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Holds

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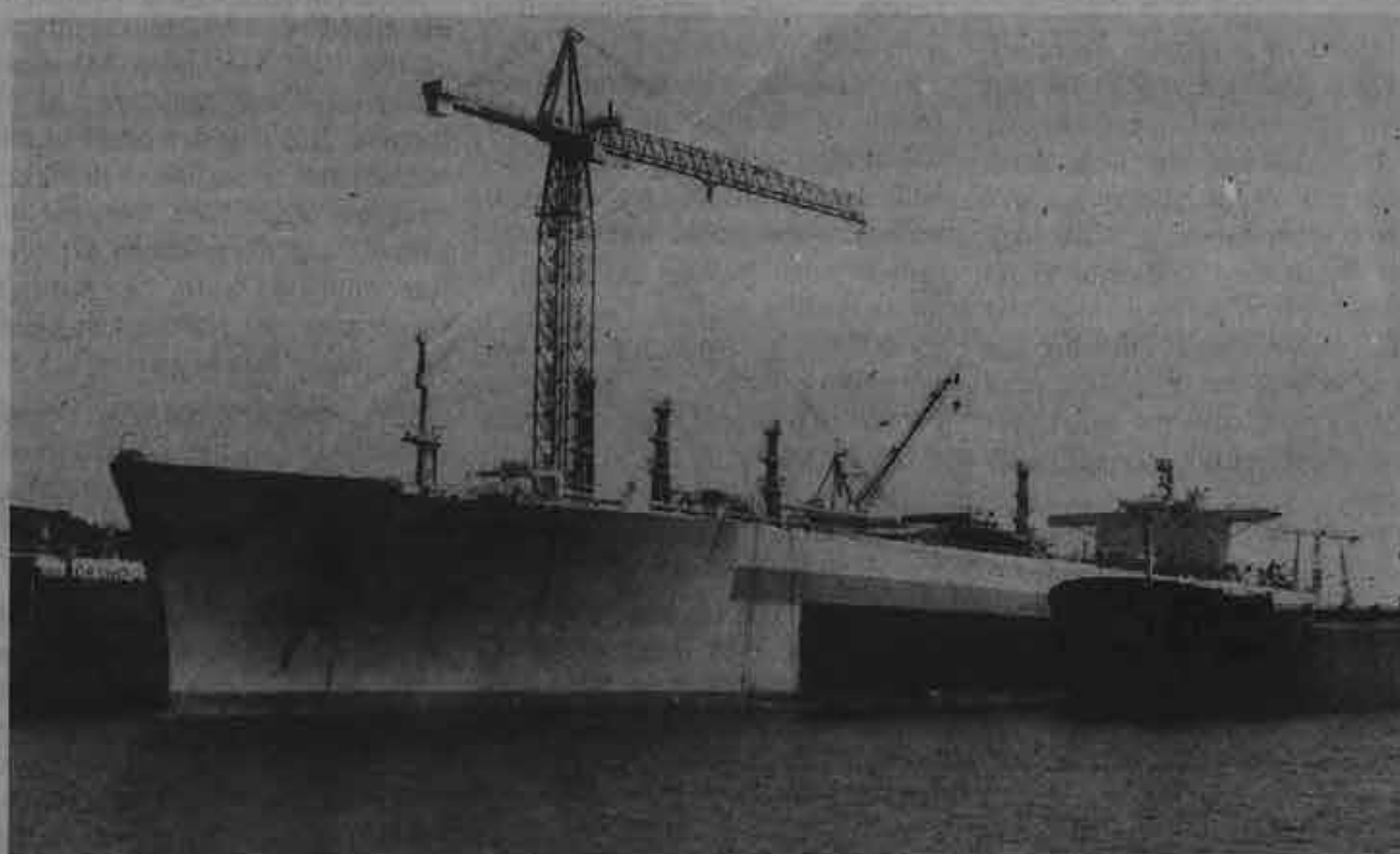
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President's Report

by Frank Drozak



WHEN the economy is way down and unemployment is way up as it is today, a lot of things workers tend to overlook when jobs are plentiful come into sharp focus. Like the importance of having a strong union to fight for its members' jobs and security. Also the necessity of labor's constant involvement in politics to block the efforts of those intent on stripping American workers of their hard won gains.

I believe seamen understand these principles better than any segment of shoreside workers, simply because tough times are nothing new

to maritime. Our industry has been in a steady decline for more than three decades.

This doesn't make the latest recession any easier for us to accept. It's just that seamen are a lot more experienced at rolling with the economic punches than are our shoreside counterparts.

However, I think it crucially important that all SIU members take immediate stock of the realities of our industry and what must be done by the individual seamen to remain a productive part of it.

The first harsh reality of our industry is that even if the American economy did a total about face tomorrow, the same would not necessarily happen for maritime.

We would still be faced with cutthroat competition from "flag-of-convenience" fleets. We would still be faced with an Administration that has done nothing for maritime but offer a bunch of hollow promises. And we would still be faced with the realities of automation and high technology which has reduced crew sizes on new vessels nearly in half for unlicensed personnel.

In other words, the problems facing our industry are much too complicated to simply disappear overnight. If anything, the challenges will grow in the next few decades.

For the individual seaman, there is really only one way to insure personal demand in the maritime job market—by continually upgrading skills to meet the demand of a changing industry.

That is the bottom line. The people with the top skills—the best qualifications—are the ones who will continue to prosper in the maritime industry. Those who prefer to remain stagnant, who would rather not take the time to upgrade their skills, will down the line find that their abilities are insufficient to meet the qualifications of the job.

The day is coming—and it may be sooner than a lot of people think—when the unlicensed seaman will be required to be a jack-of-all-trades professional in his or her chosen department. ABs will be required to have the skills of a licensed mate. QMEDs will need the skills of a licensed engineer. And steward department people will have to know every phase of nutrition and food and menu preparation.

I firmly believe that SIU members are the leading seamen in the world because of the availability of top training through the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

The School is constantly overhauling its programs and courses to meet the changing educational needs of the industry and the SIU membership. The Union intends to continue this policy. But that's where the Union's responsibility ends and the individual member's responsibility takes over.

The Union provides the necessary courses and the encouragement. But the Union cannot force anyone to take advantage of the opportunities. This is totally up to you. A lot of people don't go to Piney Point because they feel the four, or six or eight weeks it takes to complete a specific course is too much time to invest. But think about it. How much time is time when you're talking about a lifetime—a career?

Despite all its problems, maritime still offers fine careers to people willing to pay the price of hard work and perseverance in becoming a well-rounded professional.

The SIU will continue to do everything in its power to provide job opportunities through political action, organizing and cooperation on the labor-management level. We will also continue to provide the top quality courses at Piney Point to insure that SIU members have the necessary skills to fill these jobs. The rest is up to you.

U.S. Refuses to Sign Law of Sea Treaty

UNITED NATIONS—The United Nations Conference on the Law of the Sea (UNCLOS) treaty governing access to the world's oceans and what lies beneath them was adopted here last month by a vote of 130-4, with 17 abstentions.

As expected, the **United States voted against the treaty**, despite several last-minute compromise offers intended to court the American vote. The other three "no" votes at the Apr. 30 balloting session came from Venezuela, Turkey and Israel, although their objections had nothing to do with the ocean mining sections of the treaty to which the U.S. objected. Abstaining was the entire Soviet bloc (minus Romania), Belgium, Britain, Italy, Luxembourg, the Netherlands, Spain, Thailand and West Germany.

The UNCLOS treaty will be formally signed in Caracas, Venezuela next December and will become international law when 60 countries have ratified it.

A formal ballot on the Law of the Sea treaty, rather than adoption

by consensus, was demanded at the last minute by the U.S. delegation as a means of registering a protest to the agreement.

Hang-up on Ocean Mining

Headed by Assistant Secretary of State James L. Malone and former Kennecott Copper lobbyist Leigh S. Ratiner, the U.S. team objected to the mandatory transfer of deep seabed mining technology from the mining consortia to an international mining corporation and to the treaty clause allowing for amendment to the original pact in 20 years time with the agreement of two-thirds of the original treaty signers.

One key U.S. demand was met prior to the April 30 balloting. A "grandfather clause" giving ocean mining companies the right to begin deep sea exploration prior to the nation-by-nation ratification of the treaty and guaranteeing the company the same site after the treaty becomes law was included in the final text.

Eleventh hour efforts to reach compromises on the other chief U.S. demands were made by UNCLOS President Tommy T. B. Koh of Singapore. Koh upped the percentage of treaty signers needed to amend the agreement 20 years after ratification from two-thirds to three-fourths of the total and said that if the mining companies themselves balked at transferring their technology to the global authority, the transfer could be done by their government, instead.

To the U.S., the concessions did not go far enough. And Conference President Koh indicated he would go no further.

Now that the U.S. has rejected the Law of the Sea treaty, negotiators are continuing work on a Reciprocating States Agreement (RSA), which, they hope, will be signed by the United Kingdom, West Germany, Holland, France and Japan.

The hope of a workable RSA, however, may be unfounded. France and Japan have already voted in favor of the Law of the Sea con-

vention. And it is questionable whether the mining companies themselves would feel a RSA offered them enough protection.

Conrad G. Welling of Ocean Minerals Co., a mining consortium of the U.S. Lockheed Missiles-Space Co., and Standard Oil of Indiana, Royal Dutch-Shell of the Netherlands and a Dutch dredging company said, "We will not go ahead" with deep seabed exploration, "until we know if we have an exploration site that we can transform into a mining site..."

The grandfather clause in the Law of the Sea treaty "gives us that protection," Welling said, "while the RSA only allows us to get our exploration licenses."

An alternative, as far as the mining consortia are concerned, is to conduct deep seabed exploration under a foreign flag; a flag signatory to the Law of the Sea treaty and not bound by the "build-American, man-American" provisions of the U.S.'s own deep sea mining law.

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SIU, NMU Launch Committee on Cooperation

Unions Will Work to Preserve Jobs

New York, N.Y.—The SIU and the NMU have launched a top level joint committee to preserve and expand unlicensed seagoing jobs through cooperative efforts on a wide range of issues affecting the memberships of both unions.

The initial meeting of the new Committee, which will be co-chaired by SIU President Frank Drozak and NMU President Shannon Wall, took place April 26, 1982 at NMU Headquarters.

In addition to Drozak and Wall, the Committee is made up of four top officials of each union. On the SIU side are: Mike Sacco, vice president; Jack Caffey, executive assistant to the president; Leo Bonser, Jacksonville Agent and Deputy Plans' Administrator, and Frank Pecquex, director of legislation. At the meeting for the NMU were: Tom Martinez, secretary-treasurer; Pat Paterson and Lou Parise, vice presidents, and Elwood Hampton, legislative director, substituting for Vice President Rene Lloeanjie.

At the inaugural meeting, which President Drozak termed "very productive," the Committee developed a set of proposals aimed directly at reversing the erosion of unlicensed jobs.

In ongoing discussions on a monthly basis, the Committee intends to refine these proposals into a meaningful working program. These proposals include working together on the following:

- Organizing non-union or company-union maritime operations



SIU President Frank Drozak, right, makes a point during first meeting of the SIU-NMU joint committee on cooperation at NMU Headquarters in New York. Drozak and NMU President Shannon Wall, center, will co-chair the committee. From the left around table are the joint committee's members of: SIU Vice President Mike Sacco; NMU Legislative Director Elwood Hampton; NMU Vice President Lou Parise; Shannon Wall; Jack Caffey, SIU Exec. Assistant to the President; Frank Drozak; Leo Bonser, SIU Jacksonville Agent and Deputy Plans' Administrator; Frank Pecquex, SIU Legislative Director; and with back to camera, NMU Secretary-Treasurer Tom Martinez.

wherever they exist in the United States.

- Developing a joint policy toward manning levels, especially in regard to civilian crewed vessels under charter by the Military Sealift Command. The Committee noted that unlicensed crew sizes had been drastically cut in all military and privately owned operations while licensed crew levels have remained constant, or increased.

- Sharing, on a 50-50 basis, the crewing of all new vessels operated by new companies not presently under contract to either union. This could include the crewing of government owned vessels chartered by the Military Sealift Command for crewing and operation by private industry.

- Legislation and political activities.

During the meeting, SIU President Frank Drozak affirmed that the unlicensed unions "have shouldered an inordinate amount of the crew cutbacks ordained by automation and economic factors."

"Recent figures," continued Drozak, "show that American unlicensed crews are more than cost competitive with unlicensed crews of other Western nations. However, this is not the case with American licensed officers."

"In fact," noted NMU President Shannon Wall, "according to the U.S. General Accounting Office, the cost of employing an able seaman on a Japanese ship now runs over \$300 a month more than the cost of employing an able seaman on a U.S. ship. This same study showed that American licensed

officers earn two to three times more than their Japanese and Western European counterparts."

"This new spirit of cooperation between the SIU and NMU," concluded Wall and Drozak, "will go a long way to meeting competitive requirements of a fast changing maritime industry, and to spread more equitably among all the maritime unions the burdens of keeping the U.S. flag merchant marine competitive in worldwide commerce."

President Drozak added that the Committee "is definitely a step in the right direction. Maritime labor, especially the unlicensed sector can no longer afford to work in opposite directions. I believe that this Committee will go a long way toward enhancing the job security of both SIU and NMU members."

SIU, N.J. Unionists and Politicians Rally to 'Solidarity' Cause

SIU officials and members joined New Jersey trade unionists and politicians on May 1 in a demonstration

of support for Poland's banned Solidarity labor union at Liberty Park in Jersey City, N.J. Similar demonstra-

tions were held the same day in other areas of the U.S.

Addressing the hundreds at the rally were N.J. Gov. Thomas Kean, N.J. Sen. Bill Bradley, N.J. Rep. Frank Guarini, Jersey City Mayor Jerry McCann, ex-N.J. Assembly Speaker Chris Jackman and congressional candidate Fritz Simmons.

On the same day in Warsaw, Poland 30,000 Poles protested the outlawing of the Solidarity movement by countermarching against the Communist Party's annual May Day celebration



Gathered behind the SIU banner at a May 1 "Solidarity Day" rally in Jersey City, N.J. were (l-r): SIU member Roberto Hannibal; Jim Ward, SIU field rep; Seafarer Dario Martinez; Jersey City Mayor Gerald McCann; Seafarer Dave Sanchez; former N.J. Assembly Speaker Chris Jackman; Governor Tom Kean; Sen. Bill Bradley; Seafarers James Carter Jr., and Cesare Blanco and N.J. State AFL-CIO Secretary-Treasurer Ed Pulver.

Among the protesters at the rally were SIU Field Rep Jim Ward, N.Y. Patrolman Kermit Mangram and Ed Pulver, secretary treasurer of the N.J. AFL-CIO. The other unions participating were Locals 25 and 825, Marine Division of the International Union of Operating Engineers and the Plumbers Union Local 24.

SAB Acts On Seaman Re-registration

The Seafarers Appeals Board has taken action to enable seamen registered in the ports of Tampa and Port Arthur, which are closing as of May 31, 1982, to re-register within a weeks time in the port of their choice without loss of time on their registration cards.

SAB Action 263 reads in part: "All seamen registered in the ports

of Tampa and Port Arthur shall have the option of being registered at a hiring hall in the port of their choice without any loss of time accrued during their registration period. If this option is accepted, registration must be made by June 7, 1982 and they shall be registered on the list as to the date and time registered in Tampa or Port Arthur."

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly.

Reagan Opposes Bulk Share for U.S. Ships

Washington, D.C.—Secretary of Transportation Drew Lewis, speaking for the Reagan Administration, shocked the maritime industry late last month by voicing opposition to a legislative provision that would make an enormous difference to the U.S. bulk fleet.

The provision is Title IV of H.R. 4627, the **Port Development and Navigation Improvement Act of 1982**, whose goal is the development of America's ports to accommodate the explosion in this nation's coal exports.

Title IV would require U.S.-flag ships to haul 40 percent of all American dry bulk imports and exports, commercial or otherwise, within ten years' time. This would be done through bilateral agreements between America and her trading partners.

Passed last year by the House of Representatives' Merchant Marine and Fisheries Committee, the bill is now before the Water Resources Subcommittee of the House Public Works and Transportation Committee.

In a letter Secretary Lewis sent

to Clement J. Zablocki, chairman of the House's Committee on Foreign Affairs, he outlined his Department's opposition to Title IV as well as the opposition of several other government Departments, such as, State and Justice.

The SIU has been fighting vigorously for enactment of a bulk cargo provision. In a letter written to Lewis this month, SIU President **Frank Drozak** said "it is apparent" that the negative reactions to Title IV "have been based on only the most cursory of examinations of the legislation and without regard for

the eventual outcome of a failure to pass it, namely the disappearance of the U.S.-flag dry-bulk fleet."

The SIU is not going to be deterred by the position taken by the Reagan Administration. The fight will continue in Congress for enactment of this measure. Of course the Union will also try to reverse the Administration's position.

Following is a point by point rebuttal of Secretary Lewis' letter. This information was contained in the letter sent to the Transportation Secretary by President Drozak.

Point by Point Rebuttal of Reagan Administration Position

Administration View 1

The State Department raised the concern that the Governing International Maritime Agreements (GIMA) called for in the bill would be inconsistent with U.S. obligations to those nations with whom we have friendship, commerce and navigation treaties. These treaties provide unlimited access to the cargoes in each nation's trades.

SIU Rebuttal 1

The SIU feels that nothing in these treaties preclude a change in U.S. shipping policies and that, in many cases, the U.S. would be negotiating bilateral agreements with these nations. As such, no treaty is violated. In addition, the SIU feels that

by failing to develop a credible dry-bulk fleet, the U.S. is in danger of violating its obligations under at least 40 defense-related treaties. In times of crisis or war, the U.S. would be prevented from supplying military and economic aid to allies because it lacked adequate vessels.

Administration View 2

Both the State Department and the United States Trade Representative (USTR) fear that the bill would jeopardize U.S. efforts to liberalize trade in services like transportation.

SIU Rebuttal 2

The Administration has supported bilateral attempts in the past to resolve trade problems in services.

The U.S., by taking the lead role in negotiating bilateral agreements with its trading partners, could forge a worldwide consensus on trade in services. Positive action in the international maritime field is needed now, not at some future date under multilateral negotiations. The present environment is highly discriminatory against U.S. maritime transportation services.

Administration View 3

The Departments of Treasury and Justice found the bill's provisions to be anti-competitive, restrictive of trade, inconsistent with the U.S. policy of freedom of the seas, and generally contrary to the principles of free trade.

SIU Rebuttal 3

Free trade is only a set of principles. U.S.-flag carriers have to deal with the realities of uneven competition and discrimination in the world of shipping. These carriers need relief now. The unilateral declaration of free trade by the U.S. has hurt U.S. carriers for decades. This lopsided situation needs to be corrected. Bilateral agreements, backed by secure supply provisions, would stimulate rather than restrict trade.

Administration View 4

Several agencies charged that increased shipping costs would result

** Continued on Page 32*

Drozak, Wall Fire Back at New York Times Editorial Opposing Bulk Share

On Friday, April 23, 1982 the *New York Times* published a scathing editorial, entitled "The Coal Parasites," against maritime labor's effort to win

a fair share of coal and other bulk exports for U.S. ships as part of the Port Development Bill. The *Times* editorial said that Title IV of the Port

Development Bill, which would reserve a 40 percent share of all bulk cargo imports and exports for U.S. flag ships, amounted to "shameless protectionism."

Promoting a U.S.-Flag Fleet Isn't 'Shameless Protectionism'

To the Editor:

"The Coal Parasites" (editorial April 23) sadly fails the test of another editorial pronouncement on the same page — namely, that "a fair opinion requires a fair evaluation."

You decry proposals to have American-flag ships that are manned by American seamen carry a fair share of this country's growing coal exports. "That would be sheer, shameless protectionism," you say.

Yet there has been no repeal of the Merchant Marine Act of 1936 and other longstanding laws of the land which clearly call for a U.S. merchant fleet "sufficient to carry our domestic commerce and a substantial portion of our waterborne foreign commerce."

Your addiction to the mythology of "free trade" continues to fly in the face of the economic dilemma our country confronts in the real world. Virtually every nation with a maritime fleet legitimately linked to its economy asserts the right to reserve cargo for its own ships. Only recently, Mexico announced a goal of carrying 40 percent of its export/import trade under the Mexican flag.

Free trade here and protectionism throughout the rest of the world adds up to a one-way street that is draining America.

And why do you single out seamen in your discussion of costs of U.S. exports? The U.S.-flag vessels on which they serve carry coal mined in the U.S. by other union labor or farm produce grown by U.S. farmers who are highly subsidized by the U.S. taxpayer. Incidentally, according to the General Accounting Office, the cost of

employing an able seaman on a Japanese ship now exceeds by over \$300 a month the cost of employing an able seaman on a U.S. ship.

There is solid industry opinion that reserving a share of the coal export trade for U.S. ships need not price the U.S. out of this market. For example, James R. Barker, chairman of Moore-McCormack Resources, states that reserving a 20 percent share would add only about 40 cents per ton to the cost of shipping coal but could generate a fleet of about 65 ships by 1990.

Since OPEC raised the price of oil to nearly five times the cost of American coal, the future of U.S. coal exports does look bright — a tremendous opportunity for U.S. ports, industry, labor and, yes, the merchant marine.

You say, "If Congress wants to spend billions on the merchant marine, then let it dare do so in the open, with appropriated funds."

We say, If Congress wants to stop

spending precious tax money and create a strong, viable merchant marine, let it dare pass a fair cargo-sharing law and defy the truly powerful flag-of-convenience lobby financed by the major oil companies and mineral extraction industries.

The U.S.-owned flag-of-convenience fleet operated by these multinational companies now numbers an incredible 481 vessels. Their combined tonnage dwarfs that of the legitimate U.S.-flag fleet. Since World War II, this "runaway flag" fleet has caused a horrendous hemorrhaging of America's productive assets as well as massive tax losses. And it has put the heavy burden of nurturing a blighted maritime industry on the average taxpayer.

SHANNON J. WALL

FRANK DROZAK

New York, April 26, 1982

The writers are presidents, respectively, of the National Maritime Union and Seafarer's International Union.



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SIU President Frank Drozak, right, and NMU President Shannon Wall sign joint letter in rebuttal to recent *New York Times* editorial.

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The Departments of Treasury and Justice found the bill's provisions to be anti-competitive, restrictive of trade, inconsistent with the U.S. policy of freedom of the seas, and generally contrary to the principles of free trade.

SIU Rebuttal 3

Free trade is only a set of principles. U.S.-flag carriers have to deal with the realities of uneven competition and discrimination in the world of shipping. These carriers need relief now. The unilateral declaration of free trade by the U.S. has hurt U.S. carriers for decades. This lopsided situation needs to be corrected. Bilateral agreements, backed by secure supply provisions, would stimulate rather than restrict trade.

Administration View 4

Several agencies charged that increased shipping costs would result

Continued on Page 32

Drozak, Wall Fire Back at New York Times Editorial Opposing Bulk Share

On Friday, April 23, 1982 the *New York Times* published a scathing editorial, entitled "The Coal Parasites," against maritime labor's effort to win

a fair share of coal and other bulk exports for U.S. ships as part of the Port Development Bill. The *Times* editorial said that Title IV of the Port

Development Bill, which would reserve a 40 percent share of all bulk cargo imports and exports for U.S. flag ships, amounted to "shameless protectionism."

Not surprising, the *Times* wrote a very similar editorial a few years back when the SIU was fighting for the Carter Administration's 9.5 percent cargo reservation bill concerning U.S. oil imports. SIU President Frank Drozak and NMU President Shannon Wall fired back an answer to the most recent *Times* editorial opposing bulk cargo reservation.

The *Log* is reprinting (opposite) the Drozak/Wall letter as it appeared in the *Times* for your information.



SIU President Frank Drozak, right, and NMU President Shannon Wall sign joint letter in rebuttal to recent *New York Times* editorial.

Promoting a U.S.-Flag Fleet Isn't 'Shameless Protectionism'

To the Editor: "The Coal Parasites" (editorial April 23) sadly fails the test of another editorial pronouncement on the same page—namely, that "a fair opinion requires a fair evaluation."

You decry proposals to have American-flag ships that are manned by American seamen carry a fair share of this country's growing coal exports. "That would be sheer, shameless protectionism," you say.

Yet there has been no repeal of the Merchant Marine Act of 1936 and other longstanding laws of the land which clearly call for a U.S. merchant fleet "sufficient to carry our domestic commerce and a substantial portion of our waterborne foreign commerce."

Your addition to the mythology of "free trade" continues to fly in the face of the economic dilemma our country confronts in the real world.

Virtually every nation with a maritime fleet legitimately linked to its economy asserts the right to reserve cargo for its own ships. Only recently, Mexico announced a goal of carrying 40 percent of its export/import trade under the Mexican flag.

Free trade here and protectionism throughout the rest of the world adds up to a one-way street that is draining America.

And why do you single out seamen in your discussion of costs of U.S. exports? The U.S.-flag vessels on which they serve carry coal mined in the U.S. by other union labor or farm produce grown by U.S. farmers who are highly subsidized by the U.S. taxpayer. Incidentally, according to the General Accounting Office, the cost of

employing an able seaman on a Japanese ship now exceeds by over \$300 a month the cost of employing an able seaman on a U.S. ship.

