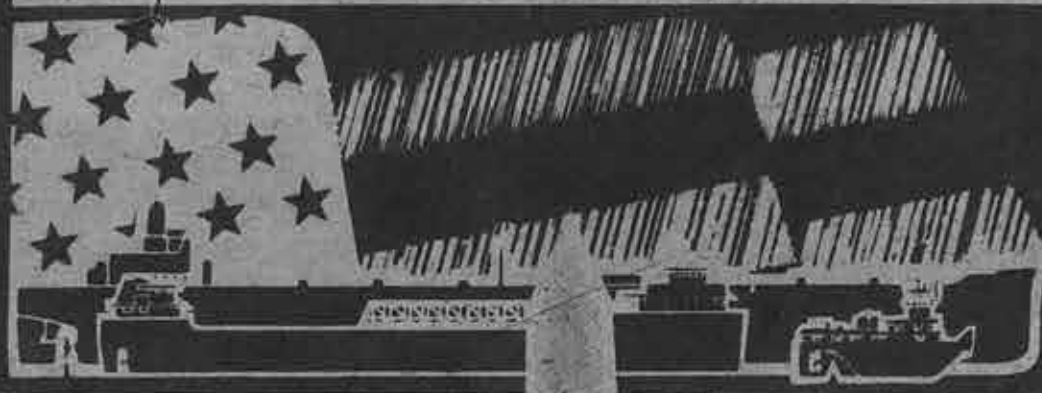


SIUNA Elects Drozak International President

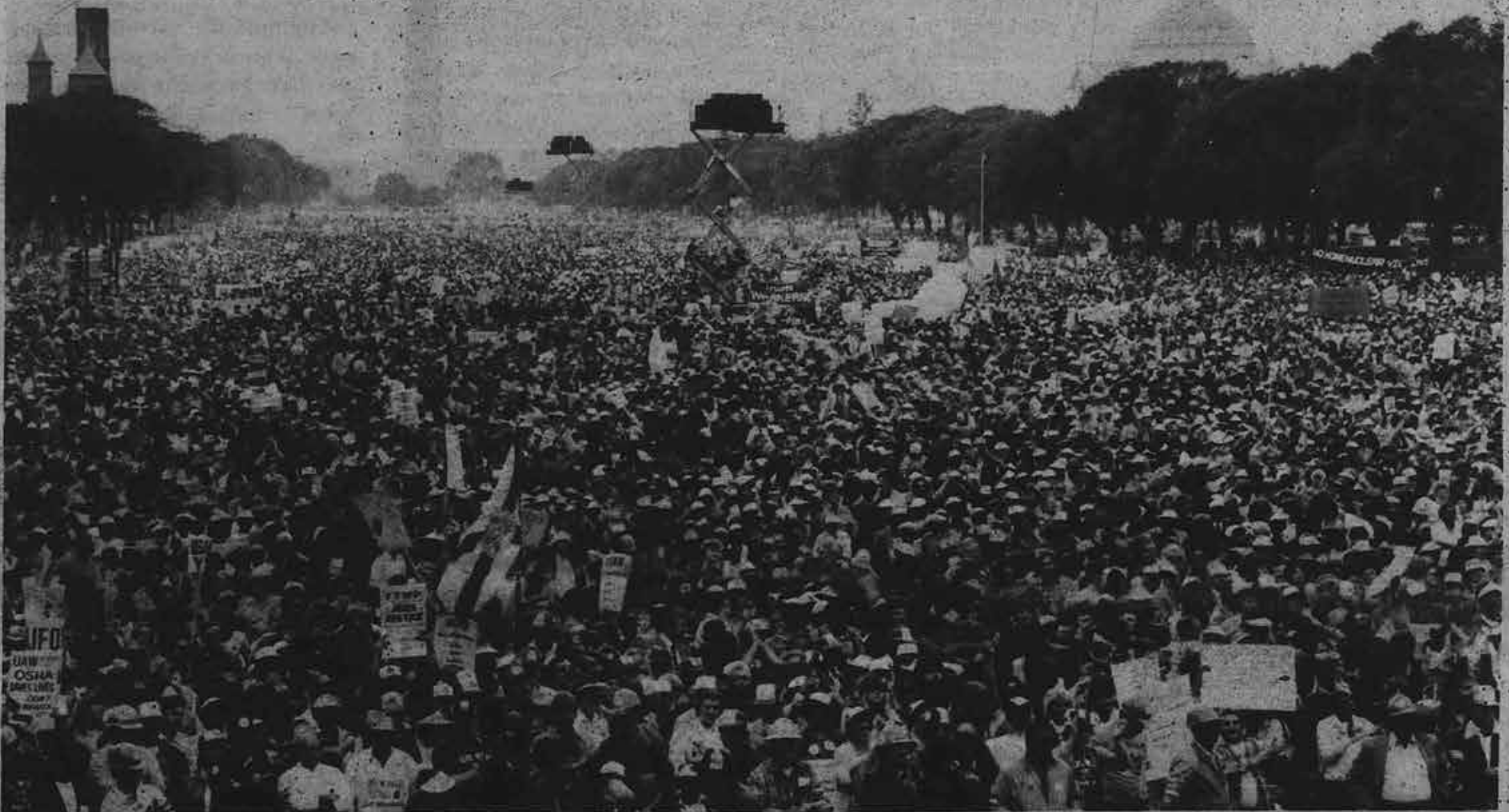
plus 8 pages on SIUNA Convention Coverage pages 3-10



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300,000 Jam Washington for Solidarity Day Protest pages 16-17



**Seafarers Take Ogden
Dynachem on Maiden Run**
page 13



Paul Hall Library Dedicated at SHLSS
pages 19-24

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The two congressmen sent a similar letter to Transportation Secretary Drew Lewis, the Administration's official spokesman for maritime policy since the Maritime Administration was transferred to the Dept. of Transportation last month.

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A Steal for N.Z.

To Reps. Jones and Snyder, the issue is clear-cut. "This sale is concessionary in nature," they stated in their letters. "The price of this butter is approximately one-half the price quoted on the world market. Furthermore the price represents a substantial discount from what the Dept. of Agriculture paid for the butter originally... Concessionary sales by the government," Jones and Snyder added, have traditionally been considered to be subject to the cargo preference laws."

In addition, they pointed out, under the terms of the sale of U.S. surplus butter, New Zealand "in effect received a six month interest-free loan from the government. Cargo preference," they note, "should also apply whenever a

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Rep. Jones, a North Carolina Democrat, and Rep. Snyder, a Kentucky Republican reminded the Secretaries of Transportation and Agriculture that "the President, in his campaign, committed himself to the position of a strong and viable U.S. merchant fleet. Here is an opportunity," they said, "for his Administration to fulfill that commitment in part without jeopardizing the other policy interests which prompted this sale."

Attempts by various federal agencies to skirt cargo preference laws have occurred frequently in recent years. In Sept., 1980, the DOA's Commodity Credit Corp. proposed a massive agriculture export program which specifically excluded application of U.S. cargo preference laws. And in March, 1978, the Dept. of Transportation planned to use foreign-flag ships to import buses from West Germany. In both cases cargo preference statutes were upheld following a concerted effort on the part of the SIU and other U.S. maritime groups.

PRESIDENT'S REPORT



Frank Drozak

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As it is, this situation can only be described as a national disgrace.

President Reagan has promised that he is committed to revitalizing the American merchant marine. He made this promise as a candidate. And he has reasserted this commitment numerous times since he took office.

The President has also named a top cabinet member, Drew Lewis, Secretary of Transportation, as his Administration's official spokesman on maritime.

I have had several good meetings with Lewis and he has impressed me both with his knowledge of the 'facts-of-life' of the maritime industry, as well as his conviction that this Administration will act in behalf of the merchant marine.

The U.S. Maritime Administration recently released its cargo statistics for the year 1980. The numbers were not encouraging. In fact, they were downright discouraging.

According to MARAD, the U.S. flag private merchant fleet carried a paltry total of **3.6 percent** of America's foreign commerce—an all time low. That means that foreign flag ships carried **96.4 percent** of America's imports and exports—including our supplies of imported oil and strategic raw materials.

These figures would be laugh-

The SIU has historically worked with those in Washington who wanted to work with us to improve the maritime industry. Until they prove otherwise, it is incumbent upon us to work with the Reagan Administration for the health and survival of the U.S. flag merchant fleet.

From past experience, I think we all realize that as important as Presidential support is, the bottom line remains our own ability to act and react quickly to attacks in Congress, and in general to work effectively to get our programs passed.

In short we must be able to get our bills and amendments through Congress, put them on Reagan's desk, and say, 'Mr. President, you promised to support the merchant marine. Now's your chance by putting your John Hancock on this piece of legislation.'

The key to the whole thing is really twofold. First is work—hard work—every day in Washington. If we forget to turn to just once, we could very well be closing up shop for good.

Next is unity and cooperation. We must first stay united among ourselves within the Brotherhood of the Sea as we have always been in the past. This means continued support of SPAD and the rest of the Union's political and educational programs.

Of equal importance, we must be united with our brother unions in the U.S. maritime labor movement. In the past, this level of unity and cooperation among the unions has not been what it should be. As a result, we all got hurt.

But those days must be put behind us. As far as the SIU is concerned, yesterday is ancient history. We are concerned about tomorrow. We are concerned about the progress and growth of this industry.

The SIU is committed to working with the Reagan Administration to revitalize maritime. We are committed to working with all segments of maritime labor and management to forge a coalition of strength to bolster our industry and our livelihoods.

But most importantly, the SIU is committed to preserving and improving our way of life—the seagoing life—at all costs. We don't intend to fail.

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SIUNA Elects Drozak International President

Washington, D.C.—The 1981 Triennial Convention of the Seafarers International Union of North America enthusiastically and unanimously elected **Frank Drozak** as International President for the next three years.

Drozak becomes only the third man to be elected to this post since the International received its charter from the American Federation of Labor in 1938.

The first president was **Harry Lundberg** who held the post from 1938 until his death in 1957. The second was the late **Paul Hall** who passed away June 22, 1980. Drozak had been serving out Hall's term as per action of the SIUNA executive board last year.

In accepting the mantle of leadership, Drozak called for a renewed sense of unity and cooperation among all segments of the maritime industry, especially among the maritime unions.

Echoing the sentiments of numerous other convention speakers from other maritime unions, Drozak called for an end to counterproductive jurisdictional beefs between the unions.

He said, "the problems and differences we may have had in the past must remain buried in the past. We cannot continue to drag out the skeletons of some long gone beef of five or ten years past and expect to progress."

Drozak affirmed, "we must have unity. We must have cooperation in labor, government and industry if the maritime industry is expected to survive the crucial problems we are facing today."

Will Cooperate With Reagan

Drozak affirmed at the Convention that he believed President Reagan would live up to his promise of helping to revitalize the maritime



SIUNA general counsel Howard Schulman (left) administered the oath of office to newly-elected SIUNA Executive Board. Here's part of the Executive Board (l-r): Keith Terpe, SIU of Puerto Rico; Steve Edney, UIW; Ed Turner, SIU executive vice president; Frank Drozak, SIUNA president; Joe DiGiorgio, secretary-treasurer; Paul Dempster, Sailors Union of the Pacific president; George McCartney, SIU vice president and Jack Tarantino, Fishermen's Union of America, Pacific & Caribbean.

industry. In fact, a representative from the White House, **Robert Bonitati**, addressed the convention and reaffirmed Reagan's commitment to helping maritime.

President Drozak also called on Congress and the Administration to enact a five-point program designed to revitalize the maritime industry without the need for additional subsidies from the Government.

In brief, Drozak called for the following:

- Revitalizing the dry bulk U.S.-flag fleet to carry fair shares of U.S. coal exports and strategic material imports needed for the nation's defense.
- Utilizing the merchant fleet as an auxiliary to the Navy during national emergencies for shipping supplies to free naval personnel to staff strategic vessels.
- Restructuring tax laws to encourage U.S. ship owners to build and to operate modern fleets efficiently.
- Stripping away unnecessary restrictions that put U.S. shippers

at a disadvantage in the world market.

• Negotiating bilateral agreements with U.S. allies and developing countries to reserve an equitable portion of American international cargoes for U.S.-flag vessels.

Kirkland Addresses Convention

A number of speakers from labor and government addressed the convention over the three days of Convention activities. AFL-CIO President **Lane Kirkland** led off all speakers at the opening session with a rousing speech that was interrupted several times by ovations from the delegates.

Kirkland, who pledged the total support of the AFL-CIO to the goals of the SIU for the maritime industry, was greeted with a standing ovation as he approached the dais and after his speech. (A complete rundown of Kirkland's remarks appears on page 6 of this issue along with remarks of other speakers).

SIUNA President Drozak presented Kirkland with a plaque in appreciation for all the help and support rendered to the SIUNA over the years.

Exec. Bd. Elections

In addition to the election of Frank Drozak as president, the Convention re-elected **Joe DiGiorgio** as secretary-treasurer, as well as 18 vice presidents including: **Ken Olsen** (Alaska Fishermen's Union); **Gilbert Gauthier** (Canadian Marine Officers Union); **Jack Tarantino** (Fishermen's Union of America, Pacific and Caribbean); **Carroll Clark** (International Union of Petroleum and Industrial Workers); **Henry Disley** (Marine Firemen's Union); **Roy Mercer** (Military Sea

Transport Union); **Paul Dempster** (Sailor's Union of the Pacific); **George McCartney**, **Jack Caffey**, **Steve Edney**, **John Fay**, **Ed Turner**, **Mike Orlando**, and **Mike Sacco**, (SIU-Atlantic, Gulf, Lakes and Inland Waters District); **Roman Gralewicz** (SIU of Canada); **Keith Terpe** (SIU of Puerto Rico); **Don Tacconi** (Sugar Workers Union #1), and **Joe Abata** (UIW of the Midwest).

The Convention also passed a full slate of resolutions concerning maritime and other issues crucial to American workers. A complete rundown of these resolutions can be found on page 9 of this issue.



Following his election as SIUNA President Frank Drozak (right) receives congratulations from Roman Gralewicz, SIU of Canada.

8 Full Pages, With Photos of SIUNA Convention Highlights, Speakers & Resolutions



One of the highlights of the SIUNA Convention was the keynote speech delivered by AFL-CIO President Lane Kirkland.

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Keith Terpe, president, SIU of Puerto Rico.



Steve Leslie, 1st VP, Operating Engineers and VP of AFL-CIO Maritime Trades Department, addresses convention.



Left to right, George McCartney, SIU-Vice President in Charge of the West Coast, Paul Dempster, president, Sailors Union of the Pacific, and Roman Gralewicz, president, SIU of Canada.

Highlights—1981 Triennial Convention —Seafarers



Exchanging friendly greetings are Steve Troy, left, SIU Agent in Seattle, and Steve Papuchis, port agent in Norfolk.



Ed Turner, SIU Executive Vice President.



Peter Luciano, executive director, Transportation Institute, addressing convention.



Terry Holnsky, business agent, Fishermen's Union of America, Pacific and Caribbean.



Jack Tarantino, president, Fishermen's Union of America, Pacific and Caribbean.



Larry Parks reads International Affairs Committee report to Convention.



Bill Ellis, United Industrial, Service, Transportation, Professional, Government and Allied Workers of North America.



SIU bosun Jim Pullian and a brother delegate listen to Convention proceedings.



The SIU's field representatives were among the huge crowd of delegates and guests to attend the SIUNA Triennial Convention.



Jack Allen, SIU representative on the Great Lakes.



Marylou Sanchez, of SIU of Puerto Rico.



Jack Caffey, new SIUNA Vice President.



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Red Ramsey, representing Whitey Disley, president of the Marine Firemen's Union, who could not attend the convention.



Greg O'Claray, representative, Inland Boatmen's Union, Alaska Region.



John Fay, SIU Headquarters Representative and new SIUNA VP.



Walter Smith, Alaska Fishermen's Union.



Marianne Rogers, national coordinator, SIU Social, Political, Welfare, Training Program.

International Union of North America—Wash., D.C.



From the left are: Ed Pulver, SIU port agent, Jersey City; Frank Mongelli, Vice President, Seafarers Harry Lundeberg School of Seamanship, and Mike Sacco, SIU vice president in charge of the Lakes and Inland Waters.



Carolyn Gentile, administrator of the Seafarers Welfare, Pension and Vacation Plans.



Herb Brand, chairman of the board, Transportation Institute, says a few words to convention.



Mike Worley, SIU port Agent, Jeffersonville, Ind.



Joe DiGiorgio, left, SIU secretary treasurer, and George McCartney, SIU West Coast Vice President.



A different group of trainees from the SHLSS came up to the Convention each day to view proceedings.



Steve Edney, new National Director of the United Industrial, Service, Transportation Professional, Government and Allied Workers.



An old friend, Ed Mooney, dropped by to say hello to Convention delegates.



Mrs. Jean Ingrao, executive secretary treasurer, AFL-CIO Maritime Trades Department.



Mr. Howard Schulman, General Counsel for the SIUNA.



Joe Abata, president, United Industrial Workers of the Midwest.

Speakers



1981 Triennial Convention

Lane Kirkland: 'SIU Knows the Meaning of Solidarity in Labor'

As organized labor's spokesman and the first major speaker to address the nearly 300 SIU delegates who met in Washington, D.C., Lane Kirkland, president of the AFL-CIO, set the tone for the SIUNA Triennial Convention by discussing the deterioration of the American flag merchant marine and the need for organized labor to put its house in order so that it can protect the gains it has made over the past 50 years.

Making frequent allusions to the situation in Poland, where **Solidarity**, the first independent trade organization to exist in a Communist dominated country, has helped Polish workers gain a limited degree of freedom, Kirkland noted that workers have to band together to protect their rights, no matter what their national origin.

"Human rights and trade union rights," Kirkland told the audience,



AFL-CIO President Lane Kirkland, left, accepts award of appreciation for his help over the years to the SIUNA from International President Frank Drozak.

"do not spring from the benevolence of employers, but from the courage of workers."

Kirkland criticized the Reagan Administration for the stand it has taken against the striking air-con-

trollers. He also criticized Congress for making severe cuts in human service programs, and for giving the maritime industry low priority in its defense build-up.

"A strong American flag merchant

marine is a necessity to the security of the United States. The federal government should have learned that lesson with the 1973 War in the Middle East."

