctor or hospital must have a duty status slip and shall pay their own transportation which will be taken up with the Union. The Log was received on board. A vote of thanks to the steward department and to the four to eight watch for their cooperation in keeping the messhall clean. Next port Anchorage.

ROBERT E. LEE (Waterman Steamship), October 11—Chairman, Recertified Bosun H. C. Workman; Secretary A. M. Blazio; Deck Delegate Gerald Edwards; Steward Delegate W. Meehan. No disputed OT. Chairman held a discussion on the new contract and advised all those who still had a question or something they did not understand to write headquarters and ask about it. You will always receive an answer. Observed one minute of silence in memory of our departed brothers and sisters.

OVERSEAS NEW YORK (Maritime Overseas), October 19—Chairman Michael Ventry; Secretary T. Dansley; Educational Director C. Self; Engine Delegate L. C. Williams. No disputed OT. Chairman reported that everything is going well on this trip and all members should read the Log to know what is going on in the Union. Advised members that an effort would be made to get a new cassette for the player in Long Beach, Ca. A vote of thanks to the steward department for a job well done. Next port Long Beach.

CAGUAS (Puerto Rico Marine), October 18—Chairman, Recertified Bosun Calixto L. Gonzales; Secretary Jose Ross. \$100 in ship's fund. No disputed OT. Chairman reported that all members who want to know what is going on in the Union and what activities are taking place for and against the Maritime industry, should read the Log every month. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND OAKLAND (Sea-Land Service), October 18—Chairman, Recertified Bosun M. Kerngood; Secretary G. Murray; Deck Delegate Ronald Hardy; Steward Delegate R. Cranford. No disputed OT. Educational Director gave a talk on the advantages of upgrading in Piney Point. Better trained means better pay and more jobs. Also, in order to maintain representation and keep the maritime industry growing it is important to donate to SPAD. A vote of confidence from the crew for the steward department for a job well done. Report to Log: "The crew has been fishing and no luck yet." Next port Port Said.

SEA-LAND FREEDOM (Sea-Land Service), October 1—Chairman, Recertified Bosun Tom Kelsey; Secretary R. Sampson; Educational Director Lawrence Allen; Deck Delegate Robert J. Trainor; Engine Delegate Wayne T. Cole; Steward Delegate David F. Bradley. Some disputed OT in deck and engine departments. A discussion was held on a movie that was shown on how to adjust holes seven and nine for 35 foot and 45 foot containers. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Next port Seattle.

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

San Juan
Sea-Land Galloway
Sea-Land Consumer
Sea-Land Endurance
Santa Mariana
Del Mundo
Cove Explorer
LNG Leo
Mount Washington
Overseas Valdez
Button Gwinnett
Cove Navigator
Sea-Land Adventurer
Del Viento
Overseas Alaska
Borinquen
Ogden Traveler
Sea-Land Leader
Overseas Harriette
Sea-Land Economy
Delta Sud
Overseas Arctic
Delta Norte
Del Sol
Santa Clara
Santa Isabel
Ranger
Newark
Overseas Marilyn
Sea-Land Producer
Del Valle
Sea-Land McLean
Baltimore
Sam Houston
Sea-Land Explorer
Puerto Rico
Philadelphia
Inger
Ogden Yukon
Point Manatee
Ogden Champion
Sea-Land Venture
Pittsburgh
Del Oro
Del Monte
Santa Barbara
Overseas Ohio

Drozak to Businessman's Seminar:

Labor Will Key Fight for Maritime Survival

"Labor's role will continue to be what it has been: to be on the forward edge of the maritime industry's fight to survive."

That was the message delivered by SIU President Frank Drozak to the Seatrade Academy Seminar held in New York City on Dec. 2-3.

The purpose of the seminar was to explore the recent developments in shipping policy and their effect on U.S. business.

Drozak, who spoke about labor in U.S. shipping, was the only union representative. Among the other speakers were: E. G. Frankel, professor of Marine Systems at the Massachusetts Institute of Technology; A. Pisani, chief, office of Ports and Intermodal Systems, U.S. Maritime Administration, and Samuel B. Nemirow, former head of the U.S. Maritime Administration.

Drozak told his audience that the SIU over the past two decades has "been in the forefront in battles to develop the industry."

He pointed to the Union's support of containerization as well as the development of automated ships. Even though there was a short-term reduction in jobs, allowing the operation of vessels with greater



SIU President Frank Drozak (right) talks with two of the other speakers at the Seatrade Academy seminar. At left is the moderator of the seminar, E.G. Frankel, professor of Marine Systems, Massachusetts Institute of Technology, and beside him is A. Pisani, chief, Office of Port and Intermodal Systems, U.S. Maritime Administration.

productivity brought long-range benefits.

Countering the myth that cheap foreign labor will bring a brighter future to the U.S. maritime industry, Drozak said, "when you use a crew properly... you can cut operating costs tremendously. An efficient crew can maintain a vessel properly—cut fuel costs—and reduce down time."

He cited the transfer of LNG ships by El Paso Natural Gas to American crews from Norwegian crews. "The SIU knows the value of education," said Drozak. "We keep our people trained in the latest developments."

We upgrade their skills constantly."

Drozak also noted that the Union has been very active on the legislative front. Two recent examples of success were the Ocean Mining bill and the Ocean Thermal Energy Conversion bill.

But despite the many good efforts and successes there has still been a significant decline in the U.S. maritime industry. Drozak attributed this to "the lack of a clear maritime policy at the national level. As long as we continue to lack such a policy, I predict that we will continue to face an uphill battle."

He suggested five steps that the

U.S. government could take to revitalize the American-flag fleet:

- Turn over certain naval fleet support work to the private sector merchant marine.
- Reserve a portion of the new U.S. coal trade for U.S.-flag vessels.
- Promote increased U.S.-flag participation in our foreign trade through bilateral shipping agreements with our trading partners.
- Support U.S. ratification of the UNCTAD Code of Conduct for liner conferences.
- Promote parity for U.S. operators by means of targeted tax relief.

Also, as a solution to the industry's problems, Drozak stressed the need for unity among various groups within the industry. "Lack of unity gets in the way of progress. We know that no matter how good a program may be, if there isn't cohesion among interested parties, success is unlikely."

Drozak's speech was given an enthusiastic response by the audience and he was asked many questions by the seminar's participants.

The Seatrade Academy, which is headquartered in Cambridge, England and has offices in New York, is a maritime management training institute.

standing of just what the contracted companies expect of the stewards. First, correct menu making. Second, to make correct and legible inventory and to send them in on time so the companies can have our stores waiting for us..."

Steward Arthur DeChamp, a World War II vet:

"...Getting firsthand information from Sea-Land on the bookkeeping in the steward department was very helpful to me. I can see what they are up against. The short time I spent with their stewards has cleared (up) a lot of important things in my mind."

Steward Recertification Program

A dozen more chief stewards who graduated from the SIU's Steward Recertification Program at Headquarters on Dec. 7 were impressed with the program, and especially with their two-day visit to Sea-Land in Elizabeth, N.J.

Previously, they had spent six weeks refreshing their culinary skills at the Seafarers Harry Lundeberg School of Seamanship at Piney Point, Md.

Good feeders all, the 12 sea-

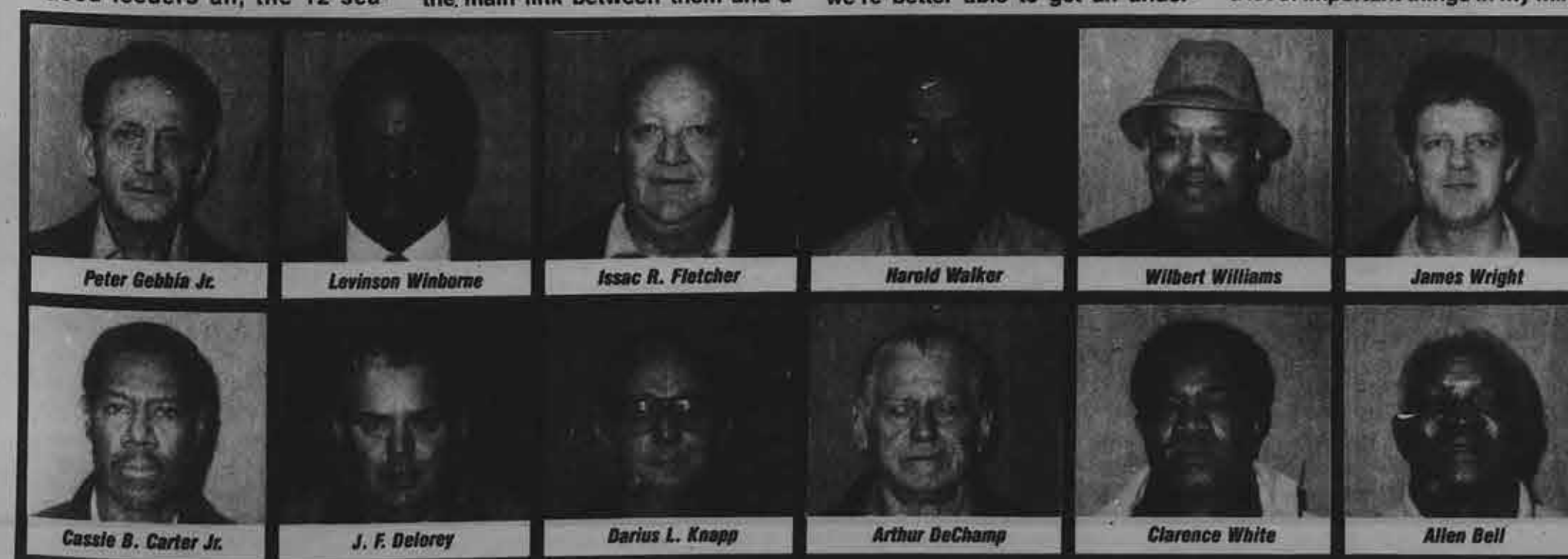
kitchen masters range in age from 41 to 62 and hold Union books from 1943 to 1978.

Typical are the comments on the visit by Chief Steward James Wright, 41, who started with Sea-Land in Alaska as a messman:

"...I have learned many things about my job as an SIU steward...I can now understand what a huge task (Sea-Land) they have in storing and controlling the food that goes aboard SIU vessels. The steward is the main link between them and a

well-run and cost efficient steward department and last but not least, a well-fed happy SIU crew...I think now I will be able to do a much better job and hopefully make their jobs a little easier, too. The steward aboard ship has an obligation to his SIU brothers, but he must also remember that he has an obligation to the company he works for..."

Steward Peter Gebbia Jr., who started as a waiter, declared: "We were sent to Sea-Land (now) we're better able to get an under-





Pensioner Robert Cleveland Trippe, 58, died of lung failure in the Slidell (La.) Hospital on Sept. 26. Brother Trippe joined the SIU in 1945 in the port of Philadelphia sailing as a chief steward. He was born in Mobile and was a resident of Slidell. Burial was in Forest Lawn Cemetery, Slidell. Surviving are his widow, Lorraine; two sons, Ronald and Terence and a brother, George of Chicasaw, Ala.



Pensioner John Joseph Early, 53, died of cancer in the U.S. Veterans Administration Medical Center, Brooklyn, N.Y. on July 27. Brother Early joined the SIU in 1945 in the port of New York sailing as an AB. He was a veteran of the U.S. Army in the Korean War. Seafarer Early was born in Brooklyn and was a resident of Manhattan, N.Y.C. Interment was in Forest Hills Cemetery, Utica, N.Y. Surviving is a sister, Mrs. Doris Jebo of Utica.

Pensioner James Charles Milligan, 68, died from a hemorrhage in War Memorial Hospital, Sault Ste. Marie, Mich. on June 28. Brother Milligan joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand. He sailed for Dunbar and Sullivan from 1956 to 1976 and for the Great Lakes Dredge and Dock Co. in 1960. Laker Milligan also sailed as a commercial fisherman. Born in Brimley, Mich., he was a resident there. Burial was in Mission Hill Cemetery, Superior Twp., Mich. Surviving is his widow, Dorothy.

Todd Raymond Ratliff, 24, died in the Mobile U.S. Medical Center Clinic after he fell off a barge into Mobile Bay near Fairhope Pt., Ala. on May 17. Brother Ratliff joined the Union in the port of Mobile in 1977 sailing as a deckhand for Radcliffe Materials from 1977 to 1979 and for Southern Industries in 1980. He was born in Onieda, N.Y. and was a resident of Perdido, Ala. Interment was in Bryars Cemetery, Perdido. Surviving are his father, Russell of Kirsville, N.Y. and his mother, Mrs. Willie M. Gibson of Perdido and his grandfather, T. C. Stuart of Perdido.

James Alvin Richcreek, 40, drowned when he fell off a pier near the U.S. Naval Weapons Station, Sea Beach, Calif. on Dec. 24, 1980. Brother Richcreek joined the Union in the port of Wilmington in 1979 sailing as an engine utility on the *Tug Sparten* (Crowley Marine). He was a veteran of the U.S. Navy. Boatman Richcreek was born in Ohio and was a resident of Garden Grove, Calif. Burial was in Riverside (Calif.) National Cemetery. Surviving are his widow, Shirley, a daughter, Judy and his parents, Mr. and Mrs. Homer and Mary Richcreek of Ohio.