There is solid industry opinion that reserving a share of the coal export trade for U.S. ships need not price the U.S. out of this market. For example, James R. Barker, chairman of Moore-McCormack Resources, states that reserving a 20 percent share would add only about 40 cents per ton to the cost of shipping coal but could generate a fleet of about 65 ships by 1990.

Since OPEC raised the price of oil to nearly five times the cost of American coal, the future of U.S. coal exports does look bright—a tremendous opportunity for U.S. ports, industry, labor and, yes, the merchant marine.

You say, "If Congress wants to spend billions on the merchant marine, then let it dare do so in the open, with appropriated funds."

We say, if Congress wants to stop

spending precious tax money and create a strong, viable merchant marine, let it dare pass a fair cargo-sharing law and defy the truly powerful flag-of-convenience lobby financed by the major oil companies and mineral extraction industries.

The U.S.-owned flag-of-convenience fleet operated by these multinational companies now numbers an incredible 481 vessels. Their combined tonnage dwarfs that of the legitimate U.S.-flag fleet. Since World War II, this "runaway flag" fleet has caused a horrendous hemorrhaging of America's productive assets as well as massive tax losses. And it has put the heavy burden of nurturing a blighted maritime industry on the average taxpayer.

SHANNON J. WALL
FRANK DROZAK
New York, April 23, 1982
The writers are presidents, respectively, of the National Maritime Union and Seafarers' International Union.

The New York Times Company
229 West 43d St., N.Y. 10036

Operating Groups

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SONNY GRISON, Vice Chairman	CHARLES R. BRADLEY, Vice President
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DIETY GARRETT, Vice President	
SHAMON D. WATSON, Secretary	
JOHN E. FLETCHER, Treasurer	

SIU Crews New Bulker Jade Phoenix



QMED John Kelly at the Jade Phoenix console controls.



What's a coffee break without coffee asks Steward Asst. David Cook.



The SIU took a brand new ship out on her maiden voyage from Norfolk, Va. earlier this month. But this particular ship, the *Jade Phoenix*, has encountered more heavy seas before ever entering service than most ships do in a lifetime.

The ship was initially intended to be an LNG carrier, but will be operated by SIU-contracted Titan Navigation as a multi-purpose dry and liquid bulker.

The ship started out her long voyage a number of years ago when her keel was laid at Avondale Shipyard in New Orleans. She was to be built, along with her two sisterships, for SIU-contracted El Paso Gas to carry liquid natural gas from Algeria to the U.S.

While on sea trials in 1980, engineers noted a serious defect in the vessels' specialized cargo tanks. This prompted complicated law suits, and coupled with the price conflict over LNG with Algeria, El Paso divested itself from the LNG transportation market, and it looked as if the vessel's would never sail.

However, C. C. Wei, owner of Falcon Shipping, a corporate affiliate of Phoenix Co. saw the possibility for a profitable enterprise where others saw just a huge blunder. Wei purchased two of the three vessels, the *El Paso Savannah* and the *El Paso Cove Point* and renamed them the *Jade Phoenix* and the *Golden Phoenix*.

The fact that the *Jade Phoenix* was rescued from the bone yard does not mean that her usual voyage to a profitable American flag merchantman is over.

After a few voyages carrying grain or possibly vegetable oil, the *Jade Phoenix* is destined for a shipyard in South Korea, where she will be fully converted to a coal-burning bulk carrier.

The same fate awaits the *Golden Phoenix*, which is presently idle in Halifax, Nova Scotia.

The third former LNG'er, the *El Paso Columbia* may also become a part of this deal. But as fate would have it, she was damaged while being towed from Boston to Halifax. It has not been determined whether the vessel can be repaired at this time.

In the end, though, the new operation means jobs for Seafarers on at least two of the vessels for years to come.



Adding butter for lunch's mashed potatoes is Chief Cook William Pitt.



Bosun Tony Martinez writes a letter to his wife.



Norfolk Rep Mark Evans (seated l.) is at the table with the *Jade Phoenix* Ship's Committee of (l. to r.) Chief Steward Willie Walker, secretary-reporter; Chief Cook William Pitt, steward delegate and Bosun Tony Martinez, ship's chairman. Standing (l. to r.) are crewmembers Steward Utility R. M. Lawrence, ABs Mike Ellingson and Clyde Marriner, DEU John Cooper and AB James E. Davis.



Early this month in the port of Norfolk, DEU Randy Jones checks the oil in the emergency generator.

Reagan's Maritime Program a 'Non-Policy'

NEW ORLEANS—Attacking the "non-policy" of the Federal government toward promotion of the U.S. merchant marine, SIU President Frank Drozak told a New Orleans forum that the Reagan Administration has done "nothing significant" to improve the maritime industry.

Drozak also said that the Falkland Islands crisis shows that national security requires the revitalization of the American merchant fleet.

The SIU President spoke here last month at the Institute on Foreign Transportation and Port Operations. Held at Tulane University every year for the past 33 years, the forum has been regularly attended by the SIU. In fact, this year as in the past, the Institute ended with a luncheon at the SIU hall in New Orleans.

In a discussion of "Our Maritime Status—Today and Tomorrow," Drozak was a panel member along with: Harold Shear, Maritime Administrator; Andrew Gibson, president of Delta Steamship Lines, and Richard Brunner, senior vice president at Avondale Shipyards.

Drozak referred to an April 19th letter sent to the Congress by Drew Lewis, Secretary of Transportation to show that, after 15 months, the



SIU President Frank Drozak (left) answers questions from the floor as Andrew Gibson, head of Delta Line, looks on during Tulane Transportation Seminar.

Reagan Administration's "intent has become crystal clear...."

The letter shows that the Administration is "opposed to the only major initiative in Congress to strengthen the U.S.-flag dry bulk fleet...."

The initiative to which he referred is contained in the **Maritime Bulk Trade Act** which is part of the House Merchant Marine Committee's port development bill.

As the SIU President noted, "this legislation would guarantee that

American ships get a substantial share of the critical U.S. bulk trade."

It is cargo, Drozak stated, that will allow the U.S. maritime industry to grow. "One of the most sensible ways to have a national cargo policy is through the use of bilateral shipping agreements with our trading partners." This is exactly what is recommended in the Bulk Trade Act.

Yet in the letter sent by the Transportation Secretary, his Department as well as the Departments of State, Justice, Treasury, and Agriculture

are opposed to the measure.

The State Department feels that the bill would be inconsistent with U.S. treaty obligations.

Besides the Administration's opposition to the Bulk Trade Act, Drozak pointed out other indications of Reagan's negative attitude toward the American merchant marine. "The Public Health Service Hospitals have been closed.... The Administration has gutted the Construction Differential Subsidy Program; it is well on its way to slashing the operating subsidy and the Title XI loan guarantees are slated for the butcher's block."

The maritime industry promotional program that Reagan promised during his presidential campaign "has finally reared its ugly head," said Drozak. "It is a non-policy. The record so far includes only one positive step, support of regulatory reform."

However, in his concluding remarks, Drozak said he is still "eager and willing to cooperate in putting together a strong maritime program. There is nothing we would like better than to see this Administration come out with a real program—centered on cargo policy—including bilateral shipping agreements with our trading partners."



Participants at the annual Tulane University's Institute on Foreign Transportation and Port Operations last month enjoy the buffet in the New Orleans Hall.



Retired Chief Steward Homer "Mother Rachel" Ringo (left) serves seafood newburg at the luncheon to New Orleans restaurateur Mike Rockoford (center) and another participant in the forum.



Retired SIU Gulf Coast Vice President Lindsey Williams, left, was at the luncheon with long time friend from labor Del Alemon.



Port Agent Jerry Brown (center) is flanked by Sheriff Paul Valteau (left) and city businessman Milton Loring at Tulane luncheon.

Drozak to Tulane Univ. Transport Forum:

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SIU's Energy Transport Fleet Has Saved 664

1,500 'Boat People' Owe Lives to Seamen

Latest Rescue on March 7, 1982

WHEN the last U.S. troops pulled out of Vietnam in 1973, as a result of the Nixon Administration's "Vietnamization" policy, the role of the American merchant seamen on the Vietnam Run did not end. Not by a long shot. There was no "Vietnamization" on the merchant ships that continued bringing supplies, ammunition and fuel to the South Vietnamese.

American merchant ships continued hauling damaged military equipment out of Vietnam and, in 1975, rescued tens of thousands of Vietnamese refugees who were fleeing before the final North Vietnamese onslaught. On more than one occasion American merchant ships left Vietnamese ports, under fire, moments before they fell to the North Viets.

Still Involved

Unknown to many Americans, the Vietnamese internal conflict continues, and U.S. merchant ships are still involved, years after the fall of Saigon (now Ho Chi Minh City). Year after year their involvement continues in a strictly humanitarian effort—the rescue of hundreds of Vietnamese refugees, commonly known as "boat people" by their only means of escape. For the Vietnamese citizen unwilling to continue living under the conditions imposed by the current regime, there is only one avenue of escape: the

sea. They set out in small fishing boats into the Gulf of Siam or the South China Sea where they are at the mercy of the elements, and their fellow man.

The unfortunate ones drift for weeks under a relentless sun, perishing from dehydration and starvation. Others are set upon by pirates who rob, rape and, in some cases, kill the hapless boat people. Other refugees experience the agony and frustration of having their crowded, leaking and under-supplied boats ignored and passed by merchant ships whose countries of origin will have no part in lending a hand to a boat load of desperate people.

The lucky ones are sighted by American flag ships, and the ships of a few other nations whose humanitarian instincts run a little deeper. These lucky ones will have the opportunity to carve out a new life in another land.

No One Turned Away

To date some 1,500 Vietnamese boat people have been rescued by American merchant seamen. They come, 20, 50, 100 or 200 at a time, and none are turned away once spotted by a ship flying the Stars and Stripes. They are boarded, fed, clothed, given medical treatment, and then safely delivered to a port where arrangements can be made for their permanent relocation. In many cases ships are diverted from their normal itinerary—resulting in a loss in time and treasure to the



Vietnamese boat people coming alongside the LNG Aquarius on March 7, 1982.

shipping companies.

One of the most recent rescues of Viet boat people took place in March of this year when the SIU-contracted **LNG Aquarius** stopped to pick up 40 refugees in the South China Sea. Energy Transportation Corp., which operates the **Aquarius** and seven other LNG carriers on the Indonesia/Japan run, recently told the **Log** that its ships have now rescued 644 boat people—nearly half of all those picked up by American flag ships to date.

On at least two previous occasions the crews of other Energy Transport ships, the **LNG Aries** and **LNG Libra**, have had to jury rig maternity wards on board to accommodate women in advanced pregnancy (one newborn child delivered on each ship).

The March 7, 1982 rescue of Vietnamese boat people began at 1543 hours when a small boat, and a waving white flag, was spotted by a seaman aboard the **LNG**

Aquarius. The first refugee was taken aboard the ship about 25 minutes later. After all 40 refugees were safely on deck (23 males and 17 females) their boat was holed and allowed to drift away. It was observed sinking a short while later. All refugees were then given the royal treatment by the hospitable, compassionate crew of the **Aquarius**.

For these boat people, luck was on their side. They had departed Phuoc Tuy, Vietnam only two days before. By March 8 they were landed in Singapore by the **Aquarius**. The first—most difficult and dangerous—leg of their journey to find a new home was over.

For the crew of the **Aquarius**, it was back out to sea shortly thereafter. They no longer had the beautiful Vietnamese boat people along as passengers. But with them remained the satisfaction of knowing they had gone to the aid of their fellow man in a time of need.

Faces of Freedom

Of the more than 1,500 Vietnamese 'boat people' who have been saved by American seamen, 664 have been rescued by SIU seamen working aboard Energy Transportation's LNG fleet. Here are just some of those



Marshall McGregor, AB, poses with a Viet refugee aboard the LNG Aquarius.



SAB Reduces Job Calls to 3 a Day Starting June 1

The Seafarers Appeals Board has taken appropriate action to reduce the number of job calls per day to three, at 10:00 a.m., 11:00 a.m. and 12:00 noon. The SAB action, numbered 262, will go into effect as of June 1, 1982.

The SAB took the action after reviewing the recommendation to reduce the number of job calls of the SIU-AGLIWD Executive Board.

The Executive Board found that since the closing of the USPHS hospitals last October, a much larger number of members are coming to the halls for servicing on welfare claims and related problems. The Executive Board felt that by going to three job calls per day, with the last at noon, the entire afternoon could be devoted to handling claims and other membership services.

Following is SAB Action 262 in its entirety:

"The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Employers, hereby takes the following action.

"Whereas, most Employer referrals for employment are made between 9 a.m. and noon, and

"Whereas, the majority of seamen registered for employment report to

the hiring halls between the hours of 9 a.m. and noon and

"Whereas, the hiring halls are open Monday through Friday till 5 p.m. to cover emergency shipping.

"Rule 4B of the Shipping Rules shall be amended to read as follows.

"All jobs referred to Union hiring halls shall be posted on the shipping board before being announced. Jobs shall be announced at 10 a.m., 11 a.m. and 12 noon."

"During non-business hours or in the event of exceptional circumstances, a job may be posted and announced any time after it is received. Notwithstanding the foregoing, the Port Agent may establish for a Union hiring hall such other regular schedule of daily job calls as may be warranted by the level of shipping or other circumstances affecting such hiring hall. Such other schedule as may be established however shall be in writing and posted on the hiring hall bulletin board.

"Due to the reduction in the number of job calls to three (3) as heretofore specified, Rule 4C shall be amended to read as follows.

"C. Seamen holding Class 'C' seniority rating shall not bid for

a job offered pursuant to these Rules until the same has appeared on six (6) job calls without being taken. If the sixth (6th) job call does not produce a qualified seaman possessing either Class 'A' or Class 'B' seniority rating, the said job shall be awarded to the seaman possessing Class 'C' seniority rating entitled to the same under these Rules. This Rule shall not apply if it would cause a vessel to sail short-handed or late."

"Inasmuch as the number of job calls per day is to be reduced to three (3) except in emergency situations, the number of job calls provided in Rule 4D for the referral of jobs to ports other than major ports shall be amended to read as follows.

"D. In ports other than 'major' ports as defined under these Rules, if the first call of a vacant job does not produce a qualified seaman possessing Class 'A' seniority rating, the job shall be referred to the nearest major port. The said job shall then be offered at the said major port for one (1) job call. During such call only qualified seamen

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Big Business Outspent Labor 4-1 in Campaign '80

IF it's true that "money talks", then the political money finding its way into election campaign funds is saying some very conservative things these days.

The Federal Election Commission recently issued its final report on political spending during the 1979-80 campaigns. The Republican Party doled out \$161.8 million in that election year—almost five times as much as the Democrat's \$35 million.

But the most telling statistics revealed by the FEC's report are those that bear evidence of the growing power of corporate and conservative Political Action Committees (PAC'S).

Groups with names like the National Conservative Political Action Committee, the Fund for a Conservative Majority, the Life Amendment PAC and Business-Industry PAC, to name a very few, are the well-funded political arms of New Right conservatism.

Conservative PAC'S are powerful and influential. According to the FEC, during the 1979-80 elections, almost 2,400 different conservative and business PAC's made campaign contributions totalling a whopping \$102 million. Organized labor, on the other hand, listed 331 Political Action Committees which made election contributions of \$25 million—one-fourth of the conservative total.

Together, the GOP and the New Right spent \$263.8 million and succeeded in winning the White House, 33 seats in the House of Representatives and 12 Senate seats, giving the Republicans control of the Senate for the first time in 25 years.

The Reagan Administration—and its conservative allies in the House and Senate—were the beneficiaries of the most expensive political victory in history. For working Americans, the cost continues to be steep indeed.

Unemployment is at its highest

level since after World War II, registering in the double digits in at least 21 states. Social and economic programs, which protect the neediest Americans, were slashed when President Reagan's fiscal year 1982 budget was passed by Congress last year and the Administration is seeking even deeper cuts in the new budget.

Organized labor has already begun to mobilize for both the 1984 Presidential race and the Congressional elections in November. To make a difference, the trade union movement needs manpower and money.

Most unions maintain voluntary political activity funds. For the SIU,

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What SPAD does—what every trade union fund does—is support those candidates who believe that working people have the right to a decent job at a fair wage; the right to join a union; the right to good, affordable housing, schooling and medical care. And that people who are unemployed, elderly or sick should have the help and protection of their government.

Organized labor has taken an active and early role in the upcoming elections, backing those candidates who have demonstrated their support for working people. To be effective every member of every union must give their support.



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Are you at a stand still in your Career? You don't have to be. Apply for the Third Mate Course and get your career floating again.

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

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This course is offered on August 9 at SHLSS.

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

The SIU in Washington

Seafarers International Union of North America (SIU-CIO)

May 1982

Legislative, Administrative and Regulatory Happenings

FY '83 MARAD Authorizations

A particularly pressing issue is S. 2336, the Maritime Authorizations bill for Fiscal Year 1983.

According to Slade Gorton (R-Wash.), chairman of the Senate Merchant Marine Subcommittee, the Administration will have to finish its review of the maritime industry within the "next several months" or else Congress will be left without any sense of direction on the maritime budget.

The Administration made no mention of the Construction Differential Subsidy Program in its 1983 maritime budget proposals, and sought to severely restrict funding for the Title XI loan guarantee program.

What's more, Rep. Paul McCloskey is trying to attach an amendment to the bill that would permanently extend last year's emergency decision to allow American flag vessels to be built in foreign shipyards with the use of capital construction funds.

McCloskey's amendment was defeated in the Merchant Marine Committee by a 16-18 vote, but he is still threatening to bring it up on the floor.

Influential members of the House and Senate are undecided about the build foreign amendment. Most do not care for it, but wonder how American flag vessels can be built if no CDS funds are appropriated, and if the Title XI loan guarantee program is frozen at \$12 billion.

When asked about the Administration's delay in coming up with a program, Frank Drozak, president of the SIU, said, "We are no longer hopeful."

"The record—to date—is far from encouraging. We hear a lot of promises about a promotional program, but the date of its appearance keeps being moved back.

"We think that it is foolish to abandon the CDS program until a clear, workable alternative program has been announced. In the absence of such a program, we strongly oppose the language in S. 2336 which makes foreign building a permanent fact of life for U.S. flag operators receiving ODS."

Regulatory Reform

The Senate Committee on Commerce, Science and Transportation wasted little time in favorably reporting the Ocean Shipping Act of 1982.

The bill, which was sponsored by Senator Slade Gorton (R-Wash.), who is a member of the Commerce Committee, has been substantially revised.

In a similar move, the House Merchant Marine Committee unanimously approved H.R. 4373, its version of the maritime regulatory reform bill.

As described by Rep. Mario Biaggi, H.R. 4373 "will remove constraints in the shipping laws that prevent or impede American ocean carriers from engaging in those cooperative actions that would improve their efficiency and enable them to compete on a more equal basis with foreign carriers."



Twelve veteran Seafarers participating in the SIU Bosun Recertification Program went to Washington this month for a first-hand look at their Union's political and legislative action programs. They were accompanied by retiring SIU Yokohama Port Agent Frank Boyne and his wife Keiko. Leading the group was Piney Point Port Agent Carl Peth. During their day-long visit, the Bosuns got an up-to-the-minute briefing on the status of

maritime legislation from the staff at the Transportation Institute, and the AFL-CIO Maritime Trades Department. Pictured here with Carl Peth and Frank and Keiko Boyne, are Bosuns Clyde Kent, Luigin Alleluia, Bin Ahmad, Carlos Beverly, Clifford Ferreira, James Mann, Norwood Bryant, Andrew Hudimar, William Kratsas, Roger Pinkham, C. L. Hickenbottom, and James Rogers.

Reagan Sitting on Maritime 'Program'

Harold E. Shear has once again gone on record as saying that the Administration is nearing completion of its much heralded review of the maritime industry.

Shear, who as head of the Maritime Administration is President Reagan's chief spokesman for maritime affairs, has been remarkably consistent in his assessment. He's been saying the same thing for months now.

Others are not so sure. At a recent session of the Senate Subcommittee on Merchant Marine, there was a spontaneous outbreak of laughter when Shear said that "MarAd is working vigorously to pull the entire program together."

Ignoring the laughter, Shear went on to say that it would be "premature" to comment on the contents of the program.

The Reagan Administration, which has been plagued with national security leaks, has been quite successful in keeping the details of its maritime program secret.

Unfortunately, the maritime industry is faced with serious problems that must be addressed in the near future. They cannot be addressed if the Maritime Administration continues to side step important issues.

Export-Import Bank Funding

The Administration wants to reduce funding for the Export-Import Bank.

SIU President Frank Drozak questions this position. He sees the decision to reduce funding for the Export-Import Bank as being "penny-wise and pound-foolish."

According to Drozak, "the Administration's cuts in Export-Import funding could reduce America's export sales by \$12 billion over the next five years at cost to the nation of hundreds of thousands of critically needed man-hours of employment."

Drozak believes that there is a connection between the use of bilateral trade agreements and funding for the Export-Import Bank. Both are needed to spur sagging American exports.

SPAD is the SIU's political fund and one political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union was the money donated to SPAD to support the election campaign of legislators who have shown a pro-seafarers or pro-labor record. SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. There are limits that have a direct impact on the jobs and job security of all SIU members, shipowners, labor, and labor.

The SIU urges its members to continue their financial support for SPAD. A member can contribute to the SPAD fund on his or her own or make a contribution of all without fear of reprisal. A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.

SUPPORT SPAD

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report of **Seafarers Vacation Plan**, I.D. No. 13-5602047 for January 1, 1980 to December 31, 1980. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$8,344,484 as of January 1, 1980, compared to \$10,852,131 as of December 31, 1980. During the plan year the plan experienced an increase in its net assets of \$2,507,647.

This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets as of the end of the year as compared to the value of the assets at the beginning of

the year, or the cost of assets acquired during the year.

During the plan year, the plan had total income of \$32,830,411 including employer contributions of \$30,637,871, and earnings from investments of \$2,192,540.

Plan expenses were \$30,003,360 and are comprised of three classes of expenses: (1) Vacation benefit expenses of \$28,487,293; (2) Administrative expenses of \$1,482,710, and (3) other expenses of \$33,357. The Vacation benefit expenses included benefits of \$26,525,821, payroll taxes on vacation benefits of \$1,961,286, and communications with participants of \$186.

Administrative expenses were comprised of salaries, fees and commissions, fiduciary insurance premiums, provisions for reserving those contributions that are doubtful of collection and other general administrative expenses.

Your Rights to Additional Information

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

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Summary Annual Report for GLT&D Pension Plan

This is a summary of the annual report of **Great Lakes Tug & Dredge Pension Plan**, I.D. No. 13-1953878 for January 1, 1980 to December 31, 1980. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$4,528,336 as of January 1, 1980, compared to \$5,205,796 as of December 31, 1980. During the plan year the plan experienced an increase in its net assets of \$677,460.

This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets as of the

end of the year as compared to the value of the assets at the beginning of the year, or the cost of assets acquired during the year.

During the plan year, the plan had total income of \$983,376 including employer contributions of \$480,136, and earnings from investments of \$503,240.

Plan expenses were \$265,874 and are comprised of two types: (1) Pension Benefit expenses of \$155,094, paid directly to participants or their beneficiaries; and (2) Administrative expenses of \$110,780, which were comprised of salaries, fees and commissions, fiduciary insurance premiums and general administrative expenses.

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Monthly Membership Meetings

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New York	June 7	2:30 p.m.	7:00 p.m.
Philadelphia	June 8	2:30 p.m.	7:00 p.m.
Baltimore	June 9	2:30 p.m.	7:00 p.m.
Norfolk	June 10	9:30 a.m.	7:00 p.m.
Jacksonville	June 10	2:00 p.m.	—
Algonac	June 11	2:30 p.m.	—
Detroit	June 11	2:30 p.m.	—
Houston	June 14	2:30 p.m.	7:00 p.m.
New Orleans	June 15	2:30 p.m.	7:00 p.m.
Mobile	June 16	2:30 p.m.	—
San Francisco	June 17	2:30 p.m.	—
Wilmington	June 21	2:30 p.m.	—
Seattle	June 25	2:30 p.m.	—
Piney Point	June 12	10:30 a.m.	—
San Juan	June 10	2:30 p.m.	—
Columbus	June 19	—	1:00 p.m.
St. Louis	June 18	2:30 p.m.	—
Honolulu	June 10	2:30 p.m.	—
Duluth	June 16	2:30 p.m.	—
Jeffersonville	June 17	2:30 p.m.	—
Gloucester	June 22	2:30 p.m.	—
Jersey City	June 23	2:30 p.m.	—

Cove Explorer Committee



"The Boys From Mobile," crewmembers and the Ship's Committee of the ST Cove Explorer (Cove Shipping) were lead at a payoff last month by "The King of the Spaghetti and Meatballs Cooks," Recertified Bosun Jerry Corelli, ship's chairman (3rd r.). From (l. to r.) were GSU Tyler Laffitte, AB Terry Cowans, deck delegate; Chief Steward/Baker Floyd Mitchell, secretary-reporter; Chief Pumpman William Hudson, engine delegate and Chief Cook H. Nixon, steward delegate. The tanker paid off at the Shell Oil Dock, Sewaren, N.J.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report of **Seafarers Vacation Plan**, I.D. No. 13-5602047 for January 1, 1980 to December 31, 1980. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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Mobile	June 16	2:30 p.m.	—
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Seattle	June 25	2:30 p.m.	—
Piney Point	June 12	10:30 a.m.	—
San Juan	June 10	2:30 p.m.	—
Columbus	June 19	—	1:00 p.m.
St. Louis	June 18	2:30 p.m.	—
Honolulu	June 10	2:30 p.m.	—
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Cove Explorer Committee



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The Ogden Dynachem unloading in Bayonne, N.J.