Kirkland, who was once a seaman himself, evoked a warm response from the delegates who were clearly moved by his stirring and forceful speech. He responded in kind by praising their union's long and proud labor history.

"Again and again," he said, "you have taught your brothers and sisters in the labor movement that solidarity is not an abstract idea."

Kirkland's theme of union solidarity was repeated throughout the three day Convention and given a specifically maritime slant. Representatives from the SIU and other maritime unions noted that the maritime industry had to put aside the divisions of the past or else face extinction.

Rep. Walter Jones: 'Must Have Coherent National Maritime Policy'

Rep. Walter Jones (D-NC), chairman of the House Merchant Marine Committee, amused the delegates with his sharp, down-home wit, and impressed them with his determination to fashion a coherent national maritime policy.

Jones talked with great authority about the problems facing the American maritime industry, the gravest being the inability of the federal government to come up with a coherent maritime policy, which stands in sharp contrast to its foreign competitors.

"I intend to work closely with your President Frank Drozak," Jones told the delegates, "so that this nation

can create a climate which encourages people to invest in the American flag merchant marine."

Speeded depreciation of vessels, which so far has been the Administration's only response to the crisis confronting the maritime industry, "is a good thing, but more needs to be done."

According to Jones, "Several approaches to save the American flag Merchant Marine come immediately to mind." The include the following:

1. The private maritime fleet should be utilized to help carry military sealift cargo.

2. The American government should make sure that US flag operators are not hindered by regulations that foreign flag owners are able to bypass through loopholes in existing laws.

3. Some sort of cargo preference should be enacted.

4. Bilateral trade agreements should be utilized.

5. The U.S. government should not forget its commitment to provide for the health of American seamen, since merchant sailors are themselves a valuable national resource.



Rep. Walter Jones (D-N.C.)



Bill Wynn, UFCW President

Bill Wynn: 'Have Pride in Your Union'

Bill Wynn, the head of the *United Food and Commercial Workers Union*, talked to the delegates about the present state of the labor movement, which he feels is threatened by recent Republican gains in the Senate.

"At the present time, one could say that the labor movement is troubled. However, if every union could respond to adversity like the Seafarers, then the labor movement would be better off today."

Wynn emphasized that corporate America is trying to blame American workers for things beyond their control. The present economic crisis has not been caused by the labor

movement, as Conservative critics maintain. Rather, it has been caused by the short-sightedness of corporate America, which has not invested its money in the kinds of technology that would make the American worker more productive. More important, the businessmen of this country, unlike their Japanese and Western European competitors, have not made the workers feel as if they have a personal stake in the long term success of the corporation for which they work.

Wynn said workers must start showing their pride in their unions and in their leadership if labor is to prosper in the years ahead.

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Bill Wynn, UFCW President

Bob Lowen: 'Maritime Unions Must Cooperate'

"It's been many, many years since an MM&P official stood before an SIUNA Convention." That's how Bob Lowen, president of the **International Organization of Masters, Mates, and Pilots** began his speech to the delegates.

Stressing the "almost impossible situation" that exists in the maritime industry today, Lowen emphasized the need for cooperation among maritime unions.

He said that, like the SIU, his union has learned that the best way to have maximum impact is to consolidate.

Noting that both his union and

the SIUNA come from the AFL, Lowen said "I hope we will become closer in the future."

The MM&P is an affiliate of the International Longshoremen's Association whose president is Teddy Gleason. On the day he addressed the Convention, Lowen said that he had received a call from Gleason "asking that I give his fraternal greetings and to say that we support you."

After Lowen's speech, SIU President Drozak said that "we have to forget the past and think about the future. We look forward to working with Bob and MM&P."



Bob Lowen, president of the Masters Mates and Pilots Union, with SIUNA President Frank Drozak.

Pat Sullivan:

'You Can Count on the ILA'

The theme of unity in labor ran through the speech of Pat Sullivan, a vice president and legislative representative of the **International Longshoremen's Association (ILA)**.

Sullivan, who was representing the ILA's president Teddy Gleason, recalled the many times that his union and the SIUNA had helped each other in the past.

He then passed on a message from Gleason: "You can look to us for whatever assistance you need."

Sullivan also had high praise for SIU President Frank Drozak saying that he had filled the void left by the death of Paul Hall and other top SIU officials.

The ILA vice president then reminded the delegates that the ILA, after many years of absence, had rejoined the AFL-CIO Maritime Trades Department in which the SIUNA is a member.

"Whatever the ILA can do, you



ILA VP Pat Sullivan

can count on us," said Sullivan.

Referring to his belief that lawyers have often gotten too involved in union matters, Sullivan said, "let's settle differences among ourselves."

Following Sullivan's speech, Drozak echoed his remarks. "What happened yesterday is long, long ago. I intend to work with the other maritime unions for the survival of this industry."

Ray McKay:

Maritime Must Unite to Survive'

Ray McKay, president of **MEBA District 2**, talked movingly about his friendship with the late Paul Hall, and his belief that the maritime industry has to unite if it is to survive the protected cuts in federal spending.



MEBA-District 2 President Ray McKay

According to McKay, District 2 survived its turbulent birth in large part because of the interest that Paul Hall took in it. "Paul thickened the skins of everyone. He taught us not to be complacent in victory."

"The SIU has been like family to me. It has been for years."

"Two of my sons started their careers at the Lundberg School, which was another dream come true for Paul."

"As a personal friend of Paul Hall, I can say that few things disappointed him as much as disunity in the maritime industry."

"Unity is most important, especially with cutbacks in aid to the Merchant Marine."

"You know where I stand. I think that we maritime unions can all eat at the same table. The SIU is the logical choice to head that table."

Leon Shapiro:

'Must Block Alaska Oil Export'

Praising the hard work of SIU President Frank Drozak was the vice president of the **National Maritime Engineers Beneficial Association**, Leon Shapiro.

"Many of the benefits we enjoy today," said Shapiro would not have been possible without Frank Drozak's efforts.

He particularly pointed to the fact that both he and Drozak had fought together in the mid 1970's to get Liquid Natural Gas ships for American seamen.

In discussing the problems that face the maritime industry, Shapiro said that the only answer is the ground roots type of work.

Among the important fights that are being faced now, Shapiro said, is the attempt to export Alaskan oil.

He said that this is particularly foolish in light of the recent dogfight in the air between the U.S. and Libya. He reminded the audience that Libya supplies America with eight to ten percent of her imported oil needs.



MEBA-District VP Leon Shapiro

Because of that, Shapiro said that it's particularly important that American oil sources be kept for American use.

The need for political action is why support of "your political committee" is so essential, said Shapiro.

In closing, Shapiro brought out the audience's enthusiastic applause when he said that every pound of U.S. government cargo belongs on American-flag ships.

J. C. Turner:

'Rough Seas Ahead for Labor'

Speaking on behalf of the **Operating Engineers**, J. C. Turner, president of that union, reminded the SIU delegates of their good fortune to have the kind of leadership they've had, and of the dangerous situation that organized labor finds itself in.

Turner's remarks were seconded by Steve Leslie, Vice President of the Maritime Trades Department and 1st Vice President of Operating Engineers.

"Last week," Leslie said, "I attended the dedication of the Paul Hall building. The dedication evoked the history of the SIU and its long and bitter fight to promote the American flag merchant marine. As a close friend of the SIU, I saw that it took team play. Paul Hall was a great teacher and a great organizer."

The seas are rough ahead for the maritime industry, but thank God Paul Hall left a good chief mate [Frank Drozak] to take over."



IUOE President J.C. Turner

Speakers



1981 Triennial Convention

Robert Bonatati: 'Reagan Will Deliver for Maritime'

"While still a candidate, Mr. Reagan made a very firm commitment to revitalize the naval and maritime power of the United States."

The man who told that to the Convention delegates was there as a representative from President Reagan. He was Robert Bonatati, special assistant to President Reagan for public liaison for labor.

Bonatati went on to say that the President is "mindful of the fact that today's U.S.-flag merchant fleet has been suffering from years of neglect and decline. I can assure you that he intends to arrest that deterioration and to work toward a revitalized maritime industry."

A letter to the Convention dele-

gates from President Reagan restating his pledge to maritime again was read by Bonatati.

In it the President extended his greetings and said, "Since your organization's last triennial convention, our nation has passed an important turning point on its path to economic recovery. Workers can now look ahead with renewed confidence to a revitalized American merchant marine creating new jobs and restoring purchasing power to their paychecks."

In his speech, Bonatati noted that a high level working group on maritime affairs has been established by the Administration.

"This group, headed by an Assistant Secretary of the Department

of Transportation," said Bonatati, "has been charged with the task of formulating a program to restore the nation's merchant marine to a healthy condition."

The special assistant also noted that the move of the Maritime Administration to the Department of Transportation (DOT) "is a good first step to some new solutions to our maritime problems. You have a friend in Drew Lewis." (Lewis is the head of the DOT).

As he ended his speech, Bonatati told the delegates that President Reagan "believes in labor unions. He was a labor union president for more than six years. He believes in the collective bargaining process, the right of workers to negotiate their



White House representative Bonatati wages—and the vital role that unions play in the social and economic development of this country."

Rudy Oswald: 'Free-Trade Choking U.S. Flag'

The "free-trade" policy of the United States was severely attacked by the Director of the AFL-CIO Department on Economic Research.

Noting that "free-trade" policies are not common practice around the world, Rudy Oswald said that "trade hasn't provided the promise

it was supposed to."

Citing America's Davis Bacon Act which insures that Federal contracts go to the lowest bidder but that fair wages are still paid, Oswald said that the same type of assurances should be provided in the trade area.

Another economic policy attacked by Oswald is this country's high interest rates that are affecting the value of the dollar. He contended that as the result of the tight monetary policy, American products cost more.

There is a trade deficit of \$32 billion, Oswald said, adding that "isn't it time to worry about the trade deficit instead of the budget deficit?"

He ended by saying that "it's time to insure that all workers get fair wages and good working conditions."



Rudy Oswald

Ed Carlough: 'A Strong Bond With SIU'

Talking about the strong relationship between the SIUNA and his union was Ed Carlough, president of the Sheet Metal Workers.

Calling the SIUNA and the Marine Engineers Beneficial Association great unions, he talked about the high respect he's had for the SIUNA's officials. He added that "we depend upon the kind of leadership like yours."

Carlough pointed to the work he had done with the SIUNA on the General Presidents Offshore group which represents union workers on offshore drilling rigs.

He noted that his union will continue to work with the SIU and other



Ed Carlough, sheet metal workers unions like it and that "there's no way anyone is going to get at us."

Rep. John Burton: 'Unions Key to Social Progress'

In his speech before the SIU convention, Rep. John Burton (D-Cal.), who was instrumental in securing passage of legislation that led to the revival of the American flag passenger vessel industry, pondered the role that unions have played in helping workers better their lives.

"Seamen did not get the working conditions they now have through the benevolence of the owners. As a former member of the Bartender's Union, I know what a union can do."

Burton also discussed the threat that foreign flag fleets pose to American security, maritime safety and domestic prosperity. He pledged

to do all he could do to help publicize the fact that this country desperately needs to strengthen its merchant marine.



Rep. John Burton

Page Groton: 'U.S. Shipyards in Deep Trouble'

The dismal state of America's shipbuilding industry was brought home to the Convention delegates by an old friend of the SIUNA.

Page Groton, assistant to the International President of the Brotherhood of Boilermakers talked about U.S. shipyards noting that the Reagan Administration has "just about put the last nail in our coffin."

He talked about Reagan's promise during his Presidential campaign to keep the shipyards going and to build up the Navy. To date, Groton said, Reagan has only kept his Navy pledge.

The Boilermakers' representative was also angry at Congress which recently passed a "build foreign" amendment as well as eliminating Construction Differential Subsidy (CDS) Funds from the Federal

Budget for Fiscal Year 1982.

Groton predicted that with the "build foreign" amendment, those American shipowners who were reluctant to build in the past, will now be flooding the foreign shipyards.



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SIUNA Vows Action on Key Maritime Issues

The hundreds of delegates at the SIUNA's 1981 Triennial Convention from Aug. 31 to Sept. 2 held in Washington, D.C. passed almost 60 proposed resolutions on all parts of the U.S. maritime industry and on other varied topics important to the whole American labor movement. The most important maritime resolutions passed ranged from a new Maritime Policy to Tax Laws Affecting Fishermen. Among the resolutions passed by the delegates, were the following:

The Fishing Industry

The delegates called on the U.S. State Dept. to protect the rights of U.S. tuna fishermen in its negotiations with Mexico. And in the future with Costa Rica, Ecuador and Peru who have seized American tuna boats in the past.

And they proposed that discriminatory Internal Revenue tax laws which make fishing boat crews of less than 10 fishermen (who they consider self-employed) pay higher Social Security taxes and cut their unemployment benefits be repealed.

Maritime Policy

The delegates advocated that the U.S. Navy use American ships and seamen to support and crew their auxiliary vessels such as fleet oilers, ocean and harbor tugs and underway replenishment ships. This would involve carriage of naval military cargoes in national emergencies freeing Navy personnel for combat operations.

Secondly, the delegates proposed bilateral shipping agreements' legislation to reserve part of U.S. coal exports and strategic materials imports to be shipped on American flag ships in order to rebuild our dry-bulk fleet.

Thirdly, they supported legislation to give tax relief by accelerated depreciation and lower interest rates for U.S.-built vessels.

Lastly, approval was urged for the U.S. to okay the proposed United Nations Code of Liner Conferences (UNCITAD) which provides for cargo sharing.

Jones Act

The delegates urged repeal of the 1950 Amendment which allows administrative waivers of the Jones Act.

Flag-of-Convenience Vessels

The convention called on the U.S. Government to see that use of flag-of-convenience ships weakens our national security and should back the U.N.'s efforts to end flag-of-convenience use. One way, the delegates proposed, would be for the Government to give our bulk carriers more cargo to build up that fleet. And they urged that the U.S. should tax the profits of American companies registering their ships under flags-of-convenience.



Delegates making up the Inland Boatmen's Organizational and Grievance Committee were from left: John Fay, SIU headquarters rep; Steve Papuchis, SIU agent, Norfolk; Greg O'Clary, Inland Boatmen's Union, Alaska Region; Mike Sacco, SIU V.P. in Charge of Inland Waters; Roy "Buck" Mercer, MSTU; and Donna Lili, IBU Hawaii Region.

Strategic Petroleum Reserve

The delegates back the continued rapid filling of the Strategic Petroleum Reserve for national defense reasons. They asked the Administration to see that the equitable sharing provisions of the existing laws are strictly enforced on the carriage of oil to fill the reserve.

U.S. Cruise Ship Parity

SIUNA wants laws to rebuild the U.S. passenger fleet, equalize competition between American and foreign cruise ships through tax incentives, allow gambling aboard U.S. cruise vessels and let American taxpayers deduct expenses for conventions and professional meetings held aboard U.S. passenger ships.

Public Law 480

Delegates urged the 97th Congress to continue the Public Law 480 Food for Peace Program and oppose any change in equitable cargo sharing of Government-generated shipments of food products, mostly grains, sold or given away free to feed the hungry of the world.

U.S.-Canadian Maritime Relations

The delegates praised the recent maritime research and development agreement signed by Canada and the United States for the Great Lakes, St. Lawrence Seaway, coastal, arctic and inland waters.

Navigation Season Extension

The convention endorsed the gradual extension of the navigation season on the Great Lakes to year round and the phased extension of the navigation season on the St. Lawrence Seaway to 11 months as economic means require while considering the effect on the environment.

In Memoriams

The convention recorded their high esteem and deep sorrow on the passing of SIU VP's John Yarmola, and Earl Shepard, UIW East Coast chief Ralph Quinonez, SIU Hq's Rep. William Hall Sr., ex-SIU Safety head Joseph Algina and Seattle Port Agent Harvey Mesford.



Delegates listen in at SIUNA convention during session where resolutions and other programs were acted upon.



The Great Lakes Organizational and Grievance Committee works over report for Convention. From left, they are: Don Sapir, attorney; Jack Allen, SIU Lakes representative; Roman Gralawicz, SIU of Canada; Joe Sigler, SIU Great Lakes representative, and Roger Desjardins, SIU of Canada.

SIUNA Delegates Pass Special Resolution in Memory of Paul Hall

Delegates to the 1981 SIUNA Triennial Convention passed a special resolution in memory of the late Paul Hall, who had guided the SIUNA since 1957 until his death last year.

Below is the text of that resolution:

WHEN the first post-war Convention of the Seafarers International Union of North America was called to order in Chicago in 1947, Paul Hall was there with the delegates who mapped out the future of the SIUNA.

At every Convention of the SIUNA since then, including our most recent one in 1978, Paul Hall was there.

Since 1957 when he succeeded the late Harry Lundeborg as our International President, he called our conventions to order, presided over all their sessions, and banged the gavel down to adjourn them.

Our years under Paul Hall's stewardship were exciting years in which the scope of our jurisdiction was greatly increased, our interests in politics, organizing and helping our brother unions continually expanded, and we as individuals widened our horizons and goals for the organizations we represent.

In so many ways, it was Paul Hall who gave us the strength and ability to do these things.



Each and every one of us here today have been the fortunate benefactors of Paul Hall's vision, encouragement and fortitude.

Our years with Paul Hall were years of true achievement. We met our problems and challenges with aggressiveness and intelligence. With his strength behind us, our International—small in size compared to many others—built the reputation as an organization that got things done, an organization that could be counted on.

The accomplishments of Paul Hall cannot be enumerated, and we wouldn't

even try. It's best to simply say that American seamen as a class of people, and all American workers in general, are much better off today because of the work of Paul Hall in their behalf.

For those of us who knew him well, who had the great fortune of being associated with such a man, the sense of loss we felt when Paul Hall died will never subside.

We watched with pride—and amazement—at Paul Hall's seemingly infinite capacity for growth. We always looked forward to our Conventions as a true highlight of the year's events.

We have heard Presidents and Vice Presidents of the United States speak at our Conventions. We have heard Senators, Congressmen and the great labor leaders of our time, including on many occasions the late George Meany, address our Conventions as well.

Every time one of our Conventions adjourned, we were instilled with a new sense of direction. We were stronger and more unified than ever before.