Pensioner Stephen 'Steve' Michael Bergeria, 59, died of heart failure while visiting his brother, ex-Marine William Bergeria in Triangle, Va. on Oct. 13. Brother Bergeria joined the SIU in 1941 in the port of Philadelphia sailing as a bosun and ship delegate in all war zones' waters (especially World War II) until his retirement in 1977. He was also a veteran of the U.S. Army in WWII. In Convoy PQ 17 on the Murmansk run to Russia, Steve "lost three ships under him" to German bombers' attacks and U-Boat submarine torpedoes. Seafarer Bergeria hit the bricks in the 1962 Robin Line beef and was active in all of the Union strikes while "he was on the beach." A union man all the way, he was a 1975 graduate of the SIU Bosuns Recertification Program and attended both the Piney Point 1971 Crews Conference and the 1972 Educational Conference. Born in Philadelphia, he was a resident there. Burial was in St. Mary's Ukrainian Cemetery, Fas Chase, Pa. Surviving are three brothers, Seafarer Bosun John Bergeria of Philadelphia, William of Triangle and George and two sisters, Nellie and Helen.



Robert Cashman, 47, died of a hemorrhage at home in Long Beach, Calif. on Aug. 5. Brother Cashman joined the SIU in the port of New York in 1962 sailing as an AB. He worked the picketline in the 1961 Greater N.Y. Harbor beef. Seafarer Cashman was born in Quincy, Mass. Interment was in St. Mary's Cemetery, Quincy. Surviving is his mother, Alice of Quincy.



Pensioner Louis Joseph Cayton, 59, died in Mobile on Oct. 11. Brother Cayton joined the SIU in 1948 in the port of Mobile sailing as a chief steward. He was a veteran of the U.S. Army in World War II. Seafarer Cayton was born in Mobile and was a resident there. Surviving are a brother, John of Mobile and a sister, Mrs. Corine Miller.

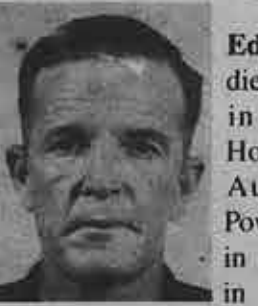


Robert Anthony Kwiatkowski, 46, died of heart-lung failure in the Baltimore USPHS Hospital on June 13. Brother Kwiatkowski joined the SIU in the port of Philadelphia in 1953 sailing as a FOWT. He was born in Philadelphia and was a resident there. Burial was in Holy Redeemer Cemetery, Philadelphia. Surviving are a daughter, Antoinette; his parents, Mr. and Mrs. Anthony and Helen Kwiatkowski of Philadelphia and a brother, Anthony, also of Philadelphia.

Hubert Wilson Landry, 62, joined the Union in the port of Houston in 1972 sailing as a captain for Dixie Carriers from 1967 to 1970, National Marine Service from 1970 to 1973 and for Sabine Towing from 1973 to 1981. Brother Landry was born in Port Arthur, Tex. and is a resident of Vidor, Tex.



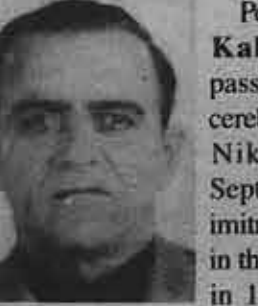
Pensioner William Lloyd Forrest, 63, died of a heart attack in the Lufkin (Tex.) Hospital on Sept. 11. Brother Forrest joined the SIU in the port of New Orleans in 1956 sailing as a chief steward. He was a wounded veteran of the U.S. Marine Corps. Seafarer Forrest was born in Texas and was a resident of Lufkin. Interment was in Berry Cemetery, Lufkin. Surviving are a son, Dennis and four daughters, Linda, Vicki, Carolyn and Debbie.



Pensioner George Edward Powell, 74, died of arteriosclerosis in the Providence Hospital, Mobile on Aug. 14. Brother Powell joined the SIU in the port of Mobile in 1957 sailing as a cook. He was born in Dauphin Is., Ala. and was a resident of Irvington, Ala. Interment was in Odd Fellows Cemetery, Bayou La Batre, Ala. Surviving are his widow, Willie Mae and three sons, George, Joseph and William.



John Doonie Croker, 61, succumbed to arteriosclerosis in University Hospital, Jacksonville on June 22. Brother Croker joined the SIU in 1948 in the port of New York sailing as a FOWT. He also sailed during the Vietnam War. Seafarer Croker also was a veteran of the U.S. Armed Forces during World War II. A native of Marion, S.C., he was a resident of Lizella, Ga. Burial was in the Macon (Ga.) Cemetery. Surviving are a brother, Glen of Macon and two sisters, Mrs. Mildred Archebelle also of Macon and Mrs. Nolan Hutchenson of Lizella.



Pensioner George Kalimitridis, 71, passed away from a cerebral hemorrhage in Nikala, Greece on Sept. 12. Brother Kalimitridis joined the SIU in the port of New York in 1955 sailing in the engine room for 24 years. He was born in Athens, Greece and was a resident of Xanthi, Greece. Surviving are his widow, Ourania of New Faliron, Greece; a son Stravros and a sister, Mrs. Marika Siropulou of New Faliron.

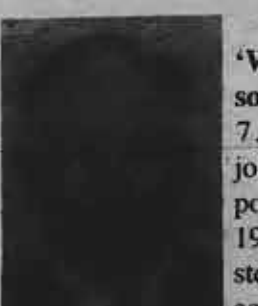
Johnnie Weldon Foster, 58, died of heart-lung failure in the Dasher Hospital, Southport, N.C. on June 27. Brother Foster joined the Union in the port of Norfolk in 1970 sailing as a tug mate and captain on the *Tug C. G. Willis* for the C. G. Willis Line from 1970 to 1981. He was a former member of the Operating Engineers Union, Local 147. Boatman Foster was born in Mathews County, Va. and was a resident of Hartfield, Va. Interment was in the Lower United Methodist Church Cemetery, Hartfield. Surviving are his widow, Meredith Vernelle; a son, Johnnie Jr. of Saluda, Va., a daughter, Mrs. Laura Wilmoth Hudge and his parents, Mr. and Mrs. Lloyd and Laura Foster of Saluda.



Pensioner Hugh Guileld Grove, 69, died of heart failure in the University of Texas Medical Branch Hospital, Galveston on Aug. 16. Brother Grove joined the Union in the port of Port Arthur, Tex. in 1963 sailing as an assistant engineer for Sabine Towing from 1953 to 1966. He sailed 19 years. Boatman Grove was a former member of the OUMD Union. And he was a veteran of the U.S. Army in World War II. Born in Red Oak, Ia., he was a resident of Galveston. Burial was in the Red Oak Cemetery. Surviving are four brothers, Le Verne of Albany, Ore., Robert, James and George, all of Red Oak and a sister, Mrs. Helen Kobel of Quinault, Wash.



Pensioner Eddie Ho, 79, passed away from heart failure on Sept. 25. Brother Ho joined the SIU in 1948 in the port of New York sailing as a chief cook for 30 years. He was born in China and was a naturalized U.S. citizen. Seafarer Ho was a resident of San Francisco. Interment was in Woodlawn Park Cemetery, Colma, Calif. Surviving are his widow, Ch Ngo and a son, Johnnie.



Pensioner Fletcher 'Whitey' John Johnson, 68, died on Aug. 7. Brother Johnson joined the SIU in the port of New York in 1955 sailing as a chief steward and ships delegate. He also sailed during the Vietnam War. Seafarer Johnson hit the bricks in the 1961 Greater N.Y. Harbor beef. In 1971 he attended the Piney Point Educational Conference. The same year he trained cooks in South and Central America, Saudi Arabia and Iceland. Born in Salem, Ore., he was a resident of Seattle. Surviving are a son, Lewis of Springfield, Ore.; two daughters, Mona of Portland, Ore. and Mrs. Hazel K. Morrison of Edmonds, Wash. and a brother in Oregon.

James Andrew Williamson, 56, joined the Union in the port of Norfolk in 1961 sailing as a captain for Curtis Bay Towing from 1951 to 1981. Brother Williamson is a former member of the United Mine Workers Union from 1954 to 1961. Boatman Williamson is a veteran of the U.S. Navy. He was born in Lowland, N.C. and is a resident of Suffolk, Va.

Pensioner Owen Franklin Griffith, 65, succumbed to cancer in the Herrin (Ill.) Hospital on July 31. Brother Griffith joined the SIU in the port of New Orleans in 1951 sailing as a reefer engineer for Delta Line. Brother Griffith also sailed as a 2nd cook with the SUP in 1954. He was born in Roayalton, Ill. and was a resident there. Burial was in Miners Cemetery, Roaylton. Surviving are his widow, Helen and a daughter, Mrs. Lois J. Stafko of Herrin.

William Earl Culpepper, 65, joined the Union in 1947 in the port of Norfolk sailing as a 3rd mate and tankerman for Northeast Towing from 1979 to 1981 and for Curtis Bay Towing. Brother Culpepper is a veteran of the U.S. Marine Corps during World War II. He was born in Portsmouth, Va. and is a resident of Virginia Beach, Va.



Pensioner Robert Cleveland Trippe, 58, died of lung failure in the Slidell (La.) Hospital on Sept. 26. Brother Trippe joined the SIU in 1945 in the port of Philadelphia sailing as a chief steward. He was born in Mobile and was a resident of Slidell. Burial was in Forest Lawn Cemetery, Slidell. Surviving are his widow, Lorraine; two sons, Ronald and Terence and a brother, George of Chicasaw, Ala.



Pensioner John Joseph Early, 53, died of cancer in the U.S. Veterans Administration Medical Center, Brooklyn, N.Y. on July 27. Brother Early joined the SIU in 1945 in the port of New York sailing as an AB. He was a veteran of the U.S. Army in the Korean War. Seafarer Early was born in Brooklyn and was a resident of Manhattan, N.Y.C. Interment was in Forest Hills Cemetery, Uta, N.Y. Surviving is a sister, Mrs. Doris Jebo of Uta.

Pensioner James Charles Milligan, 68, died from a hemorrhage in War Memorial Hospital, Sault Ste. Marie, Mich. on June 28. Brother Milligan joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand. He sailed for Dunbar and Sullivan from 1956 to 1976 and for the Great Lakes Dredge and Dock Co. in 1960. Laker Milligan also sailed as a commercial fisherman. Born in Brimley, Mich., he was a resident there. Burial was in Mission Hill Cemetery, Superior Twp., Mich. Surviving is his widow, Dorothy.

Todd Raymond Ratliff, 24, died in the Mobile U.S. Medical Center Clinic after he fell off a barge into Mobile Bay near Fairhope Pt., Ala. on May 17. Brother Ratliff joined the Union in the port of Mobile in 1977 sailing as a deckhand for Radcliffe Materials from 1977 to 1979 and for Southern Industries in 1980. He was born in Onieda, N.Y. and was a resident of Perdido, Ala. Interment was in Bryars Cemetery, Perdido. Surviving are his father, Russell of Kirsville, N.Y. and his mother, Mrs. Willie M. Gibson of Perdido and his grandfather, T. C. Stuart of Perdido.

James Alvin Richcreek, 40, drowned when he fell off a pier near the U.S. Naval Weapons Station, Sea Beach, Calif. on Dec. 24, 1980. Brother Richcreek joined the Union in the port of Wilmington in 1979 sailing as an engine utility on the *Tug Spartan* (Crowley Marine). He was a veteran of the U.S. Navy. Boatman Richcreek was born in Ohio and was a resident of Garden Grove, Calif. Burial was in Riverside (Calif.) National Cemetery. Surviving are his widow, Shirley, a daughter, Judy and his parents, Mr. and Mrs. Homer and Mary Richcreek of Ohio.



Pensioner Stephen 'Steve' Michael Bergeria, 59, died of heart failure while visiting his brother, ex-Marine William Bergeria in Triangle, Va. on Oct. 13. Brother

Bergia joined the SIU in 1941 in the port of Philadelphia sailing as a bosun and ship delegate in all war zones' waters (especially World War II) until his retirement in 1977. He was also a veteran of the U.S. Army in WWII. In Convoy PQ 17 on the Murmansk run to Russia, Steve "lost three ships under him" to German bombers' attacks and U-Boat submarine torpedoes. Seafarer Bergeria hit the bricks in the 1962 Robin Line beef and was active in all of the Union strikes while "he was on the beach." A union man all the way, he was a 1975 graduate of the SIU Bosuns Recertification Program and attended both the Piney Point 1971 Crews Conference and the 1972 Educational Conference. Born in Philadelphia, he was a resident there. Burial was in St. Mary's Ukrainian Cemetery, Fas Chase, Pa. Surviving are three brothers, Seafarer Bosun John Bergeria of Philadelphia, William of Triangle and George and two sisters, Nellie and Helen.



Robert Cashman, 47, died of a hemorrhage at home in Long Beach, Calif. on Aug. 5. Brother Cashman joined the SIU in the port of New York in 1962 sailing as an AB. He worked the picketline in the 1961 Greater N.Y. Harbor beef. Seafarer Cashman was born in Quincy, Mass. Interment was in St. Mary's Cemetery, Quincy. Surviving is his mother, Alice of Quincy.



Pensioner Louis Joseph Cayton, 59, died in Mobile on Oct. 11. Brother Cayton joined the SIU in 1948 in the port of Mobile sailing as a chief steward. He was a veteran of the U.S. Army in World War II. Seafarer Cayton was born in Mobile and was a resident there. Surviving are a brother, John of Mobile and a sister, Mrs. Corine Miller.



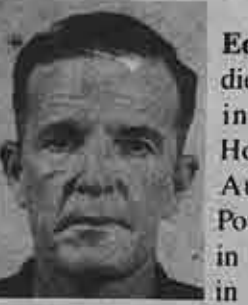
Robert Anthony Kwiatkowski, 46, died of heart-lung failure in the Baltimore USPHS Hospital on June 13. Brother Kwiatkowski joined the SIU in the port of Philadelphia in 1953 sailing as a FOWT. He was born in Philadelphia and was a resident there. Burial was in Holy Redeemer Cemetery, Philadelphia. Surviving are a daughter, Antoinette; his parents, Mr. and Mrs. Anthony and Helen Kwiatkowski of Philadelphia and a brother, Anthony, also of Philadelphia.