Chief Pumpman J. Mata in cargo-control room.

Dynachem—A Multi-Purpose Ship for the Times



Archie Bilgen, QMED, in the vessel's automated engine room.

ON April 2nd, the virtually brand new SIU-contracted product carrier *Ogden Dynachem* paid a visit to the port of New York. The 42,000 dwt vessel was here off-loading its cargo of chemicals at Exxon's chemical plant in Bayonne, N.J. Because of her ultra-modern design the *Dynachem* is able to carry many products. Besides a wide range of chemicals and petroleum products she may also tote vegetable and animal oils. This diversified cargo capability ensures that the *Dynachem* will not be idle in the event one market or another becomes inactive. There will always be something the fuel-efficient diesel powered ship can haul.

The *Dynachem* is currently on a regular run between the Gulf and East Coast. Her sister-ship the *Ogden Hudson* is running on the West Coast between Los Angeles and San Francisco. Both vessels were delivered from Avondale Shipyards in New Orleans in late 1981.



Able Seaman H. R. Harvey communicates with bridge via walkie-talkie.

A MESSAGE FROM YOUR UNION



USCG Releases Report on Loss of SS Poet

Cites Probable Causes of Tragic Disappearance: Criticizes Inspection Procedures.

A year and a half after the SIU-contracted S.S. *Poet* and her 34-man crew disappeared without a trace en-route from Cape Henlopen, Del. to Port Said, Egypt, in Oct., 1980 a Coast Guard Marine Board of Investigation concluded that "the most likely of the possible explanations of the *Poet's* disappearance are capsizing due to instability in following or quartering seas, capsizing or foundering due to flooding of No. 1 hold and loss due to hull structural failure."

The Board's opinion is that the *Poet* "was most likely lost during the period when it encountered the most severe weather conditions between the morning of 25 October and the evening of 26 October, 1980. The *Poet's* intended track," the report said, "would have placed the vessel in an area where peak storm conditions were intensified by the effects of the Gulf Stream North Wall."

The 62-page Coast Guard report, released April 12, 1982, was the result of a Marine Board of Inquiry into the disappearance of the *Poet* held jointly by the Coast Guard and the National Transportation Safety Board. The investigation convened Nov. 19, 1980.

The *Poet* was owned by Hawaiian Eugenia Corp. and 24 of her 34 crewmen were Seafarers. An air and surface search was begun on Nov. 8, covering 296,000 square miles over 10 days. On Nov. 17, the Coast Guard "regretfully" ended the futile search having found "not a coffee can nor oil slick nor life jacket" from the vessel.

Neither the pop-free life rafts nor the float-free Emergency Position-Indicating Radio Beacon (EPIRB) which was supposed to send a locator signal as soon as it hit salt water were found, leading the Board to speculate that "the vessel was lost so rapidly that there was no time to send a... message..."

Because the *Poet* was never found and there were no witnesses to her disappearance, the mystery of what really happened to the 522-foot bulk carrier can never be fully answered. However, during the Board of Inquiry, the Coast Guard and the NTSB attempted to recreate as faithfully as possible the condition of the 1944-built *Poet*, her cargo of grain, weather conditions, etc.

Even such a recreation was hampered, the Board noted, because the "previous inspection history of the vessel and information concerning potential problem areas was not available... [or did not] exist in useful form... These shortcomings,"

said the report "cause the Board to conclude that a Coast Guard overview of the vessel's safety status was not totally satisfactory. The quality of the Coast Guard inspection program," stated the CG board, "needs to be improved."

In the absence of any witnesses to the *Poet's* disappearance as well as any concrete information, the Board had to rely on "documents remaining ashore and the testimony of persons who had served on the *Poet* on previous voyages; of employees of the companies which owned and operated the vessel [including Henry J. Bonnabel, the owner]; personnel of the Coast Guard, the American Bureau of Shipping and the Federal Communications Commission, agencies which had conducted various inspections and surveys of the vessel and its equipment."

14 Possible Causes

After reviewing all the data they heard during the hearing, the Board listed 14 possible causes for the *Poet's* disappearance and ranked each according to probability. The causes ranged from "capsizing of vessel due to instability in following or quartering seas" ranked "quite possible" to "hijack of vessel," which the Board rated "highly improbable."

The report also addressed the issue of why "the *Poet* failed to make any of the normally-expected reports by radio to USMER (U.S. Merchant Vessel Locator Filing System) or to the vessel operators after the departure messages were sent..."

Failure of *Poet* owner Bonnabel to report the vessel missing until Nov. 3, nine days after her last radio message, and the Coast Guard's delay of an additional five days before beginning the search for the missing ship were harshly criticized during the hearings.

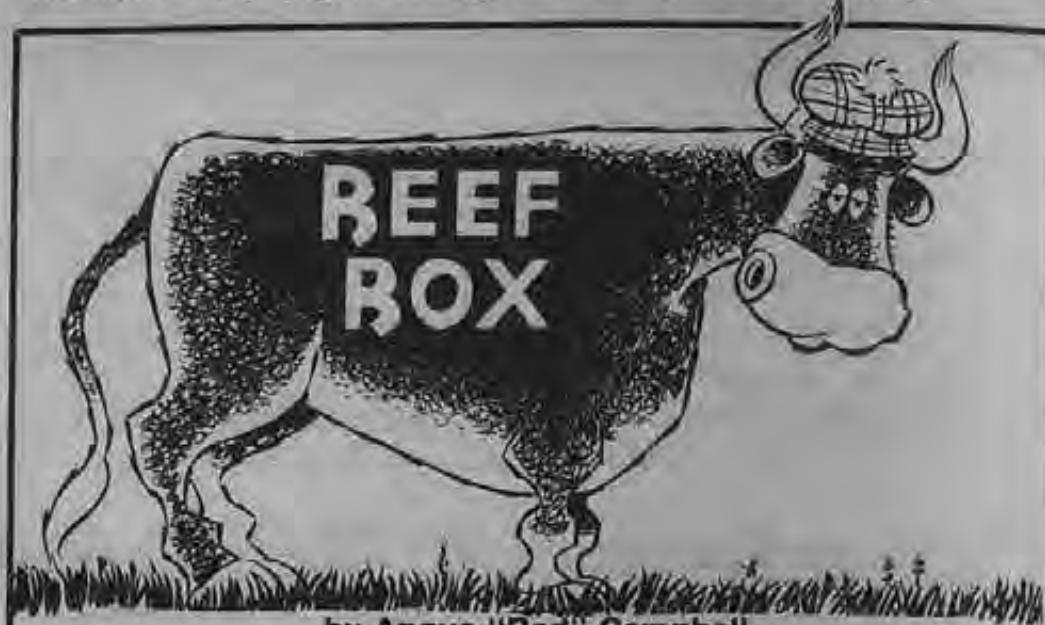
The Board concluded that "uncertainty over what significance to place on the *Poet's* failure to make these reports, coupled with the lack of any distress message," resulted in delays in recognizing the vessel had encountered problems."

"There is a need," the report continued, "to carefully evaluate the feasibility of a 'distress alerting' system for oceangoing merchant vessels and to consider measures to make participation in AMVER by U.S. merchant vessels over 1600 gts... on coastwise voyages mandatory."

In the wake of the *Poet* case, the Coast Guard and the Maritime Administration have agreed to combine AMVER and USMER. The Coast Guard is also now studying the feasibility of adding a

distress alerting feature to the AMVER System.

Other recommendations designed to improve overall safety and emergency reporting systems were also made by the Coast Guard.



by Angus "Red" Campbell

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

Questions Answered on Trip Reliefs for Key Ratings

On April 1, 1982, the procedures for implementing trip reliefs for the various key ratings went into effect. Since then, the Seafarers Appeals Board (SAB) has received several requests for clarifications concerning certain aspects of the new trip-relief procedure (as outlined in SAB Action No. 260, published in the Dec. 1981 issue of the Log).

All of the inquiries have been promptly answered by letter by the Seafarers Appeals Board. However, you may have some of the same questions concerning trip reliefs for key ratings.

Therefore, below are answers to three questions submitted to the SAB by a Recertified Bosun on one of our tankers.

Question

If a man elects to take a 60 day relief, must he work six months before becoming eligible for another 60 days relief or can he work 3 or 4 months and then take another 60 day relief?

Answer

If a man takes a 60 day relief, he does not have to wait 6 months to take another relief. The fact is, if he takes a 60 day relief, he must take another 60 day relief before he runs out his year of employment, which commences with his original date of hire.

Example: A man took a ship on Feb. 1. At the end of July he will have 6 months of employment. Suppose he takes August and September off, and returns to work in October. He must then take December and January off before he reaches the anniversary date of hire, or Feb. 1.

Reference: SAB Action No. 260—Rule 12(a).

Question

After taking a 90 or 120 day relief how long must a man stay on the ship before becoming eligible for another 90 or 120 day relief?

Answer

The answer to this question is similar to that stated above. Just remember, there is no specified time between reliefs as long as whatever is taken is done within the year from the original date of hire.

Reference: SAB Action No. 260—Rule 12(a).

Question

Seeing as how most ships, especially tankers, do not make steady runs into specific ports, must a man register in the port where he gets a relief or can he register in his home port and eliminate the possibility of going from his home port to his registering port to clear for the ship and then back to his home port to get the job instead of clearing in his home port and going direct to the ship?

Answer

Seamen being relieved just register at the port where relieved. Every effort will be made by the seamen rejoining the vessel to do so at the same port where the relief was provided.

Reference: SAB Action No. 260—Rule 12(e)(f).

All questions concerning trip reliefs should be addressed to: Seafarers Appeals Board, Red Campbell, Chairman, 675 Fourth Ave., Brooklyn, N.Y. 11232.

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The *Poet* was owned by Hawaiian Eugenia Corp. and 24 of her 34 crewmen were Seafarers. An air and surface search was begun on Nov. 8, covering 296,000 square miles over 10 days. On Nov. 17, the Coast Guard "regretfully" ended the futile search having found "not a coffee can nor oil slick nor life jacket" from the vessel.

Neither the pop-free life rafts nor the float-free Emergency Position-Indicating Radio Beacon (EPIRB) which was supposed to send a locator signal as soon as it hit salt water were found, leading the Board to speculate that "the vessel was lost so rapidly that there was no time to send a... message..."

Because the *Poet* was never found and there were no witnesses to her disappearance, the mystery of what really happened to the 522-foot bulk carrier can never be fully answered. However, during the Board of Inquiry, the Coast Guard and the NTSB attempted to recreate as faithfully as possible the condition of the 1944-built *Poet*, her cargo of grain, weather conditions, etc.

Even such a recreation was hampered, the Board noted, because the "previous inspection history of the vessel and information concerning potential problem areas was not available... [or did not] exist in useful form... These shortcomings,"

said the report "cause the Board to conclude that a Coast Guard overview of the vessel's safety status was not totally satisfactory. The quality of the Coast Guard inspection program," stated the CG board, "needs to be improved."

In the absence of any witnesses to the *Poet's* disappearance as well as any concrete information, the Board had to rely on "documents remaining ashore and the testimony of persons who had served on the *Poet* on previous voyages; of employees of the companies which owned and operated the vessel [including Henry J. Bonnabel, the owner]; personnel of the Coast Guard, the American Bureau of Shipping and the Federal Communications Commission, agencies which had conducted various inspections and surveys of the vessel and its equipment."

14 Possible Causes

After reviewing all the data they heard during the hearing, the Board listed 14 possible causes for the *Poet's* disappearance and ranked each according to probability. The causes ranged from "capsizing of vessel due to instability in following or quartering seas" ranked "quite possible" to "hijack of vessel," which the Board rated "highly improbable."

The report also addressed the issue of why "the *Poet* failed to make any of the normally-expected reports by radio to USMER (U.S. Merchant Vessel Locator Filing System) or to the vessel operators after the departure messages were sent..."

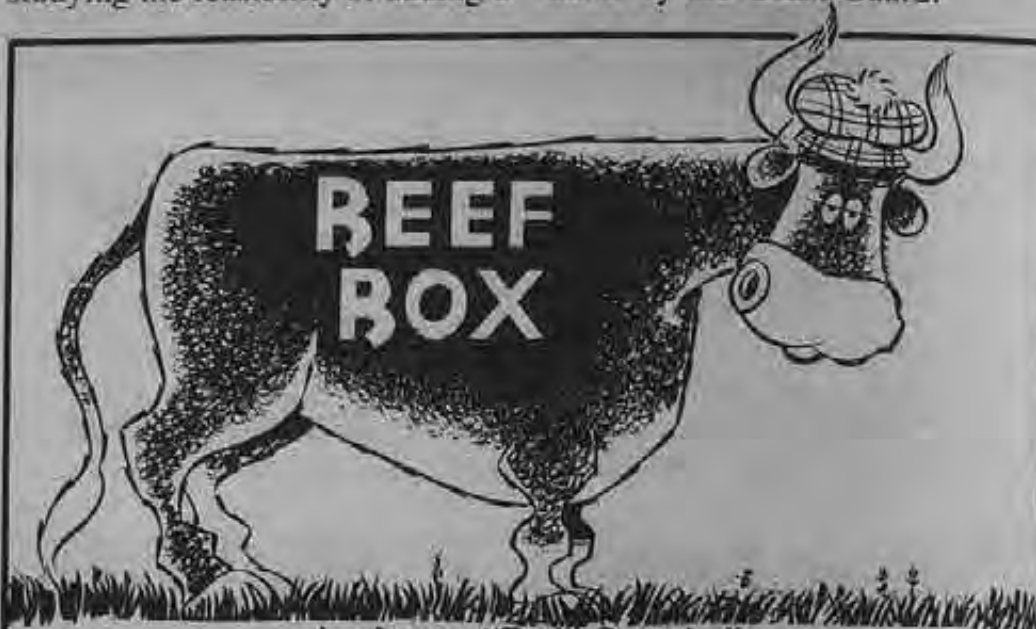
Failure of *Poet* owner Bonnabel to report the vessel missing until Nov. 3, nine days after her last radio message, and the Coast Guard's delay of an additional five days before beginning the search for the missing ship were harshly criticized during the hearings.

The Board concluded that "uncertainty over what significance to place on the *Poet's* failure to make these reports, coupled with the lack of any distress message," resulted in delays in recognizing the vessel had encountered problems."

"There is a need," the report continued, "to carefully evaluate the feasibility of a 'distress alerting' by failure to make required report' system for oceangoing merchant vessels and to consider measures to make participation in AMVER by U.S. merchant vessels over 1600 gts... on coastwise voyages mandatory."

In the wake of the *Poet* case, the Coast Guard and the Maritime Administration have agreed to combine AMVER and USMER. The Coast Guard is also now studying the feasibility of adding a distress alerting feature to the AMVER System.

Other recommendations designed to improve overall safety and emergency reporting systems were also made by the Coast Guard.



by Angus "Red" Campbell

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

Questions Answered on Trip Reliefs for Key Ratings

On April 1, 1982, the procedures for implementing trip reliefs for the various key ratings went into effect. Since then, the Seafarers Appeals Board (SAB) has received several requests for clarifications concerning certain aspects of the new trip-relief procedure (as outlined in SAB Action No. 260, published in the Dec. 1981 issue of the Log).

All of the inquiries have been promptly answered by letter by the Seafarers Appeals Board. However, you may have some of the same questions concerning trip reliefs for key ratings.

Therefore, below are answers to three questions submitted to the SAB by a Recertified Bosun on one of our tankers.

Question

If a man elects to take a 60 day relief, must he work six months before becoming eligible for another 60 days relief or can he work 3 or 4 months and then take another 60 day relief?

Answer

If a man takes a 60 day relief, he does not have to wait 6 months to take another relief. The fact is, if he takes a 60 day relief, he must take another 60 day relief before he runs out his year of employment, which commences with his original date of hire.

Example: A man took a ship on Feb. 1. At the end of July he will have 6 months of employment. Suppose he takes August and September off, and returns to work in October. He must then take December and January off before he reaches the anniversary date of hire, or Feb. 1.

Reference: SAB Action No. 260—Rule 12(a).

Question

After taking a 90 or 120 day relief how long must a man stay on the ship before becoming eligible for another 90 or 120 day relief?

Answer

The answer to this question is similar to that stated above. Just remember, there is no specified time between reliefs as long as whatever is taken is done within the year from the original date of hire.

Reference: SAB Action No. 260—Rule 12(a).

Question

Seeing as how most ships, especially tankers, do not make steady runs into specific ports, must a man register in the port where he gets a relief or can he register in his home port and eliminate the possibility of going from his home port to his registering port to clear for the ship and then back to his home port to get the job instead of clearing in his home port and going direct to the ship?

Answer

Seamen being relieved just register at the port where relieved. Every effort will be made by the seamen rejoining the vessel to do so at the same port where the relief was provided.

Reference: SAB Action No. 260—Rule 12(e)(f).

All questions concerning trip reliefs should be addressed to: Seafarers Appeals Board, Red Campbell, Chairman, 675 Fourth Ave., Brooklyn, N.Y. 11232.

Seafarers

HARRY LUNDEBERG SCHOOL
OF SEAMANSHIP

Piney Point Maryland

Gaining Diesel Skills Thru Practical Training



Students learn first hand Diesel engine operations. Here Ira Dubson checks operation pressures on one of two GM V16 Diesel Engines at SHLSS.



Seafarer Gary Gateau, assists a classmate in starting the main propulsion engine during his practical training in the Diesel course.



Seafarers Paul Wolf and Ira Dubson pay close attention as instructor David Greig (center) explains the maintenance procedures in the Diesel class.

BEING able to work with actual equipment has proven to be an essential part in learning diesel skills and other skills at SHLSS.

The practical training will better prepare seafarers for licensing exams and at the end of the course, the student will have a basic knowledge of diesel engines. The basic theory and operation of diesel engines is covered. The skills are taught in the machine shop and on some of the School's vessels.

Other areas of practical training include instruments and gauges, air compressors and pressure switches, purifiers, batteries, water treatment tests and valve repairs.

This course is designed to train QMED's for diesel propulsion vessels and to prepare them for pre-

engineer license exams. All applicants must hold a QMED endorsement or have six months service in the engine room.



During the Diesel course, Seafarer Paul Wolf, left, discusses engine room problems with Thomas Maga.



Seafarer Thomas Maga makes routine checks of engine temperature on the ship's generator.



Instructor David Greig, left, assists students in starting service D.C. generator. From left, are Seafarers Fred Dukes, Thomas Maga, and Ira Dubson, all from the port of New York.

Career Opportunities in Steward Department

THE Seafarers Harry Lundeberg School of Seamanship offers complete training in the Steward Department from entry-rated Steward Assistant to Chief Steward.

Included in the upgrading programs in the Steward Department

are Steward Assistant, Assistant Cook, Cook and Baker, Chief Cook, and Chief Steward. A program is also offered for Recertified Stewards at SHLSS.

All of the courses are six weeks in length, and all of them are taught

and supervised by instructors with a background in culinary skills.

The Steward Department courses include classroom and on-the-job training in the galleys and bake shops, and all food prepared is

served in the Dining Rooms.

All Seafarers interested in upgrading in the Steward Department, may contact your SIU Field Representative or fill out the application in this issue of the Log.



Seafarers Michael Carrano, assistant baker, from Honolulu, takes a freshly baked loaf of bread from the oven during the early morning hours in the Bake Shop. All breads, rolls and pastries are prepared daily at SHLSS.



Seafarer Owen Cody, from the Port of Honolulu, puts his skills to use preparing tarts, as Robert Blum of New York who is in the Cook and Baker program takes instructions.



Seafarer Dave McGirr, left, and John Mortinger, both from the port of New York, put their culinary skills to use as they prepare "Turkey Devonshire" for lunch. Both are upgrading to Cook and Baker.



Seafarer Cheryl Plyler, who went through the Special Steward Program as a Trainee and shipped out as an Assistant Cook, prepares a batch of chocolate chip cookies. Cheryl, who ships from the port of Seattle, is enrolled in the Cook and Baker program.

WANTED



Steward Department Upgraders

Upgrading means JOB SECURITY.

Assistant Cook
Cook and Baker
Chief Cook
Chief Steward

Fill out the application in this issue of the Log,
or contact

Admissions Office
Seafarers Harry Lundeberg School
of Seamanship
Piney Point, Maryland 20674

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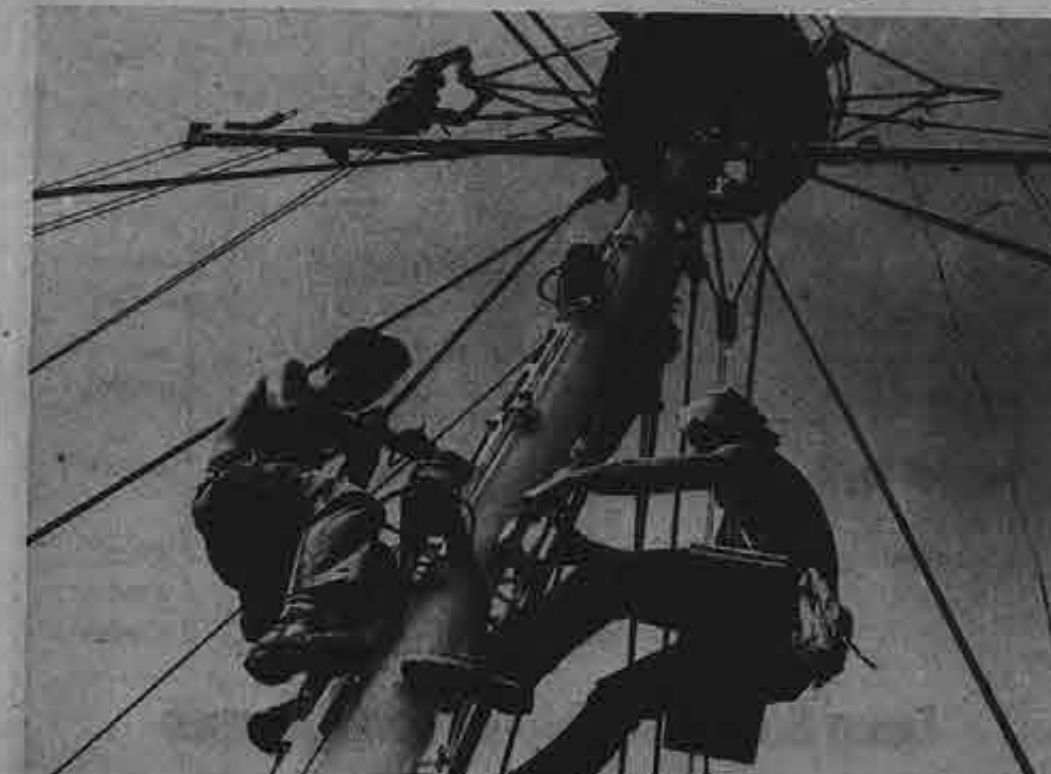
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4 Get Reefer Maint. Endorsements



Four more Seafarers, representing deep-sea ports on the East Coast, Gulf and West Coast, completed a six-week course in Refrigeration Systems Maintenance and Operations at SHLSS this month. From left are, Instructor Eric Malzkahn; James Kosey, from the Port of Tampa; Daniel Rose, San Francisco; Richard Robertson, New York; and William Dillon, Jacksonville.

Sky High Training for Upgrading ABs



Seafarers Bill Daniels (left), from the Port of New York, and Stephen Gardiner from Philadelphia work together to paint the foremast of the newest ship to join the SHLSS fleet. Still higher, standing on a spreader, is Chris Curcio from New York. It's all part of on-the-job training.

OJT for Marine Electronics Course



Seafarer Raymond Anderson, who ships out of Jacksonville, works on a circuit box during his practical training in the Marine Electronics Course. Hands-on experience is the key to learning.

New Passenger Liner Constitution Crewmembers Get Lifeboat Tickets



The Constitution hotel services crew in training at SHLSS strap on lifejackets as they prepare to take the United States Coast Guard Lifeboat examination.



The Constitution crew demonstrate their skills during the lifeboat examination while the Coast Guard examiner gives commands. All passed with flying colors.



Upgrading Course Schedule Through December 1982



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

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

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

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

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

Class schedules may be changed to reflect membership demands.