It is with the deepest sadness that we the delegates of this Convention of the Seafarers International Union of North America, AFL-CIO gather here without Paul Hall, our President, friend, mentor and ally for so many years; Now therefore be it

RESOLVED, that the delegates to the 1981 Triennial Convention of the SIUNA dedicate this Convention to the memory of Paul Hall; and be it further

RESOLVED, that this Convention extend to his widow, Rose, and his children Margo and Max, our deepest sympathy and gratitude for so unselfishly sharing this great trade unionist and human being with us, and be it further

RESOLVED, that this resolution be forwarded to his family as a token of Paul Hall's union brothers' everlasting respect and affection for one who has contributed so much to so many.



Attending the SIUNA Convention UIW delegate Donna Caryl (left) and other delegates from the UIW. The UIW Convention was held Aug. 26, 27 and 28 at Piney Point.



After addressing the SIUNA Convention Congressman John Burton, Democrat of California (center) was thanked by (l-r): Executive Vice President Ed Turner; SIUNA President Frank Drozak; Secretary-Treasurer Joe DiGiorgio and Washington Representative Frank Pecquex.



Two delegates to the SIUNA Convention snapped during a break in the proceedings.



Part of the Resolutions Committee meeting during the Convention. Here are (l-r): Gerry Brown, SIU New Orleans port agent; Steve Troy, SIU Seattle port agent; Cecilia Lleras, SIU of Puerto Rico; George McCartney, SIU vice president and committee chairman; Donald Tacconi, Sugar Workers Union and Mary Lou Sanchez, SIU of Puerto Rico.

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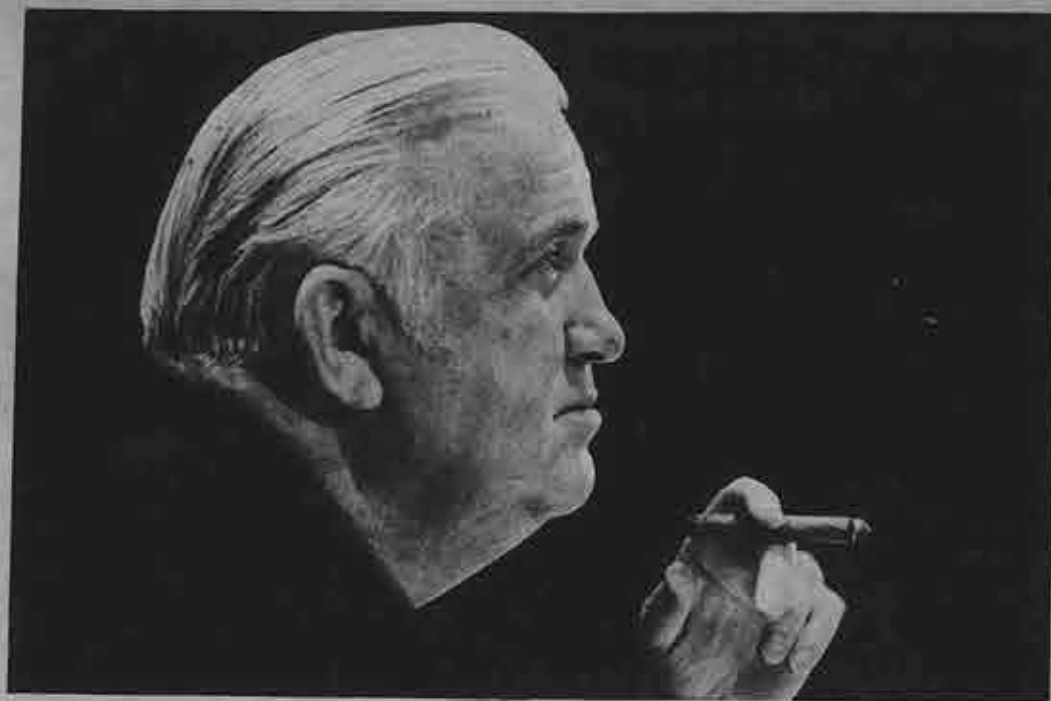
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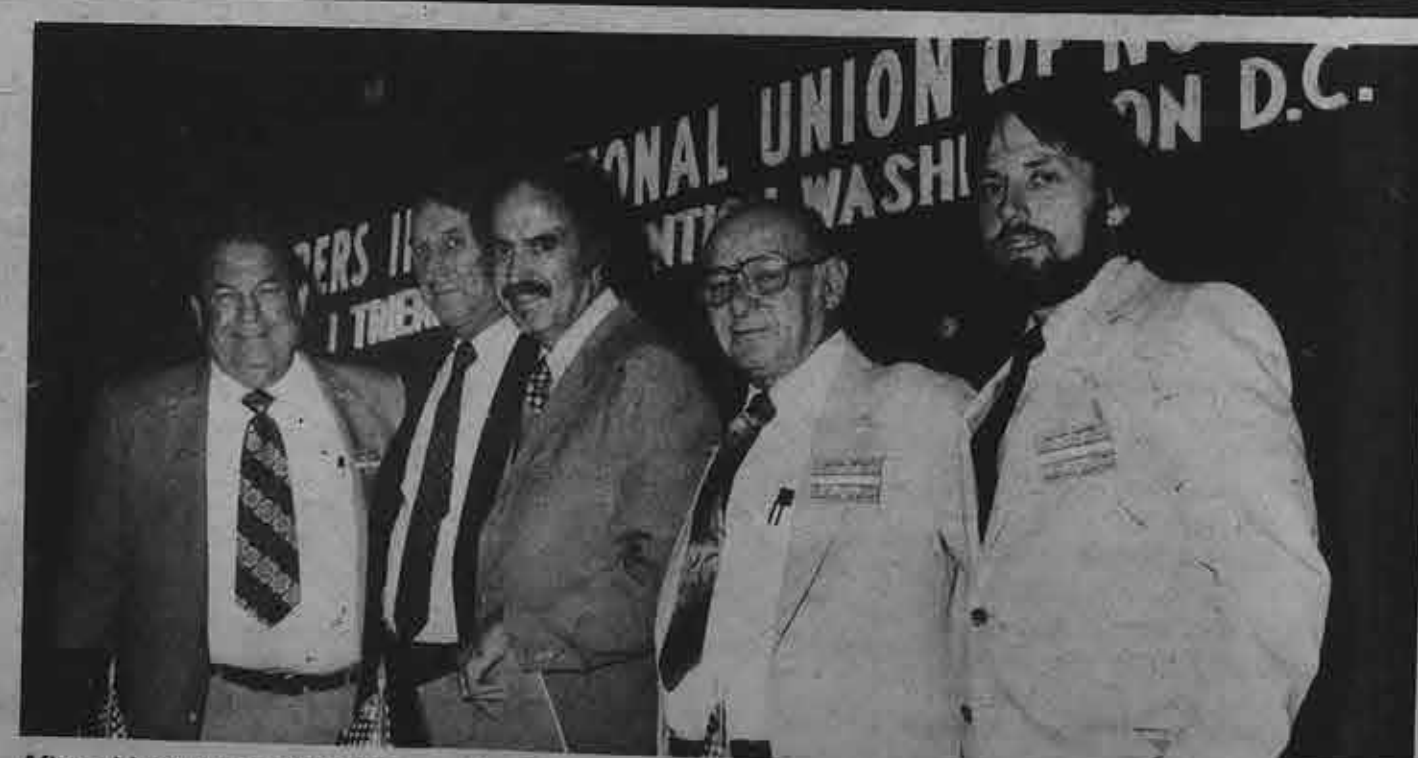
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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

September 1981

Legislative, Administrative and Regulatory Happenings



SIUNA CONVENTION

The SIUNA Convention was the site of an important development for the maritime industry. Speaking on behalf of President Reagan, Bob Bonitati, special assistant to the President, reiterated Reagan's pledge to "revitalize" the American flag Merchant Marine.

Responding to Bonitati's speech, SIU President Frank Drozak noted that President Reagan was a man who lived up to all his commitments. Despite Bonitati's failure to mention any particular course of action, his message was well-received by the delegates, who understand the problems facing the maritime industry as it battles intense foreign competition, burdensome overregulation, and drastic cuts in important federal programs.

LABOR AT LARGE

Organized labor is slowly feeling its way about the wreckage of last November's election. Speaking forcefully and frequently on behalf of the rights of the underprivileged, Lane Kirkland has for some time now been a lone voice in the woods. His candor and courage are beginning to pay off. There were large Labor Day parades across the country, for the first time in years. As the effects of the past few months become apparent, workers will realize that they have to work hard to protect the gains they have made over the past fifty years. The seeds for a renewed labor movement are being planted at the very moment pundits are predicting the worst.

WASHINGTON REPORT

Washingtonians have been reduced to the status of by-standers as people and institutions from other parts of the country grab headlines and influence policymaking decisions.

Wall Street has jumped off the back pages of the business sections and onto the front pages of the nation's newspapers. Business leaders across the country are expressing concern over high interest rates and projected deficits. Kemp-Roth economics, which seemed so attractive just a few short months ago, has got the "old-boy networks" a bit nervous. Cars are not selling, houses are not being built, people are not saving even though Arthur Laffer promised they would.

Much of the uneasiness centers around the projected defense build-up that threatens to capsize Republican efforts to balance the budget by 1984. A coalition of pragmatic government officials, Conservative and liberal, Democrat and Republican, has been asking some hard-nosed questions. Incredibly, the defense build-up has bypassed whole segments of the Defense Establishment vital to the security of this nation, such as the maritime industry, while investing in expensive new weaponry that most experts feel will be obsolete even before it is built.

REGULATORY REFORM

Senator Slade Gorton (R-Washington) has introduced a new piece of legislation, the Shipping Act of 1981, whose importance to the American merchant marine has been greatly increased by recent cuts in the 1982 maritime budget.

The bill would grant complete antitrust immunity to the conference system. Closed conferences would be permitted to make American shipping companies more competitive in relation to their foreign competitors, who do not face the same anti-trust restrictions and penalties as their American counterparts. Gorton stressed that the legislation would not require any government outlays and would put the American maritime industry on a more equal footing with foreign flag fleets. Rep. Mario Biaggi (D-NY) has introduced a similar bill in the House of Representatives.

U.S. CHINA BILATERAL TRADE AGREEMENT

The American maritime industry watches with great interest as officials from China and the U.S. make plans to review the U.S. China bilateral trade agreement signed last year.

Hitches have developed as American companies protest the artificially low rates that have prevailed in the trade. Problems have also been caused by the failure of the Americans to clearly define the limits of their delegation's authority.

Bilateral trade agreements, which are gaining popularity among foreign governments, are something of a rarity. The U.S. government has so far shied away from utilizing these agreements in its dealings with other governments, even though many experts feel they hold tremendous potential for the well-being of the American flag merchant marine.

DOT TRANSFER

The Transportation Institute, a non-profit organization aimed at promoting maritime research and development, has voiced concern over the apparent downgrading of the Maritime Administration in its move from the Commerce Department to the Department of Transportation. Drew Lewis, one of the more powerful members of the Reagan Cabinet, is reported to have been influenced by the protests, and is considering plans to upgrade MarAd's top post once the agency's transfer has been all worked out.

Under the Merchant Marine Act of 1970, Congress designated the head of MarAd as Assistant Secretary, a title dropped in the transfer. In addition, the top maritime official has been given a Level III, while the heads of both the Federal Aviation and Highway Administration are Level II appointees.

The discrepancy in government ratings is not just a matter of petty bureaucratic politics. In the byzantine world of the Federal government, titles and imagined prestige are important weapons. It is only fair that the chief spokesman for the maritime industry start out on an equal footing with the representatives of the other models of national transportation.

DREDGING

In a move that would surprise few people and which would anger many, the Department of Defense seems certain to award the Mombasa Harbor project in Kenya to a foreign dredging contractor, just as it awarded two earlier contracts to foreign contractors at the Diego Garcia Naval Base.

The U.S. dredging industry has been seriously hurt by its government's decision to favor foreign competitors. So too have the American taxpayers. It is estimated that at least 80¢ of every dollar would be returned to the US economy if an American firm were used in overseas dredging work.

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

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

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

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

SUPPORT SPAD

Navy Buys 6 of 8 SL-7s For Use By MSC

SIX of the eight SL-7 containerhips, which were billed as the fastest of their type in the world when they were delivered to Sea-Land Service Inc. in 1972, are now officially government property.

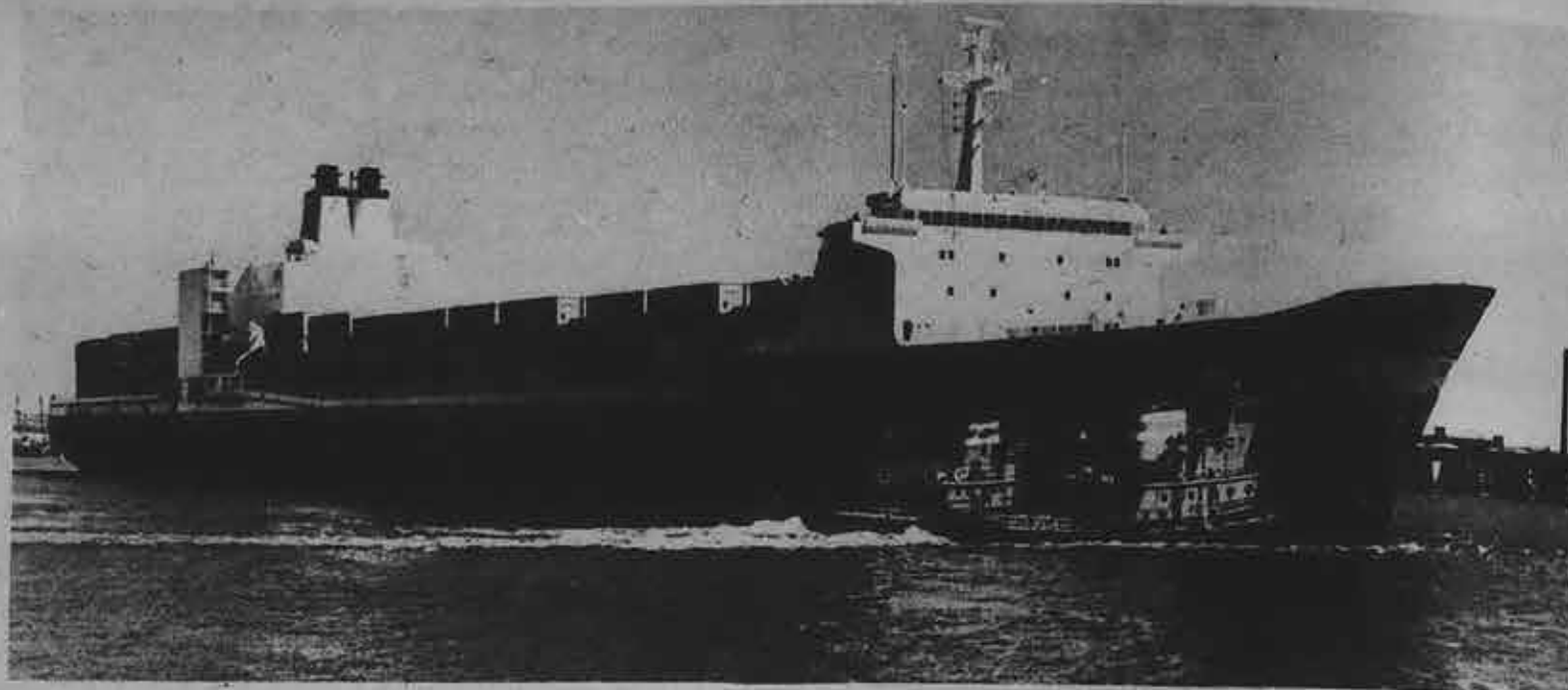
In a deal which took 22 months to negotiate and carried a price tag of \$207.5 million, the U.S. Navy bought the six SL-7's for use by the Military Sealift Command.

The first of the 946-foot containerhips was delivered to the MSC in San Francisco, Ca., on Aug. 24. The other five will be delivered from either San Francisco or Port Elizabeth, N.J. at regular intervals through Nov. 9.

According to Sea-Land, the two remaining SL-7's will continue making East Coast runs for the SIU-contracted company for the time being. The Navy has the option to purchase the two during 1982.

The MSC views the SL-7's as a boon to the nation's strategic capability. The sale may also bring benefits to U.S. seafaring and shipyard workers.

As part of the purchase contract, Sea-Land agreed to bank proceeds from the SL-7 sale in a Capital Construction Fund, to be used exclusively for construction of new vessels in U.S. shipyards. A fact



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sheet issued by the Dept. of Defense on Aug. 26 stated that the SL-7's will be civilian manned.

"The ships will be operated," the DOD fact sheet says, "by the Military Sealift Command and crewed with civilian mariners. All officers and crewmen will meet the minimum qualification requirements established by the U.S. Coast Guard."

With top speeds of 33 knots the steam turbine-powered SL-7's provide the fast logistic capability the MSC says it needs "to improve the strategic sealift to quickly deploy supplies... to potential danger areas throughout the world."

For Sea-Land however, the ships had become increasingly costly to operate. When they were built, almost 10 years ago, bunker fuel cost about \$3 a barrel. Now the cost has skyrocketed to \$30 a barrel and fuel bills for just one SL-7 can run as high as \$1 million annually.

The SL-7's, Sea-Land's annual report stated, "are no longer fuel efficient for commercial purposes." Last year, SIU members began crewing Sea-Land's brand new fleet of 12 D-9 vessels. Powered by diesel engines and operating at cruising speeds of 22 knots, the new vessels are highly fuel- and cost-efficient.

In order to purchase Sea-Land's

SL-7's the Navy sought, and received funding from Congress. The appropriation covered the \$207.5 million purchase price of the six SL-7's, 4,000 containers, 800 container chassis and spare parts.

While the Department of Defense says the ships could be used as-is, representing "a substantial lift capability immediately in terms of containerized military cargo," the vessels are slated for conversion. "Within three years," said the MSC, "the ships will be converted to self-contained roll-on, roll-off vessels with sufficient cranes, booms, hatches and sideports to permit rapid loading and unloading."

'Law of Sea' Still Hung Up on Ocean Mining Treaty

Geneva, Switzerland—The United Nations Conference on the Law of the Sea (UNCLOS) wrapped up another six-week session here last month having failed, once again, to reach agreement on a treaty governing deep seabed mining.

The thorny question of how the vast wealth of the deep seabed should be retrieved and divided up has been the sticking point to achieving a comprehensive international agreement governing the use of the oceans and their resources since the first session of UNCLOS in 1958.