Hubert Wilson Landry, 62, joined the Union in the port of Houston in 1972 sailing as a captain for Dixie Carriers from 1967 to 1970, National Marine Service from 1970 to 1973 and for Sabine Towing from 1973 to 1981. Brother Landry was born in Port Arthur, Tex. and is a resident of Vidor, Tex.



Pensioner William Lloyd Forrest, 63, died of a heart attack in the Lufkin (Tex.) Hospital on Sept. 11. Brother Forrest joined the SIU in the port of New

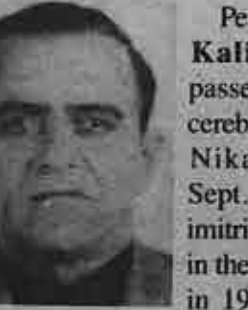
Orleans in 1956 sailing as a chief steward. He was a wounded veteran of the U.S. Marine Corps. Seafarer Forrest was born in Texas and was a resident of Lufkin. Interment was in Berry Cemetery, Lufkin. Surviving are a son, Dennis and four daughters, Linda, Vicki, Carolyn and Debbie.



Pensioner George Edward Powell, 74, died of arteriosclerosis in the Providence Hospital, Mobile on Aug. 14. Brother Powell joined the SIU in the port of Mobile in 1957 sailing as a cook. He was born in Dauphin Is., Ala. and was a resident of Irvington, Ala. Interment was in Odd Fellows Cemetery, Bayou La Batre, Ala. Surviving are his widow, Willie Mae and three sons, George, Joseph and William.



John Doonie Croker, 61, succumbed to arteriosclerosis in University Hospital, Jacksonville on June 22. Brother Croker joined the SIU in 1948 in the port of New York sailing as a FOWT. He also sailed during the Vietnam War. Seafarer Croker also was a veteran of the U.S. Armed Forces during World War II. A native of Marion, S.C., he was a resident of Lizella, Ga. Burial was in the Macon (Ga.) Cemetery. Surviving are a brother, Glen of Macon and two sisters, Mrs. Mildred Archibelle also of Macon and Mrs. Nolan Hutchenson of Lizella.



Pensioner George Kalimitridis, 71, passed away from a cerebral hemorrhage in Nikala, Greece on Sept. 12. Brother Kalimitridis joined the SIU in the port of New York in 1955 sailing in the engine room for 24 years. He was born in Athens, Greece and was a resident of Xanthi, Greece. Surviving are his widow, Ourania of New Faliron, Greece; a son Stravros and a sister, Mrs. Marika Siropulou of New Faliron.

Johnnie Weldon Foster, 58, died of heart-lung failure in the Dasher Hospital, Southport, N.C. on June 27. Brother Foster joined the Union in the port of Norfolk in 1970 sailing as a tug mate and captain on the *Tug C. G. Willis* for the C. G. Willis Line from 1970 to 1981. He was a former member of the Operating Engineers Union, Local 147. Boatman Foster was born in Mathews County, Va. and was a resident of Hartfield, Va. Interment was in the Lower United Methodist Church Cemetery, Hartfield. Surviving are his widow, Meredith Vernelle; a son, Johnnie Jr. of Saluda, Va., a daughter, Mrs. Laura Wilmoth Hudge and his parents, Mr. and Mrs. Lloyd and Laura Foster of Saluda.

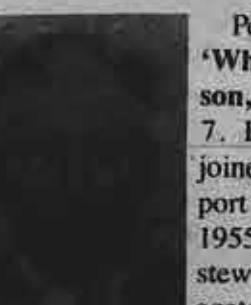


Pensioner Hugh Guidel Grove, 69, died of heart failure in the University of Texas Medical Branch Hospital, Galveston on Aug. 16. Brother Grove joined the Union in the port of Port Ar-

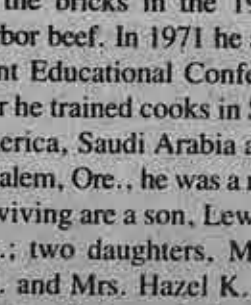
thur, Tex. in 1963 sailing as an assistant engineer for Sabine Towing from 1953 to 1966. He sailed 19 years. Boatman Grove was a former member of the OUMD Union. And he was a veteran of the U.S. Army in World War II. Born in Red Oak, Ia., he was a resident of Galveston. Burial was in the Red Oak Cemetery. Surviving are four brothers, Le Verne of Albany, Ore., Robert, James and George, all of Red Oak and a sister, Mrs. Helen Kobel of Quinault, Wash.



Pensioner Eddie Ho, 79, passed away from heart failure on Sept. 25. Brother Ho joined the SIU in 1948 in the port of New York sailing as a chief cook for 30 years. He was born in China and was a naturalized U.S. citizen. Seafarer Ho was a resident of San Francisco. Interment was in Woodlawn Park Cemetery, Colma, Calif. Surviving are his widow, Ch Ngo and a son, Johnnie.



Pensioner Fletcher 'Whitey' John Johnson, 68, died on Aug. 7. Brother Johnson joined the SIU in the port of New York in 1955 sailing as a chief steward and ships delegate. He also sailed during the Vietnam War. Seafarer Johnson hit the bricks in the 1961 Greater N.Y. Harbor beef. In 1971 he attended the Piney Point Educational Conference. The same year he trained cooks in South and Central America, Saudi Arabia and Iceland. Born in Salem, Ore., he was a resident of Seattle. Surviving are a son, Lewis of Springfield, Ore.; two daughters, Mona of Portland, Ore. and Mrs. Hazel K. Morrison of Edmonds, Wash. and a brother in Oregon.



James Andrew Williamson, 56, joined the Union in the port of Norfolk in 1961 sailing as a captain for Curtis Bay Towing from 1951 to 1981. Brother Williamson is a former member of the United Mine Workers Union from 1954 to 1961. Boatman Williamson is a veteran of the U.S. Navy. He was born in Lowland, N.C. and is a resident of Suffolk, Va.

Pensioner Owen Franklin Griffith, 65, succumbed to cancer in the Herrin (Ill.) Hospital on July 31. Brother Griffith joined the SIU in the port of New Orleans in 1951 sailing as a reefer engineer for Delta Line. Brother Griffith also sailed as a 2nd cook with the SUP in 1954. He was born in Roayalton, Ill. and was a resident there. Burial was in Miners Cemetery, Roaylton. Surviving are his widow, Helen and a daughter, Mrs. Lois J. Stafko of Herrin.

William Earl Culppepper, 65, joined the Union in 1947 in the port of Norfolk sailing as a 3rd mate and tankerman for Northeast Towing from 1979 to 1981 and for Curtis Bay Towing. Brother Culppepper is a veteran of the U.S. Marine Corps during World War II. He was born in Portsmouth, Va. and is a resident of Virginia Beach, Va.



Richard Louis Marrone, 23, died in St. Vincent Hospital, S.I., N.Y. of injuries sustained in an auto crash on Aug. 23. Brother Marrone joined the SIU following his graduation from Piney Point in 1979. He sailed as an OS for Energy Transportation, Sea-Land and IOT. Seafarer Marrone was born in Pt. Pleasant, N.J. and was a resident of Bricktown, N.J. Interment was in St. Mary's Cemetery, Lakewood, N.J. Surviving are his parents, Mr. and Mrs. Fred and Doris Marrone Sr.; a brother, Fred and a sister, Mrs. Theresa Riccardelli of Pt. Pleasant.



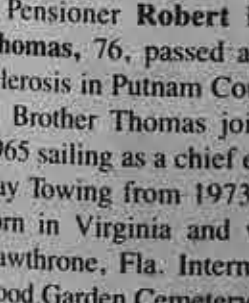
James Donald Matheson Jr., 65, passed away recently. Brother Matheson joined the SIU in the port of Jacksonville in 1969 sailing as a bosun. He was a Union organizer in 1963 and 1966 and was a scuba diver aboard the *SS John Pillsbury* at Piney Point. Born in Illinois, he was a resident of Miami. Surviving is his widow, Mary.



Mauro Joseph Matonte, 61, died on Aug. 30. Brother Matonte joined the SIU in 1948 in the port of New York sailing as a chief electrician and 3rd engineer with MEBA. He was a veteran of the U.S. Air Forces (ETO) in World War II. Born in New York, he was a resident of Staten Is., N.Y. Surviving are his mother, Jennie of Brooklyn, N.Y.; two brothers, Dominick and Philip, both of Brooklyn and a sister, Mrs. Jean Lento.



Francis Vories Guidry, 61, died of heart failure in San Francisco on July 12. Brother Guidry joined the SIU in the port of Houston in 1972 sailing as a QMED. He was a veteran of the U.S. Navy in World War II and the Korean War. Seafarer Guidry was born in Abbeville, La. and was a resident there. Burial was in New Catholic Cemetery, Abbeville. Surviving are a son, Clinton; three daughters, Ulvina, Marla and Lillian; his mother, Laviva of Abbeville and a sister, Mrs. Annie L. Hanna of Cincinnati, Ohio.



Pensioner Robert Edward Earnest Thomas, 76, passed away from arteriosclerosis in Putnam County, Fla. on Aug. 5. Brother Thomas joined the Union in 1965 sailing as a chief engineer for Curtis Bay Towing from 1973 to 1980. He was born in Virginia and was a resident of Hawthorne, Fla. Interment was in Rosewood Garden Cemetery, Chesapeake, Va. Surviving is his widow, Helen.

Neal H. Fuller, 49, died of a heart attack in the Baptist Hospital, Paducah, Ky. on Aug. 2. Brother Fuller joined the Union in the port of Paducah in 1980 sailing as a tankerman for National Marine Service from 1980 to 1981. He was a veteran of the U.S. Navy in the Korean War. Boatman Fuller was born in Linnville, Ky. and was a resident of Paducah.



Pensioner Edward Joseph McMaster Jr., 55, died of cancer in the University of Texas Medical Branch Hospital, Galveston on June 17. Brother McMaster joined the SIU in the port of New York in 1953 sailing as a FOWT and OMU. He sailed 34 years and during the Vietnam War. Seafarer McMaster was a veteran of the U.S. Army in World War II. A native of Philadelphia he was a resident of Galveston. Burial was in the Houston National Cemetery. Surviving are his widow, Catherine of Sulphur, Tex. and his mother, Mrs. Gertrude McCann of Philadelphia.



Pensioner Fred Malcolm Morris Jr., 59, died of lung failure in the New Orleans USPHS Hospital on June 16. Brother Morris joined the SIU in the port of Baltimore in 1955 sailing as a 2nd cook. He was born in New Orleans and was a resident there. Interment was in Rest Haven Park Cemetery, New Orleans. Surviving is his mother, Elsie of New Orleans.



Elliott Joseph Pendarvis, 67, died of kidney failure in Our Lady of the Lake Medical Center, Baton Rouge, La. on Sept. 5. Brother Pendarvis joined the Union in the port of New Orleans in 1962 sailing as senior engineer for the Inland River Co. from 1953 to 1962 and for Dixie Carriers from 1962 to 1979. He was a commercial fisherman from 1949 to 1953. Boatman Pendarvis was born in Fort Pierce, Fla. and was a resident of Panama City, Fla. Interment was in Forest Lawn Cemetery, Panama City. Surviving are his widow, Margaret and two sons, Boatman Wesley Pendarvis of Lynn Haven, Fla. and Leslie Pendarvis of New Orleans.



Pensioner Jesse 'Jack' Taver Spivey Jr., 73, died of a heart attack in the Willis Knighton Medical Center, Shreveport, La. on June 26. Brother Spivey joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. He was a veteran of the U.S. Navy in World War II. Seafarer Spivey was born in Cousseta, Ga. and was a resident of Wasom, Tex. Interment was in Centuries Memorial Park Cemetery, Shreveport. Surviving are his widow, Virginia and two daughters, Mrs. Mary Ann Tranham and Mrs. Virginia R. Moore.



Darold Cernel Showers, 24, died in Rotterdam, the Netherlands on Oct. 1. Brother Showers joined the SIU following his graduation from Piney Point in 1977. He sailed as a QMED for Sea-Land. Seafarer Showers was born in Mobile and was a resident there. Surviving are his parents, Mr. and Mrs. William and Georgia Showers III of Mobile and a brother, Bruce "Bubba" B. Showers.



Eugene Thomas Nickels, 55, died of lung failure in the Baltimore USPHS Hospital on Sept. 17. Brother Nickels joined the Union in 1943 in the port of Baltimore sailing as a deckhand for Curtis Bay Towing from 1944 to 1981. He was former member of the I.L.A. Boatman Nickels was born in Baltimore and was a resident there. Burial was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Irene; two sons, Timothy and Randall; a daughter, Celeste and his parents, Mr. and Mrs. William and Augusta Nickels Sr.



Pensioner Julien R. Noel Jr., 72, passed away on Mar. 26. Brother Noel joined the Union in Port Arthur in 1964 sailing as a chief engineer for Slade Inc. from 1942 to 1967. He was born in Arnaudville, La. and was a resident of Port Barre, La. Surviving is his widow, Florence.



Pensioner Maurice O'Connell, 84, passed away from heart disease at home in Mastic Beach, L.I., N.Y. on Oct. 10. Brother O'Connell joined the Union in the port of New York in 1960 sailing as a floatman for the NYNH and Hartford Railroad from 1922 to 1962. He was a former member of the MM&P Union. Local 1 starting in 1933. Boatman O'Connell was a veteran of the U.S. Army in World War I. He was a native of Ireland. Burial was in Holy Sepulchre Cemetery, Coram, L.I., N.Y. Surviving are three sons, John, Patrick and Dennis of Elmhurst, Queens, N.Y.C.