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

Engine Department Courses

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

*Note change of starting dates

Inland Deck Department Courses

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

Deep Sea Deck Department Courses

Lifeboatman	May 10 August 2 October 25	May 20 August 12 Nov. 4	2 weeks 2 weeks 2 weeks
Able Seaman	May 24 Nov. 8	July 1 Dec. 16	6 weeks 6 weeks
Quartermaster	July 5	August 12	6 weeks
Third Mate	May 24 August 9 October 12	July 16 Sept. 24 Nov. 26	10 weeks 10 weeks 10 weeks
Third Mate/Celestial Navigation *(10)	July 19 Sept. 20 Nov. 22	August 10 October 12 Dec. 14	6 weeks 6 weeks 6 weeks

Steward Department Courses

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



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Chief Steward	open-ended
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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: No./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 Unlimited <input type="checkbox"/> AB Limited <input type="checkbox"/> AB Special <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More Than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Mate Inspected Towing Vessel <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate Celestial Navigation <input type="checkbox"/> Third Mate	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
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No transportation will be paid unless you present original receipts upon arriving at the School.

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE: DATE:

Please Print

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



Lakes Industry Struggles Thru Tough Times

THE Great Lakes region of the United States is a truly unique area. Possessed of a natural coastline, dubbed the nation's "fourth seacoast" a dozen years ago, the Great Lakes states also comprise the industrial and agricultural heartland of America.

Yet nowhere else in the continental United States does so much exist side-by-side with so little.

The states bordering Lakes Huron, Ontario, Michigan, Erie, and Superior account for nearly one-third the U.S. gross national product. Also, the Midwest is either the starting point or destination of more than 25 percent of U.S. imports and exports.

But unemployment statistics in the Great Lakes area tell an entirely different story.

The latest unemployment figures, released last month, showed a national jobless rate of 9.4 percent—the highest in post World War II history. But in Illinois, the recorded unemployment rate as of April, 1982 was 10.4 percent; in Ohio it was 12.4 percent and in Michigan, jobless figures topped off at a staggering 15 percent.

In two key regional industries, those jobless numbers are even higher. Unemployment in what's called the primary metal industries, which includes steel manufacture, is now running at 15.5 percent. That rate, according to a spokesman at the Bureau of Labor Statistics, which compiles unemployment data, "is as high as it's ever been."

In the auto manufacturing industry, in spite of concessions by the United Auto Workers to keep plants open, the unemployment rate is 19 percent.

Jobless statistics like these also have a dramatic effect on back-up

and related industries. And Great Lakes shipping is no exception.

"Last year wasn't good," said Vice Admiral Paul E. Trimble, president of the Lake Carriers Assn. which represents U.S. Great Lakes operators, "and this year looks like it will be even worse."

Predicting a "dismal" 1982 shipping season, Adm. Trimble forecast a decline of at least 10 percent in cargo movement on the Great Lakes from the 1981 cargo totals. Last year, the combined total of iron ore, coal and grain—which make up the bulk of Great Lakes' cargoes—was 147 million tons. In 1980, the total was 154 million tons; in 1977 it was 177 million tons.

SIU Algonac Port Agent Jack Bluitt said recently "the steel industry and the auto industry are way down. People aren't buying cars. The companies aren't making steel." And that means there are no cargoes for Lakes ships.

"We're running about half the number of ships we ran last year," Bluitt said grimly, "and it probably won't pick up at all."

SIU-contracted American Steamship Co. is running 12 vessels this year instead of the 18 or 19 they usually have moving. "Those six laid-up ships mean 150 regular jobs plus relief jobs," Bluitt said.

All SIU-contracted companies fit out fewer vessels than usual this year. Huron Cement's running three instead of the usual six; Kinsman Lines fit-out four ships though they ran six last year. Right now, there are over 500 SIU bookmen out of work on the Great Lakes.

In addition to the downturn in the steel and auto industries, Lakes ports have long had other problems, too.

There is virtually no U.S.-flag overseas vessel service based on

the Great Lakes anymore. During 1981, only six U.S.-flag deep sea ships either started or terminated a foreign run at a Great Lakes port—half of one percent of all U.S.-flag vessel sailings last year.

No matter how you look at it, Great Lakes shipping is a depressed industry. And, until there is an upswing in those industries which supply Great Lakes vessel operators with their key cargoes, Great Lakes shipping is going to stay a depressed industry.

U.S. Unionists, Top French Aide in Tête à Tête



AFL-CIO President Lane Kirkland, 2nd from left, and SIU President Frank Drozak, 2nd from right, were among the top American trade union leaders to meet with Lionel Jospin, center, first secretary of the French Socialist Party, who visited the U.S. at Kirkland's invitation. Also in photo are J. C. Turner, right, president of the Operating Engineers, and Glenn Watts, left, president of the Communication Workers of America. Jospin also met with American union leaders in New York.

ILA Blasts Supreme Court Ruling on Russian Boycott

The United States Supreme Court recently ruled that the International Longshoremen's Association boycott of Russian-flag vessels for the Soviet Union's aggression in Afghanistan constituted an illegal secondary boycott. The ruling leaves the ILA open to millions in damage suits.

The ILA, as usual though, has no intentions of taking the ruling lying down. At their most recent Executive

Council meeting on April 28, 1982, the ILA approved the following resolution, supported by the SIU, concerning international Communist aggression.

"On April 20, 1982, the Supreme Court of the United States extended the secondary boycott prohibitions of national labor law to cover the ILA's Russian boycott. Sadly, the interests of those who profit by trading with the enemies of our country have been given precedence over the rights of working

men to speak—and act—for freedom as guaranteed by the U.S. Constitution and the Bill of Rights. Lenin's prophecy that the capitalists will sell the rope to hang themselves with, seems to apply even to the highest tribunal of the land. The ILA will, as always, comply with the law and the rulings of the courts. However, we will continue to oppose the forces of tyranny in every lawful manner at our disposal. We hope that individuals and private organizations, not subject to the Supreme Court's ruling will take up the torch!"

Boggs, Johnston Win N.O. Council Awards



Congresswoman Lindy Boggs (D-La.) at (2nd left) and Sen. J. Bennett Johnston Jr. (D-La.) at (2nd right) were joint recipients of the shipwheels at Maritime Man of the Year Awards recently. The awards, presented by the New Orleans Maritime Port Council, were "in appreciation for support of the American merchant marine and allied industry." At (right) at the awards ceremony in New Orleans Mayor "Dutch" Morial and (left) SIU Port Agent Gerry Brown, president of the council, who made the presentation.

Personals

Darryl White

Please contact, your sister, Valerie Walker, Urgent.

Charles E. Rawlings

Please contact, your brother, Howard Rawlings at 3729 Jasmine St., Apt. A, Sacramento, Ca. 95838. Tel. (916) 922-4117.

Frederick Petersen

Please contact, Mary Petersen, 230 St. Paul Street, Apt. 709, Burlington, Vt. 05401; or Joyce Petersen DeBacco at P.O. Box 111, Henesburg, Vt. 05461.

John Henry Sheppard

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

Herbert R. Newell

Please contact, Mrs. Betty Newell, Mary L. Parker, 1724 E. 4th Street, #31, Long Beach, Ca. 90802.

Juan Melendez Maldonado

Please contact, Evelyn Rodriguez, Urgent! Tel. (212) 238-6222 or (212) 833-8333.

Eric Tsatsomiros

Please contact, Diane Mazzetti, 25-22 34th Street, Astoria, NY 11103.

John F. Flynn

Please contact, Molly Johnson, 737 Palmera Drive East, Fort Vedral Beach, Fla. 32082.

Daniel O'Rourke

Please contact, your sister, In Canada, Tel. (416) 985-2676. In England, Tel. (051) 449-3445.

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and related industries. And Great Lakes shipping is no exception.

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Predicting a "dismal" 1982 shipping season, Adm. Trimble forecast a decline of at least 10 percent in cargo movement on the Great Lakes from the 1981 cargo totals. Last year, the combined total of iron ore, coal and grain—which make up the bulk of Great Lakes cargoes—was 147 million tons. In 1980, the total was 154 million tons; in 1977 it was 177 million tons.

SIU Algonac Port Agent Jack Bluit said recently "the steel industry and the auto industry are way down. People aren't buying cars. The companies aren't making steel." And that means there are no cargoes for Lakes ships.

"We're running about half the number of ships we ran last year," Bluit said grimly, "and it probably won't pick up at all."

SIU-contracted American Steamship Co. is running 12 vessels this year instead of the 18 or 19 they usually have moving. "Those six laid-up ships mean 150 regular jobs plus relief jobs," Bluit said.

ILA Blasts Supreme Court Ruling on Russian Boycott

The United States Supreme Court recently ruled that the International Longshoremen's Association boycott of Russian-flag vessels for the Soviet Union's aggression in Afghanistan constituted an illegal secondary boycott. The ruling leaves the ILA open to millions in damage suits.

The ILA, as usual though, has no intentions of taking the ruling lying down. At their most recent Executive

All SIU-contracted companies fit out fewer vessels than usual this year. Huron Cement's running three instead of the usual six; Kinsman Lines fit-out four ships though they ran six last year. Right now, there are over 500 SIU bookmen out of work on the Great Lakes.

In addition to the downturn in the steel and auto industries, Lakes ports have long had other problems, too.

There is virtually no U.S.-flag overseas vessel service based on

the Great Lakes anymore. During 1981, only six U.S.-flag deep sea ships either started or terminated a foreign run at a Great Lakes port—half of one percent of all U.S.-flag vessel sailings last year.

No matter how you look at it, Great Lakes shipping is a depressed industry. And, until there is an upswing in those industries which supply Great Lakes vessel operators with their key cargoes, Great Lakes shipping is going to stay a depressed industry.

U.S. Unionists, Top French Aide in Tête à Tête



AFL-CIO President Lane Kirkland, 2nd from left, and SIU President Frank Drozak, 2nd from right, were among the top American trade union leaders to meet with Lionel Jospin, center, first secretary of the French Socialist Party, who visited the U.S. at Kirkland's invitation. Also in photo are J. C. Turner, right, president of the Operating Engineers, and Glenn Watts, left, president of the Communication Workers of America. Jospin also met with American union leaders in New York.

Council meeting on April 28, 1982, the ILA approved the following resolution, supported by the SIU, concerning international Communist aggression.

"On April 20, 1982, the Supreme Court of the United States extended the secondary boycott prohibitions of national labor law to cover the ILA's Russian boycott. Sadly, the interests of those who profit by trading with the enemies of our country have been given precedence over the rights of working

men to speak—and act—for freedom as guaranteed by the U.S. Constitution and the Bill of Rights. Lenin's prophecy that the capitalists will sell the rope to hang themselves with, seems to apply even to the highest tribunal of the land. The ILA will, as always, comply with the law and the rulings of the courts. However, we will continue to oppose the forces of tyranny in every lawful manner at our disposal. We hope that individuals and private organizations, not subject to the Supreme Court's ruling will take up the torch."

Personals

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Charles E. Rawlings

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Please contact, your sister, in Canada, Tel. (416) 985-2676. In England, Tel. (051) 449-3445.

Boggs, Johnston Win N.O. Council Awards



Congresswoman Lindy Boggs (D-La.) at (2nd left) and Sen. J. Bennett Johnston Jr. (D-La.) at (2nd right) were joint recipients of the shipwheels at Maritime Man of the Year Awards recently. The awards, presented by the New Orleans Maritime Port Council, were "in appreciation for support of the American merchant marine and allied industry." At (right) at the awards ceremony in New Orleans Mayor "Dutch" Morial and (left) SIU Port Agent Gerry Brown, president of the council, who made the presentation.



Here's an exterior view of the SIU's new hall in Santurce. New signs to post at the location are on order.



Port agent Juan Reinoso (r.) chairs the monthly informational meeting. At his side is Seafarer Bill Doak doing the chores as reading clerk.

SIU Has New Home in Puerto Rico

THE SIU hall in Puerto Rico has been moved to a new location. This move was made as a part of a continuing effort by the Union to service its membership in comfortable and efficient surroundings. Still in the Santurce/San Juan area and not far from the site of the old union offices, the new building at 1057 Fernandez Juncos will provide Seafarers living in Puerto Rico with a congenial atmosphere in which they may conduct their union business, find out about jobs or just say 'que pasa' to one another.

Port Agent Juan Reinoso has had the new building outfitted with a video-cassette player which he will use as an educational tool to provide interested members with insight into the various issues which affect the maritime industry. Juan will give the machine its first assignment at the Port's June monthly informational meeting with a taped message from SIU President Frank Drozak.

Elsewhere, in the San Juan harbor area, Caribe (towing) of Puerto Rico continues to operate many harbor vessels in the port. Caribe tugs such as the *Cabo Rojo* and *Sea Racer* busy themselves docking and undocking the numerous vessels which call at the port. Other tugs, such as the *Fajardo* do lightering or transport molasses and other products in barges to cities in

Puerto Rico or the surrounding islands of the Greater Antilles. SIU-contracted Crowley Towing also provides a RO/RO trailer service between San Juan and many cities on the U.S. Gulf Coast.

Other vessels which regularly

call at San Juan include RO/RO ships of Navieras de Puerto Rico and the containerships of both Navieras and Sea Land Service. The SIU-contracted ships provide the island with containerized cargoes which can easily be loaded onto trucks and moved

to inland destinations. These cargoes are sometimes transhipped by means of smaller 'feeder' vessels to the many outlying islands serviceable from San Juan and which like Puerto Rico are dependent upon waterborne transportation.



The SIU-manned SS Mayaguez is nudged to her mooring by a San Juan harbor tug.



Seafarer Obdulio Rosario (l.) shares a smile with SIU patrolman Hermando Salazar at the counter. Obdulio helped the SIU in its organizational drive at Caribe Towing.



Always glad to stop for a picture are Mayaguez crewmen: Miguel Acevedo, messman (standing l.); Nathan Sumrall, AB and Guillermo Grajales, ass't cook (kneeling).

SIU Port Agent Juan Reinoso (2nd from l.) is joined in this picture with a few crewmembers of the Mayaguez. They are (l. to r.): Chief Steward Neville Johnson, Chief Cook Cecil Martin and AB W. T. Roche.



Prior to the May membership meeting this group got together for a few hands of dominoes, (from l. to r.) they are: Antonio De Jesus, retired chief cook of the SIU shoregang in New York; Julio Mattos, an AB; Roberto Escobar, who sails chief cook and Carlos Niervas, an ordinary seaman.



The Ro/Ro Caguas (Navieras de Puerto Rico) dockside in San Juan.



AB Jim Rose watches the ramp on the Ro/Ro Caguas.



B. R. August Pagan (l.) and Bos'n James Adair at the gangway of the Mayaguez.



SIU Patrolman Hermando Salazar (seated l.) and Port Agent Juan Reinoso (seated r.) pose with the ship's committee of the SS Bayamon. Committee members are (l. to r.): Joseph De Lise, ship's secretary and chief steward; Paul Nuñez, O.S.; Paul Butterworth, chairman and bosun; Andrew Hester, engine delegate/QMED; Don Boussón, deck delegate/AB; Art Weinstein, steward delegate/MM, and Alfonso Rivera, shoregang boss.

Puerto Rico



In the galley of the tug Sea Racer is its SIU crew. They are (from l. to r.): Luis Ramos, captain; Vincente Burgos, carpenter; Denny Mangini, engineer; Narciso Perez, O.S.; Orlando Pedraza, ass't engineer; Enrique Flores, cook and Arcadio Rivera, Jr., electrician.



P. G. Ordansa is new messman on the Caguas.



Seafarers Jose Benitez (l.) and Ramon Diaz play a rack of eight ball at the new SIU building in Puerto Rico.



Awaiting the dinner bell on the Caguas are (l. to r.): wiper Roland Muir, QMED Willy Cachola and AB Don Murphy.



Chief Cook Joe Werselovich of the SS Bayamon is a man who knows his hens.



Capt. Tony Charriez peers out from the pilot house of the tug Cabo Rojo, while his deckgang prepares for their next assignment.



On board the tug Cabo Rojo are (l. to r.): Luis Gonzalez, engine utilityman and Caribe Towing's Fleet Delegate, Hermando Salazar, SIU patrolman; Pedro Moret, AB, and Tony Charriez, Captain.



Dwayne Riles A.B. enjoys a cup of coffee before breakfast on the Bayamon.

Area Vice Presidents' Report

West Coast, by Vice President George McCartney



The port of San Francisco was very busy in the past month with 21 ships paying off and 10 more coming through in transit. The vessels were serviced by myself, Don Rotan, Steve Troy and Gentry Moore. In addition, Steve Troy flew to Manila to service the *SS Mobile*, which has been shuttling in the Far East for some time. The deck, engine and steward departments for the new passenger liner *SS Constitution* are already aboard the vessel in Taiwan. The vessel is due

in Honolulu on May 26. The hotel service personnel will go aboard when the ship reaches Hawaii to prepare for the first cruise for the refurbished *SS Constitution* on June 6.

A number of SIU members volunteered to put a fresh coat of paint on the *SS Jeremiah O'Brien*, the refurbished Liberty ship, to spruce her up for her annual cruise around the harbor on May 16 as part of Maritime Week here in the City by the Bay. More than 800 people will take the May 16 cruise, and 600 will take a supplementary cruise May 17.

In Los Angeles, there were 10 ships serviced either for payoff or in transit, and Crowley's eight big tugs were also serviced in the harbor.

Seattle was very busy last month, with a total of 41 ships coming through either for pay off or a visit. The supertanker *Maryland* is laid up in Portland. Shipping has picked up somewhat but there is a big beach in Seattle. Earlier this month, we recrewed the *Cove Tide* and the *New York*.

In all three ports on the West Coast, we are continuing our efforts to organize Exploration Holidays and Cruises, which operates four small passenger liners. An NLRB Election is scheduled for June 19. Hope to have good news on this election in the near future.

Great Lakes and Western Rivers, by Vice President Mike Sacco



Activity is unusually slow this Spring due to the economic recession. Our towboat fleets on the Rivers—National Marine, Heartland and Orgulf—all have from 25 to 40 percent of their boats laid up. The companies are hoping for business to pick up significantly this summer in the grain trade. In the meantime, we are constantly monitoring the seniority list to assure that the proper seniority people are working.

Despite the slowdown on the Rivers, Heartland Transportation put

a brand new boat in service—the *M/V Robert A. Kyle*—and started a new fleet operation near Cairo, Ill.

We have been very active politically in the St. Louis area as a key part of a coalition in support of a sales tax referendum, and working hard on certain Congressional races and the Senate race.

The Great Lakes this year is struggling through one of its worst years in quite some time. Every one of our companies—and for that matter every shipping company on the Lakes—has nearly 50 percent of their fleets inactive.

Our dredge companies Luedtke Engineering and Dunbar and Sullivan are nearing completion on dredge jobs, respectively in Milwaukee, Wisc. and Ashtabula, Ohio. Luedtke is scheduled to soon begin a dredge job in Waukegan, Ill. and Dunbar and Sullivan has a job lined up to dig a 3,000 ft. trench at Mentor, Ohio.

SIU Lakes representatives Jack Allen, Jerry Gordon and Joe Sigler were busy servicing 21 Lakers during the month of April.

Also, Algonac Agent Jack Bluit is determined to maintain top quality servicing on the Lakes out of headquarters in Algonac as he prepares for the closing of our halls in Chicago, Frankfort and Alpena.

Gulf Coast, by Vice President Joe Sacco



Shipping has started to show some signs of life in the port of Houston. But shipping—like most other industries—has been seriously effected by the nation's economic problems. We have a number of ships laid up here in the Gulf including five in Houston, four in New Orleans, one in Mobile, three in Tampa and four in Jacksonville. Hopefully, some of these ships will begin breaking out this summer to give shipping down here a shot in the arm.

In Houston, we serviced 17 deep sea vessels, including nine payoffs and eight in transit. We also serviced 49 SIU tugs and towboats. Houston Patrolmen Joe Perez, Jim McGee, Dean Corgey, Trevor Robertson and Ray Singletary handled the load.

The SIU also turned out in full force for a rally at a construction job site publicizing the AFL-CIO's coordinated organizing efforts in the Houston area.

We were honored to have AFL-CIO President Lane Kirkland on hand to stir the rally up with an old-time trade union speech. The SIU is fully cooperating with the AFL-CIO in the Houston Organizing Project.

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We are preparing to pick up the servicing pace down here as the Port Arthur, Texas and Tampa, Fla. halls are set to close at the end of the month. We intend to see that the membership in these areas are properly taken care of.

Tampa Agent Ray McDonald will work out of Jacksonville, and Port Arthur Agent Don Anderson will set up shop in Houston.

East Coast, by Vice President Leon Hall



There was a good deal of activity in the port of New York last month with 28 ships paying off and 23 more coming through in transit. We also serviced seven SIU tugs as they came through the port in transit. Shipping was decent but we have a fairly heavy beach.

Our Gloucester fishing boats are almost all out every day. The weather has been beautiful up there after an extremely tough winter. Also SIU representative Mike Orlando has been elected president of the

Boston Port Maritime Council.

Shipping in Baltimore picked up in April with 80 members shipped. There were four payoffs in Baltimore including the *Ogden Potomac*, *Overseas Harriette*, *Point Vail* and the *TT Massachusetts*, which then laid up in Sparrows Point for repairs. The *Potomac*, *Point Vail* and *Merrimac* loaded grain here and all sailed for the Mid-East.

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I drove down to Philadelphia, Baltimore and Norfolk for their membership meetings this month to talk with the membership and get a first hand look at the operations in these halls. I also helped kick off the American Merchant Marine Library Association 38th Annual book drive in New York.

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SIU Tugs Usher in Famous Liner.

QE 2 Helps Kick Off Philly's 300th Birthday

THE beautiful *Queen Elizabeth 2*, the world's most famous ship, was regally ushered into the city of Brotherly Love by three SIU Curtis Bay tugs late last month to help

launch a summer of celebration in honor of Philadelphia's 300th birthday.

It was the *QE 2*'s first visit ever to Philadelphia touching off a festive

air in the port with hundreds of small sailboats and motor craft turning out to greet the towering passenger liner.

Docking the *QE 2* was veteran SIU docking master Capt. John Southard, a well known and respected figure around Philadelphia harbor. With the aid of the Curtis Bay tugs *H.C. Jefferson*, *Cavaler* and *Cape May*, Capt. Southard eased the *QE 2* gently into the Packer Ave. Marine Terminal.

The tug *Lambert Point*, with her SIU crew, served as official welcoming boat sending off the tradi-

tional streams of water high into the air. The *Lambert Point* also served as press and party boat.

Among the SIU members involved in the celebration were the *Jefferson* crew of Mate Ray Hudson, Deckhand Gene McCullough, Oiler Ken Arney, Chief Engineer Lou Sacks and Cook Al Pietrowski.

The only sour note to the celebration was that the *QE 2* was shortly thereafter removed from the passenger liner industry to be used by Britain as a troop carrier in the Falkland Island crisis.



The SIU-contracted Curtis Bay tug *Lambert Point* sets off jets of spray to welcome the *QE 2* to Philly. The tug served as a press boat during the harbor festivities.



On the SIU tug *Cape May*, part of the *QE 2* welcoming committee, were (l-r): Bill Wallen, Mike Maronski, deckhand; Bill Patras, Curtis Bay Paymaster and Dan Henderson, cook.



SIU members on the Curtis Bay tug *Cavaler* helped dock the mighty *Queen*.

U.S. Jobless Rate Hits a 40-Year High of 9.4%

The U.S. unemployment rate hit a 40-year high in April of 9.4 percent, an increase of 4/10ths of 1 percent from March's figure.

Last month's jobless rate was the highest since 1941's 9.9 percent at the end of the Great Depression. In 1933 the rate was a whopping 24.9 percent or 13.7 million jobless. More than 10,307,000 persons were

unemployed in April.

In face of the high figure, the AFL-CIO called on Congress to scrap President Reagan's "supply-side" economic policies and create a new economic program with jobs the top priority.

"The New Hooverism is a failure," said Lane Kirkland, head of the AFL-CIO. "It's time to pro-

mote the recovery before we slide into a new depression," he declared.

"Reaganomics has increased unemployment by nearly one third in less than a year," continued Kirkland. "Instead of the economic recovery the Administration promised, this spring has brought the worst recession in 40 years."

Since last July, the U.S. Bureau

of Labor Statistics reported, the jobless rate has risen more than 2 percentage points.

SAB Clarifies Rule 2C3

The Seafarers Appeals Board has taken the following action to clarify rule 2C3 of the Shipping Rules:

SAB Action 264 reads as follows:

Whereas, on March 1, 1980, pursuant to Action No. 237, the Entry Department was divided into two (2) categories; Entry Department-Steward and Entry Department-Others; it was not intended that the rule created a separate and distinct shipboard department, which are Deck, Engine and Steward, and

Whereas to insure that seamen with higher seniority classifications are permitted to compete for jobs within a specific shipboard department; Deck, Engine and Steward;

Rule C3 of the Shipping Rules shall be amended by adding the following provision.

"For purposes of this section, the departments shall only be: Deck, Engine and Steward." The remainder of Rule 2C3 shall continue in full force and effect.