At issue is the mineral wealth of the deep seabed, reckoned in the trillions of dollars. The nodules which blanket the ocean's floor are rich in manganese, copper, cobalt and nickel, four crucial components of U.S. national defense industry, and all but nonexistent on American soil.

The U.S. and other nations which have the technology to begin deep seabed mineral retrieval insist the UNCLOS treaty acknowledge and protect their capital investments. Underdeveloped countries, however, while lacking the technology

or the capital to mine the oceans, want to make sure they get a share of the booty.

Strong opposition to the current text of the draft treaty has been lodged by the Reagan Administration and other western countries. The main concerns of the U.S. involve the mandatory transfer of deep sea mining technology from developed nations to the International Seabed Authority, set up by UNCLOS to regulate ocean mining.

Other provisions of the draft treaty have also been disputed. One concerns the possible exclusion of the U.S. from the arm of the Seabed Authority which will have the final say on all deep seabed mining decisions. The other is focused on the fact that the current treaty is open-ended.

Under the draft's present wording, a review conference would be held by UNCLOS 15 years from the treaty's start-up date to determine whether the goals of the pact were being met.

Conrad G. Welling, senior vice president of Ocean Minerals Co., a mining consortium, said the current treaty provided no security for

mining companies. "As it is now written," said Welling, "in 20 years it can go in any direction and we have absolutely no control over it."

After review by the Reagan Administration the final U.S. position on the UNCLOS treaty will be presented at the next session of the conference, scheduled to begin March 8 in New York.

Pending completion of an international ocean mining agreement, the mechanism for U.S. companies to begin unilateral deep seabed mining is already in place. Under the terms of the 1980 Deep Seabed Hard Mineral Resources Act, strongly backed by the SIU because it includes "U.S.-flag, U.S.-crewed" requirements for mining vessels, licenses for deep seabed exploration were issued beginning July 1, 1980. Permits for "commercial recovery" however, will not be authorized until Jan. 1, 1988.

The delay built into the Act was intended to give UNCLOS every opportunity to reach agreement on deep seabed mining while at the same time protecting U.S. investment and American jobs in the event that an acceptable treaty cannot be worked out.

Lakes Seafarers Get COLA Hike

Effective August 1, 1981, Great Lakes Seafarers shipping on Great Lakes Association of Marine Operators' vessels received a cost-of-living increase of 20 cents per hour.

This is the third COLA increase Great Lakes seamen have received this year under the terms of the Freightship Agreement. Coupled with the 22 cents per hour COLA which was effective May 1 and the 23 cents add-on of Feb. 1, COLA hikes for Great Lakes seamen total 65 cents for the year, so far.

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SIU Takes Ogden Dynachem on Maiden Voyage

THE SIU has taken scores of new ships out on their maiden voyages in the last ten years. But the brand new multi-purpose *Ogden Dynachem*, which crewed up recently in New Orleans, is one of the more unusual of the new breed of American flag ships.

The ultra modern, fully automated vessel incorporates all the latest design and safety features.

And this 42,000 dwt shallow draft carrier could very well be the first in a new line of tankers built for fuel efficiency and cargo hauling versatility.

She is actually the first of two sisterships, built at Avondale Shipyards, to be crewed by Seafarers and owned and operated by Ogden Marine. The second is the *Ogden Hudson*, expected out sometime in November.

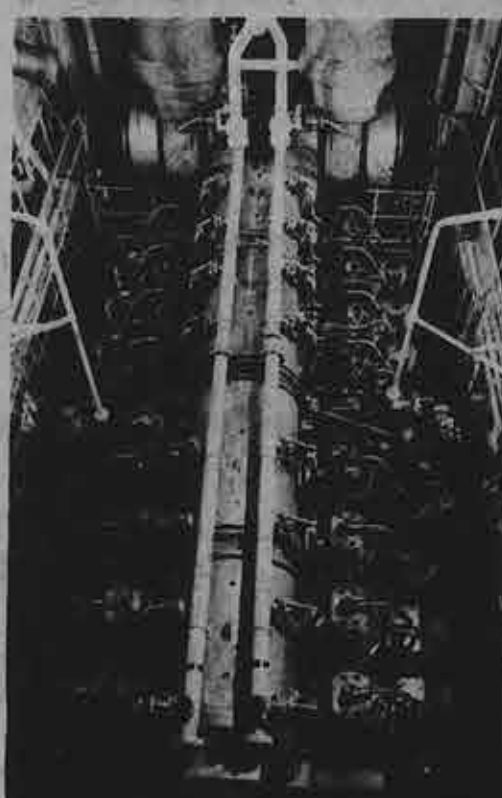
The *Dynachem* is powered by a fuel stingy, slow speed diesel engine, as the age of steam powered ships inevitably draws to a close due to the constantly rising costs of bunker oil.

The *Dynachem*, though, is much, much more than simply a tanker. She's an all purpose product carrier, capable of hauling a wide range of chemicals and all varieties of petroleum products, as well as veg-

etable and animal oils, in 18 cargo tanks with 12 segregations.

Versatility is the key to success of this ship as a profitable venture for its owners. If the oil market is down, the ship can carry any of so many different types of chemicals, and vice versa.

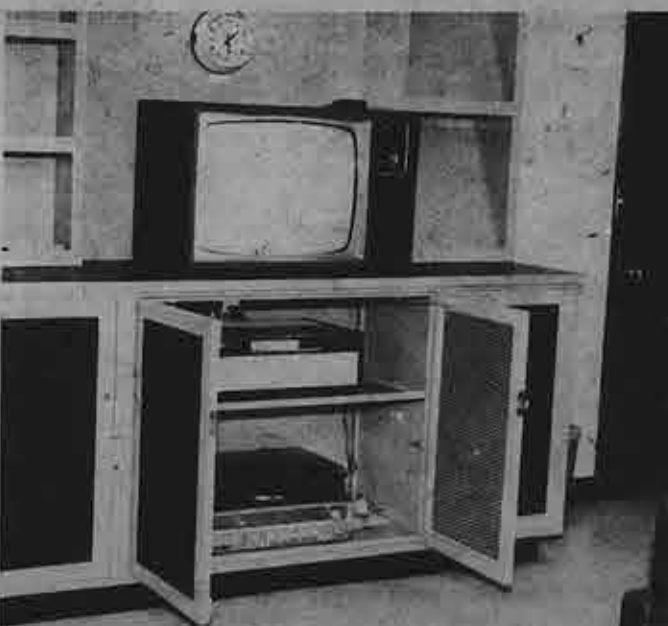
At present the *Ogden Dynachem* is running coastwise from Texas to the East Coast. Photos shown here were taken in the port of New York.



The bowels of a space ship? No! Just the *Ogden Dynachem's* 16 cylinder diesel engine.



The beautiful new versatile, multi-purpose product tanker *Ogden Dynachem*.



Here's a new TV cassette system installed by company as a result of the recently negotiated deep-sea contract.



There's always time for a pix when the Log photog comes aboard. Seated from the left are SIU crewmembers: Joel Spell, pumpman; Bobby Butts, AB; Diane Page, GSU; Tal Moss, QMED; Don Collins, steward/baker; and H.B. Rains, recertified bosun. Standing are Robert Taylor, left, steward utility, and James Morgan, chief cook.



Never the ones to duck a camera are, from the left: Robert Taylor, steward utility; Mary Courtney AB (she got her AB ticket at Piney Point in June), and Diane Page, GSU.



QMED Joe Spell (his son Joel is the pumpman) keeps a trained eye on the engine room control board.

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There has not as yet been any official word on the Administration's stand. However, an Aug. 13 article in the *New York Times* quotes an aide to Sen. Ted Stevens of Alaska, a long-time advocate of exporting his state's oil, as saying that the White House had promised "active support" in the effort to lift the ban on North Slope crude exports.

Exporting America's largest secure domestic oil reserve could prove disastrous for all concerned, with the notable exception of the U.S.-based oil companies. Moving Alaskan oil to Japan and bringing in replacement supplies, preferably from Mexico, would free the oil companies from the U.S.-flag requirements of the Jones Act, allowing them to rake in millions in extra profits.

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However, the purchase of even more foreign oil with American dollars would worsen U.S. balance of payments, offsetting any monetary gains to the government. Even more important, exporting Alaskan oil would deprive the U.S. of secure domestic oil while increasing our already heavy dependence on unstable foreign suppliers. At a time when the Administration is talking about beefing up defense capability, making the nation more vulnerable to crucial supply cut-offs would be, at the least, counterproductive.

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There are many other reasons for continuing the ban on exports of North Slope oil, including the fact that exporting Alaskan crude would destroy incentives to construct needed pipelines, refineries and

additional U.S. tankers.

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Clean Sweep for Catawba Victory in No-Notice Alert



Here's a pic of the happy crew of the SIU-manned *Catawba Victory* which recently participated in the "No Notice Activation Test," which is conducted annually to test the nation's ability to man vessels of the Ready Reserve Fleet and quickly put them to sea. In addition to the *Catawba Victory*, other SIU ships involved were the *SS President* and the *SS Washington*. The crews of all three vessels received high praise from the U.S. Maritime Administration. The broom, signifies success, or clean sweep, and a job well done.

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

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USPHS Hospitals, Clinics Close Oct. 1, 1981

A 200-year-old American tradition ends Sept. 30, 1981, when federal funds for the U.S. Public Health Service network of hospitals and clinics are cut off.

Effective Oct. 1, the start-up date of fiscal year 1982, the government monies which have kept USPHS running since the system was established in 1798 will stop coming.

For SIU members and other U.S. merchant mariners, Coast Guardsmen and Dept. of Defense personnel who have been the primary beneficiaries of USPHS, the same type of medical care formerly available through USPHS will be dispensed through private health facilities.

But for the eight existing USPHS hospitals and 27 outpatient clinics—and the community residents they serve—the future is much less certain.

According to Dr. Leonard Bachman, acting director of the Bureau of Medical Services of USPHS, "many USPHS hospitals and clinics will be closed. Others," added Bachman, will be transferred "to other agencies or local communities following the approval of the Sec-

retary of Health and Human Services."

Conversions Expected

Approval to convert the Staten Island, N.Y. USPHS hospital to a voluntary community facility has been applied for from Health & Human Services Secretary Richard Schweiker.

A similar effort is underway in Baltimore, Md., to turn the USPHS hospital there into an independent entity called a "community volunteer hospital."

Maintaining the Staten Island USPHS hospital is of crucial importance to that community. Since 1977, the Staten Island hospital has served the medical needs of more and more area residents in addition to their seagoing beneficiaries.

In a recent report, John J. DePiero, executive vice president of the Staten Island USPHS pointed out that "the community of Staten Island is not served by a municipal health facility." The USPHS hospital, he said "has filled the mission of a municipal institution in supplementing the needed health care services on Staten Island."

Al Barkan: A Man for the Times

Al Barkan, the man who vaulted the labor movement out of the "smoke-filled, back room" style of '30s and '40s politics into the break-neck paced era of political action through mass media and computerization, will retire at the end of the year after a long, productive career as director of the AFL-CIO's Committee on Political Education (COPE).

Barkan took over as director of COPE in 1962 and immediately embarked on a program of modernizing the labor movement's political action apparatus.

He established a sophisticated computer bank at national COPE headquarters in the AFL-CIO building in Washington, which gives the movement quick access to mil-

lions of voting union members and their families.

He championed the concept of donating COPE funds to AFL-CIO State Federations and local central bodies nationwide for voter registration and "get-out-the-vote" activities.

He also made sure that labor would continue to be effective with black and other minorities through support of such minority action groups as the A. Philip Randolph Institute and the Labor Council for Latin American Advancement.

Al Barkan is well known as a dynamic public speaker with the God-given ability to stir, excite and encourage groups of five or 5,000. Barkan was a regular speaker at SIU and Maritime Trades Depart-

ment conventions.

Much of labor's great success in the political arena in the last 20 years can be directly attributed to the work and unique leadership abilities of Al Barkan.

As the true professional he is, Barkan never gloated over a big victory, nor did he ever become defensive when labor took one on the chin.

Al Barkan's character, enthusiasm and charisma instilled a deep sense of pride and an attitude of "can-do" in everyone who worked under his stewardship at COPE, and virtually everyone he came into contact with.

Al Barkan will be sorely missed at the AFL-CIO and by every union and union member in the land. But we can be thankful that the work

ams will "follow a concept developed by the Federal Aviation Administration that uses designated private physicians to conduct fitness tests." Now in the works is development of a list of such physicians from each geographic area of the country where shipping exists.

A definite formula on the handling of seamen's medical records has not yet been decided upon by USPHS. The next issues of the *Log* will carry all further details on this issue.

Notice to Members On Medical Care

Now that USPHS is closed, Seafarers and Boatmen requiring medical care, emergency treatment, etc. are advised to go to the doctor or hospital of your choice. Then simply submit the bills, along with a properly filled out SIU claim form, to Seafarers Welfare Plan, 275 20th Street, Brooklyn N.Y. 11215. Next month's *Log* will carry a more complete dialogue concerning medical care as well as an update of the fate of the USPHS hospitals.



Al Barkan, retiring at end of year.

Al Barkan accomplished, and the programs he set up at COPE will continue to insure that the American labor movement maintains its status as one of the most potent political forces in the nation.

Al Barkan is truly a man for the times.

Adm. Harold Shear Named Maritime Administrator

WASHINGTON, D.C.—The guessing game ended earlier this month when Admiral Harold Edson Shear was nominated to head the U.S. Maritime Administration. The announcement confirmed what had been widespread speculation for the last two months.

President Reagan nominated Shear to replace Samuel Nemirow who has done an excellent job as Maritime Administrator for the past few years.

Admiral Shear's nomination is expected to be easily approved by the Senate.

A 1941 graduate of the U.S. Naval

Academy, Shear retired as a four star admiral in 1980.

The 62-year old Admiral was a vice president of the Norton Lilly Company in New York City. From 1977 to 1980 he served as commander-in-chief of the Allied Forces in Southern Europe with headquarters in Naples, Italy.

Previously, he was vice chief of Naval Operations from 1975 to 1977; commander-in-chief, from 1974 to 1975, of U.S. Naval Forces in Europe with headquarters in London, England; director of Anti-Submarine Warfare, Department of the Navy, from 1971 to

1974; director of Submarine Warfare from 1969 to 1971, and chief of the U.S. Naval Mission to Brazil from 1967 to 1969.

Admiral Shear specialized in submarines for 25 years. He commanded the *USS Becuna* from 1952 to 1954; the *USS Patrick Henry* from 1959 to 1962, and the Navy's fast combat support ship, *USS Sacramento* from 1965 to 1966.

Married with two grown children, Admiral Shear maintains residences in Groton, Conn. and Cambridge, Md. He was born in New York City.

The Maritime Administration that Admiral Shear will be heading was recently transferred from the Department of Commerce to the Department of Transportation.

The move was made by the Reagan Administration as a step toward making the maritime industry "part of a comprehensive national transportation system." (For a fuller story on the transfer, see page 8 of the August *Log*).

The SIU is looking forward to working with Admiral Shear to help revitalize this nation's merchant marine.



Part of the huge throng of 300,000 marchers were women's groups calling for passage of the Equal Rights Amendment.



The words on the platform dais tell what the march was all about.

300,000 Unionists March on

WASHINGTON, D.C.—This country's first big demonstration of the 1980's was one organized by the AFL-CIO. It's success was obvious when on Sept. 19—**Solidarity Day**—a huge crowd of approximately 300,000 workers, civil rights activists, and other concerned citizens marched on the nation's capital.

They were protesting the Reagan Administration's budget cuts that will end many of the social benefits for which workers have struggled, as well as weaken the rules that help protect their safety on the job.

The rally was organized by the AFL-CIO and the great majority of the demonstrators were workers from affiliated unions. But also

participating were civil rights groups representing women, blacks, Hispanic Americans and other minorities, as well as the elderly and the disabled.

The SIU, which provided the security for the march, sent several hundred Seafarers from New York, Philadelphia, Baltimore, Norfolk, and the Harry Lundeberg School of Seamanship in Piney Point, Md.

SIU President Frank Drozak joined the many other union leaders who also participated.

Armada of Buses

It took nearly 5,000 buses and seven trains to bring the huge crowd to Washington, D.C. In addition to that it is estimated that approxi-

mately 50,000 area residents took part. The AFL-CIO rented the Washington subway system for the day at a cost of \$65,000. The subway was free to the public.

The well-planned and peaceful demonstration began in the late morning at the Mall around the Washington monument.

Then, led by AFL-CIO President Lane Kirkland, the demonstrators marched up Constitution and Pennsylvania Avenues to the eastern end of the Mall.

Their signs and shouts expressed their anger at the high unemployment rate, the high interest rates, and the cutbacks on many of the social services provided by the government.

Handing out leaflets protesting their dismissal by President Reagan were the striking members of the Professional Air Traffic Controllers Organization (PATCO). Most of the rally's participants avoided plane travel as a sign of support for the strikers. A representative from PATCO addressed the rally and received very enthusiastic support.

Virtually every union in the AFL-CIO had representatives there. Also, unions outside the Labor Federation took part, such as the United Mine Workers.

Among some of the non-labor groups participating were the National Association for the Advancement of Colored People (NAACP) and the National Or-



Rock star Stevie Wonder was among the celebrities who turned out for the march.



Solidarity Day organizer, Lane Kirkland sports the Seafarer's white cap given him by SIU President Frank Drozak.



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Workers came to Washington from all over the nation. Signs in this pic show people from California, Michigan, Kentucky and Maryland.

Washington, D.C. for Solidarity Day Protest

ganization for Women (NOW).

The speakers who addressed the crowd at the end of the march represented the variety of groups participating.

The main speaker, Lane Kirkland, told the demonstrators, "We are here today to reaffirm the great goals that have drawn us together, in solidarity, for a hundred years. We are here to answer a challenge to those goals and to all that we have gained together, in solidarity."

Kirkland has said he called for the rally in part because he wanted to counter President Reagan's remark last February that union leaders had lost touch with their members. "President Reagan has told us that he alone speaks for the working

people of this country, and that we do not."

He went on to criticize the economic policies of the Reagan Administration and told the demonstrators, "You are the people that do the work of America. You run its factories and offices, work its farms, transport its produce, maintain its buildings, teach its children, nurse its sick, clean its streets and fight in its defense."