Pensioner Antocino Gomez Soto, 71, passed away on Sept. 17. Brother Soto joined the SIU in 1944 in the port of New York sailing as a cook. He walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Soto was born in Gueaco, P.R. and was a resident of Brooklyn, N.Y. Surviving is his widow, Maria Rosa.



Pensioner Sverre M. Stokke, 64, died on Oct. 15. Brother Stokke joined the SIU in 1944 in the port of Mobile sailing as an AB. He was born in Bergen, Norway and was a resident of Mobile. Surviving are his widow, Lois and a son, Steve of Mobile.

Jesse Laurence Robinson, 84, passed away in Washoe County, Nev. on May 11. Brother Robinson joined the MC&S Union in 1943 on the West Coast sailing as a chief cook. He was born in California and was a resident of Hazen, Nev. Surviving are a brother, Morris of San Francisco and two sisters, Mrs. Frances R. Davidson of Monterey, Calif. and Mrs. Elsie R. Kelly of Pacific Grove, Calif.



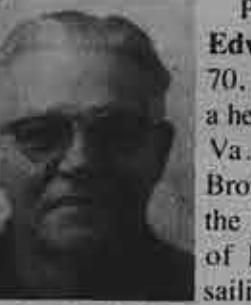
Pensioner Leif Olsen Sveum, 73, passed away from a heart attack in the New Orleans USPHS Hospital on June 7. Brother Sveum joined the SIU in 1940 in the port of New Orleans sailing as an AB. He sailed 38 years. Seafarer Sveum was born in Norway and was a U.S. naturalized citizen. Sveum was a resident of New Orleans. Cremation took place in the St. John Crematory, New Orleans. Surviving is a sister, Mrs. Solveig Johansen of Tonsberg, Norway.



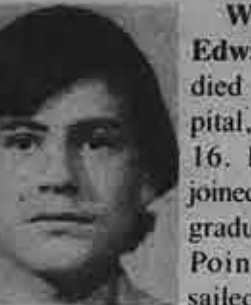
Russell Eugene Taylor, 60, died on Sept. 29. Taylor joined the SIU in the port of San Francisco in 1968 sailing as a chief steward. He was a veteran of the U.S. Army in World War II. Seafarer Taylor was born in Kansas City, Mo. and was a resident of Seattle. Surviving are his widow, Kwi Boon of Seoul, South Korea and a son, Meyong Su.



Pensioner Samuel Roman, 83, passed away on Oct. 16. Brother Roman joined the Union in the port of Philadelphia in 1961 sailing as a cook for P.E. Martin Co. from 1926 to 1932, for Red Star Towing from 1935 to 1941 and Curtis Bay Towing from 1941 to 1963. He was a former member of Local 1800. Born in Yugoslavia, he was a resident of Philadelphia. Surviving are his widow, Mary and a daughter, Mrs. Carmella Wicninski of Philadelphia.



Pensioner Walter Edward Oliver Sr., 70, passed away from a heart attack in Foster, Va. on Aug. 14. Brother Oliver joined the Union in the port of Norfolk in 1961 sailing as an engineer for the NBC Line. He sailed 28 years. Boatman Oliver was born in Foster and was a resident there. Burial was in Trinity Cemetery, Foster. Surviving are his widow, Irene and a son, Edward.



William 'Bill' Edward Munroe, 26, died at Harlem Hospital, N.Y.C. on June 16. Brother Munroe joined the SIU after his graduation from Piney Point in 1972. He sailed as an AB. Seafarer Munroe was born in Tarrytown, N.Y. and was a resident of Dobbs Ferry, N.Y. Burial was in Ferncliff Cemetery, Hartsdale, N.Y. Surviving are his parents, Mr. and Mrs. Richard and Marie Munroe of Dobbs Ferry and a sister.

Supreme Court Says 'Confidential' Workers Can Unionize

The Supreme Court agreed with labor's position in two important cases involving the rights of "confidential" employees under the National Labor Relations Act.

By a 5-4 margin, the high court ruled that a personal secretary whose work does not involve matters dealing with

labor-management relations has the same protection of federal labor law as other workers.

IN A RELATED case, all nine justices joined in rejecting an appellate court's ruling that employees do not have the right of union representation if their work gives them access to busi-

ness information their employer considers confidential.

Both cases had been decided by the 7th Circuit U.S. Court of Appeals in a way that would have led to the exclusion of thousands of workers the National Labor Relations Board has long held to be protected by federal

labor law.

Because of their importance, the AFL-CIO filed a brief with the Supreme Court last June, and the points it made were largely adopted in the majority opinion, written by Justice William J. Brennan, Jr.

THE SPLIT decision came in a case involving a rural electric cooperative in Hendricks County, Ind. The general manager fired his secretary after she had joined other employees in signing a petition asking reinstatement of a worker who lost an arm in an on-the-job accident and was denied re-employment after he was able to resume work.

The NLRB found that the secretary was not involved in labor relations matters and therefore was protected against retaliation when she joined with other employees in a lawful "concerted activity."

Tampa Hall Moves To New Location

As of Dec. 14, 1981 the SIU Hall in Tampa, Fla. moved to a new location. The new address is: 306 Plant Ave., Tampa, Fla. 33606. The new telephone number is: 813-251-6096.

Ferris Hits N.Y. Waterfront Job Loss in Zoning Change

Since "the Brooklyn waterfront is the prime source of jobs for our borough's residents," NYS Assemblyman Joe Ferris (D-51 A.D.) warned an audience of over 100 at a town meeting in the SIU's Hdqs. Hall on Dec. 1, that "...if industrial space is converted to residential space, this industry will have to leave the city taking with it thousands of (maritime) jobs and entire types of industries..."

Over 600,000 jobs have been lost in New York City in the last 10 years

partially due to these zoning changes.

Today a proposal is before the NYC Board of Standards and Appeals for the biggest "conversion ever on the waterfront of a manufacturing building to a residential building at 360 Furman St., Brooklyn. Keeping the site for industrial use was termed "crucial" by Ferris, SIU Hdqs. Rep. Jack Caffey, Ed Panarello, head of the N.Y. Maritime Port Council; Alan Tumolillo, NYC Dept. of Ports and Terminals; Clayton Peavy, Port Authority of NY and NJ;

David Malamud, N.Y. Dock Railway and Joseph Landau, borough president's office.

Ferris, senior member of Subcommittee on Ports and Terminals, declared to the meeting:

"There is a demand for industrial space in Brooklyn. Many of the industries which are being forced out of Manhattan are relocating in Brooklyn..."

He urged "a coalition of industry, labor and government can revitalize this port and provide thousands of jobs for Brooklyn."

The assemblyman added that "The idea of this meeting is to bring together the key players from all aspects of port development to inform the residents of the area of the activity around the waterfront."

1st Seafarer Gets License Thru SHLSS Engineer's Program



Seafarer Jean Morris became the first SIU member to achieve a Third Assistant Engineer's license through the Special Studies Program initiated this year at SHLSS. Brother Morris, who ships out of the Port of San Francisco, had already earned a QMED—Any Rating endorsement after studying at SHLSS, and has also taken a number of engine department specialty courses. Brother Morris looks on with satisfaction as his licence is signed and sealed by Capt. Jerry Carlton, OCMI Baltimore. Coast Guard Lieutenant John S. Browning is at left.

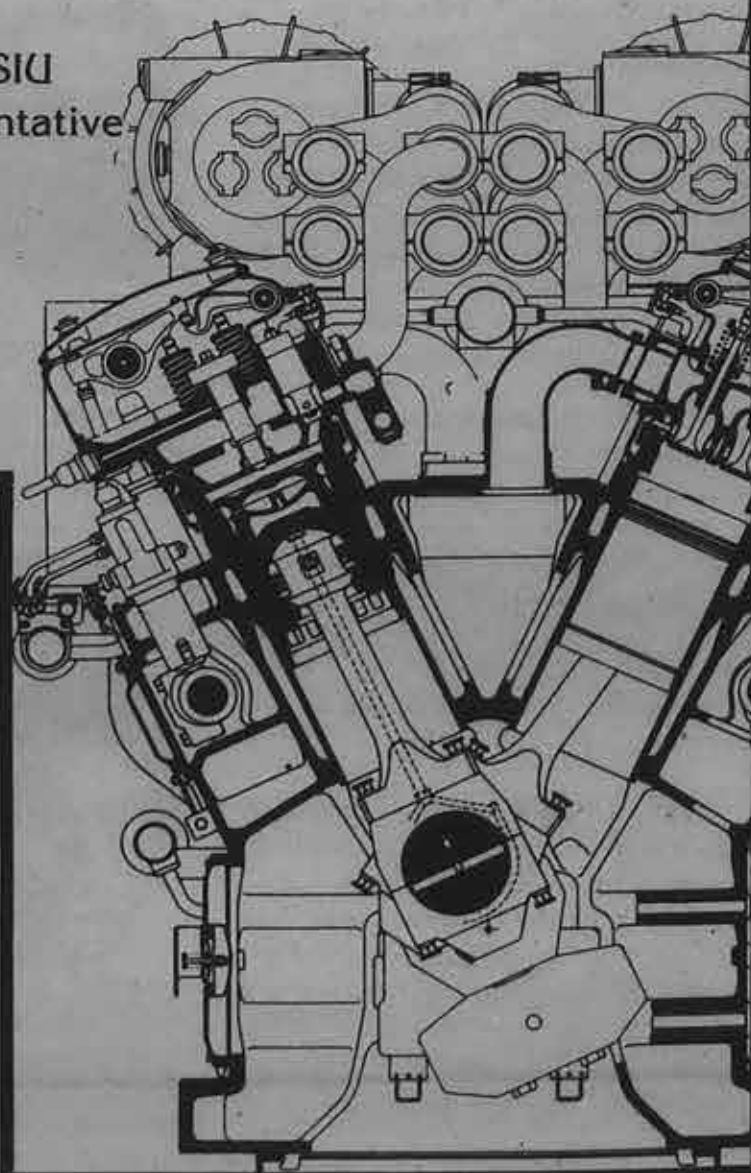
Attention Seafarers . . .

Diesel Engineers are now in demand. Apply for the **Diesel Engineer Course** at SHLSS. It pays to get ahead in your career.

Courses starts March 1 and March 29. To apply,

contact your SIU Field Representative or fill out the application in this issue of the Log.

Sign Up Today!



Dispatchers Report for Great Lakes

Nov. 1-30, 1981

	*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
Port									
Algonac	20	3	1	34	28	1	49	8	2
Port									
Algonac	15	8	0	35	12	0	29	14	4
Port									
Algonac	3	1	0	14	6	0	5	5	0
Port									
Algonac	17	22	5	0	0	0	49	42	27
Totals All Departments	55	34	6	83	46	1	132	69	33

*"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.

Supreme Court Says 'Confidential' Workers Can Unionize

The Supreme Court agreed with labor's position in two important cases involving the rights of "confidential" employees under the National Labor Relations Act.

By a 5-4 margin, the high court ruled that a personal secretary whose work does not involve matters dealing with

labor-management relations has the same protection of federal labor law as other workers.

IN A RELATED case, all nine justices joined in rejecting an appellate court's ruling that employees do not have the right of union representation if their work gives them access to busi-

ness information their employer considers confidential.

Both cases had been decided by the 7th Circuit U.S. Court of Appeals in a way that would have led to the exclusion of thousands of workers the National Labor Relations Board has long held to be protected by federal

labor law.

Because of their importance, the AFL-CIO filed a brief with the Supreme Court last June, and the points it made were largely adopted in the majority opinion, written by Justice William J. Brennan, Jr.

THE SPLIT decision came in a case involving a rural electric cooperative in Hendricks County, Ind. The general manager fired his secretary after she had joined other employees in signing a petition asking reinstatement of a worker who lost an arm in an on-the-job accident and was denied re-employment after he was able to resume work.

The NLRB found that the secretary was not involved in labor relations matters and therefore was protected against retaliation when she joined with other employees in a lawful "concerted activity."

Tampa Hall Moves To New Location

As of Dec. 14, 1981 the SIU Hall in Tampa, Fla. moved to a new location. The new address is: 306 Plant Ave., Tampa, Fla. 33606. The new telephone number is: 813-251-6096.

He urged "a coalition of industry, labor and government can revitalize this port and provide thousands of jobs for Brooklyn."

The assemblyman added that "The idea of this meeting is to bring together the key players from all aspects of port development to inform the residents of the area of the activity around the waterfront."

Ferris Hits N.Y. Waterfront Job Loss in Zoning Change

Since "the Brooklyn waterfront is the prime source of jobs for our borough's residents," NYS Assemblyman Joe Ferris (D-51 A.D.) warned an audience of over 100 at a town meeting in the SIU's Hdqs. Hall on Dec. 1, that "...if industrial space is converted to residential space, this industry will have to leave the city taking with it thousands of (maritime) jobs and entire types of industries..."

Over 600,000 jobs have been lost in New York City in the last 10 years

partially due to these zoning changes.

Today a proposal is before the NYC Board of Standards and Appeals for the biggest "conversion ever on the waterfront of a manufacturing building to a residential building at 360 Furman St., Brooklyn. Keeping the site for industrial use was termed "crucial" by Ferris, SIU Hdqs. Rep. Jack Caffey, Ed Panarello, head of the N.Y. Maritime Port Council; Alan Tumolillo, NYC Dept. of Ports and Terminals; Clayton Peavy, Port Authority of NY and NJ;

David Malamud, N.Y. Dock Railway and Joseph Landau, borough president's office.

Ferris, senior member of Subcommittee on Ports and Terminals, declared to the meeting:

"There is a demand for industrial space in Brooklyn. Many of the industries which are being forced out of Manhattan are relocating in Brooklyn..."