AMMLA Kicks Off Annual Book Drive; SIU Ships Cited

SIU VICE PRESIDENT LEON HALL helped to kick off, with a speech and a book, the 38th annual "Book Week" drive of the American Merchant Marine Library Assn. (AMMLA) for 100,000 books for seagoing men and women.

Hall thanked the AMMLA "public library of the high seas" for its 61 years of distributing donated books and magazines to the crews of U.S. merchant vessels, Navy ships and Coast Guard cutters.

In ceremonies at New York's World Trade Center, Hall and the MSC gave copies to the drive of the book, "Steaming to Bamboola" by Christopher Buckley who recounted his

experiences sailing on an SIU ship. Cited at the ceremonies for their top cash contributions to the drive were the crews of the *SS Santa Lucia* (Delta



SIU Vice President Leon Hall

Line), *SS George Wythe* (Waterman) and the *SS Cove Tide* (Cove Shipping).

TVs Joe Franklin, m.c. at the festivities, asked that donated books be placed in a 30-foot lifeboat at the Trade Center. More books will be collected in the ports of Boston, New Orleans, Seattle, San Francisco and Sault Ste. Marie, Mich. to be placed aboard ships there.

Among those at the ceremonies were the NMU's N.Y. Port Agent Cmdr. Richard O. Gooden; the Rev. Frank Huntington of the Seamen's Church Institute; Rear Admiral Thomas King of the U.S. Merchant Marine Academy, and Capt. Thomas Luton of the U.S. Coast Guard.

Cape Hatteras Active Part of SIU's Curtis Bay Norfolk Fleet



The crew of the Curtis Bay tug *Cape Hatteras* say 'cheese' for Log photog. at N&W coal pier in Norfolk. Along with camera shy SIU Patrolman Dave "Scrapiron" Jones, 2nd left, are SIU Boatmen, from the left: J. R. Fitzgerald, engineer; "Scrap"; Knockle Hudgens, captain; P. L. Cudworth, captain; B. F. Roughton, mate; R. Wilson, deckhand and Ken Hudgens, deckhand.

Dispatchers Report for Inland Waters

APRIL 1-29, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	4	1	0	0	0	0	25	4	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	3	2	0	0	4	0	14	3	4
Mobile	2	0	0	0	0	0	3	1	0
New Orleans	0	1	2	0	1	1	2	4	4
Jacksonville	3	1	2	0	0	1	6	4	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	15	1	1	0	0	0	21	3	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	1	1	8
Houston	3	4	3	2	0	1	11	6	8
Port Arthur	10	1	1	7	1	0	29	2	5
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	6	2	11	2	1	1	8	5	26
Piney Point	0	0	0	0	1	0	0	0	1
Paducah	0	0	0	0	0	0	0	0	0
Totals	46	13	20	11	8	4	120	33	65
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	0	0	1	0	1	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	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Port Arthur	1	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	2	1	0	0	1	0	6	0	0
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	3	0	0
Tampa	0	0	0	1	0	0	0	0	1
Mobile	0	0	0	0	0	0	4	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	2	0	1	1	0	0	1
San Francisco	0	0	0	0	0	0	1	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	1
Houston	0	0	0	1	0	0	0	0	0
Port Arthur	0	1	0	0	0	0	2	1	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	1	1	0	0	1	1	1	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	3	2	4	5	1	2	11	2	6
Totals All Departments	51	16	24	16	10	6	137	35	71

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

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 Engelman & Belgrad
 Sun Life Building
 Charles & Redwood Streets
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 Lattl Associates
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 Tele. # (813) 879-9842

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 Tele. # (213) 937-8250

WILMINGTON, CALIF.

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 Wilmington, Calif. 90744
 Tele. # (213) 834-2546

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

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 Gardner & Foley
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 837 Gravier Street
 New Orleans, La. 70112
 Tele. # (504) 586-9395

PHILADELPHIA, PA.

Kirschner, Walters, Willig,
 Weinberg & Dempsey Suite 1100
 1529 Walnut Street
 Philadelphia, Pa. 19102
 Tele. # (215) 865-2700

ST. LOUIS, MO.

Gruenberg, Saunders & Levine
 Suite 905—Chemical Building
 721 Olive Street
 St. Louis, Missouri 63010
 Tele. # (314) 231-7440

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 Tele. # (415) 4400

SEATTLE, WASH.

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 Anderson & Wecker
 100 West Harrison Plaza
 Seattle, Wash. 98119
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TAMPA, FLA.

Hamilton, Douglas, Hamilton,
 Loper & Macy, P.A.
 2620 West Kennedy Boulevard
 Tampa, Florida 33609
 Tele. # (813) 879-9842

Cape Hatteras Active Part of SIU's Curtis Bay Norfolk Fleet



The crew of the Curtis Bay tug *Cape Hatteras* say "cheese" for Log photog. at N&W coal pier in Norfolk. Along with camera shy SIU Patrolman Dave "Scraper" Jones, 2nd left, are SIU Boatmen, from the left: J. R. Fitzgerald, engineer; "Scrap"; Knockie Hudgens, captain; P. L. Cudworth, captain; B. F. Roughton, mate; R. Wilson, deckhand and Ken Hudgens, deckhand.

Dispatchers Report for Inland Waters

APRIL 1-29, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
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	48	13	20	11	8	4	120	33	85
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	2	1	0	0	0	0	0	0	0
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	2	1	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	3	2	4	0	0	0	0	0	0
Totals All Departments	51	18	24	16	10	6	137	33	71

*Total Registered means the number of men who actually registered for shipping at the port last month.
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Tele. # (813) 879-9842

New Jobs for Boatmen on Towboat M/V Robert A. Kyle

SIU-CONTRACTED Heartland Transportation of St. Louis, Mo. christened a brand new 9,000 horsepower towboat, the *M/V Robert A. Kyle*, at St. Louis Ship on April 27, 1982.

The boat is among the biggest on the Western Rivers and brings

Heartland Transportation's fleet to 12 boats. Heartland, one of the fastest growing companies on the Rivers has expanded from one to 12 boats in less than three years.

The boat was christened with the traditional bottle of champagne by Mrs. Lee Anne Kyle, wife of the late Robert A. Kyle, former president of

Federal Barge Line.

The *M/V Robert A. Kyle* will run between New Orleans and Cairo, Ill. with grain coal and other commodities.

The boat, with her SIU crew of eight, made her maiden run soon after being christened. On the return leg from New Orleans, the boat

pushed a tow of 56 barges, showing her power and versatility.

Among those in attendance at the christening were SIU representatives Bob Hall and Mike Dagon from the St. Louis hall.

Heartland Transportation and St. Louis Ship are subsidiaries of Pott Industries, Inc.



Here's a bird's eye view of the new Tug Robert A. Kyle (Heartland Transport) on the Mississippi in the port of St. Louis.



Mrs. Robert A. Kyle, widow of the late namesake of the tug, prepares to christen the boat with the traditional bottle of French champagne on a capstan as her two daughters flank her.

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

EQUAL RIGHTS: All members are guaranteed equal rights in employment and membership of the SIU. The 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 Drazak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11222.



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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

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(313) 794-4988

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(616) 352-4441

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(804) 622-1892

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(502) 443-2493

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(215) 336-3818

PINEY POINT, Md. St. Mary's County 20674
(301) 964-0010

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(713) 983-1679

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(415) 543-5855

SANTURCE, P.R. 1057 Fernandez, Juncos,
St. 20 00909
(809) 725-6960

SEATTLE, Wash. 2505 1 Ave. 98121
(206) 623-4334

ST. LOUIS, Mo. 4581 Gravois Ave. 63116
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TAMPA, Fla. 306 Plant Ave. 33606
(813) 251-6096

TOLEDO, Ohio 935 Summit St. 43604
(419) 248-3591

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

Dispatchers Report for Deep Sea

APRIL 1-29, 1982

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	3	6	0	2	2	0	7	13	0
New York	82	31	1	74	23	0	153	93	2
Philadelphia	4	4	0	4	4	0	9	12	0
Baltimore	16	6	0	20	16	0	27	6	0
Norfolk	11	10	0	15	14	0	19	18	0
Tampa	12	8	0	9	7	0	22	20	0
Mobile	18	6	0	7	9	0	29	8	0
New Orleans	56	23	1	49	23	0	144	44	3
Jacksonville	23	12	0	23	9	0	39	24	1
San Francisco	40	21	7	33	8	0	91	43	11
Wilmington	26	7	2	24	9	0	42	27	10
Seattle	32	12	6	31	14	0	69	28	7
Puerto Rico	3	2	0	22	7	2	12	1	0
Houston	52	24	1	46	29	0	102	34	4
Piney Point	1	2	0	2	15	0	1	2	0
Yokohama	0	0	0	0	1	1	1	0	0
Totals	379	174	18	361	190	3	767	373	38
ENGINE DEPARTMENT									
Boston	2	3	0	0	2	0	3	8	0
New York	76	23	0	44	11	0	157	66	2
Philadelphia	2	4	0	2	4	0	5	8	0
Baltimore	18	8	0	18	2	0	20	11	0
Norfolk	10	9	0	10	6	0	16	13	0
Tampa	9	7	0	9	5	0	20	13	2
Mobile	14	2	1	3	4	0	28	14	2
New Orleans	44	12	0	31	11	0	102	30	0
Jacksonville	18	7	0	34	9	0	33	10	1
San Francisco	34	17	5	27	3	0	66	40	9
Wilmington	16	5	4	12	11	0	24	15	7
Seattle	28	16	2	20	6	0	44	27	5
Puerto Rico	4	1	0	11	11	0	5	3	0
Houston	46	8	0	30	16	0	78	16	4
Piney Point	2	1	0	2	3	0	0	0	0
Yokohama	0	1	0	0	1	0	1	0	1
Totals	323	124	12	253	105	0	602	274	33
STEWARD DEPARTMENT									
Boston	0	1	0	1	3	0	1	2	0
New York	39	22	0	37	16	0	63	52	1
Philadelphia	0	1	0	1	2	0	3	3	0
Baltimore	8	4	0	18	5	0	12	5	0
Norfolk	5	5	1	5	15	0	10	9	2
Tampa	2	4	0	4	3	0	7	10	0
Mobile	13	1	0	3	5	0	24	1	0
New Orleans	27	4	0	28	6	0	54	16	0
Jacksonville	12	2	0	6	5	0	20	10	0
San Francisco	11	33	11	20	36	0	31	60	27
Wilmington	11	4	1	8	12	0	15	9	2
Seattle	11	5	0	22	11	0	20	11	6
Puerto Rico	3	2	0	3	5	0	5	2	0
Houston	24	2	0	24	7	1	47	6	0
Piney Point	0	2	0	0	20	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	166	92	13	180	151	1	312	196	38
ENTRY DEPARTMENT									
Boston	0	6	0				1	17	2
New York	17	85	14				30	280	55
Philadelphia	0	6	0				6	16	2
Baltimore	14	17	1				13	50	5
Norfolk	0	27	2				8	36	4
Tampa	2	17	0				4	36	4
Mobile	1	13	0				5	27	2
New Orleans	17	33	1				48	108	3
Jacksonville	11	24	2				17	49	1
San Francisco	18	54	47				22	154	138
Wilmington	2	26	15				4	49	35
Seattle	10	29	7				8	61	23
Puerto Rico	4	10	1				9	18	7
Houston	12	27	2				21	65	8
Piney Point	2	36	1				2	1	1
Yokohama	0	0	0				1	0	0
Totals	110	410	93				199	967	290
Totals All Departments	978	800	136	794	446	4	1,680	1,810	399

**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 April was up by 60 jobs from March. A total of 1,244 jobs were shipped in April to SIU contracted deep sea vessels. Of the 1,244 jobs shipped, 794 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people.



Dispatchers Report for Deep Sea

APRIL 1-29, 1982

Port	REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	3	6	0	2	2	0	7	13	0
New York	82	31	0	74	23	0	153	93	2
Philadelphia	4	4	0	4	4	0	5	12	0
Baltimore	16	6	0	20	16	0	27	6	0
Norfolk	11	10	0	15	14	0	19	18	0
Tampa	12	8	0	9	7	0	22	20	0
Mobile	18	6	0	7	9	0	25	8	0
New Orleans	56	23	0	49	23	0	144	44	1
Jacksonville	23	12	0	23	9	0	39	24	0
San Francisco	49	21	0	33	8	0	42	27	10
Wilmington	26	7	2	24	9	0	91	43	11
Seattle	32	12	6	31	14	0	69	28	7
Puerto Rico	3	2	0	22	7	2	12	1	0
Houston	52	24	0	46	29	0	102	34	4
Piney Point	1	2	0	2	15	0	1	2	0
Yokohama	0	0	0	0	1	1	1	0	0
Totals	378	174	18	361	190	3	767	373	38
ENGINE DEPARTMENT									
Boston	2	3	0	0	2	0	3	8	0
New York	76	23	0	44	11	0	157	66	2
Philadelphia	2	4	0	4	4	0	5	6	0
Baltimore	18	9	0	18	4	0	20	11	0
Norfolk	10	9	0	10	6	0	16	13	0
Tampa	9	7	0	9	5	0	28	13	0
Mobile	14	2	1	3	4	0	28	14	0
New Orleans	44	12	0	31	11	0	102	30	0
Jacksonville	18	7	0	27	3	0	33	10	0
San Francisco	34	17	5	27	3	0	66	40	0
Wilmington	16	5	4	12	1	0	24	15	7
Seattle	28	16	1	20	6	0	44	27	6
Puerto Rico	4	1	0	11	11	0	7	4	0
Houston	46	18	0	30	16	0	78	16	4
Piney Point	2	1	0	2	3	0	0	0	0
Yokohama	0	1	0	0	1	0	1	0	0
Totals	323	124	12	253	105	0	602	274	33
STEWARD DEPARTMENT									
Boston	0	1	0	37	16	0	1	2	0
New York	39	22	0	1	2	0	53	52	0
Philadelphia	0	1	0	18	5	0	3	3	0
Baltimore	5	5	0	15	15	0	10	9	0
Norfolk	13	4	0	4	3	0	7	10	0
Tampa	27	4	0	28	6	0	24	1	0
Mobile	12	2	0	6	6	0	54	16	0
New Orleans	11	33	1	20	36	0	20	10	0
Jacksonville	11	3	0	8	12	0	31	60	27
San Francisco	11	5	0	22	11	0	15	9	0
Wilmington	3	2	0	3	5	0	20	11	0
Seattle	24	2	0	24	7	1	47	6	0
Puerto Rico	0	0	0	0	20	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
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ENTRY DEPARTMENT									
Boston	0	6	0	1	3	0	1	17	2
New York	17	85	14	30	280	0	30	280	55
Philadelphia	6	6	0	13	16	0	6	16	2
Baltimore	14	17	1	13	50	0	13	50	5
Norfolk	2	27	2	8	36	0	8	36	4
Tampa	2	17	0	4	36	0	4	36	4
Mobile	1	13	0	4	27	0	5	27	3
New Orleans	17	33	1	48	108	0	17	49	1
Jacksonville	11	24	2	22	154	0	22	154	138
San Francisco	18	54	47	17	49	0	17	49	35
Wilmington	2	26	15	22	49	0	22	49	35
Seattle	10	29	7	4	61	0	4	61	23
Puerto Rico	4	10	2	2	18	0	2	18	7
Houston	12	27	2	21	65	0	21	65	8
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Yokohama	0	0	0	0	0	0	0	0	0
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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) 499-6600

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

ALPENA, Mich.: 800 N. 2 Ave. 49707
 (517) 354-3516

BALTIMORE, Md.: 1216 E. Baltimore St. 21202
 (301) 327-4900

CHICAGO, Ill.: 9402 S. Ewing Ave. 60617
 (312) 721-0733

CLEVELAND, Ohio: 1290 Old River Rd. 44113
 (216) 621-5450

COLUMBUS, Ohio: 2600 South High St., P.O. Box 0770, 43207
 (614) 497-2446

DULUTH, Minn.: 705 Medical Arts Building 55802
 (218) 722-4110

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 Monticomey St. 07302
 (201) 435-9424

MOBILE, Ala.: 1640 Dauphin Island Pkwy. 36605
 (205) 478-0918

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

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

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

PHILADELPHIA, Pa.: 2804 S. 4 St. 19148
 (215) 336-3818

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

PORT ARTHUR, Tex.: 534 9 Ave. 77640
 (713) 983-1678

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

SANTURCE, R.R.: 1057 Fernandez, Juncos, P.R. 00909
 Stop 20 00909
 (809) 725-6660

SEATTLE, Wash.: 2505 1 Ave. 98121
 (206) 623-4334

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

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

TOLEDO, Ohio: 935 Summit St. 43604
 (419) 249-3691

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

At Sea/Ashore

A Voyage for the Bulker Tamara Guilden

To May 31, the *Bulker Tamara Guilden* (Transport Commercial) will sail from a Gulf or Atlantic port to Haifa or Ashdod, Israel with a cargo of 22,000 tons of grain.

"Old Man of the Sea" Makes Front Cover

"O for a soft and gentle wind! I heard a fair one cry;
 But give to me the snoring breeze and white waves heaving high,
 my lads,
 The good ship tight and free—the world of waters is our home,
 And merry men are we."

So led off front cover feature article in the "Seven Days Magazine" of Strathroy, Ontario, Canada on Seafarer Gordon "Gordie" Stilton, 64, who at the age of 40 lit out for the sea embarking, he says, "on a voyage of change and growth, a rite of passage."

Brother Stilton explained "I went to sea spurred by economic necessity, but as a man said, 'sweet are the uses of adversity.' Adversity colors our lives. When called, I accepted my fate and looked on my experiences at sea as another trail, a road hitherto not taken, the end of which I did not know."

He has not now forsaken either the sea nor his legacy of almost 25 years as quartermaster on SIU ships sailing the Great Lakes and oceans. Between voyages he's on his farm outside of Kerwood, Ontario tending his chickens, garden, Arabian horse, yellow jackets and paper wasps.

However, it is in the sea that he carries his heart: "Ye take mine honour from me if ye take away the sea!" Gordon declared.

A big man in size and vision, Stilton, a loner and dreamer, ruminates in a compelling voice alluding to Shakespeare, the Bible, Omar Khayyam, Buddha, Freud, Prince Kropotkin and minor poets.

He describes seamen who make the sea their home as "a hard and fine bunch." Adding life on ship is a world unto itself. Though there is the companionship of shipmates working hard toward a common goal, the solitude is acute and man's natural aloneness bears down on a person with the weight of the oceans, he says.

When seamen talk, they generally speak about the imponderables of life, of the meaning and purpose of it all, he said. "The ship is a symbol of security. The captain a father figure."

Star of Texas Keeps on Shinin'

To May 31, the *Bulker Star of Texas* (Titan Navigation) will from a Gulf or Atlantic port carry 33,500 tons of grain to Haifa or Ashdod, Israel.

Biggest SIU Barge for Hawaiian Run

The biggest integrated tug-barge ever built and launched in the U.S. for the SIU-contracted California & Hawaiian Sugar Co. of San Francisco will enter service late this year.

The 37,000 dwt \$46-million tug-barge is 643 feet long, has a 84-foot beam and a twin-hull catamaran tug to lock into the barge.



Here's the softball nine of the LNG Gemini (Energy Transport) which sailed over the Bontain (Indonesia) Terminal team 10 to 5. They are (front l. to r.) GSU Serge Washington and AB Anthony Heindol. Center (l. to r.) GSU Timothy Fitzgerald, OS Eric Doughty and GSU Kevin Willard. In the rear (l. to r.) are Wiper Charlie Brown, 2nd Mate Jeff Mudger, Deck Cadet John Grimaldi and OS James Gregory.



A warm 'aloha' to Jean Ingrassia (center) secretary-treasurer of the AFL-CIO Maritime Trades Department who recently received a bouquet of posies from (on her right) Recertified Bosun Maurice "Duke" Duet, ship's chairman, on behalf of the SIU crew of the SS *Oceanic Independence* (American Hawaii Cruises). With her on the cruise were (l. to r.) L. Kelley, G. Abbott, J. Matsushima, D. Reed, A. Block, D. Hanks, J. Mansfield, D. Malone and R. Eckstrom.

LASH Robert E. Lee to Chittagong

To May 31, the *LASH Robert E. Lee* (Waterman) will haul 11,316 metric tons of bagged rice to Chittagong or Chaina, Pakistan from a Gulf port.

Maritime Day Set for Kings Point

The port of New York's annual celebration of National Maritime Day on Saturday May 22 will be held at the U.S. Maritime Academy, Kings Point, L.I.

Ceremonies attended by labor, management and government dignitaries are set to start at 10 a.m. with a parade followed by the opening of the American Merchant Marine Museum and a service for seafarers who passed away in the past year.

Delta Ships on June-July Trips

From June 1 to July 20, the *SS Del Valle*, *SS Del Oro*, *SS Del Rio* and the *SS Del Sol* (all Delta Line) will each from a Gulf port carry 4,725 metric tons of bagged rice to Monrovia, Liberia.

Search for Carrier Intrepid Ex-Crewmen

Former crewmembers of the 900-foot World War II *USN Aircraft Carrier Intrepid* are being sought for a reunion aboard the ship in New York Harbor in July.

The carrier is being converted into a unique Sea-Air-Space Museum open to the public on July 4. Anyone who has served on the *Intrepid* or knows someone who has is asked to call 800-223-2033 to join the reunion.

It's A Good Idea!



It's a good idea to specialize in skills that are needed today—and that will guarantee JOB SECURITY. It's a good idea to learn marine electrical maintenance.

So take the course. The Marine Electrical Maintenance class starts July 19. Enroll now. Contact your SIU Field Representative, SHLSS, or fill out the application in this issue of the Log.

Pensioner's Corner



Jack Poy Mar, 62, joined the SIU in the port of New Orleans in 1961 sailing as a chief steward. Brother Mar sailed 33 years. He was born in the British Crown Colony of Hong Kong and is a naturalized U.S. citizen. Seafarer Mar is a resident of Daly City, Calif.



William James Meehan Jr., 65, joined the SIU in 1948 in the port of Norfolk. Brother Meehan sailed 47 years. Meehan graduated from the Union's Recertified Bosuns Program in February 1974. He also sailed as a 2nd mate and is an amateur meteorologist. Seafarer Meehan hit the bricks in the 1961 Greater N.Y. Harbor beef. And he is a veteran of the U.S. Navy in World War II. Born in Mathews, Va., he is a resident of Norfolk.



Fred Emilila Nasalga, 65, joined the SIU in the port of Wilmington, Calif. in 1967 sailing as an AB. Brother Nasalga sailed 40 years. He was born in the Philippine Is. and is a resident of San Francisco.



Eugenio Nunez, 72, joined the SIU in 1939 in the port of New York sailing as an AB. Brother Nunez sailed 51 years. He was born in Puerto Rico and is a resident of Catano, P.R.



Harold Hassell Overton, 65, joined the SIU in the port of Norfolk in 1961 sailing as a 3rd cook. Brother Overton is a veteran of the U.S. Air Force in World War II and the Korean War. He was born in Windsor, N.C. and is a resident of Chesapeake, Va.



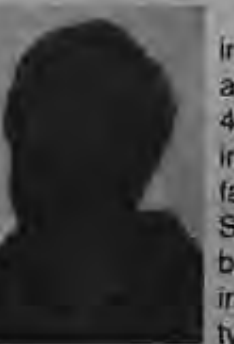
Augusto Lopez Pacheco, 62, joined the SIU in the port of New York in 1962 sailing as a 3rd cook. Brother Pacheco sailed 32 years and during the Korean War. He also sailed inland for Crowley Maritime in 1980. Seafarer Pacheco walked the picketline in the 1965 District Council 37 strike. A native of the Philippines, he is a resident of Daly City, Calif.



Floyd Luther Pence, 56, joined the SIU in 1944 in the port of New York. Brother Pence graduated from the Union's Recertified Bosuns Program in August 1974. He also sailed inland as an AB for G&H Towing from 1976 to 1982. Seafarer Pence is a veteran of the U.S. Army in the Korean War. Born in Madison County, Texas, he is a resident of Houston.



Lanix Francis Reed, 65, joined the SIU in the port of Lake Charles, La. in 1958 sailing as an AB. Brother Reed was born in Mamou, La. and is a resident of Eunice, La.



Israel Rhoden, 70, joined the SIU in 1943 in the port of New York sailing as a cook. Brother Rhoden sailed 44 years. He was on the picketline in the 1961 N.Y. Harbor beef. Seafarer Rhoden also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1970 to 1982. Born in Alabama, he is a resident of Amityville, L.I., N.Y.



Joseph Patrick Saide Jr., 63, joined the SIU in 1946 in the port of Houston sailing as an AB. Brother Saide was born in Little Rock, Ark. and is a resident of Nederland, Tex.



Florentino Crespo Sayo, 61, joined the SIU in the port of New York in 1958 sailing as a chief electrician. Brother Sayo sailed 37 years. He also worked as an electrician for Todd Shipyards, Erie Basin, Brooklyn, N.Y. Seafarer Sayo was born in Manila, P.I. and is a resident of Daly City, Calif.



William Richard Smith Sr., 65, joined the SIU in the port of New York in 1952 sailing as a cook. Brother Smith is a veteran of the U.S. Navy in World War II. He was born in Florida and is a resident of Houston.