Kirkland continued, "When something goes wrong in America, you feel it first—before the politicians or the more securely placed. Something has gone wrong and you know it all too well."

Other speakers focused on specific issues. For instance, AFL-CIO

Vice President Joyce Miller, who is also president of the Coalition of Labor Union Women, attacked President Reagan's opposition to the equal rights amendment and abortion and the cutback on special programs for women and children.

Speakers like Coretta Scott King, widow of the slain civil rights leader Martin Luther King, Jr., Rev. Benjamin Hooks, executive director of the NAACP, Eleanor Smeal, president of NOW, and Douglas Fraser, president of the AFL-CIO-affiliated United Automobile Workers, attacked the Reagan Administration's attempts to cut Social Security and to weaken the enforcement of equal opportunity rules. They also denounced what they feel is a bias

against labor on the part of President Reagan.

United Mine Workers' President Sam Church, Jr. was angry at the Administration's reductions in Federal aid for agencies that supervise mine safety and job health programs.

The large Solidarity Day crowd showed that workers want a change in the way they are being treated by the Federal Government.

They were affirming Lane Kirkland's words that, "We have come too far, struggled too long, sacrificed too much, and have too much left to do, to allow what we have achieved for the good of all to be swept away without a fight. And we have not forgotten how to fight."



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It was cold and nasty in the very early morning hours when several hundred Seafarers mustered to get assignments for providing security for the march.



AFL-CIO President Lane Kirkland delivers keynote speech at Solidarity Day.



The Lakes Picture

ALGONAC

The SIU-crewed tug *James A. Hannah* (Hannah Marine Co.) sped to a first place finish in this year's International Tug Boat Race, held on a balmy July 4. The victory was the second in the last three years for the *James A.* and the third in a row for SIU-contracted Hannah Marine—the company's *Mary E.* took the cup in the 1980 race.

About 100,000 spectators lined the shores on both the U.S. and Canadian sides of the Detroit River to watch 18 tugs compete in the annual race. The tugboat competition is a highlight of the International Freedom Festival, jointly sponsored by the cities of Detroit, Mich., and Windsor, Ont.

Bringing the *James A.* in to victory were five SIU members: Cook James MacRury, and Deckhands Michael Bencher, Thomas Savage; William Colasinski and Howard Priester, who was part of the *Mary E.*'s winning crew last year. Also aboard was SIU representative Byron Kelley who's been part of the on-board cheering section on each of the three winning Hannah tugs. "They say I'm their good luck charm," Kelley explains.

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Monthly Membership Meetings

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Philadelphia	Oct. 6	2:30p.m.	7:00p.m.
Baltimore	Oct. 7	2:30p.m.	7:00p.m.
Norfolk	Oct. 8	9:30a.m.	7:00p.m.
Jacksonville	Oct. 8	2:00p.m.	—
Algonac	Oct. 8	2:30p.m.	—
Detroit	Oct. 9	2:30p.m.	—
Alpena	Oct. 9	2:30p.m.	7:00p.m.
Houston	Oct. 12	2:30p.m.	7:00p.m.
New Orleans	Oct. 13	2:30p.m.	—
Mobile	Oct. 14	2:30p.m.	—
San Francisco	Oct. 15	2:30p.m.	—
Wilmington	Oct. 19	2:30p.m.	—
Seattle	Oct. 23	10:30a.m.	—
Piney Point	Oct. 10	2:30p.m.	1:00p.m.
San Juan	Oct. 8	—	—
Columbus	Oct. 17	—	—
Chicago	Oct. 13	2:30p.m.	—
Port Arthur	Oct. 13	2:30p.m.	—
St. Louis	Oct. 16	—	—
Cleveland	Oct. 15	2:30p.m.	—
Honolulu	Oct. 8	2:30p.m.	—
Duluth	Oct. 14	2:30p.m.	—
Paducah	Oct. 23	2:30p.m.	—
Jeffersonville	Oct. 22	2:30p.m.	—
Frankfort	Oct. 16	2:30p.m.	—
Tampa	Oct. 22	2:30p.m.	—
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The proposal to route 10 percent of government cargoes through the Great Lakes was introduced late last year by Philip M. Klutznick, secretary of commerce under President Carter. SIU president Frank Drozak had spoken out against the proposal, stating that it would have been used, instead, to move even greater amounts of U.S. cargoes on foreign flag vessels. Other measures, Drozak said, must be employed to restore the U.S.-flag Lakes fleet to a competitive footing.

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Late last month a federal Appeals Court struck down 1979 Environmental Protection Agency regulations aimed at harnessing the most common types of water pollutants.

The 4th Circuit Court of Appeals made 34 of the nation's largest chemical, paper and food processing manufacturers very happy in their 2-to-1 ruling that the EPA's stringent anti-pollution measures violated the 1977 Clean Water Act. The EPA, said the Court, had not adequately assessed the cost of implementing their 1979 regulations on "conventional pollutants." In their regulation the EPA had opted for stringent, costly water pollution control over cheaper, but less effective measures.

The industries involved, which included Du Pont and Union Carbide, among others, argued that the EPA's clean up regulations would cost them \$2 billion. Under their own version of a water cleanup plan, the industries estimate costs of \$200-\$300 million.

Thousands of pounds of industrial wastes are dumped into the nation's waterways, including the Great Lakes, each year. They are known as "conventional pollutants" because they are not deemed carcinogenic. However, conventional pollutants still destroy plant and fishlife.

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SIU Hosts 1,000 For Dedication of the



Mrs. Rose Hall cuts the ribbon officially opening the Paul Hall Library and Maritime Museum at SHLSS last month.

Paul Hall Library and Maritime Museum
Paul Drozak Vocational Education Building
Charles Logan Vocational Education Building
Al Kerr Administration Building
At the Seafarers Harry Lundeberg
School of Seamanship
Aug. 22, 1981

Dedication Ceremonies—Seafarers Harry Lundeberg School of Seamanship—Aug. 1981



Paul Hall Library and Maritime Museum.



SIU President Frank Drozak addresses the hundreds of friends and well wishers in attendance at dedication ceremonies. On dais with Drozak, from the left, are: Andrew Gibson, Max Hall, Adm. Scarborough, Mrs. Hugh Carey, Gov. Carey, and Mr. and Mrs. Lane Kirkland, Mrs. Rose Hall, Margo Hall and Mr. and Mrs. Bobby Kerr.

Piney Point, Md.—Even a day of steady, driving rain couldn't deter the hundreds of people who travelled to the Seafarers Harry Lundeberg School of Seamanship Aug. 2 for the dedication of the newly-built **Paul Hall Library and Maritime Museum**. Also dedicated were the **Al Kerr Administration Building**, the **Paul Drozak Vocational Education Building** and the **Charles Logan Vocational Education Building**, named to commemorate the unique contributions of these men to the SIU.

AFL-CIO President Lane Kirkland and New York Governor Hugh Carey led a rostrum of speakers representing government, industry and labor who paid tribute to the late SIU President Paul Hall and to Al Kerr, Paul Drozak and Charlie Logan.

"Each of these men," said Governor Carey, "played a very important part in the progress of the SIU and in the creation of this School." The buildings that bear the names of Paul Hall, Al Kerr, Paul Drozak and Charlie Logan, added Carey, serve as "monuments to the goodness of these men's lives, to their bone-seated integrity, to their dreams."

"Nothing could be more fitting than naming a library after Paul," said AFL-CIO President Lane Kirkland, "because Paul loved learning only as it can be loved by those for whom it does not come early or easily."

Kirkland noted that the entire Lundeberg School was, itself, a tribute to Paul Hall. "I knew this school when it existed only in the unbounded imagination of Paul Hall," he said. "Not many men could conceive such an idea; even fewer could make it happen."

"The American labor movement," added Kirkland, "will draw its strength and its leaders from places like the SHLSS."

In welcoming remarks to the hundreds of guests who crowded into the Zimmerman Auditorium, **SIU President Frank Drozak** said "we are here to express our gratitude to Paul Hall. Paul made this School," said Drozak, because "he believed education was the key to our growth as individuals and as a Union."

Others who spoke at the dedication ceremonies included: Andrew Gibson, chairman of the National Maritime Council and president of Delta Steamship; and the Coast Guard's Vice Admiral Scarborough, representing the White House.

Following the speeches, Rose Hall, Paul's widow, cut the ribbon marking the official opening of the **Paul Hall Library and Maritime Museum**.

The building is an impressive structure housing the SIU's archives, a multimedia center, a 100-seat auditorium and a TV production studio in addition to books and periodicals.

All those attending the dedication ceremonies were invited to tour the SHLSS campus and visit the new **Paul Hall Library** as well as the buildings commemorating Paul Drozak, Al Kerr and Charlie Logan.

The **Paul Drozak Vocational Education Building** was completed in 1979 and named for SIU Vice President Paul Drozak who had died in 1978. Located in the Paul Drozak building are classrooms of the School's Deck Department training program as well as CPR, first aid and Union Education classrooms.

Housed in the **Charles Logan Vocational Education Building** are the Engine Department training facilities, including a working mock-up of an engine room automatic control console. A galley and classrooms for the Steward Department program are also headquartered there. Logan, who died in 1975, was a long-time friend of the SIU who helped establish and promote the SIU's Scholarship Program.

Inside the **Al Kerr Building** are the SHLSS Vice President's office as well as the School's Administrative departments. The building was named for Al Kerr, a charter member of the SIU and the Union's Secretary-Treasurer from 1960 until his death in 1972.

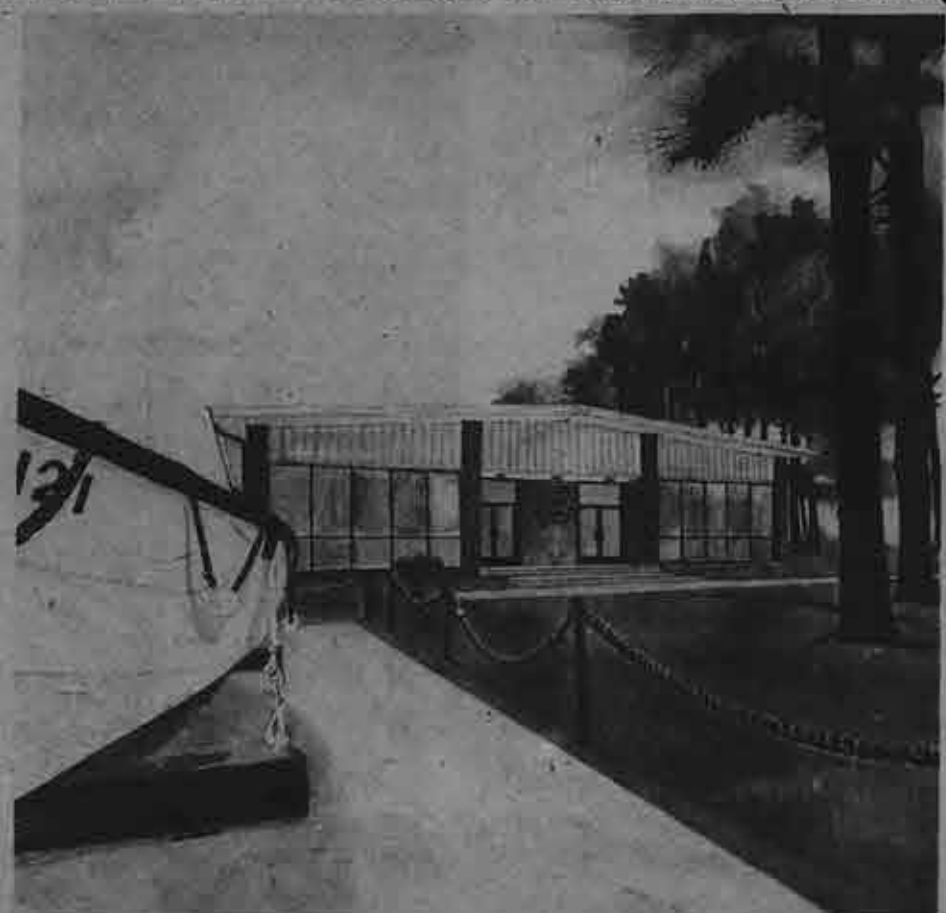
A Hawaiian luau, prepared by crewmembers of the SIU-contracted Oceanic Independence, featuring authentic refreshments and entertainment from the beautiful Islands provided the festive finish to a day of memories and pride for the SIU.



Al Kerr Administration Building



Paul Drozak Vocational Education Building



Chas. Logan Vocational Education Building

Lane Kirkland Keynotes Dedication

IN a moving speech at the Dedication Ceremonies, AFL-CIO President Lane Kirkland, a longtime and close friend of Paul Hall expressed his high praise of the man who made the Lundeberg School possible.

AFL-CIO President Lane Kirkland recalled his first visit to Piney Point "when there was nothing here, but remnants and desolation, wind and water."

To make the School into what it is today "took the rare combination of vision, common sense and drive that was Paul Hall. He was a whole man, a sailor's sailor, a leader's leader. His legacy to Democratic trade unionism is great and lasting."

Talking about the completion of labor's first centennial, Kirkland said, "As we go forward into our second century, the American labor movement will draw its strength, its leaders and its future from places like the Harry Lundeberg School of Seamanship."

Kirkland also praised Charles Logan, "the professor-arbitrator," as "a champion of education." And he talked about the SIU, its leaders and members, being "solid up and down the line because of leaders like Paul Hall and Paul Drozak and Al Kerr. Their tradition is being carried on by Frank Drozak and the other fine leaders of this union."

The AFL-CIO President encouraged everyone present—as a fitting remembrance of Paul Hall—to take part in labor's Solidarity Day march, Sept. 19, in Washington, D.C.

Quoting some lines from the abolitionist Frederick Douglass, Kirkland told the audience why labor was marching in Washington.

"If there is no struggle, there is no progress. Those who profess to favor freedom, and yet deprecate agitation, are men who want crops without plowing up the ground. They want the ocean without the awful roar of its many waters."

Kirkland said that "Paul would like" those lines. He noted that "Paul was at his best helping out in somebody else's beef. Whether it was to lend a hand to women trying to organize a Manhattan insurance office or to migrant workers surrounded by hired heavies in a California field, Paul and the SIU were there."

The Labor Federation president also gave the audience a bit of a history lesson. He said that the first century of American labor closed with the deaths of A. Philip Randolph, George Meany, and Paul Hall.

"That was a loss," said Kirkland, "between May 1979 and June 1980, of more leadership than many other institutions ever had."



AFL-CIO President Lane Kirkland.

He told how, when Paul Hall was born in Alabama in 1914, Randolph was 26 years old "and embarking on a career in Harlem as editor of 'The Messenger,' the starting point of a crusade for the rights of black workers that would not bear real

fruit for another half-century."

In that same year, said Kirkland, George Meany was 21 years old. He was a journeyman plumber in New York and was seven years away from being elected business agent of his local.

It was more than 40 years later when the three came together on the Executive Council of the AFL-CIO.

"Paul Hall was a strong right arm," said Kirkland, "in the struggles of both Meany and Randolph. By creating this School and recruiting from both Appalachia and Harlem, Paul brought together all races, all ages and all geographic backgrounds in a truly integrated SIU, and added strength to an organization with a tradition of valiant service to the cause of trade unionism at large."

As Kirkland ended his history lesson he made several points about Randolph, Meany, and Hall.

He said, "Each of those three men individually was a great educator, a great agitator, and a great organizer. Together, they were unbeatable. None of those three men ever stopped growing, learning and reaching out. And each was a champion of education."

The last point is why the dedication of a library to the memory of Paul Hall is such a fitting tribute.

N.Y. Gov. Carey Helps Celebrate 'Bittersweet Occasion'

BEFORE he was Governor of the State of New York, Hugh Carey was the U.S. Representative from the District where SIU Headquarters is located in Brooklyn.

During the time he served in the House, Carey and Paul Hall became close friends. When Carey ran for Governor, Hall was one of his staunchest supporters.

At Paul Hall's funeral in June of 1980, Carey, Vice President Walter Mondale, and AFL-CIO President Lane Kirkland were among those delivering eulogies.

So it was fitting that Hugh Carey spoke at the Dedication Ceremonies of the Paul Hall Library and Maritime Museum as well as three other buildings at the Lundeberg School.

Besides being close friends with Paul Hall, Carey also knew Al Kerr, Paul Drozak, and Charles Logan.

"This is a bittersweet occasion," Carey told the audience. "We are here to honor the work of four great men who played a very important part in the creation of this Union and this School."

Calling Paul Hall "a patron and a teacher," Carey said, "he was the

incarnation of greatness."

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Gov. Hugh Carey and his wife, Evangeline, were among the honored guests at the Dedication.

his love of justice," Carey said that Hall was gentle toward the weak but "fierce in his defense of working people; fierce against any who would tear down unions; fierce in the fight against racism; fierce against the exploitation of workers; fierce against poverty."

The New York Governor also said that Paul Hall's life was "an eloquent refutation of all those who claim that one man's life can't make a difference. Paul's life made a tremendous difference."

He went on to say that the fact that "we have lost" Hall, Kerr, Drozak and Logan "is still difficult to accept."

But Carey added that "the good of their lives continues in these buildings and in the work of this Union and this School."

Adding that "we celebrate the goodness of their lives today," he added that their memories could be honored by building a secure future the way they did—with their own hands and without fear.

The Governor ended his speech by saying, "In Paul there was no fear, not even in death itself."

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Representing the White House at the dedication was Adm. Scarborough, who read a letter of greetings from President Reagan.



SHLSS Vice President Frank Mongelli, right, gets together with an old friend from Brooklyn, N.Y., Steve Leslie, 1st VP of the Operating Engineers.



SIU President Frank Drozak stressed the importance of education to the SIU and the individual SIU member in today's maritime industry.



Andrew Gibson, president of Delta Steamship and head of the National Maritime Council were among the speakers who helped celebrate the dedication in fine fashion.



Among those attending the dedication ceremonies were Frank Lonardo (center) new president of Local 1814 of the International Longshoremen's Association, and Joe Collozo, vice president Local 1814.



It was standing room only in the Zimmerman Auditorium at SHLSS for the Dedication of the School's four new buildings.



A guest at the dedication ceremonies views beautiful model of an 1875 square-rigger in the museum section of the Paul Hall Library and Maritime Museum.

New Library A Fitting Memorial to Paul Hall—A Man Who Loved Education

THE dedication of the Paul Hall Library and Maritime Museum is a landmark occasion for this union and the maritime industry. The Library completes the dream that the late SIU President had for giving seamen the tools to protect their own futures, which he saw threatened by Congressional indifference and technological changes.