He urged "a coalition of industry, labor and government can revitalize this port and provide thousands of jobs for Brooklyn."

The assemblyman added that "The idea of this meeting is to bring together the key players from all aspects of port development to inform the residents of the area of the activity around the waterfront."

1st Seafarer Gets License Thru SHLSS Engineer's Program



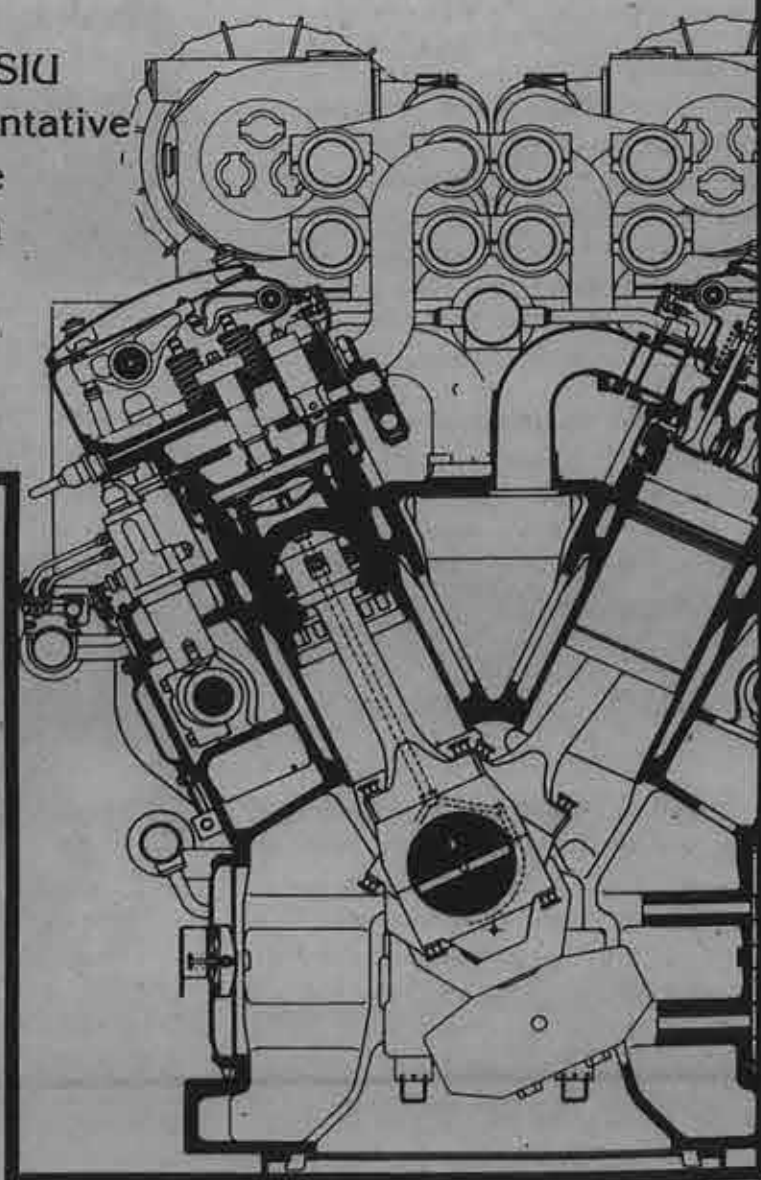
Seafarer Jean Morris became the first SIU member to achieve a Third Assistant Engineer's license through the Special Studies Program initiated this year at SHLSS. Brother Morris, who ships out of the Port of San Francisco, had already earned a QMED—Any Rating endorsement after studying at SHLSS, and has also taken a number of engine department specialty courses. Brother Morris looks on with satisfaction as his licence is signed and sealed by Capt. Jerry Carlton, OCMI Baltimore. Coast Guard Lieutenant John S. Browning is at left.

Attention Seafarers . . .

Diesel Engineers are now in demand. Apply for the Diesel Engineer Course at SHLSS. It pays to get ahead in your career.

Courses starts March 1 and March 29. To apply,

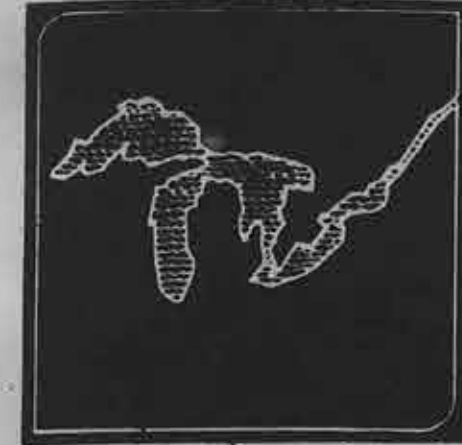
contact your SIU Field Representative or fill out the application in this issue of the Log. Sign Up Today!



Dispatchers Report for Great Lakes

Nov. 1-30, 1981	*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
Port									
Algonac	20	3	1	34	28	1	49	8	2
Port									
Algonac	15	8	0	35	12	0	29	14	4
Port									
Algonac	3	1	0	14	6	0	5	5	0
Port									
Algonac	17	22	5	0	0	0	49	42	27
Totals All Departments	55	34	6	83	46	1	132	69	33

*"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.



The Lakes Picture

DULUTH

Laying up for the winter at the port of Duluth are the C.L. Austin and the Merle M. McCurdy, both Kinsman Lines. Also scheduled for winter berths here are American Steamship's Indiana Harbor and H. Lee White. There's a possibility that the company's Belle River will join them, unless she's checked into the shipyard at Sturgeon Bay, Wis., for a five-year check.

Chicago

Word from the Windy City is that American Shipbuilding has closed its Chicago Shipyard, located at 101st Street and the Calumet River. Built in 1890, the shut-down of the Chicago construction and ship repair facility is the latest in a string of U.S. shipyard closings. About 40 shipyard workers had to be laid off when the yard closed although many employed in related supply industries will also feel the effects of the closing.

In its heyday, shortly after the turn of the century, the American Shipbuilding yard employed more than 300 workers. The shipyard, part of the company's marine division had become "increasingly unprofitable" in recent years, according to company officials.

EXPOSURE SUITS

Exposure suits are required equipment, under law, on all U.S. Great Lakes ships and they have to undergo a battery of tests to make sure they can stand up to a prolonged stay in chilly Lakes waters (as shown in accompanying photo).

The tests, which are now being run by Underwriters Laboratories for the U.S. Coast Guard, include flotation, jump, mobility, tensile strength, thermal insulation, buoyancy and hypothermia trials in which exposure suit-clad test



subjects spend six hours in ice water to see how their body heat holds up. One-size-fits-all exposure suits (also known as ugly suits for obvious reasons) are one-piece, made of buoyant material which covers the wearer from head to toe, leaving nothing but the eyes exposed.

ST. LAWRENCE SEAWAY

The shipping season on the St. Lawrence Seaway officially ended Dec. 15. There were 91 vessels still transiting the waterway on Nov. 30, 1981, topping last year's total of 76 ocean-going vessels still in the system on that date.

Meanwhile, the U.S. and Canadian agencies which jointly administer the Seaway have given final approval to toll increases in each of the next two years. The new tolls averaging 18 percent in 1982 and an additional 10 percent for 1983, include both per ton levies and increased vessel charges.

Tolls per metric ton on the Montreal-Lake Ontario segment of the Seaway will be hiked as follows: for bulk cargoes, 11 cents in 1982 to 79 cents per ton; six cents in 1983 to 85 cents per ton. Grains and government cargoes, up seven cents in 1982 to 48 cents/ton; four cents in 1983 to 52 cents/ton. General cargo will be raised 26 cents in 1982 to \$1.91 per ton; 15 cents in 1983 to \$2.06 a ton. Vessel charges are being raised in 1983 only by one-

half cent, totalling eight cents per gross registered ton.

On the all-Canadian Welland Canal section of the Seaway, there will be no increases in either commodity tolls or vessel charges but the lockage charge has been re-introduced.

Tolls on the Seaway were increased following a review of public comments by the U.S. and Canadian Seaway agencies. Though most of the 50 or so statements received opposed the proposed toll hikes, the U.S. St. Lawrence Development Corporation said the two agencies had no choice but to increase charges in order to cover anticipated deficits over the next three years.

ALGONAC

Most Great Lakes vessels are heading for lay-up. While a few SIU-contracted lakers will be making winter runs, in the absence of an official navigation season extension there is expected to be little shipping activity past Jan. 1.

* * *

Forwarded to the Log from Jack Bluit, headquarters rep in Algonac, is a poem written by SIU member William L. Richards, wiper on the SS Detroit Edison (American Steamship). Though the poem was mailed in last spring, it "takes place" in the frosty month of December, so we held onto it for this issue of the Log. Here's the "Epic of the SS Detroit Edison," by William Richards.

EPIC OF THE SS DETROIT EDISON

On December twenty third
I awoke with a crash
I jumped to my feet
In such a flash

The doors were chattering
The chairs moving around
and down from the engine room
Came a mysterious sound

I looked out the port-hole
And all I could see
Was the wind blowing snow
And the ice floating free

At first I thought
We were only stuck
But later to find
I'd be running on luck

We hit Grays Reef
Rather hard in fact
There wasn't very much
That was left intact

For six full hours
We were stuck on that reef
When we were finally off
It was a great relief

From there to Charlevoix
At once we were
Before the reef
That caused a stir

An investigation
Was soon to follow
Seven ballast tanks ruptured
...that's hard to swallow

On December twenty-eighth
The crew was sent home
All but three engineers
And an oiler to roam

New Years eve
That was the day
They pulled the Edison
To Sturgeon Bay

After that day
That felt like a week
All hell broke loose
Please, pardon my Greek

After only an hour
While safe in the bay
The wind grew fierce
On that very bleak day

Could it be said
If they left any later
That Lake Michigan swallowed
Still another freighter?

But, here we are
Safe at last
With our worrisome troubles
All in the past

Now you've heard my story
All fact and true
I'm glad we didn't sink
How about you?

That's as close as I want
To come, I guess
To sinking a ship
Thank God, I bless.

BASIC WELDING

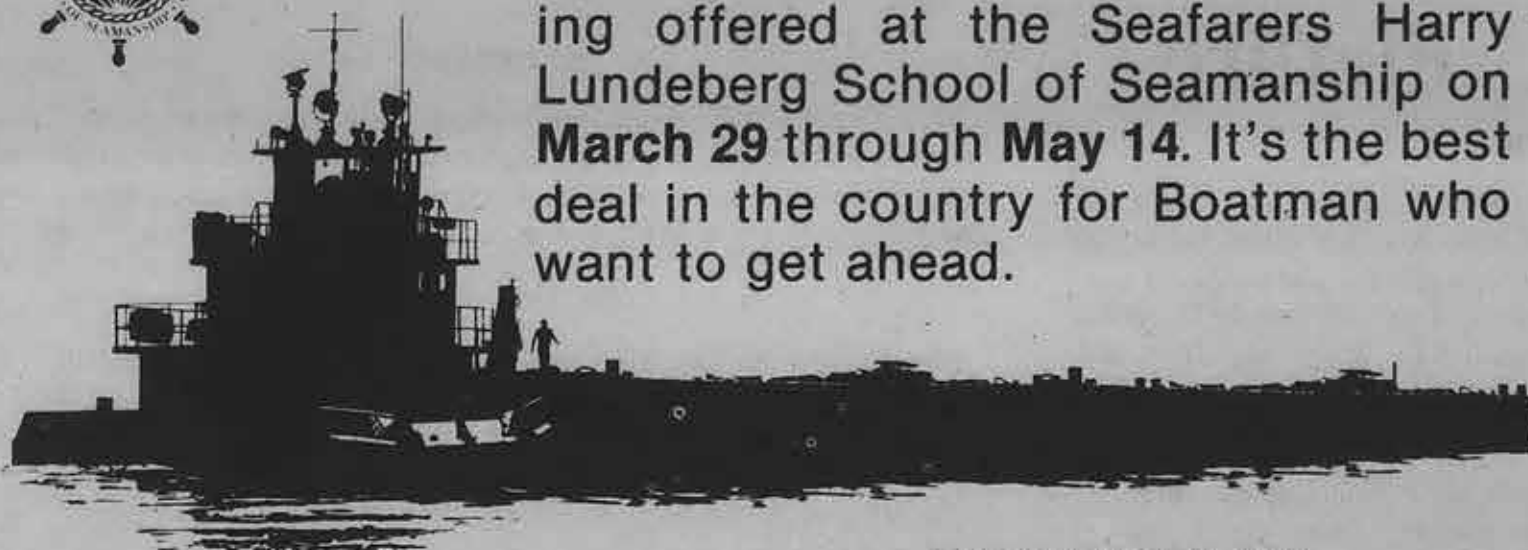
Take the Basic Welding Course at SHLSS.

Courses start
February 1,
March 1 and March 29.

See your SIU
Field Representative
for course
information.



THIS INDUSTRY IS GOING PLACES DON'T MISS THE BOAT



The Transportation Institute *Towboat Operator Scholarship Program* is being offered at the Seafarers Harry Lundeborg School of Seamanship on **March 29 through May 14**. It's the best deal in the country for Boatman who want to get ahead.

DON'T DELAY

See your SIU Field Representative of contact SHLSS for details.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

BOSTON, MASS.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

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

SEATTLE, WASH.

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

TAMPA, FLA.

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

WILMINGTON, CALIF.