Stewart Withrow Wier, 68, joined the SIU in the port of New Orleans in 1962 sailing as a cook. Brother Wier sailed 32 years. He is a veteran of the pre-World War II U.S. Navy. Seafarer Wier was born in Atlanta, Ga. and is a resident of Seattle.



Earl Hammond Young, 64, joined the SIU in 1938 in the port of Norfolk sailing as an AB. Brother Young sailed 50 years. He was born in Maine and is a resident of 8 Mile, Ala.



Chester Albert Yow, 65, joined the SIU in 1946 in the port of Jacksonville sailing as a BR utility. Brother Yow walked the picketline in the 1961 Greater N.Y. Harbor beef. He was born in Missouri and is a resident of Jacksonville.



Thomas Michael Breslin, 70, joined the Union in the port of Philadelphia in 1963 sailing as a cook for IOT from 1962 to 1966 and for Curtis Bay Towing from 1966 to 1974. Brother Breslin was a former member of the International Union of Operating Engineers from 1960 to 1963. He is a veteran of the British Merchant Marine Navy from 1939 to 1945. Boatman Breslin was born in Ireland and is a U.S. naturalized citizen. He is a resident of Woodbury, N.J.



Carson Williams Mathews Jr., 65, joined the Union in the port of Norfolk in 1960 sailing as a chief engineer for G & H Towing from 1953 to 1972 and on the *Tug Socrates* (Allied Towing) from 1972 to 1977. Brother Mathews sailed 29 years. He was a former member of the UMW Union, District 50 from 1950 to 1960. Boatman Mathews was born in Aydtlett, N.C. and is a resident there.



Francis "Frank" Joseph Schumacher, 55, joined the SIU in 1947 in the port of Baltimore sailing as a bosun. Brother Schumacher received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Elizabeth*. Seafarer Schumacher is a veteran of the U.S. Army in the Korean War. He was born in Connecticut and is a resident of Evansville, Ind.



Salbato Serio, 57, joined the SIU in 1943 in the port of New Orleans sailing as a FOWT. Brother Serio was born in Hammond, La. and is a resident of New Orleans.



John Edward Silky, 65, joined the SIU in 1944 in the port of Mobile sailing as an AB. Brother Silky was born in Jersey City, N.J. and is a resident of New Orleans.



Lawrence Smith, 65, joined the SIU in 1947 in the port of New Orleans sailing as a cook. Brother Smith is a veteran of the U.S. Army in World War II. He was born in Gretna, La. and is a resident of New Orleans.



Richard William Smith, 65, joined the SIU in the port of Seattle in 1958 sailing as a chief cook. Brother Smith was born in New Jersey and is a resident of San Diego.



Harold Stivers, 61, joined the SIU in 1942 in the port of New York sailing as a bosun. Brother Stivers was born in Wilkes-Barre, Pa. and is a resident of Channelview, Tex.



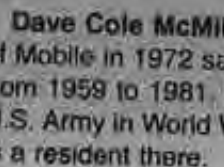
William Joseph Smith, 65, joined the SIU in the port of New York in 1955 sailing as a FOWT. Brother Smith sailed 35 years. He was born in Brooklyn, N.Y. and is a resident of Jersey City, N.J.



John Doyle, 65, joined the Union in the port of Detroit in 1964 sailing as an AB and wheelsman. Brother Doyle sailed 28 years. He was born in Pennsylvania and is a resident of Englewood, Fla.



Robert James Garvey, 62, joined the Union in the port of Milwaukee, Wisc. in 1961 sailing as a linesman and oiler for Merritt, Chapman and Scott from 1959 to 1961 and for Great Lakes Towing from 1961 to 1981. Brother Garvey sailed for 29 years. He is a veteran of the U.S. Navy in World War II. Laker Garvey was born in Kaukawnna, Wisc. and is a resident of Greendale, Wisc.



Dave Cole McMillan, 61, joined the Union in the port of Mobile in 1972 sailing as a pilot for Radcliffe Materials from 1959 to 1981. Brother McMillan is a veteran of the U.S. Army in World War II. He was born in Uria, Ala. and is a resident there.



Jack Poy Mar, 62, joined the SIU in the port of New Orleans in 1961 sailing as a chief steward. Brother Mar sailed 33 years. He was born in the British Crown Colony of Hong Kong and is a naturalized U.S. citizen. Seafarer Mar is a resident of Daly City, Calif.



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Pensioner's Corner



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Carson Williams Mathews Jr., 65, joined the Union in the port of Norfolk in 1960 sailing as a chief engineer for G & H Towing from 1953 to 1972 and on the *Tug Socrates* (Allied Towing) from 1972 to 1977. Brother Mathews sailed 29 years. He was a former member of the UMW Union, District 50 from 1950 to 1960. Boatman Mathews was born in Aydtlett, N.C. and is a resident there.



Francis 'Frank' Joseph Schumacher, 55, joined the SIU in 1947 in the port of Baltimore sailing as a bosun. Brother Schumacher received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Elizabeth*. Seafarer Schumacher is a veteran of the U.S. Army in the Korean War. He was born in Connecticut and is a resident of Evansville, Ind.



Salbato Serio, 57, joined the SIU in 1943 in the port of New Orleans sailing as a FOWT. Brother Serio was born in Hammond, La. and is a resident of New Orleans.



John Edward Silky, 65, joined the SIU in 1944 in the port of Mobile sailing as an AB. Brother Silky was born in Jersey City, N.J. and is a resident of New Orleans.



Lawrence Smith, 65, joined the SIU in 1947 in the port of New Orleans sailing as a cook. Brother Smith is a veteran of the U.S. Army in World War II. He was born in Gretna, La. and is a resident of New Orleans.



Richard William Smith, 65, joined the SIU in the port of Seattle in 1958 sailing as a chief cook. Brother Smith was born in New Jersey and is a resident of San Diego.



Harold Stivers, 61, joined the SIU in 1942 in the port of New York sailing as a bosun. Brother Stivers was born in Wilkes-Barre, Pa. and is a resident of Channelview, Tex.



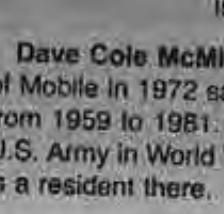
William Joseph Smith, 65, joined the SIU in the port of New York in 1955 sailing as a FOWT. Brother Smith sailed 35 years. He was born in Brooklyn, N.Y. and is a resident of Jersey City, N.J.



John Doyle, 65, joined the Union in the port of Detroit in 1964 sailing as an AB and wheelman. Brother Doyle sailed 28 years. He was born in Pennsylvania and is a resident of Englewood, Fla.



Robert James Garvey, 62, joined the Union in the port of Milwaukee, Wisc. in 1961 sailing as a linesman and oiler for Merritt, Chapman and Scott from 1959 to 1961 and for Great Lakes Towing from 1961 to 1981. Brother Garvey sailed for 29 years. He is a veteran of the U.S. Navy in World War II. Laker Garvey was born in Kaukauna, Wisc. and is a resident of Greendale, Wisc.



Dave Cole McMillan, 61, joined the Union in the port of Mobile in 1972 sailing as a pilot for Radcliffe Materials from 1959 to 1981. Brother McMillan is a veteran of the U.S. Army in World War II. He was born in Utah, Ala. and is a resident there.

15 N.Y. Labor Unions Endorse Cuomo for Governor

A press conference announcing the support of a large majority of the New York labor movement for New York Democratic gubernatorial candidate Mario Cuomo was held on May 6, 1982 at a Manhattan hotel.

Cuomo, presently Lieutenant Governor of the State of New York, received the endorsement of 15 major unions including the SIU. Cuomo's opposition in the Democratic primary is New York City Mayor Ed Koch.

SIU President **Frank Drozak**, who attended the press conference, is co-chairman of the Labor Committee for Mario Cuomo along with **Jack Sheinkman**, secretary-treasurer of the Clothing and Textile Workers, and **John Kelly**, president of the Office and Professional Employees Union.

The Labor Committee for Cuomo

pledged at the Conference to "back Cuomo to the fullest extent of our resources because he supports political, social and economic programs needed to restore sanity,

humanity and equity in government." The 15 Unions supporting Cuomo represent over one million unionized workers statewide in New York. Among the unions supporting

Cuomo are the Communications Workers; ILGWU; Transit Workers; UFCW; BRAC and the Steelworkers, as well as Teamsters Local 840 and AFSCME.



New York Lieutenant Governor Mario Cuomo shown here at press conference picked up the support of 15 major Unions in his bid to win the Democratic primary for Governor. SIU President Frank Drozak is in background immediately to Cuomo's left.

For Licensing and Seamen's Documentation Services:

USCG Consolidating Into 16 Regional Centers

Washington, D.C.—The United States Coast Guard has announced that they are consolidating all licensing and seamen's documentation activities into 16 **Regional Examination Centers** effective July 1, 1982. According to the Coast Guard it is taking this action due to Federal budgetary restraints.

One of the major licensing and documentation centers ceasing such activity is the **Philadelphia** operation. All such business at the Philadelphia office, according to the Coast Guard, will be concluded as of June 11, 1982. All licensing and documentation records presently held by the Philadelphia office

will be transferred to the Baltimore Regional Examination Center.

A statement released by the Coast Guard concerning the consolidation into 16 RECs said that because "of present and foreseeable budgetary and personnel limitations, the licensing and certification functions can no longer be administered at the locations of every Officer in Charge, Marine Inspection." The statement went on to say that the 16 RECs "will be the only issuing location for those licenses or certificates required".

Following is a complete list of the REC offices,

and the areas they will be serving. Of course, a seaman may use any of the offices for licensing exams, etc., regardless of where he lives:

REC Locations	Expanded service area (locations of offices formerly providing the service)
Boston, MA	Portland, ME, Providence, RI, Albany, NY
New York, NY	Philadelphia, PA, Albany, NY
Baltimore, MD	Philadelphia, PA, Norfolk, VA, Wilmington, NC, Pittsburgh, PA
Miami, FL	Tampa, FL, Jacksonville, FL, San Juan, PR
Charleston, SC	Wilmington, NC, Savannah, GA, Jacksonville, FL
New Orleans, LA	Mobile, AL
Houston, TX	Port Arthur, TX, Galveston, TX, Corpus Christi, TX
Memphis, TN	Louisville, KY, Paducah, KY, Nashville, TN
St. Louis, MO	Louisville, KY, Cincinnati, OH, Minneapolis/St. Paul, MN
Toledo, OH	Cleveland, OH, Buffalo, NY, Detroit, MI, Duluth, MN, St. Ignace, MI, Chicago, IL, Milwaukee, WI, Sturgeon Bay, WI, Huntington, WV
Long Beach, CA	San Diego, CA
San Francisco, CA	Unchanged
Seattle, WA	Portland, OR
Anchorage, AK	Valdez, AK
Juneau, AK	Unchanged
Honolulu, HI	Guam, MI

542301

UNITED STATES COAST GUARD

1-1

BECOME A 3RD ASSISTANT ENGINEER

This is a 10 week course to prepare you for the license examination for *Third Assistant Engineer*, Motor or Steam.

The requirements for this course are 3 years seetime.

Course starts August 16.

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.

SIU Scholarship Program Celebrates 30th

This year marks the 30th anniversary of the SIU Scholarship Program which was begun in 1952 to help Seafarers and their dependents advance their educational goals.

For 1982, the Scholarship Selection Committee has awarded \$70,000 to four Seafarers and four dependents. Included, for the first time, is an award to a woman Seafarer.

This year's winners bring to 49 the number of active seamen and boatmen who have been given scholarships since the Program's inception. The number of dependents who have received such awards is now 112, for a total of 171.

Two SIU members each received \$10,000 awards to be used over four years of college. They are: **Daniel W. Gifford**, 28, of New Orleans, La., and **Barbara Jane Malecek**, 25, of Seattle, Wash.

Two Seafarers also received \$5,000 two-year awards. They are: **Robert E. Torgerson**, 27, of Brooklyn, N.Y. and **James E. Venskus**, 27, of Annadale, Va.

Recipients of the \$10,000 four-year dependent awards were: **Christine Lisa LeBleu**, 18, daughter of SIU Boatman John C. LeBleu, Sr.; **Jane Frances McGreal**, 17, daughter of Boatman Thomas McGreal; **Helen D. Rigby**, 18, daughter of Boatman Robert Rigby, and **B. Carol Simms**, 17, daughter of Boatman Ronald Simms.

In case any of the winners do not accept the scholarships, alternates were chosen. For the \$10,000 seaman award, the alternate was Seafarer Stephen Long, 26, of Vallejo, Calif. For the \$5,000 seaman scholarship, the alternate was James M. Gavelek, 28, of North Olmsted, Ohio. For the dependent awards, two alternates were chosen. The first was Cecelia Claire Adams, 18, daughter of Seafarer John Thomas Adams. The second was Johanna Mae Hearn, 18, daughter of SIU Boatman Robert W. Hearn.

The SIU educational grants are named the "Charlie Logan Scholarship Program," and come under the auspices of the Seafarers Welfare Plan.

Charlie Logan, a man who was a good friend of the SIU for many years and who had been a consultant to the Union Plans' Board of Trustees, passed away in 1975.

Besides being a labor consultant, Charlie Logan also worked as an arbitrator and was widely known as a humanitarian and a strong supporter of the working man. He was

especially interested in charitable and educational programs that helped young people.

He also helped set up the Seafarers Welfare Plan Scholarship Program and then spared no effort to build the Program up to its current level.

Impartial Selection Panel

As in previous years, the 1982 scholarship winners were selected by an impartial panel of scholars who are well qualified to judge the academic merit of the applicants.

This year's Scholarship Selection Committee, which announced the winners on April 30, was made up of: **Dr. Charles O'Connell, Jr.**, vice president and dean of students at the University of Chicago; **Dr. Charles Lyons**, chancellor, Fayetteville State University, Fayetteville, N.C.; **Dr. Gayle Olson**, associate dean of the Graduate School at the University of New Orleans; **Dr. Trevor D. Carpenter**, dean of student personnel and community service at Charles County Community College in LaPlata, Md., and the **Rev. Dr. David Boileau**, professor of philosophy.

The Selection Committee based its decisions on the scholastic ability and character of the applicants. High school grades, Scholastic Aptitude Tests or American College Test scores, letters of recommendation, and other evidence of good character and qualities of leadership were among the criteria considered by the Selection Committee.

According to the rules of the Program, the scholarships may be used at any accredited school, college, or university in the United States and its territories. The course of study must lead to a standard two or four year academic or vocational degree or certificate.

Daniel W. Gifford

When Seafarer Daniel W. Gifford took the General Educational Development exam in October of 1981, "he received the highest score ever recorded" at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., according to instructor Donna J. Curtis.

Brother Gifford had dropped out of high school in the 12th grade. He joined the SIU in the port of New Orleans in 1970 and sailed for awhile in the steward department before switching over to the engine department where he upgraded to QMED.

Gifford went through the Lundeberg School's trainee program in 1970 and returned in late 1981 to

get his GED diploma as well as to take courses in diesel, refrigeration maintenance, and math.

Brother Gifford plans to pursue a career in business administration at either Tulane University in New Orleans, or at the University of New Orleans.

Barbara Jane Malecek

Another scholarship winner who dropped out of high school is Barbara Jane Malecek. She later got a high school equivalency diploma and has gone on to succeed and excel in just about everything she has undertaken.

Sister Malecek, who sails in the engine department, seems to be putting a series of "firsts" under her belt. Not only is she the first woman Seafarer to receive an SIU scholarship, but she was in the first trainee class to have women Seafarers at Piney Point. She was the first woman trainee bosun at the SHLSS, the first woman to earn an FOWT rating at the School, and the first to sail as QMED.

Malecek, who graduated from the Union's "A" Seniority Program in 1981, also completed an LNG program at the Lundeberg School.

Sister Malecek's goal is to become an engineer. She wants to study electrical or mechanical engineering at the University of Washington in Seattle, Wash.

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Selected as "one of the outstanding students" in his Lundeberg School entry class in 1974, Seafarer Robert Torgerson is now sailing in the engine department as a QMED.

Besides going through the trainee program, Torgerson returned to the SHLSS to take a number of upgrading courses, including marine electrical maintenance, refrigeration systems and operations, and diesel. He also graduated from the SIU's "A" Seniority Upgrading Program.

Brother Torgerson, who plans to eventually sit for his engineer's license, would like to study electronic engineering at the Union Technical Institute in Eatontown, N.J., the Coyne American Institute in Chicago, Ill., or the Union City Technical Institute in Scotch Plains, N.J.

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Able Seaman James Venskus will be using his \$5,000 scholarship to help him complete his studies in Business Administration at George Mason University in Fairfax, Va.

Brother Venskus, who graduated from the SHLSS entry program in 1976, completed the Union's "A" Seniority Upgrading Program in 1981. Venskus hopes to go on to graduate school for his Masters in Business Administration after completing his college studies.

SIU Member/Winners



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Seafarer Barbara Jane Malecek



Seafarer Robert E. Torgerson



Seafarer James E. Venskuskus

Year By Giving \$70,000 in College Grants

Proud Winning Dads



Boatman John C. LeBleu, Sr.



Boatman Thomas McGreal



Boatman Robert Rigby



Boatman Roland Simms

Christine Lisa LeBleu

A resident of Chataignier, La., Christine Lisa LeBleu is a freshman at Louisiana State University in Eunice where she maintained a straight "A" average in her first semester.

Ms. LeBleu, who wants to major in Home Economics, graduated in 1981 from Chataignier High School where she also maintained an "A" average and was valedictorian of her graduating class.

Ms. LeBleu's father, John C. LeBleu, Sr., is a boiler tankerman with National Marine Service. Born in Mamou, La., the 41-year old Boatman joined the SIU in 1963 in Port Arthur, Tex.

Jane Frances McGreal

A strong scholastic record as well as active involvement in sports have marked the high school career of Jane Frances McGreal.

She is a member of the National Honor Society as well as captain of the Varsity basketball team at her high school, St. Michael's Academy in New York City.

Ms. McGreal, who lives in New York City, also coaches younger

children as a member of the Lenox Hill Neighborhood Association.

She has not chosen a definite field of study as yet but she is thinking about going into either pre-law or physical therapy. McGreal has applied to a number of schools in the New York area including St. John's University, Fordham University, and Hunter College.

Her father, Boatman Thomas J. McGreal, works as a mate for the New York Dock Railway. Fifty-five years old, Brother McGreal was born in Queens, N.Y. He joined the Union in 1960 in the port of New York.

Helen D. Rigby

A member of the French and Spanish clubs and the National Forensic League, Helen Rigby would like to major in languages at either the University of St. Thomas in Houston, Tex. or the

University of Houston. Ms. Rigby, who is resident of Bacliff, Tex., would also like to minor in business studies while at college.

She is currently completing her final term at Dickinson High School in Dickinson, Tex.

Her father, Boatman Robert Rigby, has been working as a mate for Crowley Towing. He joined the Union in 1957 in the port of New Orleans. Brother Rigby, 52 years old, was born in Pensacola, Fla.

B. Carol Simms

In a letter of recommendation, the governor of Delaware, Pierre S. DuPont IV, wrote that B. Carol Simms "was a student in the 1980 Delaware Governor's School for Excellence, a program for high-achieving 10th grade students from throughout Delaware."

He explained that "only the top

achievers in each school were selected." Ms. Simms, who lives in Lewes, Del., is completing her final term at Cape Henlopen High School in Lewes, where she is the top student in her class.

She has been accepted to the University of Delaware and plans to go there to study computer science. Eventually she hopes to continue for her Masters Degree. Her ultimate goal is to become a systems analyst.

Ms. Simms' father, Roland Simms, works as an AB aboard SIU-contracted tugs on the East Coast. The 39-year old Boatman, who was born in Lewes, joined the Union in the port of Philadelphia in 1978.

SIU Dependent/Winners



Jane Frances McGreal



Helen D. Rigby



Christine Lisa LeBleu



B. Carol Simms

CELESTIAL NAVIGATION

A SKILL ALL SEAFARERS SHOULD KNOW

Enroll in the Celestial Navigation Course at SHLSS. It'll help you earn 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 August 9

Navigator Delivers 250 Millionth SPR Barrel

Baton Rouge, La.—Speeches and ceremonies greeted the SIU-contracted *S.S. Cove Navigator* (Cove Tankers) on Apr. 5 as the tanker unloaded the 250 millionth barrel of oil for the U.S. Strategic Petroleum Reserve at St. James Marine Terminal, 30 miles southeast of here.

The landmark SPR delivery, part of a 239,000 barrel shipment of Mexican crude, was pumped into terminal storage tanks from the *Cove Navigator* for later transshipment via pipeline to an SPR storage site at Weeks Island, La., 69 miles away.

Attending ceremonies marking the 250 millionth barrel delivery last month were Louisiana Governor **David C. Treen**, former President **Gerald R. Ford** and U.S. Energy Secretary **James B. Edwards**. Edwards called the delivery, which represents one-third of the 750 mil-

lion barrel SPR target, "a major step along the way to providing our country with the insurance policy so sorely needed to protect against future oil supply interruptions."

The Strategic Petroleum Reserve was created under the Energy Policy & Conservation Act of 1975 to protect the U.S. from vulnerability to oil supply disruptions such as the 1973-74 Arab oil embargo.

SPR stockpiles are expected to increase to 343 million barrels by the end of Fiscal Year 1983 and to reach the 750 million barrel goal by 1990. At a national use rate of 4.5 million barrels per day, 750 million barrels would last the U.S. six months.

SPR oil is stored in four underground salt domes and one salt mine along the Texas and Louisiana gulf coasts. The sites are Bryan Mound in Texas and Bayou Choctaw, West

Hackberry, Sulphur Mines and Weeks Island, La. Existing storage sites are now being expanded.

Congress appropriated \$3.9 billion for the SPR program in fiscal 1982 which included \$3,684 million for oil acquisition and transportation.

Shipments for the government-funded SPR program are covered by Titles I and II of PL-480 which requires "at least 50 percent of all government-generated cargoes be moved on U.S.-flag vessels." However, since SPR shipments resumed after a year-long halt in 1979, only about 22 percent of that oil has been carried on U.S.-flag vessels.

The SIU, along with many U.S.-flag tanker companies, have

repeatedly tried to get the Department of Energy, which administers the SPR program, to comply with the 50 percent U.S. flag requirement.

The DOE claims 48 percent of all SPR oil deliveries are moved on U.S. bottoms. However, the Energy Dept. total includes the SPR oil brought down from Alaska, a domestic run which must be moved entirely on U.S. ships under the Jones Act.

Since the beginning of this year, most SPR oil has been brought in under a long-term contract with Petroleas Mexicanos, the state-owned oil company. The 50 percent U.S.-flag requirement is largely complied with for the 50,000 barrels shipped daily from Mexico.



The SIU-crewed *Cove Navigator*, loaded with the 250 millionth barrel of Strategic Petroleum Reserve oil, approaches St. James Marine Terminal, La.



Former President Gerald Ford speaking at ceremonies marking the delivery of the 250 millionth barrel of SPR oil aboard the SIU tanker *Cove Navigator*. Other ceremony participants included Energy Secretary James Edwards (left) and Louisiana's Governor David Treen.

Point by Point Rebuttal of Reagan Administration Position

continued from page 4

from U.S.-flag participation in our bulk trades. The Department of Agriculture stated that agricultural exports would be reduced. The USTR and the Department of Commerce fear that coal exports would be similarly reduced. The Agency for International Development (AID) said that cargo sharing would add to the cost of assistance programs under which a 50 percent

U.S.-flag share is required. The Department of Transportation believes that exports in general will be harmed.

SIU Rebuttal 4

Transportation cost figures being thrown about by opponents of cargo sharing are greatly inflated. Several studies within the maritime industry have shown that additional costs for using U.S.-flag vessels are min-

imal, particularly when compared to the inland transportation costs in the U.S. Shipping costs in general make up only a small portion of delivered price and thus are unduly blamed for overall price increases.

In addition, demand for U.S. bulk products, particularly coal and grain, is not heavily dependent on price. The U.S. is the key swing supplier of these commodities and world-

wide demand for them is affected by production situations, not incremental price changes. AID's program would not be affected at all by the legislation. The Department of Transportation's concerns were answered above.

Administration Position 5

The Departments of Justice and Transportation expressed concern that the program of cargo sharing might create additional regulation of the U.S. maritime industry requiring Federal apparatus to manage the agreements.

SIU Rebuttal 5

Although bilateral agreements negotiated under the legislation may be numerous, it is not clear whether this will entail a larger Federal bureaucracy. In any case, the legislation leaves this open to future arrangements and these could be designed to avoid excess costs and regulation. Much of the machinery necessary for monitoring such agreements is already in place. A certain amount of self-policing could also be made part of the agreements.

Dispatchers Report for Great Lakes

April 1-29, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac	156	21	2	181	58	0	74	22	6
ENGINE DEPARTMENT									
Algonac	92	13	0	114	23	0	47	15	4
STEWARD DEPARTMENT									
Algonac	27	6	0	55	17	0	13	5	2
ENTRY DEPARTMENT									
Algonac	141	86	13	0	0	0	83	92	30
Totals All Departments	416	126	15	350	98	0	217	134	42

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

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The SIU, along with many U.S.-flag tanker companies, have

repeatedly tried to get the Department of Energy, which administers the SPR program, to comply with the 50 percent U.S. flag requirement.