The world that Paul Hall lived in as a young man going to sea was dramatically different than the one he viewed just before his death last year. It is a tribute to his acumen and leadership abilities that he understood those changes, indeed had predicted them at a time when most other people in the maritime industry were blind to upcoming events.

In 1938, success in the maritime industry depended upon what old-timers like to call "muscle." If your members were bigger, meaner and more numerous than your opponents, you won.

Like most things over the past 40 years, organizing and winning in the maritime industry has changed. One can now have "muscle" and still lose.

Technological advances have completely revolutionized the maritime industry. Containerization in the early 60's was just the beginning of a long process of change that has made crews smaller, shore-time almost non-existent, and education absolutely necessary.

The Federal government has been less than ineffectual. Indeed, its attitude towards the maritime industry has often bordered on the perverse.

The Federal government refuses to support its merchant marine in

The brand new Paul Hall Library and Maritime Museum will provide educational opportunities to generations of seafarers.

the same manner that most other countries of the world support their maritime industries. The U.S. has relied upon "free trade" slogans, which sound good even if they accomplish little.

While the maritime unions were busy fighting one another years ago, American businessmen were able to secure legislation that enabled them to use foreign flag fleets, with little or no penalty. Taxes and safety regulations have been evaded as the American flag merchant marine has dwindled to the point where the security of this country is threatened.

The only way that American seamen can protect their job security is by understanding the world that they live in. It is a hard world, and an unjust one. That is where Paul Hall fits in, and why the library is so important.

One thing separated Paul Hall from most of his contemporaries in the maritime industry: his ability to see things as they were rather than

how he wished they were.

Shortly after succeeding to the post as President of the SIU he began to see that the maritime industry was changing, and that nothing could stop that change. Seamen had to adapt to a new world, or else face the loss of their jobs.

Paul Hall understood that American seamen had to be able to master the complexities surrounding a fully mechanized vessel. It is not enough for a man in the engine room to wipe oil spills and fasten some valves. He has to know about logarithms and equations as if he were Einstein.

In many ways it is a daunting prospect. But seamen have historically had one advantage, a strong leadership, which inspires and guides and truly leads.

The Paul Hall Library and Maritime Museum stands at the very heart of the Lundeberg School. When a Seafarer enters into it he or she should think about the man for whom it is named.

Paul Hall had to leave home at

14 to help support his family. He hoboed, lugged groceries, and fought men twice his age so that his mother and younger brother could eat.

The maritime industry gave his life focus. There was a ready-made community of people who pulled together to make a living. Every vessel was a self-contained world. Every rating counted and every seaman was a brother.

Seafaring added color to Paul Hall's life. It gave him a chance to make a living and to improve his standing in the world.

When he became a union official, he sought to repay seamen for all they had given him. He systematically went about learning how to best represent the men and women who had elected him to office.

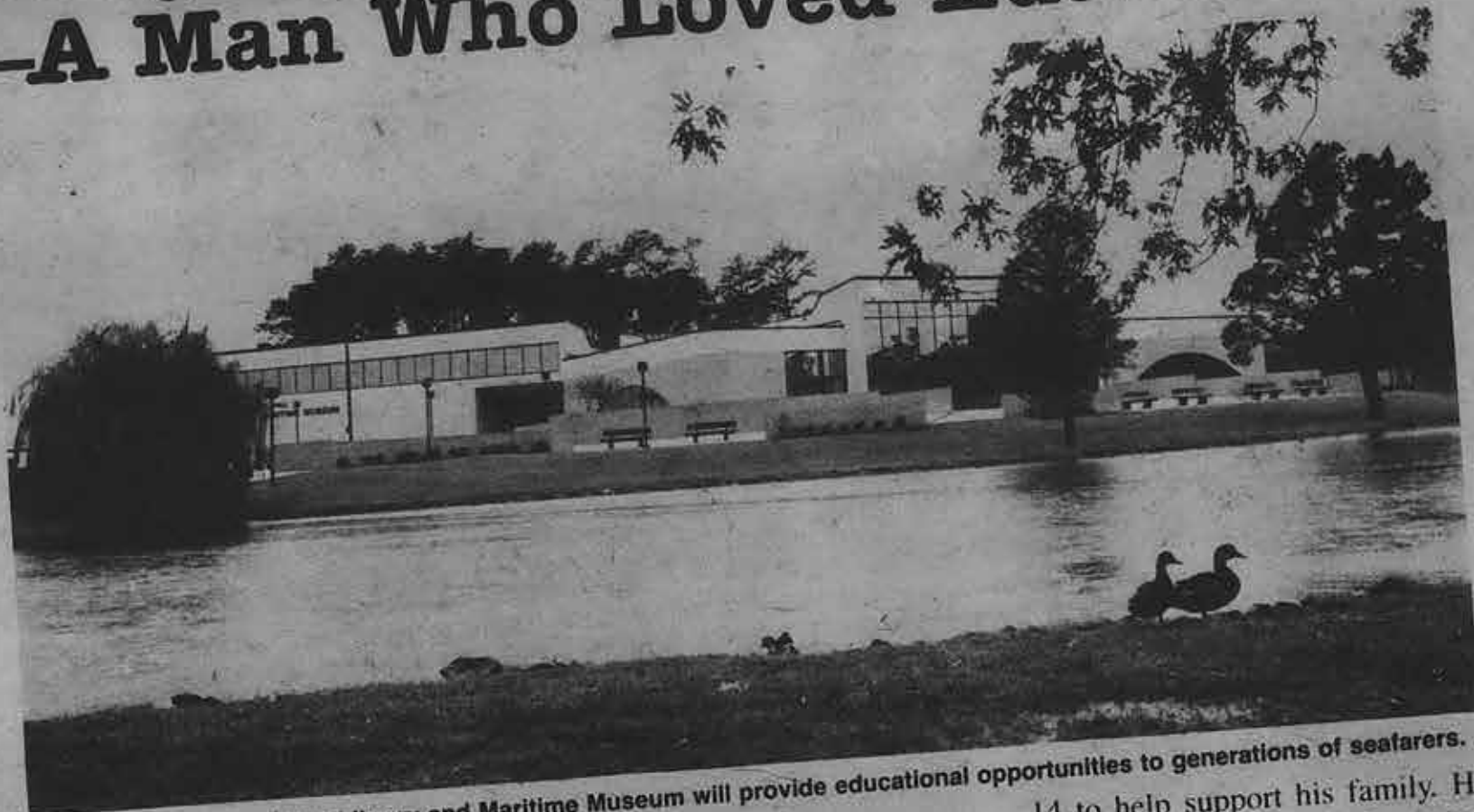
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He was no superman, as he would have been the first to admit. He just worked hard and did not let himself feel embarrassed about his early, awkward attempts to better himself.

The next ten years are going to be crucial for the future of the American flag merchant marine. Each and every member has it within his power to make a difference.

The Paul Hall Library and Maritime Museum is an impressive facility. Many have called it the finest building of its kind.

Only the members of this union, however, can breathe life into it. By accepting the challenges that stand before them, and by using the Paul Hall Library to further their education, they can give the man who labored so hard on their behalf a fitting memorial.



A view of the museum area of the new Paul Hall Library with modern skylights providing an especially beautiful effect.

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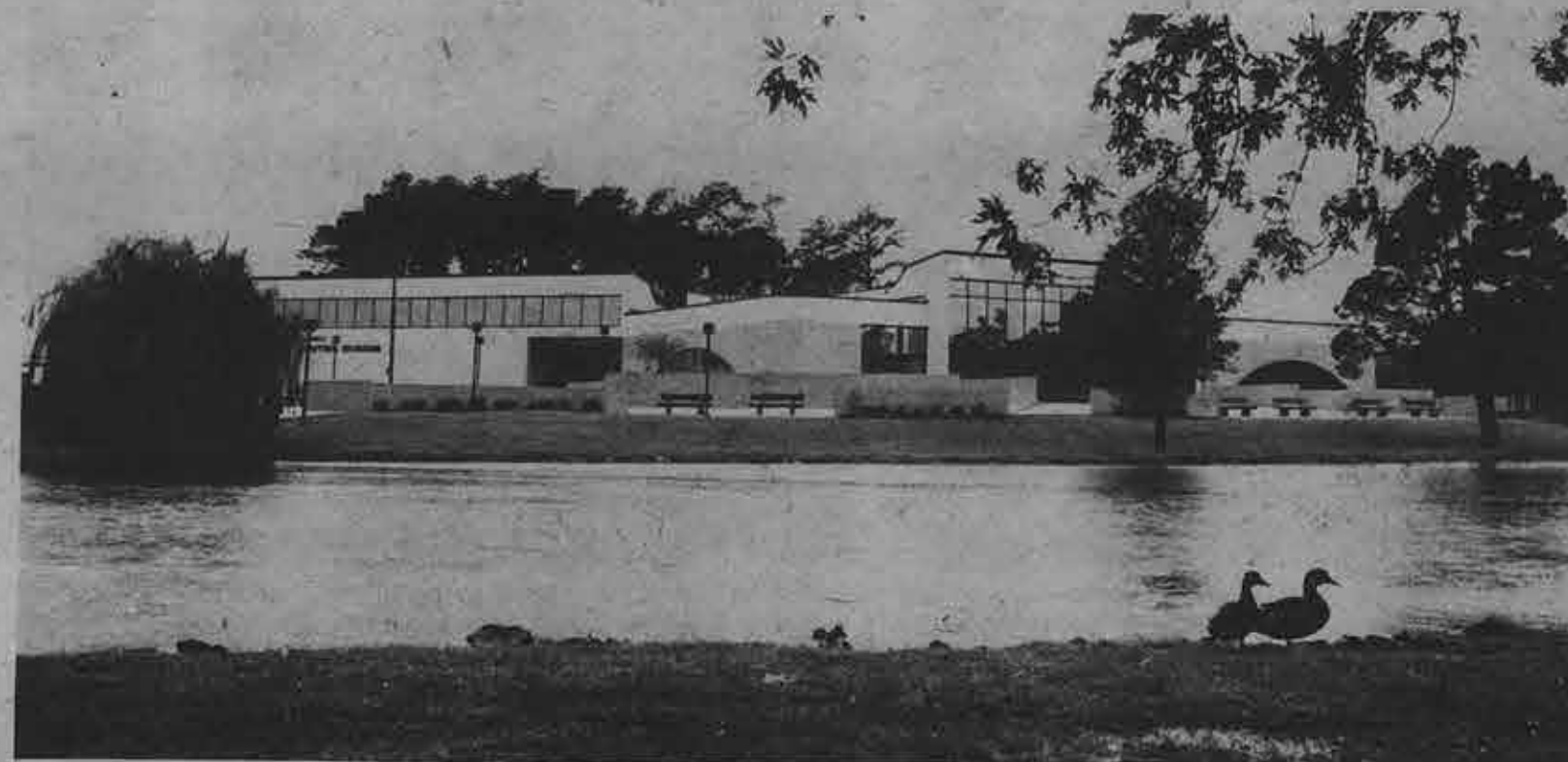
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Dispatchers Report for Deep Sea

JULY 1-30, 1981

Port	REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
DECK DEPARTMENT									
Boston	5	4	1	2	1	0	15	12	0
New York	126	72	4	108	70	1	179	105	15
Philadelphia	7	2	0	7	3	1	10	8	0
Baltimore	16	6	0	15	1	1	48	24	0
Norfolk	12	6	1	27	16	0	21	16	0
Tampa	11	10	0	10	13	0	16	18	3
Mobile	22	4	0	7	1	0	36	11	1
New Orleans	79	28	0	83	39	0	130	47	13
Jacksonville	31	12	1	32	9	0	76	33	6
San Francisco	34	17	4	76	43	4	53	27	3
Wilmington	19	11	12	21	23	0	55	23	22
Seattle	13	10	6	27	14	1	57	31	10
Puerto Rico	12	2	0	15	10	1	19	1	0
Houston	64	29	1	72	29	2	116	40	7
Piney Point	1	1	0	2	1	1	1	1	0
Yokohama	2	1	1	4	1	1	2	1	0
Totals	474	217	37	508	279	13	834	398	84
ENGINE DEPARTMENT									
Boston	2	4	0	0	4	0	6	7	0
New York	93	35	4	72	33	0	154	65	6
Philadelphia	4	3	0	2	4	0	8	3	0
Baltimore	15	6	0	9	2	0	40	14	0
Norfolk	12	6	0	6	22	0	22	10	0
Tampa	6	7	1	7	6	0	14	9	2
Mobile	19	10	1	48	3	0	35	12	1
New Orleans	61	27	1	18	22	0	42	19	1
Jacksonville	21	19	0	40	37	3	64	30	12
San Francisco	24	19	9	12	9	1	29	17	12
Wilmington	14	10	2	25	8	3	51	22	6
Seattle	24	8	3	22	8	0	12	4	0
Puerto Rico	8	0	0	40	17	0	103	28	9
Houston	52	14	3	0	2	0	0	1	0
Piney Point	0	0	0	2	1	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	356	172	26	310	218	5	678	276	52
STEWARD DEPARTMENT									
Boston	0	1	0	1	1	0	1	8	0
New York	62	34	2	53	56	0	79	55	0
Philadelphia	0	2	0	1	4	0	2	4	0
Baltimore	17	3	0	10	4	0	24	7	0
Norfolk	11	3	0	16	19	0	13	7	2
Tampa	5	5	0	5	4	0	8	7	1
Mobile	8	2	0	4	1	0	34	3	0
New Orleans	44	9	0	44	32	0	57	10	1
Jacksonville	15	1	0	15	8	1	25	6	0
San Francisco	16	22	8	60	65	25	49	35	13
Wilmington	12	4	1	5	8	6	19	8	9
Seattle	26	6	3	40	22	0	33	7	10
Puerto Rico	16	0	0	16	6	0	12	2	0
Houston	26	1	0	23	13	1	71	11	1
Piney Point	1	2	1	0	16	0	0	1	1
Yokohama	0	0	0	0	0	0	0	0	0
Totals	259	95	16	293	262	34	429	171	46
ENTRY DEPARTMENT									
Boston	2	15	0	6	31	4	6	31	4
New York	31	139	28	47	274	110	47	274	110
Philadelphia	1	3	0	4	28	3	4	28	3
Baltimore	11	18	3	16	65	13	16	65	13
Norfolk	3	27	5	4	54	14	4	54	14
Tampa	2	13	1	9	29	3	9	29	3
Mobile	3	20	0	4	36	1	4	36	1
New Orleans	22	52	8	40	100	25	40	100	25
Jacksonville	11	29	8	18	62	11	18	62	11
San Francisco	16	59	53	42	114	125	42	114	125
Wilmington	3	21	31	13	57	97	13	57	97
Seattle	25	42	18	25	71	56	25	71	56
Puerto Rico	6	18	2	6	14	9	6	14	9
Houston	14	35	13	36	103	29	36	103	29
Piney Point	2	26	3	1	9	3	1	9	3
Yokohama	1	0	0	0	1	0	0	1	0
Totals	153	523	173	279	1,062	503	279	1,062	503
Totals All Departments									
	1,242	1,007	252	1,111	759	52	2,220	1,907	685

***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 July was good in all A&G deepsea ports. A total of 1,922 jobs were shipped in July to SIU. contracted deep sea vessels, an increase of 453 jobs over the previous month. Of the 1,922 jobs, only 1,111 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

Directory of Ports

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

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

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

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

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

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

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

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

COLUMBUS, Ohio
 4937 West Broad St. 43228
 (614) 870-6161

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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 (809) 725-6960

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 Yokohama Port P.O. 5-6 Nihon Odori
 Naka-Ku 231-91
 201-7935

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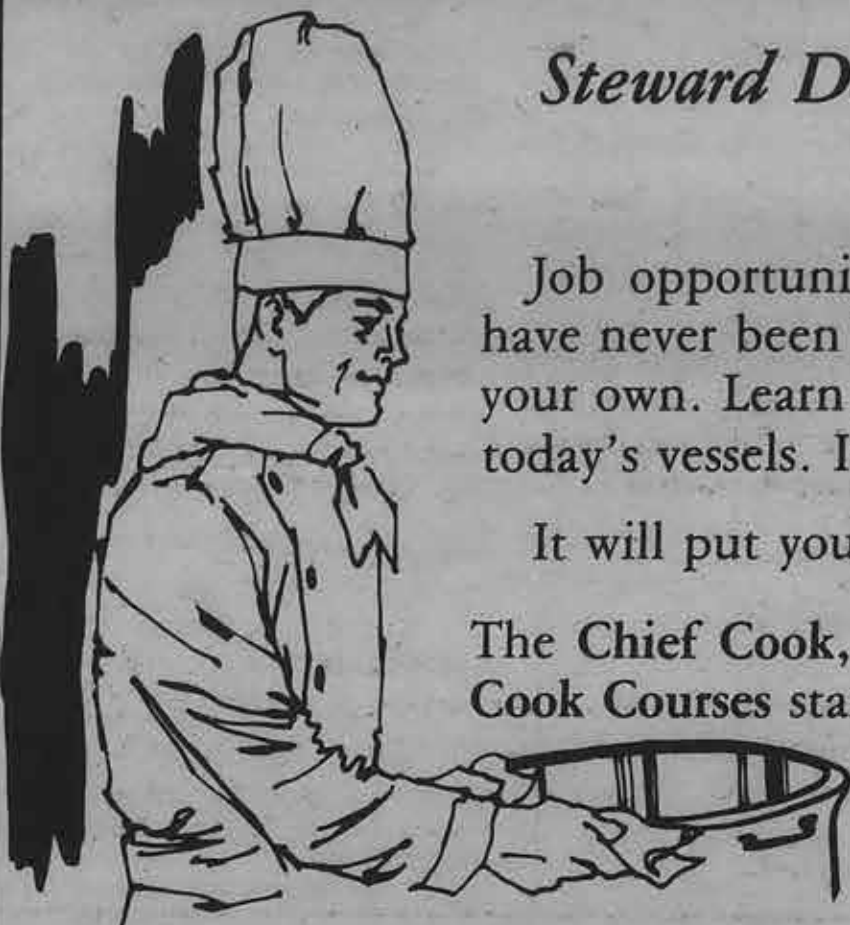
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Dispatchers Report for Inland Waters

JULY 1-30, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	7	2	0	0	0	0	11	3	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	0	3	2	0	3	12	0	6
Mobile	0	0	0	0	0	0	0	1	0
New Orleans	8	1	0	1	0	0	11	6	3
Jacksonville	2	1	0	0	1	0	2	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	4	3	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	2	0	2	0	7	7	6
Port Arthur	19	7	5	10	2	2	27	9	10
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	3	6	5	0	1	9	8	11
Piney Point	0	2	0	0	0	0	0	2	0
Paducah	0	3	12	0	2	5	8	3	23
Totals	46	19	30	18	7	11	91	43	64
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	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	1	0	1	1	0	0
Port Arthur	0	0	4	0	0	0	3	0	4
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	0	0	0	3	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	1	0	4	1	0	1	7	0	4
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	2	0	0	0	0	1	3	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	2	0	0	1	2	0	3
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	1	1	0
Jacksonville	0	1	0	0	1	0	0	2	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	1	0	0	0	0
Port Arthur	2	1	1	2	0	0	6	1	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	1	0	0	0	1	3
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	2	0	0	3	0	0	2
Totals	4	4	6	3	2	4	10	8	10
Totals All Departments	51	23	40	22	9	16	108	51	78

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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 Gardner & Foley
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 837 Gravier Street
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 Tele. # (504) 586-9395

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 St. Louis, Missouri 63101
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 San Francisco, Calif. 94104
 Tele. # (415) 981-4400

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

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 Reid & Anderson
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	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	11	3	2
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	11	6	3
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	4	3	3
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	19	7	2	10	2	2	27	9	10
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
Puduch	0	0	0	0	0	0	0	0	0
Totals	46	19	30	18	7	11	91	43	64
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	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
Puduch	0	0	0	0	0	0	0	0	0
Totals	0	0	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
Puduch	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
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
Puduch	0	0	0	0	0	0	0	0	0
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Drozak: Ports Bill Needs U.S. Flag Coal Provision

WASHINGTON, D.C.—The development of America's ports must go hand in hand with the revitalization of her dry bulk fleet.