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

Dispatchers Report for Inland Waters

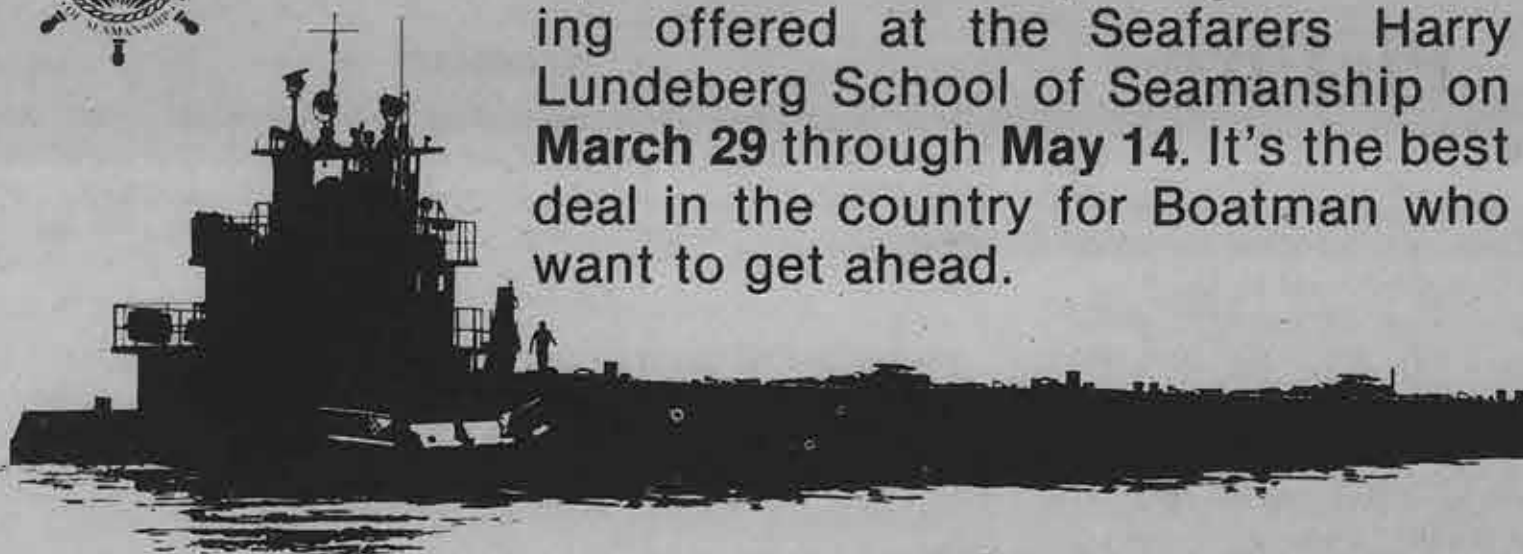
NOVEMBER 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
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	2	0	0	1	0	0	6	2	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	1	6	0	0	3	4	3	7
Mobile	1	0	0	0	0	0	2	0	0
New Orleans	1	1	0	1	2	0	10	2	10
Jacksonville	1	2	0	0	1	0	3	5	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	0	3	0	0	0	8	4	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	6	3	4	3	0	0	5	4	8
Port Arthur	11	2	6	15	5	3	24	6	9
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	2	9	3	4	4	8	1	13
Piney Point	0	8	0	0	8	0	0	4	0
Paducah	0	0	0	0	0	0	8	2	8
Totals	30	19	28	23	20	10	78	33	64
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	1	0	0	0	0	0	2	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	1	0	1
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	1	0	0	2	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	2	1	0	1	0	0
Port Arthur	2	0	0	0	0	0	6	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	1	1
Piney Point	0	0	0	0	0	0	0	0	1
Paducah	0	0	0	0	0	0	1	0	0
Totals	4	1	0	2	3	0	11	2	3
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	2	0	0	0	1	0	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	2	1	1
Jacksonville	1	0	0	0	0	0	1	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	0	0	1	0	0	1	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	1	0	0	0	0	0	1
Port Arthur	2	0	1	0	0	0	6	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	5	0	0	3	0	0	4
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	3
Totals	5	0	9	1	0	3	12	2	15
Totals All Departments	39	20	37	26	23	13	101	37	82

***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.

THIS INDUSTRY IS GOING PLACES DON'T MISS THE BOAT



The Transportation Institute Towboat Operator Scholarship Program is being offered at the Seafarers Harry Lundeborg School of Seamanship on March 29 through May 14. It's the best deal in the country for Boatman who want to get ahead.

DON'T DELAY

See your SIU Field Representative or contact SHLSS for details.

Dispatchers Report for Inland Waters

NOVEMBER 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
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	2	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	1	0	0	0	3	4	3	0
Mobile	1	0	0	0	0	2	2	0	0
New Orleans	1	1	0	0	2	0	10	2	10
Jacksonville	0	2	0	0	1	0	3	5	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	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	6	0	0	3	0	0	5	0	0
Port Arthur	11	2	6	15	5	3	24	6	9
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	30	19	28	23	20	10	78	33	64
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	2	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	2	0	0	0	0	0	6	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	4	1	0	2	3	0	11	2	3
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
STEWARDS DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
Totals All Departments	39	20	37	26	23	13	101	37	82

**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 & Bolgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Md. 21201
Tele. # (301) 539-6967

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INLAND LINES

Houston
The Moran Towing new contract here has been "wrapped up" and finalized.

At Western Towing, Boatmen there got a 10.8 percent wage increase early this month, including COLA.
Western also took delivery of a new tug, the *Filly*.

Tampa
Tampa Tugs now has three tugs with delivery of the new *Queens Challenger* and *Kings Challenger*.

Norfolk
A new 3-year contract for Boatmen of the Virginia Pilots Assn. was ratified by the membership on Dec. 2.

Boatmen of the Maryland Pilots Assn. tentatively agreed to okay their new contract with the help of mediation service. Mail ballots were sent out to members with voting results expected in about 20 days around Dec. 22.

Great Lakes
A low bid \$2,870,000. contract has been let to the Great Lakes Dredge & Dock Co. for maintenance dredging in the Tampa Bay (Fla.) Harbor.

Work will include dredging some 844,000 cubic yards of shoal material from the bay and disposed in open waters.

MARAD has tentatively approved financing of \$8,745,000 for Hannah

Marine, Burr Ridge, Ill. to pay for two 351 foot and 407 foot tank barges already in service. They were built by the Bay Shipyard, Sturgeon Bay, Wisc. and Theriot-Moore Enterprises, Larose, La.

Lock & Dam 26
Construction on a new Lock & Dam 26 at Alton, Ill. was started early last month.

The almost \$132-million project has to be completed within three years after the construction start up.

St. Louis
National Marine Service, an SIU company, has bought the Riverway Shipyard at Grafton, Ill.

The yard has a 2,000-ton capacity drydock, machine shop, electric shop, sandblasting and painting facilities, fleet areas and a switchboat.

Tenn-Tom Waterway
By a 48 to 46 vote, the U.S. Senate last month gave the green light worth \$189 million toward the completion of the Tenn-Tombigbee Waterway Project.

Mobile
Last month the towboat *Dixie Vanguard* (Dixie Carriers) with Tankerman Bobby Peltas of Buras, La. aboard, was towing two barges up the Tennessee River at Florence, Ala. on the first run of a long-term contract to haul Texas acrylonitrile. Another barge may be added later on.

Electrify Your Knowledge

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

Course starts March 1 through April 1.

See your SIU Field Representative for details.



Protest California Strikebreaking at IAM Shop

Seafarers joined other trade unionists recently in a demonstration outside corporate headquarters of Colt Industries on Park Ave. and 55th St. in Manhattan to protest the companies strikebreaking activities 3,000 miles away in Burbank, Calif. Workers at Menasco Inc., a subsidiary of Colt, have been on strike for 2½ years. They are members of Lodge 758 of the International Association of Machinists. The company is employing strikebreakers to break the back of the unionists. The New York demo was sponsored by the New York City Central Labor Council.

Personals

Jerry Van Eten
Chet and Joe Artis
Please contact, Patrick Geygan, Tel. (714) 262-1206.

Jack Young
Please contact, your mother, as soon as possible. Tel. (205) 852-9685.

Daniel Conzo
Please contact, your Aunt, as soon as possible. Tel. (216) 524-1441.

Edwyn Pagan
Please contact, Mrs. Pat Keebler in Louisville, Ky. Call collect. Tel. (502) 423-0080.

David Flockhart Sr.
Please contact, Lawrence Nursing Home in regards to your mother. Ask for Miriam Goldzwerg. Call collect. Tel. (212) 945-0400.

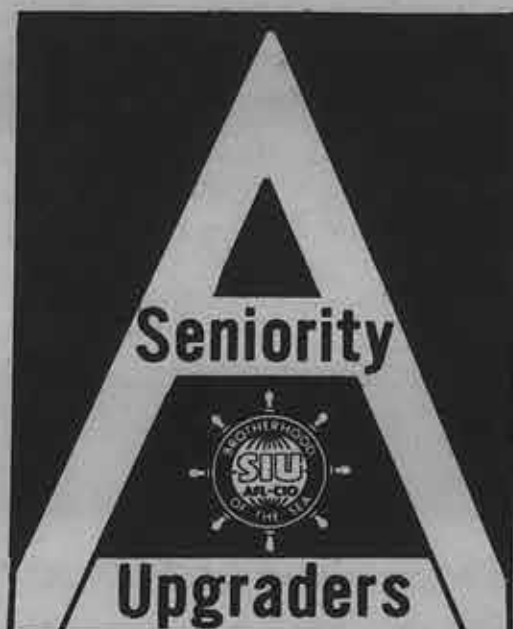
Edward May
Please contact, Jim Barron, as soon as possible. Tel. (213) 247-7805.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Jan. 4	2:30 p.m.	7:00 p.m.
Philadelphia	Jan. 5	2:30 p.m.	7:00 p.m.
Baltimore	Jan. 6	2:30 p.m.	7:00 p.m.
Norfolk	Jan. 7	9:30 a.m.	7:00 p.m.
Jacksonville	Jan. 7	2:00 p.m.	—
Algonac	Jan. 8	2:30 p.m.	—
Detroit	Jan. 8	2:30 p.m.	—
Alpena	Jan. 11	2:30 p.m.	—
Houston	Jan. 11	2:30 p.m.	7:00 p.m.
New Orleans	Jan. 12	2:30 p.m.	7:00 p.m.
Mobile	Jan. 13	2:30 p.m.	—
San Francisco	Jan. 14	2:30 p.m.	—
Wilmington	Jan. 18	2:30 p.m.	—
Seattle	Jan. 22	2:30 p.m.	—
Piney Point	Jan. 9	10:30 a.m.	—
San Juan	Jan. 7	2:30 p.m.	—
Columbus	Jan. 16	—	1:00 p.m.
Chicago	Jan. 12	—	—
Port Arthur	Jan. 12	2:30 p.m.	—
St. Louis	Jan. 15	2:30 p.m.	—
Honolulu	Jan. 14	2:30 p.m.	—
Duluth	Jan. 13	2:30 p.m.	—
Jeffersonville	Jan. 21	2:30 p.m.	—
Frankfort	Jan. 15	2:30 p.m.	—
Tampa	Jan. 21	2:30 p.m.	—
Gloucester	Jan. 19	2:30 p.m.	—
Jersey City	Jan. 20	2:30 p.m.	—

Gloucester Clinic Opens

A new medical clinic for the port of Gloucester, Mass. opened on December 4 with Dr. Barry Fisher in attendance. The clinic on 19 Pleasant St. is open to members on Monday, Wednesday and Friday from 1 p.m. to 5 p.m. The telephone number of the clinic is 617-281-3774. Previously, the clinic in Essex, Mass. was open only one day a week.



Gerald Preston Ray Jr.



Seafarer **Gerald Preston Ray Jr.**, 23, graduated from the Seafarers Harry Lundeberg School in 1977. Brother Ray upgraded to AB there in 1980. He is a former member of the IBU. And he has the firefighting, lifeboat and CPR documents. Born in Washington, D.C., he lives in Edgewater, Md. and ships out of the port of Baltimore.

Thomas John Mylan



Seafarer **Thomas John Mylan**, 34, joined the SIU in the port of New York in 1968 sailing as an AB. He holds the lifeboat, firefighting and CPR tickets. And he attended college for two years studying Business Administration. Brother Mylan is a native of Brooklyn, N.Y., lives in San Diego and ships out of the port of Wilmington.

Vance Lee Sanderson



Seafarer **Vance Lee Sanderson**, 24, graduated from the Piney Point Trainee Program in 1977. Brother Sanderson upgraded to FOWT there in 1979. He also earned his GED there. Sanderson has the CPR, lifeboat and firefighting endorsements. Born in Savannah, Ga., he lives in Pensacola, Fla. and ships out of the ports of Tampa and Mobile.

Don Douglas Spencer



Seafarer **Don Douglas Spencer**, 28, is a 1978 graduate of Piney Point. He sails as an AB. And he has the CPR, firefighting and lifeboat papers. Brother Spencer is a Vietnam War veteran of the U.S. Navy sailing aboard the nuclear submarine *USS Permit*. Spencer also fought in the Golden Gloves boxing tournaments. Born in Frankfort, West Germany, he lives in Corpus Christi, Tex. and ships out of the port of Houston.

Wilson Yanson III



Seafarer **Wilson Yanson III**, 28, is a 1975 graduate of the SHLSS. He sails as an AB. Brother Yanson has the firefighting, lifeboat and CPR papers. A native of Panama City, Fla., he lives there and ships out of the port of Tampa.

James Thomas Redgate



Seafarer **James Thomas Redgate**, 30, joined the SIU in the port of New Orleans in 1968. He upgraded to AB at Piney Point in 1980. Brother Redgate holds the CPR, firefighting and lifeboat documents. A native of Hutchinson, Kans., he lives in Corpus Christi, Tex. and ships out of the port of Houston.