The DOE claims 48 percent of all SPR oil deliveries are moved on U.S. bottoms. However, the Energy Dept. total includes the SPR oil brought down from Alaska, a domestic run which must be moved entirely on U.S. ships under the Jones Act.

Since the beginning of this year, most SPR oil has been brought in under a long-term contract with Petroleas Mexicanos, the state-owned oil company. The 50 percent U.S.-flag requirement is largely complied with for the 50,000 barrels shipped daily from Mexico.



Former President Gerald Ford speaking at ceremonies marking the delivery of the 250 millionth barrel of SPR oil aboard the SIU tanker *Cove Navigator*. Other ceremony participants included Energy Secretary James Edwards (left) and Louisiana's Governor David Treen.



The SIU-crewed *Cove Navigator*, loaded with the 250 millionth barrel of Strategic Petroleum Reserve oil, approaches St. James Marine Terminal, La.

Point by Point Rebuttal of Reagan Administration Position

continued from page 4

from U.S.-flag participation in our bulk trades. The Department of Agriculture stated that agricultural exports would be reduced. The USTR and the Department of Commerce fear that coal exports would be similarly reduced. The Agency for International Development (AID) said that cargo sharing would add to the cost of assistance programs under which a 50 percent

U.S.-flag share is required. The Department of Transportation believes that exports in general will be harmed.

SIU Rebuttal 4

Transportation cost figures being thrown about by opponents of cargo sharing are greatly inflated. Several studies within the maritime industry have shown that additional costs for using U.S.-flag vessels are min-

imal, particularly when compared to the inland transportation costs in the U.S. Shipping costs in general make up only a small portion of delivered price and thus are unduly blamed for overall price increases.

In addition, demand for U.S. bulk products, particularly coal and grain, is not heavily dependent on price. The U.S. is the key swing supplier of these commodities and world-

wide demand for them is affected by production situations, not incremental price changes. AID's program would not be affected at all by the legislation. The Department of Transportation's concerns were answered above.

Administration Position 5

The Departments of Justice and Transportation expressed concern that the program of cargo sharing might create additional regulation of the U.S. maritime industry requiring Federal apparatus to manage the agreements.

SIU Rebuttal 5

Although bilateral agreements negotiated under the legislation may be numerous, it is not clear whether this will entail a larger Federal bureaucracy. In any case, the legislation leaves this open to future arrangements and these could be designed to avoid excess costs and regulation. Much of the machinery necessary for monitoring such agreements is already in place. A certain amount of self-policing could also be made part of the agreements.

Dispatchers Report for Great Lakes

April 1-29, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Algonac	156	21	2	181	58	0	74	22	6
Port									
Algonac	92	13	0	114	23	0	47	15	4
Port									
Algonac	27	6	0	55	17	0	13	5	2
Port									
Algonac	141	86	13	0	0	0	83	92	30
Totals All Departments	416	126	15	350	98	0	217	134	42

*"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.



Pensioner **Paul Orville Lacy**, 71, died of burns and suffocation in a fire in his house in Pocahontas, Ark. on Apr. 4, 1981. Brother Lacy joined the Union in the port of Duluth, Minn. in 1951 sailing as an AB. He was born in Cotter, Ark. Interment was in Clearview Cemetery, Randolph County, Ark. Surviving is his sister, Mrs. Fern L. Booth of Oakland, Calif.



William Francis Larkin, 55, succumbed to cancer in the Brentwood Care Center, Sagamore Hills, Ohio on Sept. 30, 1981. Brother Larkin joined the Union in the port of Cleveland in 1968 sailing as a linesman for Great Lakes Dredge and Dock Co. He was a veteran of the U.S. Navy in World War II. Laker Larkin was born in Branchdale, Pa. and was a resident of Macedonia, Ohio. Burial was in Holy Cross Cemetery, Brook, Ohio. Surviving is his widow, Ann.



Richard Johnson, 58, succumbed to cancer in the Mobile Infirmary on Feb. 9. Brother Johnson joined the Union in the port of Houston in 1974 sailing as a deckhand, mate and captain for Dixie Carriers and National Marine Service. He was a veteran of the U.S. Navy during the Korean War. Boatman Johnson was born in Mobile and was a resident of Coden, Ala. Burial was in the Dorlon Cemetery, Heron Bay, Ala. Surviving are his widow, Joyce; a son, Andrew Jr.; four daughters, Theresa, Andrea, Cynthia and Gladys and his mother, Gladys of Coden.

Pensioner **Edgar Linden Cole**, 66, died of heart disease at home in San Francisco on Jan. 12. Brother Cole joined the SIU-merged Marine Cooks & Stewards Union (MC&S) in the port of San Francisco in 1978 sailing for American President Line (APL). He first sailed on the West Coast in 1955 and also sailed during World War II. Cole was born in Hansford, W. Va. Cremation took place in the Bahia Valley Crematory, Novato, Calif.

Pensioner **James Andrew Williamson** Sr., 56, died of a hemorrhage in the McGuire U.S. Veterans Administration (VA) Hospital, Richmond, Va. on Jan. 8. Brother Williamson joined the Union in the port of Norfolk in 1961 sailing as a captain for Curtis Bay Towing from 1951 to 1963. He was a former member of the UMW in 1951. Boatman Williamson was a veteran of the U.S. Navy. Born in Lawland, N.C., he was a resident of Suffolk, Va. Interment was in Meadowbrook Gardens Cemetery, Suffolk. Surviving is a brother, George of Suffolk.

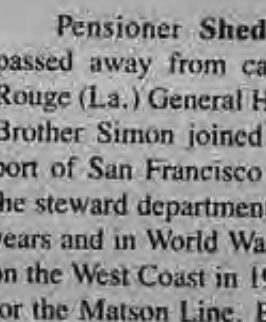
Pensioner **Jacobus "Jack" J. Groen**, 71, passed away on Mar. 16. Brother Groen joined the SIU in 1948 in the port of Mobile sailing as a deck engineer. He was born in the Netherlands and was a naturalized U.S. citizen. Seafarer Groen was a resident of Mobile. Surviving are his widow, Elva; two daughters, Bertha and Deborah of Mobile and a sister, Mrs. Kate Johanson of Mobile.



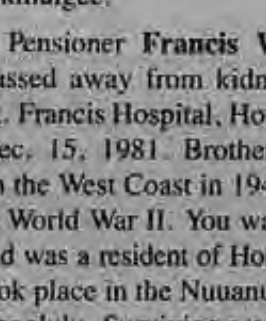
Pensioner **William Leslie Summer**, 67, died of cancer in the Norfolk General Hospital on Mar. 2. Brother Summer joined the Union in the port of Norfolk in 1960 sailing as a cook for IBC in 1977. GATCO in 1959 and for Curtis Bay Towing from 1956 to 1959. He was a former member of the NMU and the UMW from 1956 to 1960. Boatman Summer was born in Hertford, N.C. and was a resident there. Interment was in Cedarwood Cemetery, Hertford. Surviving are his widow, Helen; three daughters, Nellie, Elaine and Dorcas and a brother, Paul of Norfolk.



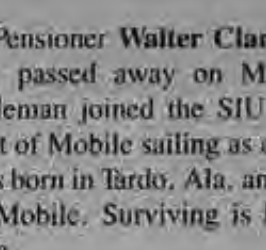
Pensioner **James Francis Clarke**, 57, died of heart disease at home in Houston on Feb. 2. Brother Clarke joined the SIU in 1943 in the port of New York sailing in the steward department for 37 years. He was born in Philadelphia. Interment was in Rosewood Cemetery, Humble, Tex. Surviving are his mother, Elizabeth; a brother, John of Houston and a sister, Mrs. Lillian E. Chandler of Doylestown, Pa.



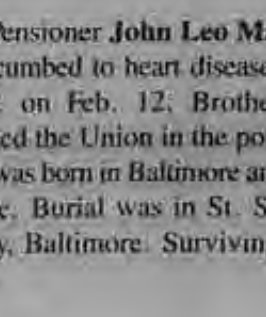
Pensioner **Sheddick Simon**, 77, passed away from cancer in the Baton Rouge (La.) General Hospital on Feb. 14. Brother Simon joined the MC&S in the port of San Francisco in 1963 sailing in the steward department, of course, for 25 years and in World War II. He first sailed on the West Coast in 1945 and also sailed for the Matson Line. Born in Okmulgee, Okla., he was a resident of Baton Rouge. Interment was in the South Memorial Gardens Cemetery, Baton Rouge. Surviving are his widow, Deola; two sons, Thomas of Louisiana and Christopher; five daughters, Lorraine, Veronica, Beverly, Angela and Corrine. Two sisters, Mrs. Clara Young of Oklahoma and Mrs. Syrena Stewart of Okmulgee.



Pensioner **Francis Warrnie You**, 77, passed away from kidney disease in the St. Francis Hospital, Honolulu, Hawaii on Dec. 15, 1981. Brother You first sailed on the West Coast in 1940. He also sailed in World War II. You was born in Hawaii and was a resident of Honolulu. Cremation took place in the Nuuanu Park Crematory, Honolulu. Surviving are a son, Francis Jr. of San Mateo, Calif.; a daughter, Mrs. Wilfred (Marcia) S. Q. Lee of Honolulu; two brothers, David of San Mateo and Dr. E. W. You of Honolulu; two sisters, Katie of Honolulu and Mrs. Minnie Dunn of Los Angeles, Calif. and a grandson, Duane Lee of Honolulu.



Pensioner **Walter Clarence Coleman**, 83, passed away on Mar. 27. Brother Coleman joined the SIU in 1948 in the port of Mobile sailing as a chief cook. He was born in Tardo, Ala. and was a resident of Mobile. Surviving is his widow, Ella Mae.



Pensioner **John Leo Macsejewski**, 79, succumbed to lung disease in Lansdowne, Md. on Feb. 12. Brother Macsejewski joined the Union in the port of Baltimore. He was born in Baltimore and was a resident there. Burial was in St. Stanislaus Cemetery, Baltimore. Surviving is his widow, Ida.



Pensioner **Marvin E. Mullins**, 58, died of heart failure at home in Tacoma, Wash. on Oct. 22, 1981. Brother Mullins joined the SIU in the port of Seattle in 1955 sailing as an AB and ship's delegate. He was a veteran of the U.S. Navy in World War II. Seafarer Mullins was born in Montgomery, Tex. Cremation took place in the Brookside Crematory, Tacoma. Surviving is a son, Timothy of Bremerton, Wash.



Henry Bannister Banta Jr., 62, died on Jan. 22. Brother Banta joined the SIU in the port of New Orleans in 1968 sailing as an AB for G&H Towing. He also sailed deep sea. Seafarer Banta was a veteran of the pre-World War II U.S. Navy. A native of Fort Worth, Tex., he was a resident of Ingleside, Tex. Surviving is his widow, Dolores Jo.



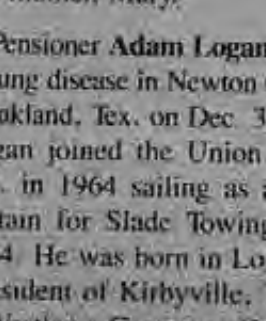
Robert August "Geechie" Burdick, 54, died of pneumonia at home in Bush, La. on June 23, 1981. Brother Burdick joined the SIU in 1942 in the port of Mobile sailing as a bosun. He was born in Alabama. Surviving are his widow, Eleanor; two daughters, Mary and Linda and a sister, Mrs. Lynn Crawford of Bush.



Pensioner **Henry Alouysis Croke**, 65, died on Feb. 5. Brother Croke joined the SIU in 1947 in the port of New York sailing in the steward department. He sailed during World War II also. Seafarer Croke was born in Brooklyn, N.Y. and was a resident of San Francisco. Surviving are two sisters, Mrs. Catherine Nolan of Riverhead, L.I., N.Y. and Mrs. Margaret Kingston of Brooklyn.



Pensioner **Jack Dempsey Wise**, 63, died on Feb. 5. Brother Wise joined the SIU in 1946 in the port of Norfolk sailing as an AB. He was born in North Carolina and was a resident of Nags Head, N.C. Surviving are his widow, Pearl of Kill Devil Hills, N.C.; two sons, Jack Jr. and John; two daughters, Mrs. Barbara Mauldin and Mrs. Justine L. O'Neal both of Nags Head and his mother, Mary.



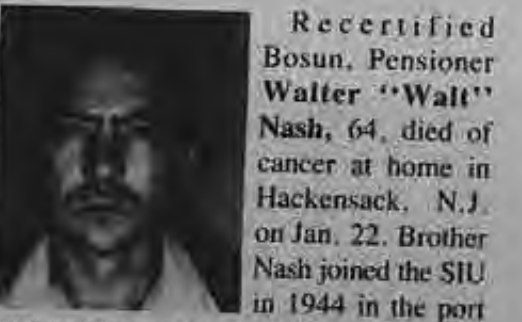
Pensioner **Adam Logan**, 70, succumbed to lung disease in Newton County Hospital, Bleakland, Tex. on Dec. 31, 1981. Brother Logan joined the Union in Port Arthur, Tex. in 1964 sailing as a deckhand and captain for Slade Towing from 1939 to 1964. He was born in Louisiana and was a resident of Kirbyville, Tex. Burial was in Westlawn Cemetery, Orange, Tex. Surviving are his widow, Lillian; two sons, David and Charles and two daughters, Darlene and Kathryn.



James Brunie Davis, 59, died at home in Jacksonville on Jan. 7. Brother Davis joined the SIU in 1948 in the port of Norfolk sailing as a chief steward. He also sailed during World War II and during the Korean War. Seafarer Davis attended the 1971 Piney Point Educational Conference and worked as a Patrolman in Jacksonville. He was born in Ellmore, S.C. Cremation took place in the East Coast Crematory, Jacksonville. Surviving are his widow, Norma Jean; two sons, James Jr. of Jacksonville and Gary and two daughters, Carol and Barbara.



Paul Petak, 56, died of arteriosclerosis at home in Brooklyn, N.Y. on Jan. 30. Brother Petak joined the SIU in 1943 in the port of Norfolk as a cook. Brother Petak was on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1970 to 1974 and sailed for the Puerto Rican Marine from 1979 to 1980. He walked the picketline in the 1961 N.Y. Harbor strike and the 1962 Robin Line beef. Seafarer Petak was born in Wilkes-Barre, Pa. Interment was in Rosedale Cemetery, Linden, N.J. Surviving are two sisters, Mrs. Mary Boyd of Wilkes-Barre and Anna of Brooklyn.



Recertified Bosun, Pensioner **Walter "Walt" Nash**, 64, died of cancer at home in Hackensack, N.J. on Jan. 22. Brother Nash joined the SIU in 1944 in the port of New York sailing in World War II. He graduated from the Union's Recertified Bosuns Program in September 1973. Seafarer Nash upgraded to bosun in 1979 and was also a S-L 7 bosun. He also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. A native of Bayonne, N.J., he was also a resident of the Bronx, N.Y. before World War II. Interment was in Hackensack Cemetery. Surviving are his widow, Catherine; two brothers (one Stephen) and a sister.



Lewis Anthony Davis, 43, died on June 17, 1981. Brother Davis joined the SIU in the port of Jacksonville in 1977 sailing as an AB since 1970. He sailed for Crowley Marine in 1980. Seafarer Davis also worked for the Purex Corp. from 1970 to 1980. And he was a veteran of the U.S. Marine Corps during the Korean War. A native of San Francisco, he was a resident of Jacksonville. Surviving is a son, Anthony of Redding, Calif.

SIU Leads 5-Year Fight (1953-1958) to

by John Bunker

ONE of the stormiest episodes in the often-tumultuous history of the New York waterfront began in 1953 after the American Federation of Labor ousted the International Longshoremen's Association on charges of having been infiltrated by gangsters. The fight that ensued resulted in changes within the ILA and its consequent readmission to the AFL.

But in the intervening years there was a battle for the docks that became another dramatic chapter in the history of the Seafarers International Union.

In 1953 the legislatures of New York and New Jersey created the Waterfront Commission of New York Harbor to combat waterfront crime by licensing stevedores and pier superintendents, registering all dock workers and trimming down the excessive number of longshoremen. There were 35,000 men trying to get daily work on the piers when only 16,000 jobs were available even on good working days.

Most importantly, the Commission did away with the old dock-side shape-up system of hiring and started its own hiring halls, which gave longshoremen an even break on getting a job without favoritism or the old evil of pay offs.

When the Commission screened dock workers for registration at the hiring halls it found 3,000 men with police records for crimes ranging from armed robbery and narcotics trafficking to extortion, hijacking and murder. Only the worst offenders, however, were denied employment.

AFL Creates New Union

In September of 1953, AFL President **George Meany** issued a charter to a new AFL longshoremen's union, originally called the American Federation of Longshoremen. The name was later changed to the **International Brotherhood of Longshoremen**.

A committee of five was appointed to act as trustees for the new union. SIU Secretary-Treasurer **Paul Hall** was named a trustee and director of organization. Other trustees were Meany; **Dave Beck**, president of the Teamsters; **A. J. Hayes**, president of the International Association of Machinists, and **William Doherty**, president of the National Association of Letter Carriers.

"The entire headquarters apparatus of the SIU has swung into action to aid the new union," said the *Seafarers Log*. The IBL set up headquarters near the SIU hall in Brooklyn, with another office near the Manhattan docks.

A key figure in the new union was 38-year-old **John Dwyer**, a rank-and-file leader in Village Local 895, a second generation longshoreman on the Manhattan docks and a long-time fighter for a clean and democratic union. (Dwyer later came to work for the SIU at Headquarters. He retired last year.)

The alliance of dissident long-



The year is 1953 as former SIU President Paul Hall, left, and former Teamsters head Dave Beck discuss plans for the formation of the new AFL-ILA.

shoremen with the SIU began with a meeting at the St. George Hotel in Brooklyn, when Dwyer and several other dissident longshoremen met with Paul Hall and Morris Weisberger, New York port agent for the Sailors Union of the Pacific. Hall and Weisberger were close associates and the latter's wide-ranging contacts on the waterfront were to prove invaluable in getting the new organization underway.

"I told them what we needed and said we would help all we could, provided they would go with us all the way," Dwyer said.

"We go all the way on anything," Hall told us. "The SIU never quit in a fight yet. We go to the last bell." And that's just what he did.

"Hall and Weisberger lived at union headquarters for the first six weeks or so of the IBL drive," Dwyer recalls. "Strategy sessions would start at six in the morning. Oftentimes we were meeting in the early hours of the next morning. Weisberger had a lot to do with swinging some locals over to us. For a sailor, he knew a lot of people on the docks."

3,500 Longshoremen Rally

More than 3,500 longshoremen turned out for the IBL's first mass rally in Brooklyn.

Alarmed at a growing enthusiasm for the new group, a 75-man strong-arm brigade was sent to the Bull Line piers and tried to force AFL sym-

Brogan disappeared while working on the freighter *Mormacree*. His body was found a month later floating in the river.

History of the SIU Part XVII

thizers off the docks by yanking their union books.

Undaunted by these threats, the Seafarers aided their IBL friends by walking off the *S.S. Kathryn* and shutting off the steam to the winches, so the ship could not be worked. They did the same thing effectively on an Isthmian ship at Erie Basin.

SIU official Ted Babkowski was one of the Seafarers who recalls the battle for the docks.

"My job," he says, "was to go down to the piers with a couple of our guys who knew how to take care of themselves and hand out copies of the IBL newspaper and other propaganda. When I was on the piers I kept away from slingloads and pallets and fork lifts. I didn't want to become a statistic."

IBL organizers had reason to keep their eyes open.

Michael Brogan, a longshoreman on Pier 32, North River, was a vocal supporter of the IBL. On September 25, the day before Local 895 was to vote on affiliation with the new group,

When longshoreman Tom Rubino, head of a Brooklyn local, talked up the IBL to fellow workers he was beaten



John Dwyer, shown recently, was one of the key figures in the famous beef.

by John Bunker

When the Commission screened dock workers for registration at the hiring halls it found 3,000 men with police records for crimes ranging from armed robbery and narcotics trafficking to extortion, hijacking and murder. Only the worst offenders, however, were denied employment.

The alliance of dissident long-

More than 3,500 longshoremen turned out for the IBL's first mass rally in Brooklyn.

John Dwyer, shown recently, was one of the key figures in the famous beef.

SIU representative Ted Babkowski reminisces about the five year beef on the New York Waterfront as he reads an old edition of the "New York Longshoreman."

"Show me a guy who never lost a fight," he said, "and I'll show you a guy who has never been in one."

Workers and a host of peep on the outside of temporary headquarters of new AFL-CIO. Modern improvements have been added to the interior as well as recreational bldg and dorm.

LNG AQUARIUS (Energy Transport), March 13—Chairman, Recertified Bosun Malcolm Woods; Secretary Robert F. Frazier; Deck Delegate Brian Morrow. No disputed OT. \$11 in ship's fund. A motion was made that a new fund should be established aboard the *LNG Aquarius* for use only by the unlicensed personnel. This was seconded by a majority vote. The chief steward, whomever he may be, would record and report on this fund. A suggestion was made that new folding cots were needed for the pool area. Observed one minute of silence in memory of our departed brothers and sisters. Next port Nagoya, Japan.

CHARLESTON (Sea-Land Service), March 7—Chairman, Recertified Bosun Julio Delgado; Secretary A. Gregoire; Deck Delegate J. Gaines; Engine Delegate Howard Yaekel; Steward Delegate B. Young. No disputed OT. Chairman gave a report on the article on discipline by Red Campbell in the *Log* and why it is important to read it. He further explained the benefits that are to be derived from upgrading at Piney Point and how it will secure your future and enable you to apply for higher paying positions. One of the members wanted to know about the new health plan and about transportation to and from the hospital or doctor when ill or injured. The bosun explained to member and all concerned about transportation and the health card. 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, and for those who went down on the *Golden Dolphin*. Next port Jamaica.

HOUSTON (Sea-Land Service), March 19—Chairman, Recertified Bosun Joseph Donovan; Secretary H. Ortiz; Deck Delegate William Daniels; Steward Delegate Richard Pickett. No disputed OT. The chairman made a suggestion to the new generation in our Union to take advantage of the new technologies that are being taught in Piney Point. These new skills will help you to be ready to make application for jobs on the new ships that are being built. So take the time now while you are young and upgrade. Secretary, H. Ortiz, spoke on the importance of donating to SPAD. He stressed the need to enlarge the merchant fleet as the US Merchant Marine is the fourth arm of defense and a naval auxiliary in time of war. Report to *Log*: "We of the *SS Houston* are proud of the *Log*. We want to thank the staff for publishing the report and the letter we sent concerning the accident to the chief cook."

ULTRASEA (Apex Marine), March 13—Chairman G. N. Shanefelt; Secretary T. J. Smith; Educational Director C. Durden; Deck Delegate M. J. Danzey; Engine Delegate C. L. Jackson; Steward Delegate S. Simuango. No disputed OT. \$12 in ship's fund. Chairman thanked all members for making this a smooth trip. Educational Director suggested that all members who qualify should go to Piney Point and upgrade for future security. He further reminded all members that there is to be no smoking on deck at anytime. Report to *Log*: "After our last fire and boat drill, Captain Billy J. Howard asked for a moment of silence for our departed brothers who were lost on the *Golden Dolphin*. May they rest in peace." Next port St. James.



INGER (Reynolds Metals), March 14—Chairman, Recertified Bosun Stanley Jandora; Secretary E. Dale; Educational Director Charlie J. Gallagher; Engine Delegate Richard Schwender. No disputed OT. Chairman reported that the video machine will be repaired. All communications that were received were posted for all to read. Report to *Log*: "The crew of the *SS Inger* mourn with their shipmate Brother Michael, the death of his brother, John S. Burke on March 10, 1982. We are mailing flowers to his family with our condolences. Brother John S. Burke is also an SIU member." Next port Savannah.

SEA-LAND PRODUCER (Sea-Land Service), March 27—Chairman, Recertified Bosun R. Kitchens; Secretary R. Boyd; Educational Director Jack Brock; Deck Delegate L. Jordan; Engine Delegate Paul Babbitt; Steward Delegate Eric Hoffman. No disputed OT. Chairman reports that the Master will give letters to all those getting off who need them. He also advised members that he would keep them in touch with any changes in medical procedures. The steward thanked all department delegates for helping to keep the ship clean. A vote of thanks was given to the steward department for a job well done.

OVERSEAS ALEUTIAN (Maritime Overseas), March 21—Chairman C. Smith; Secretary C. Loper; Educational Director F. D. Prisco. \$63.55 in ship's fund. No disputed OT. Chairman advised that the ship will payoff in New York. He gave a talk on the importance of donating to SPAD, the need for a strong merchant marine and the advantages to be gained from attending school in Piney Point to upgrade yourself. Observed one minute of silence in memory of our departed brothers and sisters. Next port New York.