That was the message delivered by SIU President Frank Drozak to the House of Representatives' Merchant Marine and Fisheries Committee earlier this month.

The Committee was concluding a series of hearings it has been holding on port development. According to the Committee's Vice Chairman Mario Biaggi (D-N.Y.), the hearings "will serve as the basis for...consideration of the first significant overhaul of federal port policy since the founding of the Republic."

Drozak told the Committee members that the SIU supports all efforts to achieve "a better port system with greater capacity...."

He added, however, that "we strongly believe that the many bills presently before the Congress lack a key element. That key element is a provision for the carriage of U.S. coal exports on U.S.-flag vessels."

He aptly noted that "we must view these problems as a complete whole. There are railroad problems. There are mining problems. And there are most certainly shipping problems."

The SIU President went on to stress a number of points in the development of a comprehensive coal policy:

- liner companies should not be required to bear the burden of port improvements they do not need.
- user fees are not the answer to cost recovery. The fees distort shipping service, since they cannot

be fairly applied.

ports are not the only step in the transportation link vital to our security. Adequate shipping capacity is also necessary.

the negotiation of bilateral shipping agreements within the context of long term coal contracts must be implemented.

Concerning this last point, Drozak noted that "currently, the coal market is unstable. Bilateral agreements would stabilize the market."

He added that "the stability and flexibility of these agreements can help to achieve another important goal: building up the U.S.-flag dry-bulk fleet. Any legislation which fails to achieve this goal is a complete failure and will not have our support."

Among the other speakers were

Peter Luciano, executive director of Transportation Institute which is a non-profit education and research organization for the maritime industry.

He too supported bilateral shipping agreements between America and her trading partners. "We feel that in addition to providing an impetus to flagging United States dry-bulk vessels, bilateral agreements would aid in restoring a healthier balance to the presently disproportionate representation of third flag vessels in the trade serving the U.S. coal market."

Also supporting the shipment of coal on American-flag vessels was the president of the United Mine Workers, Sam Church, Jr. who submitted a statement to the Committee. (See separate story on this page.)

Mineworkers Support SIU on Coal for U.S. Ships

WASHINGTON, D.C.—"Our goal is to facilitate the movement of American coal through American ports onto American ships destined for the ports of American allies."

Those words were issued by someone for whom coal means a way of life. He's Sam Church, Jr., president of the United Mine Workers. Earlier this month he submitted a statement on coal

exports to the House Merchant Marine and Fisheries Committee which is concluding hearings on port development.

Church cited the heavy increase in coal exports in the past year. He told the Committee members that the 90 million tons of coal exported in 1980 broke the previous coal export record of 1957 and represented a 38.7 percent

increase over 1979 levels.

He warned the Committee that the U.S. must plan now to make sure that the future for coal exports remains bright.

"It is only good sense to anticipate the need for ports that are capable of handling the larger, more economical vessels that will be built in the future," said Church. "In addition, it would

be wise to examine the condition of the U.S. merchant fleet. Our friends in the Seafarers Union tell us that the U.S. has only 18 dry-bulk vessels, most of which are old and undersized."

The Mine Workers president ended his statement by suggesting that actions be taken to deepen America's ports and to improve "our inadequate merchant marine fleet."

Steward Recertification

Twelve more veteran SIU Stewards completed the Steward Recertification Program and got their certificates at the general membership meeting in the port of New York on Sept. 8, 1981.

The group spent six weeks

in Piney Point honing their culinary skills in the School's modern galley-classroom facilities. The final two weeks were spent in New York where the Stewards viewed all the Union's headquarters' oper-

ations.

The 12 'chefs-of-note' were also treated to a trip to Washington D.C. where they got a first-hand look at the SIU's legislative team in action.

All 12 made brief speeches

at the membership meeting before heading home to all parts of the nation. To a man, they encouraged their brother and sister members to take advantage of Piney Point and "upgrade, upgrade, upgrade."



*Ronald Barnes



*Wilbert J. Miles



*Stanley Freeman



*Clyde Gibson



*Frederick Gissubel



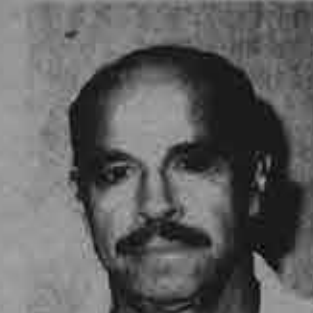
*Vincent Pizzitolo



*Robert Frazier



*Harold Strauss



*Juan Oquendo



*Robert Spencer



*James Campfield III



*William Goff



William Joseph "Andy" Anderson, 60, joined the SIU in 1948 in the port of San Francisco sailing as a chief steward. Brother Anderson also sailed during the Vietnam War. He hit the bricks in the 1965 Chicago Taxi Cab Co. beef and the MEBA Ferry strike. Seafarer Anderson was born in Pittsburgh, Pa. and is a resident there.



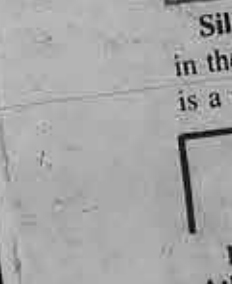
James Percival Barclay Sr., 62, joined the SIU in the port of New York in 1954 sailing as a chief cook. Brother Barclay sailed 38 years. He walked the picketlines in the 1946 General Maritime beef, the Wall St. strike, Cities Service beef and was an organizer in the Longshoremen's strike. Seafarer Barclay was born in Jamaica, B.W.I. and is a resident of Brooklyn, N.Y.



Bengt Soren Oskar Berglund, 62, joined the SIU in 1947 in the port of New York sailing as an AB for 43 years. Brother Berglund sailed aboard the **Ezra Zandredges Hydro-Atlantic** (Construction Aggregates) and **zibar** (Construction Aggregates) and **Long Island** from 1971 to 1980. He was on the picketlines in the 1961 Greater N.Y. Harbor beef and the 1965 District Council No. 37 strike. Seafarer Berglund was also on a shoregang. A native of Sweden, he is a resident of Brooklyn, N.Y.



Simon "Sam" Chaban, 68, joined the SIU in the port of New York in 1956 sailing as a cook and baker. Brother Chaban sailed 30 years. He was a former member of the Welfare Union of New York City. Seafarer Chaban was born in Austria and is a resident of Houston.



Silvario Gaspar, 62, joined the AFU in the port of Gloucester. Brother Gaspar is a resident there.

Pensioner's Corner



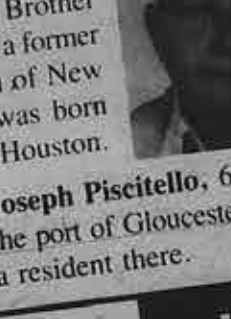
Theodore Thomas Sladowski, 61, joined the Union in the port of New York in 1960 sailing as a deckhand for the Penn Central Railroad from 1939 to 1981. Brother Sladowski also worked on the assembly line for the Worthington Pump Co. in 1939. Boatman Sladowski is a former member of the Master, Mates & Pilots Union (M M&P). Sladowski is a veteran of the U.S. Navy. A native of Jersey City, N.J., he is a resident of Ridgefield Park, N.J.



Robert G. Olson, 59, joined the SIU-merged Marine Cooks & Stewards Union in the port of San Francisco. Brother Olson is a resident of San Francisco.



Pedro Del Valle, 65, joined the SIU in 1941 in the port of New York sailing as a AB and 3rd mate. Brother Del Valle hit the bricks in the 1965 District Council No. 37 beef. He was born in Puerto Rico and is a resident of Catano, P.R.



James Edgar Slayton, 56, joined the SIU in 1948 in the port of Mobile sailing as a bosun. Brother Slayton is a veteran of the U.S. Navy in World War II. He was born in Ringgold, Ga. and is a resident of New Orleans.



David Korth Nunn, 63, joined the SIU in 1943 in the port of New York sailing as a recertified chief steward since 1977. Brother Nunn worked for the Union's Food Plan and received in 1960 a SIU Personal Safety Award for sailing aboard an accident-free ship, the **SS Alcoa Roamer**. He was born in San Antonio, Tex. and is a resident of San Mateo, Calif.



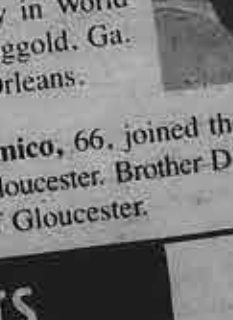
John William Nuss, 64, joined the SIU in the port of New Orleans in 1954 sailing as a 3rd cook. Brother Nuss is a veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident there.



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William Joseph "Andy" Anderson, 60, joined the SIU in 1948 in the port of San Francisco sailing as a chief steward. Brother Anderson also sailed during the Vietnam War. He hit the bricks in the 1965 Chicago Taxi Cab Co. beef and the MEBA Ferry strike. Seafarer Anderson was born in Pittsburgh, Pa. and is a resident there.



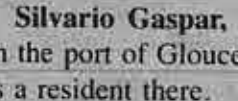
James Percival Barclay Sr., 62, joined the SIU in the port of New York in 1954 sailing as a chief cook. Brother Barclay sailed 38 years. He walked the picketlines in the 1946 General Maritime beef, the Wall St. strike, Cities Service beef and was an organizer in the Longshoremen's strike. Seafarer Barclay was born in Jamaica, B.W.I. and is a resident of Brooklyn, N.Y.



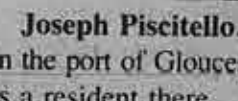
Bengt Soren Oskar Berglund, 62, joined the SIU in 1947 in the port of New York sailing as an AB for 43 years. Brother Berglund sailed aboard the dredges *Hydro-Atlantic*, *Ezra Zanibar* (Construction, Aggregates) and *Long Island* from 1971 to 1980. He was on the picketlines in the 1961 Greater N.Y. Harbor beef and the 1965 District Council No. 37 strike. Seafarer Berglund was also on a shoregang. A native of Sweden, he is a resident of Brooklyn, N.Y.



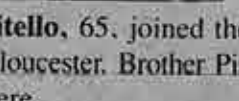
Simon "Sam" Chaban, 68, joined the SIU in the port of New York in 1956 sailing as a cook and baker. Brother Chaban sailed 30 years. He was a former member of the Welfare Union of New York City. Seafarer Chaban was born in Austria and is a resident of Houston.



Silvario Gaspar, 62, joined the AFU in the port of Gloucester. Brother Gaspar is a resident there.



Joseph Piscitello, 65, joined the AFU in the port of Gloucester. Brother Piscitello is a resident there.



Joseph D'Amico, 66, joined the AFU in the port of Gloucester. Brother D'Amico is a resident of Gloucester.

Pensioner's Corner



Theodore Thomas Sladowski, 61, joined the Union in the port of New York in 1960 sailing as a deckhand for the Penn Central Railroad from 1939 to 1981. Brother Sladowski also worked on the assembly line for the Worthington Pump Co. in 1939. Boatman Sladowski is a former member of the Master, Mates & Pilots Union (M M&P). Sladowski is a veteran of the U.S. Navy. A native of Jersey City, N.J., he is a resident of Ridgefield Park, N.J.



Robert G. Olson, 59, joined the SIU-merged Marine Cooks & Stewards Union in the port of San Francisco. Brother Olson is a resident of San Francisco.



Pedro Del Valle, 65, joined the SIU in 1941 in the port of New York sailing as an AB and 3rd mate. Brother Del Valle hit the bricks in the 1965 District Council No. 37 beef. He was born in Puerto Rico and is a resident of Catano, P.R.



James Edgar Slayton, 56, joined the SIU in 1948 in the port of Mobile sailing as a bosun. Brother Slayton is a veteran of the U.S. Navy in World War II. He was born in Ringgold, Ga. and is a resident of New Orleans.



David Korth Nunn, 63, joined the SIU in 1943 in the port of New York sailing as a recertified chief steward since 1977. Brother Nunn worked for the Union's Food Plan and received in 1960 a SIU Personal Safety Award for sailing aboard an accident-free ship, the *SS Alcoa Roamer*. He was born in San Antonio, Tex. and is a resident of San Mateo, Calif.



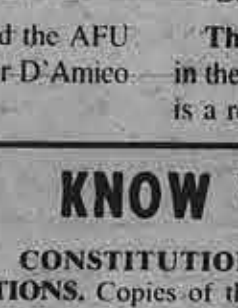
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5-Star Cuisine on Delta Sud, Thanks to Vic Romolo

FOR 15 years, from 1952 to 1967, Vic Romolo was chief steward on the old Delta passenger ship *Del Mar*. For ten of those years, Vic's captain was John Kourian, who marveled at Vic's culinary excellence in putting out gourmet spread after gourmet spread, day after day for a shipload of passengers and crew.

Those old Delta passenger ships are gone today. In the words of Vic Romolo, they're "a bunch of razor blades by now."

But Vic Romolo is still around and so is Capt. Kourian. The two were reunited on a ship for the first time in 14 years recently when Vic took a relief steward job (while the regular steward was upgrading in the Steward Recertification Program) on the *Delta Sud*.

The good Captain greeted Vic like a long lost friend and then gave him a six word challenge. "Let's see you do it again!"

Easier said than done! But Chief Steward Romolo, undaunted by the modern trend to portion control, set out to meet Capt. Kourian's challenge.

With the able assistance of Chief Cook M. Agurcia, as well as assistant stewards S. Prusinski, E. Wilde and R. Greenmoore, Vic Romolo succeeded in turning the *Delta Sud* into the *Gourmet Sud* virtually overnight.

To the delight of officers and crew alike, Vic began serving dinners that would rival the best restaurants of New York and Paris.

He served up cuisine from around the world. He had an Italian Night, an Oriental Night, a Latin American Night, an International Night, as well as a special Captain's Farewell Dinner and a Chief Steward's Farewell dinner.

The crew was so thrilled with the good eats that they renamed the officers' mess the 'Cafe Kourian' and the crews mess the 'Cafe Drozak'.

Captain Kourian was more than a little appreciative for Vic's efforts in the galley. Following is a letter of commendation Capt. Kourian wrote about Vic, which is definitely worth reprinting here in full. It reads:

"A word of thanks, and appreciation from all of us, to Victor Romolo and his excellent staff for having made our last seven weeks add up to a voyage to remember. The dedication of the men in his department; and the expertise of the chefs, Romolo and Agurcia, have elevated our dining areas to restaurant status."

"The delicate flavor of their special dishes far surpassed the menu descriptions, and thus made discriminating gourmets of us all. The *Delta Sud's* cuisine rates five stars in any connoisseur's guide book."

"As the days passed one would look forward to the meal hours with anticipation. The excellent meals, served with courteous efficiency by salad masters, made the meal periods very special relaxing times."

"All agree that no vessel has ever served meals such as we have enjoyed this voyage. I personally can

say that I have never tasted better food even in Europe's finest restaurants—Maxim's (of Paris) included."

"A truly great endeavour by a fine group of real professionals!"
John D. Kourian, Master

Vic, who was born in Brooklyn and resides in New Orleans, ac-

cepted the Captain's accolades with due modesty. However, he proudly maintains that, "I'm the best damn steward in the SIU!"

There's an old saying that goes, "if you can do what you say, then that's not bragging."

The crew of the *Delta Sud* would assure you that Vic's not bragging.