Timothy John Duffy



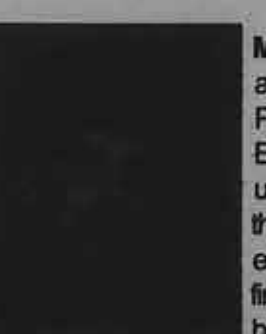
Seafarer **Timothy John Duffy**, 25, graduated from Piney Point in 1979. Brother Duffy upgraded to AB there in 1980. He holds the CPR, lifeboat and firefighting documents. Duffy was born in Brooklyn, N.Y., lives there and ships out of the port of New York.

David Charles Bland



Seafarer **David Charles Bland**, 26, was graduated by the SHLSS in 1978. Brother Bland has sailed as a FOWT for Delta Line and on the *LNG El Paso Southern*. He earned the lifeboat, firefighting and CPR tickets. Bland was born in Vallejo, Calif., lives in Richmond, Calif. and ships out of the port of Wilmington.

Ronald Mena



Seafarer **Ronald Mena**, 27, graduated from Piney Point in 1978. Brother Mena upgraded to AB there in 1980. He earned the CPR, firefighting and lifeboat documents. Born in Brooklyn, N.Y., he lives in Union City, N.J. and ships out of the port of New York.

Perry Johnson Boyd Jr.



Seafarer **Perry Johnson Boyd Jr.**, 28, graduated from Piney Point in 1978. He upgraded to FOWT there in 1979. Brother Boyd holds the CPR, lifeboat and firefighting documents. Born in New Orleans, he lives there and ships out of that port city.

Joseph Thomas Marinello



Seafarer **Joseph Thomas Marinello**, 33, graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1966. Brother Marinello upgraded to AB at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Piney Point, Md. in 1979. He has sailed for Sea-Land. Marinello has the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) endorsements. A native of Manhattan, New York City, he lives in the Bronx, N.Y. and ships out of the port of New York.

Joseph Gerard Corr



Seafarer **Joseph Gerard Corr**, 21, graduated from the Lundeberg School in 1979 where he also earned his General Education Diploma (GED). He now sails as a fireman-water-tender. Seafarer Corr's uncle is SIU member Patrick Rogers. Brother Corr has the firefighting, lifeboat and CPR papers. He was born in Brooklyn, N.Y., lives in North Lauderdale, Fla. and ships out of the ports of Tampa and Jacksonville.

Michael Joseph Langenbach



Seafarer **Michael Joseph Langenbach**, 23, is a 1978 graduate of the SHLSS. He upgraded to AB there. Seafarer Langenbach was a former member of the SIU-affiliated Inland Boatmen's Union (IBU). Langenbach earned the lifeboat, firefighting and CPR tickets. Born in Baldwin, Ala., he lives in Silverhill, Ala. and ships out of the port of Mobile.

Lawrence Michael Connlon



Seafarer **Lawrence Michael Connlon**, 24, is a 1979 graduate of the SHLSS. Brother Connlon upgraded there to cook and baker in 1980. He has sailed on the *LNG Leo* and *LNG Aquarius* (Energy Transportation). Connlon has the firefighting, lifeboat and CPR endorsements. And he studied management at the Boston (Mass.) State Junior College. A native of Boston, he lives in Jamaica Plain, Mass. and ships out of the port of Boston.

NEW! NEW! NEW!

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

HOW?

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

You can use these courses:

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

I am an SIU member. Yes ☐ No ☐

Book Number is _____

I joined the SIU in 19____

Please send me the course(s) below.

Fractions
Decimals
Percents
Algebra
Geometry

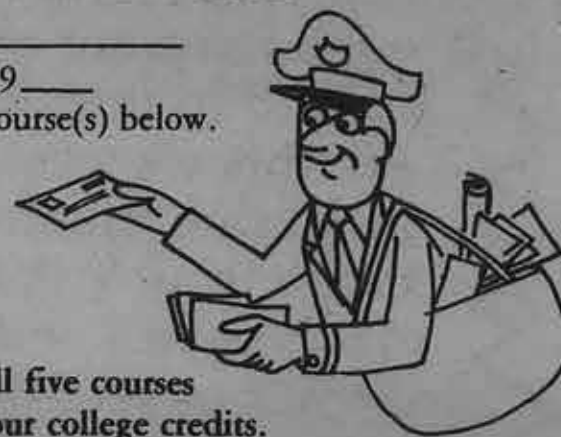
NOTE: Complete all five courses and earn four college credits.

Send my course(s) here:

Name _____

Street _____

City _____ State _____ Zip _____



Cut out this coupon and mail it to this address:

Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674
ATTN: Lois Knowles, Mathematics Department
Send it today!



Gerald Preston Ray Jr.



Seafarer Gerald Preston Ray Jr., 23, graduated from the Seafarers Harry Lundeberg School in 1977. Brother Ray upgraded to AB there in 1980. He is a former member of the IBU. And he has the firefighting, lifeboat and CPR documents. Born in Washington, D.C., he lives in Edgewater, Md. and ships out of the port of Baltimore.

Thomas John Mylan



Seafarer Thomas John Mylan, 34, joined the SIU in the port of New York in 1968 sailing as an AB. He holds the lifeboat, firefighting and CPR tickets. And he attended college for two years studying Business Administration. Brother Mylan is a native of Brooklyn, N.Y., lives in San Diego and ships out of the port of Wilmington.

Vance Lee Sanderson



Seafarer Vance Lee Sanderson, 24, graduated from the Piney Point Trainee Program in 1977. Brother Sanderson upgraded to FOWT there in 1979. He also earned his GED there. Sanderson has the CPR, lifeboat and firefighting endorsements. Born in Savannah, Ga., he lives in Pensacola, Fla. and ships out of the ports of Tampa and Mobile.

Don Douglas Spencer



Seafarer Don Douglas Spencer, 28, is a 1978 graduate of Piney Point. He sails as an AB. And he has the CPR, firefighting and lifeboat papers. Brother Spencer is a Vietnam War veteran of the U.S. Navy sailing aboard the nuclear submarine USS Permit. Spencer also fought in the Golden Gloves boxing tournaments. Born in Frankfurt, West Germany, he lives in Corpus Christi, Tex. and ships out of the port of Houston.

Wilson Yanson III



Seafarer Wilson Yanson III, 28, is a 1975 graduate of the SHLSS. He sails as an AB. Brother Yanson has the firefighting, lifeboat and CPR papers. A native of Panama City, Fla., he lives there and ships out of the port of Tampa.

James Thomas Redgate



Seafarer James Thomas Redgate, 30, joined the SIU in the port of New Orleans in 1968. He upgraded to AB at Piney Point in 1980. Brother Redgate holds the CPR, firefighting and lifeboat documents. A native of Hutchinson, Kans., he lives in Corpus Christi, Tex. and ships out of the port of Houston.

Timothy John Duffy



Seafarer Timothy John Duffy, 25, graduated from Piney Point in 1979. Brother Duffy upgraded to AB there in 1980. He holds the CPR, lifeboat and firefighting documents. Duffy was born in Brooklyn, N.Y., lives there and ships out of the port of New York.

David Charles Bland



Seafarer David Charles Bland, 26, was graduated by the SHLSS in 1978. Brother Bland has sailed as a FOWT for Delta Line and on the LNG El Paso Southern. He earned the lifeboat, firefighting and CPR tickets. Bland was born in Vallejo, Calif., lives in Richmond, Calif. and ships out of the port of Wilmington.

Ronald Mena



Seafarer Ronald Mena, 27, graduated from Piney Point in 1978. Brother Mena upgraded to AB there in 1980. He earned the CPR, firefighting and lifeboat documents. Born in Brooklyn, N.Y., he lives in Union City, N.J. and ships out of the port of New York.

Perry Johnson Boyd Jr.



Seafarer Perry Johnson Boyd Jr., 28, graduated from Piney Point in 1978. Brother Boyd upgraded to FOWT there in 1979. Brother Boyd holds the CPR, lifeboat and firefighting documents. Born in New Orleans, he lives there and ships out of that port city.

Joseph Thomas Marinello



Seafarer Joseph Thomas Marinello, 33, graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1966. Brother Marinello upgraded to AB at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Piney Point, Md. in 1979. He has sailed for Sea-Land. Marinello has the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) endorsements. A native of Manhattan, New York City, he lives in the Bronx, N.Y. and ships out of the port of New York.

Joseph Gerard Corr



Seafarer Joseph Gerard Corr, 21, graduated from the Lundeberg School in 1979 where he also earned his General Education Diploma (GED). He now sails as a fireman-water-tender. Seafarer Corr's uncle is SIU member Patrick Rogers. Brother Corr has the firefighting, lifeboat and CPR papers. He was born in Brooklyn, N.Y., lives in North Lauderdale, Fla. and ships out of the ports of Tampa and Jacksonville.

Michael Joseph Langenbach



Seafarer Michael Joseph Langenbach, 23, is a 1978 graduate of the SHLSS. He upgraded to AB there. Seafarer Langenbach was a former member of the SIU-affiliated Inland Boatmen's Union (IBU). Langenbach earned the lifeboat, firefighting and CPR tickets. Born in Baldwin, Ala., he lives in Silverhill, Ala. and ships out of the port of Mobile.

Lawrence Michael Connion



Seafarer Lawrence Michael Connion, 24, is a 1979 graduate of the SHLSS. Brother Connion upgraded there to cook and baker in 1980. He has sailed on the LNG Leo and LNG Aquarius (Energy Transportation). Connion has the firefighting, lifeboat and CPR endorsements. And he studied management at the Boston (Mass.) State Junior College. A native of Boston, he lives in Jamaica Plain, Mass. and ships out of the port of Boston.

NEW! NEW! NEW!

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

HOW?

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

You can use these courses:

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

I am an SIU member. Yes ☐ No ☐

Book Number is _____

I joined the SIU in 19 _____

Please send me the course(s) below.

Fractions
Decimals
Percents
Algebra
Geometry

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

Send my course(s) here:

Name _____

Street _____

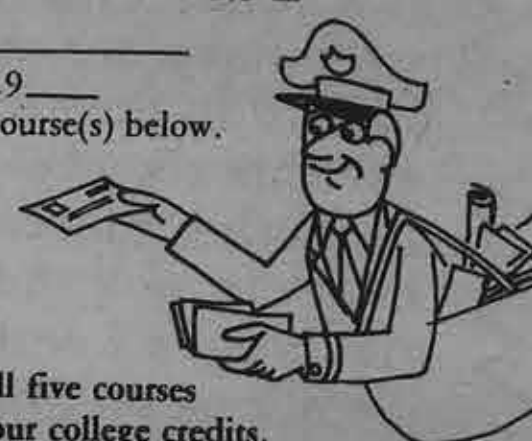
City _____

State _____ Zip _____

Cut out this coupon and mail it to this address:

Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674

ATTN: Lois Knowles, Mathematics Department
Send it today!



Nearing 100, 'Miss Liberty' Still Beacon of Hope



Miss Liberty stands majestically in New York harbor, with the world's most famous skyline in the distance.

by John Bunker

EVERY sailor coming through the Narrows into the port of New York is welcomed by the majestic "lady with the lamp," the world-famous Statue of Liberty.

For almost 100 years she has stood on Liberty Island in New York harbor, facing the harbor entrance and the sea. Millions of immigrants have stared in awe at her as their ships brought them up the Bay past Staten Island. For millions of visitors she has been a heart-warming welcome to America. Millions of "doughboys" and "GIs" returning home from foreign battlefields have cheered her from the decks of incoming troopships.

The huge lamp that she holds aloft in her right hand is a symbol of hope and freedom for the oppressed and a reminder of the intellectual freedom cherished in America. In fact, the official name given to the statue when she was dedicated on October 28, 1886, was "Liberty Enlightening the World."

The statue was a gift of the people of France to the people of America. All the funds necessary for its construction was contributed by the French people.

The massive base on which it stands was financed by public appeals in the United States. Congress refused to contribute. Most of the money came from a fund raising drive in Joseph Pulitzer's New York World, more than \$100,000 being raised in seven months from small contributions sent in by thousands of average Americans. Pulitzer himself had been a poor Hungarian immigrant and for him the statue had a special meaning. America had

given him the chance to become influential, rich and famous.

The idea of such a statue came about at a gathering of French writers and artists in the Paris home of Edouard R. DeLaboulaye in 1865. DeLaboulaye, who was a writer, historian and a great admirer of the United States, said that something should be done to symbolize the bonds of friendship between France and the United States. It was decided that a statue would be the thing.

An Alsatian sculptor named Auguste Bartholdi, a former aide to the Italian patriot Garibaldi, was asked to prepare designs and a fund raising program was initiated to finance it. Before the design was completed Bartholdi visited the United States and decided that New York harbor was the ideal place for a statue because it typified the dynamic vitality of America. He selected Bedloe's Island as the perfect site, for it overlooked a harbor "glowing with life."

The statue, he decided, would be larger than any other statue in the world, "ancient or modern."

Bartholdi set up a shop in Paris, first building a model, then several small versions of the statue to attain correct proportions.

The iron skeleton for the huge figure was built by Alexandre Gustave Eiffel, who built the Eiffel Tower in Paris. Over the framework was fitted hundreds of pieces of copper held together by iron bands, all insulated from the other metal. When completed, the figure was 151 feet high, from the shackles around her feet to the tip of her lamp.

The 220 ton statue was erected in Paris in 1884, then dismantled and

shipped to New York in 210 cases on the S.S. *Isere*.

Because of the slow progress in raising funds for the huge base of the statue before Pulitzer took over the drive, it was not completed when the ship arrived. But when the money was finally in hand, the ponderous base was quickly completed on Bedloe's Island and the job of assembling the statue proceeded. More than 300,000 copper rivets were used in fitting it together.