SANTA JUANA (Delta Lines), March 17—Chairman, Recertified Bosun A. Palino; Secretary W. Higgs, Sr.; Educational Director H. Walsh; Steward Delegate R. C. Collins. \$194 in ship's fund. No disputed OT. Chairman reported that his has been a good trip and the only communication received on board was the *Log*. The crew gave a vote of thanks to the steward department.

CAGUAS (Puerto Rico Marine), March 21—Chairman, Recertified Bosun C. Gonzales; Secretary J. Chacon; Deck Delegate J. Populi; Engine Delegate Leroy Williams; Steward Delegate Marion Kamiresli. \$100 in ship's fund. No disputed OT. Chairman urged all members to read the *Log* this is the best way to know what is going on in the Union. Every article contains something of interest to the members. Report to *Log*: "A vote of thanks to the steward department for their continued varied menu and good food."

DIPLOMAT (Coordinated Caribbean), March 27—Chairman, Recertified Bosun D. McCorvey; Secretary James Gillian; Engine Delegate Greg Strauss. Some disputed OT in deck department. The chairman requested that all members try their best to keep this ship like an SIU ship should be, clean at all times. He advised that the wiper would be leaving the ship in Miami to return home for his father's funeral. A collection was made and the money was sent to his mother. A thank you to all those who contributed. The *Logs* were distributed for all to read. The steward extended a vote of thanks to all departments for helping out when the services of our steward assistant were no longer available in Panama due to illness. Observed one minute of silence in memory of our departed brothers and sisters.

AMERICAN HERITAGE (Apex Marine), March 21—Chairman, Recertified Bosun Leo Paradise; Secretary M. Deloatch; Educational Director J. Shuler; Engine Delegate R. Rosario. No disputed OT. The Bosun extended a vote of thanks to the crew for making this such a good trip. All communications received were read and posted and the *Log* was passed around for all to read. A vote of thanks to the steward department for a job well done. The food was good and there was plenty of it. Next port Stapleton.

LNG GEMINI (Energy Transport), March 14—Chairman, Recertified Bosun Robert Schwarz; Educational Director J. W. Pontli; Engine Delegate A. Markowitz; Steward Delegate T. Strout. No disputed OT. Chairman gave a talk on the importance of donating to SPAD to insure a strong merchant marine and the building of more ships. These ships with their new technology will be manned by those men who take advantage of the courses offered at Piney Point. A vote of thanks to the steward department for a job well done.

SANTA CRUZ (Delta Steamship), March 14—Chairman Norberto Prats; Secretary R. Robbins. No disputed OT. The Secretary's report gave a clarification about the steward department time off. Chairman noted that all SIU members aboard gave a vote of thanks to the patrolman, George Ripoll, who paid us off last trip. He did a fine job and we would look forward to having him present again.

OVERSEAS HARRIETTE (Maritime Overseas), March 28—Chairman Anthony Meben; Secretary E. Gay; Educational Director P. Pierce; Engine Delegate Harold Reid; Deck Delegate James J. McLinden. No disputed OT. The Bosun gave a talk on upgrading at Piney Point and the need to donate to SPAD. The crew gave a vote of thanks to the Chairman for a job well done. Also to the steward department for fine meals.

COVE EXPLORER (Cove Shipping), March 14—Chairman, Recertified Bosun Gerald Corliss; Secretary Floyd Mitchell; Educational Director William M. Hudson; Deck Delegate Raymond Corjo; Engine Delegate Willie J. Franks; Steward Delegate John Forbes. No disputed OT. Ship's chairman reported that he contacted the Captain about the video cassette player and the Captain will have it repaired in New York or replaced. The ship is supposed to go to Carteret and lighten up and then go to Port Jefferson. He requested the delegates to make up a repair list and to turn it in so some of needed repairs can be taken care of. The educational director advised all members eligible to go to Piney Point for educational and financial benefit. He further advised that the ship will be carrying gasoline so all members are asked to use good sense and safe practices.

GOLDEN ENDEAVOR (Apex Marine), Chairman, Recertified Bosun Bill Edelman; Secretary J. Campfield; Deck Delegate Patrick Ray; Steward Delegate James R. Parker. Some disputed OT in engine department. Chairman reported that there is to be no smoking on deck at anytime. A vote of thanks to the steward department for a job well done. Report to *Log*: "The crew of the *Golden Endeavor* sends their deepest sympathy to the families of those men lost on the *Golden Dolphin*."

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

Sea-Land Voyager
Sugar Islander
Sea-Land Developer
Sea-Land Defender
Sea-Land Mariner
Pride of Texas
Sea-Land Liberator
Ogden Merrimac
Long Beach
Ogden Champion
Ranger
Thompson Pass
Overseas Juneau
Santa Clara
Sea-Land Adventurer
Sea-Land McLean
Williamsburgh
Santa Lucia
Sea-Land Leader
Del Mundo
Del Viento
Santa Barbara
Boston
Sea-Land Economy
New York
Ogden Champion
Overseas Anchorage
Ogden Connecticut
Arcibo
Delta Mar
Sea-Land Gallaway
Del Campo
Overseas Valdez
Del Valle
Point Vail
Overseas Vivian
Patriot
Houston
Santa Mariana
Ogden Leader
Mount Washington
Cove Liberty
Santa Elena
Mayaguez
Overseas Arctic
Overseas Chicago
Massachusetts
Sea-Land Innovator

LNG AQUARIUS (Energy Transport), March 13—Chairman, Recertified Bosun Malcolm Woods; Secretary Robert F. Frazier; Deck Delegate Brian Morrow. No disputed OT. \$11 in ship's fund. A motion was made that a new fund should be established aboard the **LNG Aquarius** for use only by the unlicensed personnel. This was seconded by a majority vote. The chief steward, whomever he may be, would record and report on this fund. A suggestion was made that new folding cots were needed for the pool area. Observed one minute of silence in memory of our departed brothers and sisters. Next port Nagoya, Japan.

CHARLESTON (Sea-Land Service), March 7—Chairman, Recertified Bosun Julio Delgado; Secretary A. Gregoire; Deck Delegate J. Gaines; Engine Delegate Howard Yaskel; Steward Delegate B. Young. No disputed OT. Chairman gave a report on the article on discipline by Red Campbell in the **Log** and why it is important to read it. He further explained the benefits that are to be derived from upgrading at Piney Point and how it will secure your future and enable you to apply for higher paying positions. One of the members wanted to know about the new health plan and about transportation to and from the hospital or doctor when ill or injured. The bosun explained to member and all concerned about transportation and the health card. 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, and for those who went down on the **Golden Dolphin**. Next port Jamaica.

HOUSTON (Sea-Land Service), March 19—Chairman, Recertified Bosun Joseph Donovan; Secretary H. Ortiz; Deck Delegate William Daniels; Steward Delegate Richard Pickett. No disputed OT. The chairman made a suggestion to the new generation in our Union to take advantage of the new technologies that are being taught in Piney Point. These new skills will help you to be ready to make application for jobs on the new ships that are being built. So take the time now while you are young and upgrade. Secretary, H. Ortiz, spoke on the importance of donating to SPAD. He stressed the need to enlarge the merchant fleet as the US Merchant Marine is the fourth arm of defense and a naval auxiliary in time of war. Report to **Log**: "We of the **SS Houston** are proud of the **Log**. We want to thank the staff for publishing the report and the letter we sent concerning the accident to the chief cook."

ULTRASEA (Apex Marine), March 13—Chairman G. N. Shanefelt; Secretary T. J. Smith; Educational Director C. Durden; Deck Delegate M. J. Danzey; Engine Delegate C. L. Jackson; Steward Delegate S. Simuangco. No disputed OT. \$12 in ship's fund. Chairman thanked all members for making this a smooth trip. Educational Director suggested that all members who qualify should go to Piney Point and upgrade for future security. He further reminded all members that there is to be no smoking on deck at anytime. Report to **Log**: "After our last fire and boat drill, Captain Billy J. Howard, asked for a moment of silence for our departed brothers who were lost on the **Golden Dolphin**. May they rest in peace." Next port St. James.



INGER (Reynolds Metals), March 14—Chairman, Recertified Bosun Stanley Jandora; Secretary E. Dale; Educational Director Charlie J. Gallagher; Engine Delegate Richard Schwender. No disputed OT. Chairman reported that the video machine will be repaired. All communications that were received were posted for all to read. Report to **Log**: "The crew of the **SS Inger** mourn with their shipmate Brother Michael, the death of his brother, John S. Burke on March 10, 1982. We are mailing flowers to his family with our condolences. Brother John S. Burke is also an SIU member." Next port Savannah.

SEA-LAND PRODUCER (Sea-Land Service), March 27—Chairman, Recertified Bosun R. Kitchens; Secretary R. Boyd; Educational Director Jack Brock; Deck Delegate L. Jordan; Engine Delegate Paul Babbitt; Steward Delegate Eric Hoffman. No disputed OT. Chairman reports that the Master will give letters to all those getting off who need them. He also advised members that he would keep them in touch with any changes in medical procedures. The steward thanked all department delegates for helping to keep the ship clean. A vote of thanks was given to the steward department for a job well done.

OVERSEAS ALEUTIAN (Maritime Overseas), March 21—Chairman C. Smith; Secretary C. Loper; Educational Director F. D. Prisock. \$63.55 in ship's fund. No disputed OT. Chairman advised that the ship will pay off in New York. He gave a talk on the importance of donating to SPAD, the need for a strong merchant marine and the advantages to be gained from attending school in Piney Point to upgrade yourself. Observed one minute of silence in memory of our departed brothers and sisters. Next port New York.

SANTA JUANA (Delta Lines), March 17—Chairman, Recertified Bosun A. Palino; Secretary W. Higgs, Sr.; Educational Director H. Walsh; Steward Delegate R. C. Collins. \$194 in ship's fund. No disputed OT. Chairman reported that his has been a good trip and the only communication received on board was the **Log**. The crew gave a vote of thanks to the steward department.

CAGUAS (Puerto Rico Marine), March 21—Chairman, Recertified Bosun C. Gonzales; Secretary J. Chacon; Deck Delegate J. Populic; Engine Delegate Leroy Williams; Steward Delegate Marion Kamiresli. \$100 in ship's fund. No disputed OT. Chairman urged all members to read the **Log** this is the best way to know what is going on in the Union. Every article contains something of interest to the members. Report to **Log**: "A vote of thanks to the steward department for their continued varied menu and good food."

DIPLOMAT (Coordinated Caribbean), March 27—Chairman, Recertified Bosun D. McCorvey; Secretary James Gillian; Engine Delegate Greg Strauss. Some disputed OT in deck department. The chairman requested that all members try their best to keep this ship like an SIU ship should be, clean at all times. He advised that the wiper would be leaving the ship in Miami to return home for his father's funeral. A collection was made and the money was sent to his mother. A thank you to all those who contributed. The **Logs** were distributed for all to read. The steward extended a vote of thanks to all departments for helping out when the services of our steward assistant were no longer available in Panama due to illness. Observed one minute of silence in memory of our departed brothers and sisters.

AMERICAN HERITAGE (Apex Marine), March 21—Chairman, Recertified Bosun Leo Paradise; Secretary M. Deloatch; Educational Director J. Shuler; Engine Delegate R. Rosario. No disputed OT. The Bosun extended a vote of thanks to the crew for making this such a good trip. All communications received were read and posted and the **Log** was passed around for all to read. A vote of thanks to the steward department for a job well done. The food was good and there was plenty of it. Next port Stapleton.

LNG GEMINI (Energy Transport), March 14—Chairman, Recertified Bosun Robert Schwarz; Educational Director J. W. Pont; Engine Delegate A. Markowitz; Steward Delegate T. Strout. No disputed OT. Chairman gave a talk on the importance of donating to SPAD to insure a strong merchant marine and the building of more ships. These ships with their new technology will be manned by those men who take advantage of the courses offered at Piney Point. A vote of thanks to the steward department for a job well done.

SANTA CRUZ (Delta Steamship), March 14—Chairman Norberto Prats; Secretary R. Robbins. No disputed OT. The Secretary's report gave a clarification about the steward department time off. Chairman noted that all SIU members aboard gave a vote of thanks to the patrolman, George Ripoll, who paid us off last trip. He did a fine job and we would look forward to having him present again.

OVERSEAS HARRIETTE (Maritime Overseas), March 28—Chairman Anthony Meben; Secretary E. Gay; Educational Director P. Pierce; Engine Delegate Harold Reid; Deck Delegate James J. McLinden. No disputed OT. The Bosun gave a talk on upgrading at Piney Point and the need to donate to SPAD. The crew gave a vote of thanks to the Chairman for a job well done. Also to the steward department for fine meals.

COVE EXPLORER (Cove Shipping), March 14—Chairman, Recertified Bosun Gerald Conilli; Secretary Floyd Mitchell; Educational Director William M. Hudson; Deck Delegate Raymond Corjo; Engine Delegate Willie J. Franks; Steward Delegate John Forbes. No disputed OT. Ship's chairman reported that he contacted the Captain about the video cassette player and the Captain will have it repaired in New York or replaced. The ship is supposed to go to Carteret and lighten up and then go to Port Jefferson. He requested the delegates to make up a repair list and to turn it in so some of needed repairs can be taken care of. The educational director advised all members eligible to go to Piney Point for educational and financial benefit. He further advised that the ship will be carrying gasoline so all members are asked to use good sense and safe practices.

GOLDEN ENDEAVOR (Apex Marine), Chairman, Recertified Bosun Bill Edelman; Secretary J. Campfield; Deck Delegate Patrick Ray; Steward Delegate James R. Parker. Some disputed OT in engine department. Chairman reported that there is to be no smoking on deck at anytime. A vote of thanks to the steward department for a job well done. Report to **Log**: "The crew of the **Golden Endeavor** sends their deepest sympathy to the families of those men lost on the **Golden Dolphin**."

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

Sea-Land Voyager
Sugar Islander
Sea-Land Developer
Sea-Land Defender
Sea-Land Mariner
Pride of Texas
Sea-Land Liberator
Ogden Merrimac
Long Beach
Ogden Champion
Ranger
Thompson Pass
Overseas Juneau
Santa Clara
Sea-Land Adventurer
Sea-Land McLean
Williamsburgh
Santa Lucia
Sea-Land Leader
Del Mundo
Del Viento
Santa Barbara
Boston
Sea-Land Economy
New York
Ogden Champion
Overseas Anchorage
Ogden Connecticut
Arecibo
Delta Mar
Sea-Land Galloway
Del Campo
Overseas Valdez
Del Valle
Point Vail
Overseas Vivian
Patriot
Houston
Santa Mariana
Ogden Leader
Mount Washington
Cove Liberty
Santa Elena
Mayaguez
Overseas Arctic
Overseas Chicago
Massachusetts
Sea-Land Innovator

U.S. Gov't Openly Supports Flags-of-Convenience

The United States government did not send a delegation to Geneva last month to attend the latest meeting of the United Nations Conference on Trade and Development. The meeting, which was attended by more than 100 industrial and developing nations, dealt with a nagging international problem: how to phase out open registries, or flags-of-convenience.

The U.S. has taken the position that vessel registration is a national concern. It contends that each nation must be free to set its own standards

as long as it meets its obligations under accepted international law.

The overwhelming majority of nations that attended the meeting argue that international health and safety standards will never be enforced as long as shippers are allowed to use flag of convenience vessels that operate outside the realm of international law.

The issue is a highly volatile one, pitting the industrial nations of the West against the less developed ones. The developing nations view

the question in economic terms. They feel that they will never be able to develop their own merchant marines as long as flag of convenience fleets exist that can cut costs by flouting existing safety and pollution standards.

While several other industrial nations opposed the proposed UNCTAD agreement, they attended the meeting in Geneva anyway. They feel that if they attend they can help shape an international agreement that can be acceptable to both developed and underdeveloped

countries. And while many of them do not care for some of the provisions contained in the proposed agreement, they agree in principal that open registries are a bad thing and that they should be abolished.

The United States was joined by Liberia and Panama in its boycott. Both of those countries earn a good deal of their income from open registries. The vessels registered under their flags have been involved in numerous accidents, and are notorious for their unhealthy conditions and civil rights violations.

Steward Recertification

THE first class of the Steward Recertification Program for 1982 graduated at the New York membership meeting on May 3, 1982.

The group of 12 galley vets completed the rigorous eight week program a little weary but still in fine fettle after six weeks of study at Piney Point and two weeks at

Headquarters.

During their stay at Piney Point, the stewards worked with SHLSS galley instructors studying new techniques in menu preparation and sharing ideas on well balanced meals and diets for fellow crewmembers.

The group also got a close-up look at the SIU Washington, D.C. operation which steward Otis Paschal said was "very instructional. Now I know why the Union puts so much emphasis on political action."

The Stewards wrapped up the program with two weeks at Head-

quarters going through the various operations, including Welfare, Pension, Vacation, Data Processing, Records and Log.

As one steward said as he addressed the membership meeting, "I've learned more from this program about my Union in eight weeks than in 32 years of sailing."



Dario Martinez



James Carter



Roberto Hannibal



Julius Copeland



James W. Thomas



Otis Paschal



Cesar Blanco



Robert Ferrandiz



Ronald Saunders



Clyde Lanier



Milton Thrash



Jose Ros

Quarterly Finance Unit Meets



SIU Secretary-Treasurer Joe Di Giorgio (center l.) meets with the Union's Quarterly Finance Committee last month at Headquarters. They are (l. to r.) Anthony Gregoire, Vagn Teddy Nielsen, Luther J. Pate, Oscar B. Smith, George A. Roy, John J. Carey and Kenneth Bowman. The committee was elected by their fellow rank-and-file members at the New York membership meeting in April.



The Seafarers Harry Lundeberg School of Seamanship offers courses this summer in:

Marine Electrical Maintenance — July 19
Automation — August 30
Pumproom Maintenance and Operations — July 19
Third Assistant Engineer — August 16
Celestial Navigation — August 9
Third Mate — August 9

Sign Up Today!

For details, contact your SIU Field Representative or the SHLSS Admissions Office at (301) 994-0010.

LETTERS

TO THE EDITOR



'Publication With a Heart'

I wish to thank the *Log*, a publication with a heart, and the SIU for publishing a few years back my appeal for help on behalf of Eagle Valley Childrens Home of Carson City, Nev.

I especially want to thank all of my shipmates and others who responded to my appeal. You will be happy to know that your generosity was most beneficial. I visited there recently and found that they are adding a new wing for therapy, including a whirlpool bath. The Children's Home specializes in caring for developmentally disabled children who need special services.

It is very rewarding to know that we have had a small part in a corner of the foundation. Again my sincere thanks. Of course anyone wishing to help can still send contributions to the Home at Route 1, P.O. Box 755, Carson City, Nev. 89701.

Also I'd like to thank the *Log* for publishing the series of articles by pensioner "Saki Jack" Dolan. I had the privilege and pleasure of sailing with "Saki" many moons ago, and it's seamen like him who have made my seagoing life worthwhile.

Fraternally,
Raphael Rios
San Pedro, Calif. 90733

Thanks to Union Brothers

I'm due to receive my Seafarers Pension hopefully in the near future since my 66th birthday just passed. God willing I'll live long enough to collect a few checks. I want to express my appreciation for the tolerance, courtesy and cooperation of my Union Brothers, with few exceptions, during my years of going to sea.

Fraternally,
Clarence Cousins, G-59
Butler, Pa.

'Crew Made Me Look Good'

In these days of complaints about the high priced American labor, I thought you might like to hear this story. The **Coastal Kansas** left the Tampa area on the 10th of April and had orders to butterworth the entire ship. We had been in the #6 oil trade for quite some time, but nevertheless arrived in Port Arthur on the 15th clean and gas free. After two days of bulkhead and skin repairs we had orders to clean for diesel oil.

We left Port Arthur with 15 barrels of chemicals and no riding crew and proceeded to hand wash with chemical and hot water every tank on this ship. Needless to say, aside from the regular watches and the regular washing watches, there were many extra hours put in to arrive in Corpus Christi on the 22nd. The extreme efforts the crew made were not in vain. We passed for #2 oil (diesel).

I would like to thank Bosun Harry Fisher for an unbelievable effort and a job extremely well done and also to the entire crew for all of the efforts with very few complaints through sleepless nights. George Sibley, Billy Thompson, Nate Thompson, Lloyd Rogers, Roland Grigg, Leonard Bartlett, Richard Lewis, Bill Moore, and Bill Galbrith....I thank you all, you made me look like a good mate.

In appreciation,
Wayne E. Nason
Chief Mate, Coastal Kansas

SIU Was Great

I would like to take this time to say it was just "great" being an active member of the SIU and now that I am a pensioner, I would like to thank the officials of the Union for a job well done.

Fraternally,
John Silky, Book No. 8-253
New Orleans

Congrats to New Trouble-Shooters

Waterman Steamship Corporation, being a long-time supporter of the efforts at the Seafarers Harry Lundeborg School of Seamanship, would like to offer special congratulations to those Seafarers who concluded the course in Marine Electronics, April 7, 1982.

This course was initiated due to the need for a better understanding of the modern marine vessel with its sophisticated control, drive and cargo handling mechanisms. Special emphasis was accorded Reliance type systems and the LASH Lighter Cranes currently employed on eight (8) Waterman LASH vessels. The result of this course, other than better general knowledge, should be confidence in trouble shooting but acknowledged respect for the dangers involved in hasty decisions.

If there is one thought which we can impart to those who finished the course, it would be to thoroughly study the symptoms of the problem and thoroughly study the wiring diagrams before advising the Chief Engineer and/or taking any action. This thoroughness could save a life plus untold dollars in lost time.

We wish SHLSS well and hope those who completed the course may use their new knowledge on a Waterman vessel.

Very truly yours,
W. M. Harrison
Marine Superintendent
Waterman Steamship
Corporation

MOVE IT!



...AND MAKE MONEY. The cargo doesn't move without the skill and say-so of the Chief Pumpman. He's top man. So he earns top dollar for his skills. Get those skills.

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U.S. Betting Lives on 'Effective Control' Fleet

THERE ARE NONE SO BLIND...



Independence. Self-reliance. Those are practically national by-words. After the Arab oil embargo of 1973-74, for instance, the nation realized we were dangerously dependent on Middle Eastern oil.

History is apt to repeat itself, we knew. The only way to reduce U.S. vulnerability to another oil supply disruption was to reduce U.S. dependence on Arab-supplied oil. And that's exactly what we did.

Being so quick to change a bad situation as far as dependence on foreign oil is concerned, it is difficult to figure out why the United States refuses to see the danger in over-dependence on another foreign source: U.S.-owned, foreign-registered ships.

As of June, 1981, the Maritime Administration reported almost 700 ships owned by American companies, registered under foreign flags, mostly Liberia, Panama and Honduras. Known as the Effective United States Control (EUSC) fleet, those ships are theoretically available to the United States during a war or national emergency.

Yet, during the Arab/Israeli Yom Kippur war almost a decade ago, then-Libyan President William Tolbert refused to allow U.S.-owned Libyian-registered vessels to supply America's ally—Israel—with badly-needed oil.

The 1973 incident bears close scrutiny, particularly in light of recent events in the Falkland Islands. The U.S. has sided with Great Britain and against Argentina in the month-old conflict. Should the clash escalate and the U.S. need merchant vessels to supply an ally, where would the ships come from?

Much of the EUSC fleet is registered in Panama, an ally of Argentina. Is it reasonable to assume the Panamanian government would release ships registered under its flag to supply an enemy nation during a war?

The answer to that question is obvious. Equally obvious is the fact that the ever-dwindling U.S.-flag merchant fleet is incapable of conducting a military sealift. As of January 1, 1982, the privately-owned U.S.-flag oceangoing fleet numbered a paltry 506 ships. Of that 506 total, only 446 were actively employed in foreign or domestic trade as of the first of the year.

In 1980, the American merchant marine moved 3.7 percent of the nation's imports and exports. For the domestic tanker fleet, total carriage was 2.2 percent and the U.S.-flag share of dry bulk cargo was just barely over one percent.

That same year, a Library of Congress study estimated that the current-strength private merchant fleet could keep only 8,000 troops supplied with critical military equipment in a prolonged battle.

Meanwhile, the merchant fleet of the Soviet Union numbered 2,530 vessels last year, making that fleet second only to Greece in national seapower. Included in the Russian fleet are 1,827 vessels with military capability—Ro/Ro's, general cargo, container ships, tankers.

In addition to outnumbering the American flag fleet by almost 5-to-1, 81 percent of the Soviet fleet is less than 20 years old. More important, the Russians are building new, bigger ships all the time with 50 major vessels scheduled to be added to their fleet in 1982 alone.

The Russians know the importance of maintaining a strong shipbuilding base. The U.S. Administration claims they understand it, too. In 1980, Presidential candidate Reagan called for "sufficient naval and commercial shipbuilding...to maintain the irreplaceable shipbuilding mobilization base." Yet last year, U.S. shipyards received only nine orders for commercial vessels.

It's ironic that an Administration so intent on winning an arms race with

Russia that they would request a military budget swollen out of all proportion would overlook the fact that

if U.S. troops ever need those arms, the U.S. fleet isn't capable of moving them anywhere.

LOG

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