New York has always loved spectacles and one of its most impressive came on October 28, 1886, when President Grover Cleveland, Bartholdi and many other dignitaries dedicated Miss Liberty as a symbol of hope and freedom and good will among nations. Bedloe's Island had been re-named Liberty Island for the occasion.

Despite a heavy mist and a cold rain, hundreds of yachts, excursion steamers and other craft turned out for a grand harbor parade and a wild accolade of whistles and bells when the face of Miss Liberty was unveiled. The harbor forts fired a thunderous salute. The unveiling was followed by a great parade up Broadway, with an estimated million people or more turning out to see it.

Planning is now underway for the 100th anniversary of the Statue of Liberty in October of 1986.

New York State Assemblyman Edward Ambramson sponsored legislation which provided for setting up a Statue of Liberty Centennial Legislative Advisory Committee. N. Nick Cretan, executive director of the Maritime Association of the Port of New York,

is heading the committee, which will plan the centennial celebration. Cretan said the maritime unions will be represented on the committee.

More than a million people visit the Statue of Liberty every year, taking excursion boats from the Battery at the foot of Manhattan to Liberty Island. This island and adjacent Ellis Island, processing center for millions of immigrants, is under jurisdiction of the National Park Service. Tours are also given at Ellis Island.

The Statue of Liberty stands today as it did on the day of its dedication as a symbol of "the friendship of nations and the peace of the world."

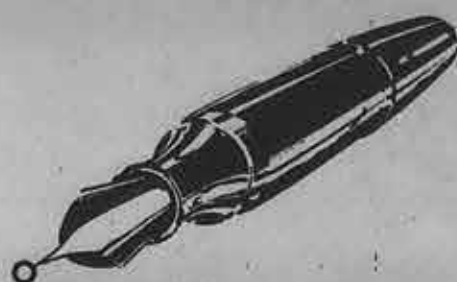
At a 50th anniversary celebration in 1936 New York's Governor Herbert Lehman added another dimension to the symbolism of this famous statue.

"It is a reminder," he said, "that if responsible and responsive democratic government is not to perish from the earth, its prophets as well as its disciples must become more aggressive in its preservation."



Miss Port of New York paid a visit to Miss Liberty recently.

LETTERS TO THE EDITOR



Proud of Membership

I would like to thank the SIU officials for everything they have done for me in the past and in the present. I have always been treated right and even though I am retired now, I hope the Union keeps progressing as it has in the past. I will always be proud of being an SIU member.

Fraternally,
Joseph D. Blanchard, B-562
New Orleans

Looking Forward to Pension

In 1947, I made the maiden voyage on the **Alcoa Corsair** and have enjoyed being an active member of the SIU for the past 34 years.

I would like to thank the officials for always being helpful and ready to lend a hand. I will miss being active as a member of the SIU but I am looking forward to enjoying my pension.

Fraternally,
Edward J. Loflin, L-316
New Orleans

Piney Point Ship-Shape

We have just returned from a visit to the Seafarers Harry Lundeberg School of Seamanship at Piney Point, where our son, Robert S. Hess, H-1397, is completing the chief cook's upgrading course.

He gave us a guided tour of the area, pointing out the tremendous growth and improvements made since his initial training program, 11 years ago. We were most favorably impressed with all that we saw—the highlight being the new Paul Hall Memorial Library, a great tribute to your deceased leader.

What a wonderful opportunity the trainees and upgraders have to further their education, with the most modern and advanced sight and sound equipment to work with. It was heartening to see so many using this exceptional facility. We were impressed with the "up status" of the area; the lounges, restaurant and grounds exceptionally neat and clean.

As our son continues his upgrading programs, we look forward to return visits to Piney Point.

Sincerely yours,
Mrs. George Hess
Staten Island, NY

SIU Helped Him Afford Higher Ed

For the past two years I have been attending the University of Washington to further my studies in Architecture. This was made possible by a \$5,000 award from the Charlie Logan Scholarship Program of the Seafarers Welfare Plan in 1979. Without this award, attending any major university would have been considerably more difficult. I would like to thank the SIU and the Charlie Logan Scholarship Program for all the help they've given me in this time.

I would also like to urge all eligible seafarers who have a desire for higher education to apply for one of the Charlie Logan Scholarships. Being selected to receive one will give you the opportunity to explore fields of knowledge you always wanted to discover but never could afford.

Again, I would like to thank the SIU for helping me come closer to achieving my goals, and good luck to all future scholarship applicants.

Yours truly,
Gary Westerholm, W-1098
Seattle, Wash.

Log Re-unites Oldtimers

To old "salts" who remember "Salty Dick" Martinez' column in the **Log** about two decades ago, I would like to inform you that I learned through the **Log** of "Salty's" whereabouts. He is 71 years old, and well, and living the 'life of Riley' in a motor-home with an old dilapidated roadster in tow.

He spends most of his time in Laredo, Texas. Now he is getting ready to go to Vera Cruz, Mexico. He intends to stay there about six months and then return to Laredo for a month. He says he feels like a "teenager" and strong enough to turn his head around when a girl goes by.

Hoping the best for all my old shipmates.

Fraternally,
E. Reyes
Miami, Fla.

A Pork Chop for Everyone

When we were promised that the SIU would put a pork chop in every seaman's plate that night many years ago at the membership meeting at the old N.Y. hall on Beaver Street, I thank God that I lived to see it. Keep up the good works.

My dear friend Paul Hall, may his soul rest in peace, he was a good man.

The increase in pension money was great, a big help. My thanks to Frank Drozak for this.

Fraternally,
Winley Robinson, Retired
Springfield

Would you like to get your High School Diploma?

We would like to help you.

Here's all you have to do:

Come to the Seafarers
Harry Lundeberg School
of Seamanship

If earning your diploma is
something you have been
putting off, delay no more.

Fill out this coupon and
send for your application kit.



NAME _____

ADDRESS _____

PHONE _____

Are you an SIU member ☐ yes ☐ no
book number _____

☐ Please send me an application and pretest packet.
☐ Please send more information on the GED program.



Address to: Director of Academic
Education
Seafarers Harry Lundeberg
School of Seamanship
Piney Point, Maryland 20674

LETTERS

TO THE EDITOR

Proud of Membership

I would like to thank the SIU officials for everything they have done for me in the past and in the present. I have always been treated right and even though I am retired now, I hope the Union keeps progressing as it has in the past. I will always be proud of being an SIU member.

Fraternally,
Joseph D. Blanchard, B-562
New Orleans

Looking Forward to Pension

In 1947, I made the maiden voyage on the *Alcoa Corsair* and have enjoyed being an active member of the SIU for the past 34 years.

I would like to thank the officials for always being helpful and ready to lend a hand. I will miss being active as a member of the SIU but I am looking forward to enjoying my pension.

Fraternally,
Edward J. Loflin, L-316
New Orleans

Piney Point Ship-Shape

We have just returned from a visit to the Seafarers Harry Lundeberg School of Seamanship at Piney Point, where our son, Robert S. Hess, H-1397, is completing the chief cook's upgrading course.

He gave us a guided tour of the area, pointing out the tremendous growth and improvements made since his initial training program, 11 years ago. We were most favorably impressed with all that we saw—the highlight being the new Paul Hall Memorial Library, a great tribute to your deceased leader.

What a wonderful opportunity the trainees and upgraders have to further their education, with the most modern and advanced sight and sound equipment to work with. It was heartening to see so many using this exceptional facility. We were impressed with the "up status" of the area; the lounges, restaurant and grounds exceptionally neat and clean.

As our son continues his upgrading programs, we look forward to return visits to Piney Point.

Sincerely yours,
Mrs. George Hess
Staten Island, NY

SIU Helped Him Afford Higher Ed

For the past two years I have been attending the University of Washington to further my studies in Architecture. This was made possible by a \$5,000 award from the Charlie Logan Scholarship Program of the Seafarers Welfare Plan in 1979. Without this award, attending any major university would have been considerably more difficult. I would like to thank the SIU and the Charlie Logan Scholarship Program for all the help they've given me in this time.

I would also like to urge all eligible seafarers who have a desire for higher education to apply for one of the Charlie Logan Scholarships. Being selected to receive one will give you the opportunity to explore fields of knowledge you always wanted to discover but never could afford.

Again, I would like to thank the SIU for helping me come closer to achieving my goals, and good luck to all future scholarship applicants.

Yours truly,
Gary Westerholm, W-1095
Seattle, Wash.

Log Re-unites Oldtimers

To old "salts" who remember "Salty Dick" Martinez' column in the *Log* about two decades ago, I would like to inform you that I learned through the *Log* of "Salty's" whereabouts. He is 71 years old, and well, and living the "life of Riley" in a motor-home with an old dilapidated roadster in tow.

He spends most of his time in Laredo, Texas. Now he is getting ready to go to Vera Cruz, Mexico. He intends to stay there about six months and then return to Laredo for a month. He says he feels like a "teenager" and strong enough to turn his head around when a girl goes by.

Hoping the best for all my old shipmates.

Fraternally,
E. Reyes
Miami, Fla.

A Pork Chop for Everyone

When we were promised that the SIU would put a pork chop in every seaman's plate that night many years ago at the membership meeting at the old N.Y. hall on Beaver Street, I thank God that I lived to see it. Keep up the good works.

My dear friend Paul Hall, may his soul rest in peace, he was a good man.

The increase in pension money was great, a big help. My thanks to Frank Drozak for this.

Fraternally,
Winley Robinson, Retired
Springfield

Would you like to get your High School Diploma?

We would like to help you.

Here's all you have to do:

Come to the Seafarers
Harry Lundeberg School
of Seamanship

If earning your diploma is
something you have been
putting off, delay no more.

Fill out this coupon and
send for your application kit.

NAME _____
ADDRESS _____
PHONE _____

Are you an SIU member ☐ yes ☐ no
book number _____

☐ Please send me an application and pretest packet.
☐ Please send more information on the GED program.



Address to: Director of Academic
Education
Seafarers Harry Lundeberg
School of Seamanship
Piney Point, Maryland 20674

Reviving Passenger Liners Won't Cost Gov't a Dime

JUST a couple of years ago, it looked like the American-flag passenger ship industry had gone the way of rumble seats, high button shoes and the five-cent cup of coffee. But, in 1980, the *Oceanic Independence* began weekly cruises around the Hawaiian Islands, proudly flying the Stars-and-Stripes.

The proven success of the *Independence* has paved the way for what could be a return to the glory days of the U.S. cruise ship industry. And right now, Congress has a unique opportunity to give that industry a great push down the road to recovery.

For one thing, the Senate should follow the lead of the House of Representatives which just unanimously passed a bill to redocument the *Oceanic Constitution* under the U.S. flag. Like her sistership the *Independence*, the *Constitution* would ply the Hawaiian cruise trade, supplying many jobs for mariners and shipyard and shoreside workers.

The entry of the *Constitution* into the domestic trade is one way to stimulate U.S. shipyards and their back-up industries, strengthen national security and signal the U.S. maritime industry that Congress does, in fact, intend to work towards a revitalization of the U.S. passenger fleet.

Equally important in these times of economic belt-tightening, Congress can accomplish all this without spending a penny, a factor that has won the bill to redocument the *Constitution* the support of the Administration.

Testifying before a House Subcommittee Maritime Administrator Admiral Harold Shear said he supported the bill "because without cost to the Federal government, it would provide a number of substantial benefits for the American economy."

But Congress' ability to help the

domestic cruise industry pull itself up by its own bootstraps goes beyond simply allowing the redocumentation of the *Constitution*. Two bills, both pending in the House, would allow the *Independence*, the *Constitution* and any other U.S. passenger ships to follow to compete more equitably with both foreign cruise lines and land-based hotels.

One bill, introduced by Rep.

Frank Guarini (D-N.J.) would amend current tax laws to allow tax deductions for U.S.-flag cruise ships making ports exclusively in North America.

Current law discriminates against the American-flag cruise industry by cutting it out of the multi-million dollar convention trade while conventions held at land-based hotels—even those in Canada and Mexico—are allowable tax write-offs.

The second bill, sponsored by Rep. John L. Burton (D-Cal.) would allow gambling on U.S. cruise ships. Casino gambling, available on many foreign-flag passenger

liners, is a big draw in the cruise trade.

As with the bill to re-document the *Constitution*, neither Guarini's nor Burton's bill would cost the federal government anything.

The *Oceanic Independence*, usually operating at 90 percent capacity, has proved dramatically that the American flag passenger ship industry could return from the dead.

By prompt action on the three bills which directly impact on the future of U.S. passenger ship trade, Congress has the opportunity to help that industry take root and prosper.



December 1981

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

Vol. 43, No. 12

Joe DiGiorgio Secretary-Treasurer	Ed Turner Executive Vice President	Leon Hall Vice President
Angus "Red" Campbell Vice President	Mike Sacco Vice President	Joe Sacco Vice President
Ray Bourdus Assistant Editor	George McCartney Vice President	James Gannon Editor
Don Rotan West Coast Associate Editor	Edra Zick Assistant Editor	Marietta Homayounpour Assistant Editor
Frank Ciunciotti Director of Photography/Writer	Dennis H. Lundy Photography	May Siegel Hall Assistant Editor
Marie Kosciusko Administrative Assistant	George J. Vana Production Art Director	

Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second Class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)

"IT'S A PLOT"

ADVANCE YOUR SKILLS AS A QUARTERMASTER!

If you can do rapid plotting, operate radar and handle navigation, you can move up in the deck department. You can work aboard the most advanced ships in the American Merchant Marine. You can be a Quartermaster.

Sign up today to take the Quartermaster Course at SHLSS. Course starts March 1.

To apply, see your SIU Field Representative, or contact SHLSS.