Victor Romolo

Engine Scholarship Program

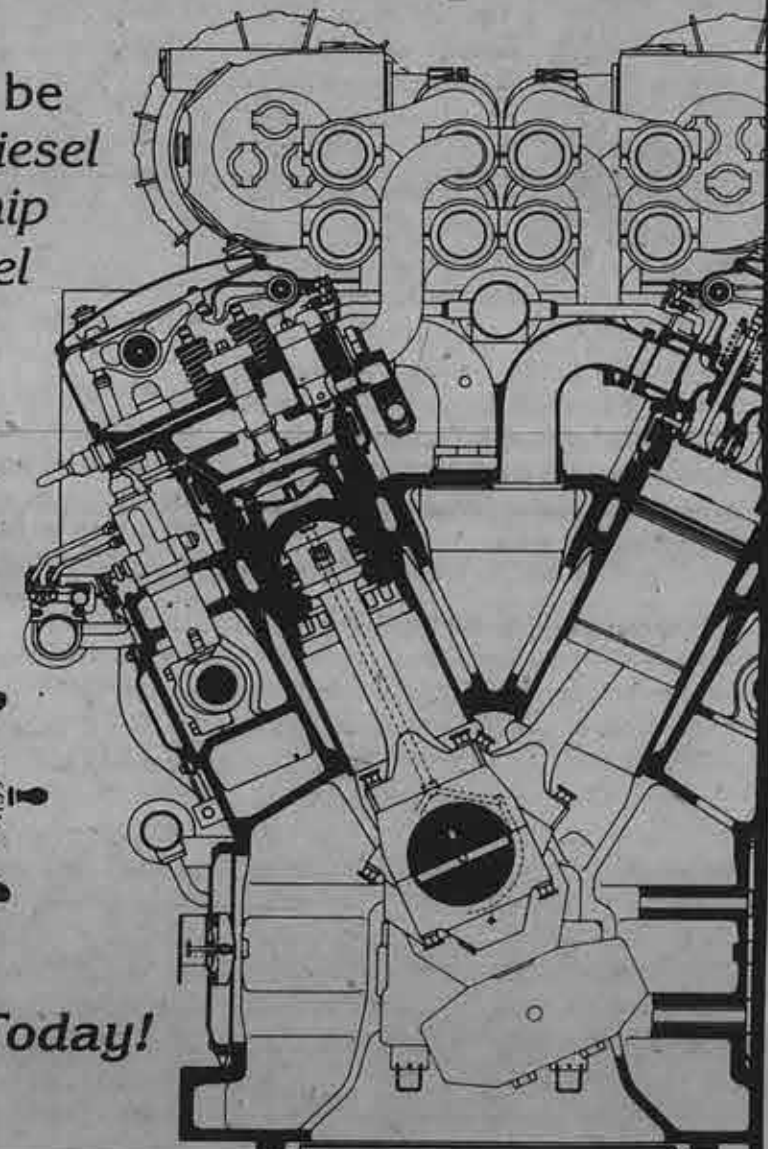
Get in on the *Diesel Engine Scholarship Program*.

Apply for the course soon. Take and pass the pre-test at your local *Union Hall* and you can be scheduled for the course beginning October 13.

This will be the last *Diesel Scholarship* and *Diesel Regular Course* offered this year.



Sign Up Today!



Boston Hall Closing Oct. 1: New Hall Opening In Gloucester

As of Oct. 1, 1981, the hiring hall in the port of Boston will officially be closed, and all business formerly conducted out of the Boston hall, will be conducted out of the brand new facility in Gloucester, Mass.

The new hiring hall is located at 9 Rogers St., Gloucester, just a block away from the hall previously utilized in Gloucester.

The opening of the Gloucester hall and the closing of the old Boston hall is another step in the Union's overall program of modernization and new construction of the Union's facilities nationwide.



Dispatchers Report for Great Lakes

July 1-30, 1981

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Algonac	43	13	4	72	77	2	86	20	11
Algonac	28	11	3	50	23	2	56	15	7
Port	4	3	1	24	16	0	7	6	2
Algonac	31	52	20	0	0	0	55	104	65
Totals All Departments	106	79	28	146	116	4	204	145	85

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 Rafael Caraballo, 71, passed away on May 4. Brother Caraballo joined the SIU in the port of New York in 1955 sailing as a chief cook for Sea-Land.

He sailed 34 years. Seafarer Caraballo hit the bricks in the 1961 Greater N.Y. Harbor beef. And he was elected to the Union's Quarterly Financial Committee in 1971. Caraballo was a veteran of the U.S. Army. Born in Puerto Rico, he was a resident of Bayshore, L.I., N.Y. Surviving are his widow, Blanca; a son, Rafael Jr. and a daughter, Blanca Iris.



Pensioner Eino Walter Salo, 73, passed away from heart failure in the Hamat Medical Center, Erie, Pa. on Apr. 6. Brother Salo joined the Union in 1961 in the port of Buffalo, N.Y. sailing as a linesman, AB and fireman for Great Lakes Towing from 1937 to 1973. He was also an assembler for the General Electric Co. from 1928 to 1932. Laker Salo was born in Cleveland and was a resident of Erie.

Interment was in the Erie Cemetery. Surviving are his widow, Elvira; a son, Kenneth and a daughter, Elva.

Pensioner Thomas Francis Gerity Sr., 59, died of heart-lung failure in the St. Vincent Charity Hospital, Cleveland on Jan. 22. Brother Gerity joined the Union in 1961 in the port of Cleveland sailing as a dredgeman, scowman and OS for the Great Lakes Dredge and Dock Co. from 1961 to 1971. He sailed for 30 years. Laker Gerity was a veteran of the U.S. Army infantry in World War II. Born in Cleveland, he was a resident of North Olmstead, Ohio. Burial was in Holy Cross Cemetery, Cleveland. Surviving are his widow, Mary and a son, Thomas Jr.



Pensioner James Earl Bodden, 68, died on Apr. 24. Brother Bodden joined the SIU in the port of New Orleans in 1955 sailing as an AB. He sailed 27 years. Seafarer

Bodden was born in Cayman Brac, B.W.I. and was a resident of Arabi, La. Surviving is his widow, Marie.



Pensioner Mervin Osburn Brightwell, 64, died on July 1. Brother Brightwell joined the SIU in 1948 in the port of Boston, Mass. sailing as an AB. He was a veteran of the

U.S. Coast Guard in World War II and the U.S. Army before the War. Seafarer Brightwell was born in Georgia and was a resident of Savannah, Ga. Surviving are a brother, Walter of Alvin, Tex. and a sister, Mrs. Eunice B. White of Savannah.



Pensioner Robert Harold Bullock, 60, died of arteriosclerosis at home in Jacksonville, Fla. on Feb. 16. Brother Bullock joined the SIU in 1947 in the port of New York sailing as

a deck engineer. He sailed 34 years and rode the Robin Line. Seafarer Bullock was a veteran of the U.S. Navy in World War II. And he was a native of Stokes, N.C. Interment was in Ferreira Cemetery, Duval County, Fla. Surviving are a son, Paul; a daughter, Linda and three sisters, Mrs. Mary E. B. Bryant of Canetoe, N.C.; Mrs. Catherine Jones of Williamston, N.C. and Mrs. Isabel Hollis of Robersonville, N.C.

Frederick Robert Homer Jr., 56, died on Oct. 14, 1980. Brother Homer joined the SIU in the port of New York in 1970. He sailed as a FOWT for Sea-Land. Seafarer Homer upgraded at Piney Point in 1977. Born in St. Paul, Minn., he was a resident of Seattle. Cremation took place in the Bonney-Watson Crematory, Seattle. Surviving are his common-law wife, Lila; his parents, Mr. and Mrs. Frederick A. and Ethel Homer Sr. of San Bernardino, Calif. and his uncle, Carl A. Lekberg of Swanville, Minn.



Pensioner Carl Oscar Johnson, 68, died on May 12. Brother Johnson joined the Union in the port of Duluth, Wisc. in 1970 sailing as an AB. He was born in Coopertown, N.D.

and was a resident of Lengby, Minn. Surviving are his widow, Donna Charlotte and a daughter, Donna.



Pensioner Alexander Maclean, 72, passed away on July 5. Brother Maclean joined the Union in 1948 in the port of Detroit. He sailed 37 years as an AB. Laker Maclean

was born in Scotland and was a resident of Holiday, Fla. Surviving are his widow, Kate and a daughter, Ann Marie.

Pensioner John Stilts, 72, passed away on July 6. Brother Stilts joined the Union in the port of Houston in 1960 sailing as a tankerman for National Marine Service from 1946 to 1965. He was a veteran of the U.S. Navy in World War II. Boatman Stilts was born in Kansas City, Kans. and was a resident of Picayune, Miss. Surviving are his widow, Ethel Virginia; two sons, John Jr. and Robert and four daughters, Anna May, Mona Lisa, Olivia Laurene and Patricia Ann.

Richard Mather Chapman, 53, died of heart failure in the Missouri Delta Community Hospital, Sikeston on July 25, 1980. Brother Chapman joined the Union in the port of New Orleans in 1956 sailing as an AB for Crowley Towing and as an OS on the deep sea. He was born in Kentucky and was a resident of Sikeston. Interment was in the Louisville (Ky.) Memorial Gardens Cemetery. Surviving is his widow, Jacqueline.

Arthur Ray Thompson, 20, died of injuries sustained in an auto accident in Hermann Hospital, Houston on Aug. 30. Brother Thompson joined the Union in the port of Houston in 1980. He sailed as a deckhand on the tug *Gazelle* (Barge Harbor Towing) from 1978 to 1980. He also sailed for G & H Towing in 1975. Boatman Thompson was born in Texas and was a resident of Channelview, Tex. Interment was in Brookside Memorial Park Cemetery, Houston. Surviving are his parents, Mr. and Mrs. Charles and Patricia Thompson of Channelview.



Pensioner Aristides Soriano, 66, died of heart failure in the Palmetto General Hospital, Hialeah, Fla. on Oct. 12, 1980. Brother Soriano joined the

SIU in 1945 in the port of New York sailing in the steward department. He took part in all major maritime beefs. A native of Cuba, he was a resident of Miami, Fla., and a naturalized U.S. citizen. Burial was in Woodlawn Park Mausoleum, Miami. Surviving are his widow, Caridad and a brother, Seafarer Carlos Soriano of Miami.



Pensioner Edward John Taylor, 76, passed away from heart-lung failure in the Sky View Haven Hospital, Croton-on-Hudson, N.Y. on Dec. 22, 1980.

Brother Taylor joined the SIU in 1943 in the port of New York sailing as a chief steward. He walked the picketline in the 1961 N.Y. Harbor strike. Seafarer Taylor was born in Charleston, S.C. and was a resident of Peekskill, N.Y. Burial was in Hillside Cemetery, Cortlandt, N.Y. Surviving is his widow, Gertrude.

Pensioner Robert Lee Herrick Sr., 66, succumbed to cancer in Boston, Mass. on Apr. 16. Brother Herrick joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1966 sailing as a fisherman. He was born in Gloucester and was a resident there. Burial was in Mt. Pleasant Cemetery, Gloucester. Surviving are widow, Dorothy and a son, Robert Jr.

Pensioner Herman Edmund Carter, 74, passed away from a heart attack on Oct. 8, 1980. Brother Carter joined the SIU's Atlantic Fishermen's Union (AFU) in 1939 in the port of Gloucester, Mass. He was born in Massachusetts and was a resident of Gloucester. Interment was in Calvary Cemetery, Gloucester. Surviving is his widow, Dorothy.

Pensioner Steven Alhart Sharac, 72, passed away in Gloucester, Mass. on May 1. Brother Sharac joined the AFU in the port of Gloucester. He was born in North Hampton, Mass. and was a resident of Gloucester. Interment was in the Seaside Cemetery, Gloucester. Surviving is his widow, Eleanor.

A MESSAGE FROM YOUR UNION



**NARCOTICS
ARE FOR
LOSERS**

IF CAUGHT
YOU **LOSE**
YOUR PAPERS
FOR LIFE!

**THINK
ABOUT IT!**



Pensioner Rafael Caraballo, 71, passed away on May 4. Brother Caraballo joined the SIU in the port of New York in 1955 sailing as a chief cook for Sea-Land.

He sailed 34 years. Seafarer Caraballo hit the bricks in the 1961 Greater N.Y. Harbor beef. And he was elected to the Union's Quarterly Financial Committee in 1971. Caraballo was a veteran of the U.S. Army. Born in Puerto Rico, he was a resident of Bayshore, L.I., N.Y. Surviving are his widow, Blanca; a son, Rafael Jr. and a daughter, Blanca Iris.

Pensioner Eino Walter Salo, 73, passed away from heart failure in the Hamat Medical Center, Erie, Pa. on Apr. 6. Brother Salo joined the SIU in 1961 in the port of Buffalo, N.Y. sailing as a linesman, AB and fireman for Great Lakes Towing from 1937 to 1973. He was also an assembler for the General Electric Co. from 1928 to 1932. Laker Salo was born in Cleveland and was a resident of Erie. Interment was in the Erie Cemetery. Surviving are his widow, Elvira; a son, Kenneth and a daughter, Elva.

Pensioner Thomas Francis Gerity Sr., 59, died of heart-lung failure in the St. Vincent Charity Hospital, Cleveland on Jan. 22. Brother Gerity joined the Union in 1961 in the port of Cleveland sailing as a dredgeman, scowman and OS for the Great Lakes Dredge and Dock Co. from 1961 to 1971. He sailed for 30 years. Laker Gerity was a veteran of the U.S. Army infantry in World War II. Born in Cleveland, he was a resident of North Olmstead, Ohio. Burial was in Holy Cross Cemetery, Cleveland. Surviving are his widow, Mary and a son, Thomas Jr.

Pensioner James Earl Bodden, 68, died on Apr. 24. Brother Bodden joined the SIU in the port of New Orleans in 1955 sailing as an AB. He sailed 27 years. Seafarer Bodden was born in Cayman Brac, BWI and was a resident of Arabi, La. Surviving is his widow, Marie.

Mervin Osburn Brightwell, 64, died on July 1. Brother Brightwell joined the SIU in 1948 in the port of Boston, Mass. sailing as an AB. He was a veteran of the U.S. Coast Guard in World War II and the U.S. Army before the War. Seafarer Brightwell was born in Georgia and was a resident of Savannah, Ga. Surviving are a brother, Walter of Alvin, Tex. and a sister, Mrs. Eunice B. White of Savannah.

Robert Harold Bullock, 60, died of arteriosclerosis at home in Jacksonville, Fla. on Feb. 16. Brother Bullock joined the SIU in 1947 in the port of New York sailing as a deck engineer. He sailed 34 years and rode the Robin Line. Seafarer Bullock was a veteran of the U.S. Navy in World War II. And he was a native of Stokes, N.C. Interment was in Ferreira Cemetery, Duval County, Fla. Surviving are a son, Paul; a daughter, Linda and three sisters, Mrs. Mary E. B. Bryant of Canoe, N.C.; Mrs. Catherine Jones of Williamston, N.C. and Mrs. Isabel Hollis of Robersonville, N.C.

Frederick Robert Homer Jr., 56, died on Oct. 14, 1980. Brother Homer joined the SIU in the port of New York in 1970. He sailed as a FOWT for Sea-Land. Seafarer Homer upgraded at Piney Point in 1977. Born in St. Paul, Minn., he was a resident of Seattle. Cremation took place in the Bonney-Watson Crematory, Seattle. Surviving are his common-law wife, Lila; his parents, Mr. and Mrs. Frederick A. and Ethel Homer Sr. of San Bernardino, Calif. and his uncle, Carl A. Lekberg of Swanville, Minn.

Carl Oscar Johnson, 68, died on May 12. Brother Johnson joined the Union in the port of Duluth, Wisc. in 1970 sailing as an AB. He was born in Coopersburg, N.D. and was a resident of Lengby, Minn. Surviving are his widow, Donna Charlotte and a daughter, Donna.

Pensioner Alexander Maclean, 72, passed away on July 5. Brother Maclean joined the Union in 1948 in the port of Detroit. He sailed 37 years as an AB. Laker Maclean was born in Scotland and was a resident of Holiday, Fla. Surviving are his widow, Kate and a daughter, Ann Marie.

Pensioner John Stiltz, 72, passed away on July 6. Brother Stiltz joined the Union in the port of Houston in 1960 sailing as a tankerman for National Marine Service from 1946 to 1965. He was a veteran of the U.S. Navy in World War II. Boatman Stiltz was born in Kansas City, Kans. and was a resident of Piquette, Miss. Surviving are his widow, Ethel Virginia; two sons, John Jr. and Robert and four daughters, Anna May, Mona Lisa, Olivia Laurene and Patricia Ann.

Richard Mather Chapman, 53, died of heart failure in the Missouri Delta Community Hospital, Sikeston on July 25, 1980. Brother Chapman joined the Union in the port of New Orleans in 1956 sailing as an AB for Crowley Towing and as an OS on the deep sea. He was born in Kentucky and was a resident of Sikeston. Interment was in the Louisville (Ky.) Memorial Gardens Cemetery. Surviving is his widow, Jacqueline.

Arthur Ray Thompson, 20, died of injuries sustained in an auto accident in Hermann Hospital, Houston on Aug. 30. Brother Thompson joined the Union in the port of Houston in 1980. He sailed as a deckhand on the tug *Gazelle* (Barge Harbor Towing) from 1978 to 1980. He also sailed for G & H Towing in 1975. Boatman Thompson was born in Texas and was a resident of Channelview, Tex. Interment was in Brookside Memorial Park Cemetery, Houston. Surviving are his parents, Mr. and Mrs. Charles and Patricia Thompson of Channelview.

Pensioner Aristides Soriano, 66, died of heart failure in the Palmetto General Hospital, Hialeah, Fla. on Oct. 12, 1980. Brother Soriano joined the

SIU in 1945 in the port of New York sailing in the steward department. He took part in all major maritime beefs. A native of Cuba, he was a resident of Miami, Fla., and a naturalized U.S. citizen. Burial was in Woodlawn Park Mausoleum, Miami. Surviving are his widow, Caridad and a brother, Seafarer Carlos Soriano of Miami.

Pensioner Edward John Taylor, 76, passed away from heart-lung failure in the Sky View Haven Hospital, Croton-on-Hudson, N.Y. on Dec. 22, 1980.

Brother Taylor joined the SIU in 1943 in the port of New York sailing as a chief steward. He walked the picketline in the 1961 N.Y. Harbor strike. Seafarer Taylor was born in Charleston, S.C. and was a resident of Peekskill, N.Y. Burial was in Hillside Cemetery, Cortlandt, N.Y. Surviving is his widow, Gertrude.

Pensioner Robert Lee Herrick Sr., 66, succumbed to cancer in Boston, Mass. on Apr. 16. Brother Herrick joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1966 sailing as a fisherman. He was born in Gloucester and was a resident there. Burial was in Mt. Pleasant Cemetery, Gloucester. Surviving are widow, Dorothy and a son, Robert Jr.

Pensioner Herman Edmund Carter, 74, passed away from a heart attack on Oct. 8, 1980. Brother Carter joined the SIU's Atlantic Fishermen's Union (AFU) in 1939 in the port of Gloucester, Mass. He was born in Massachusetts and was a resident of Gloucester. Interment was in Calvary Cemetery, Gloucester. Surviving is his widow, Dorothy.

Pensioner Steven Alhari Sharac, 72, passed away in Gloucester, Mass. on May 1. Brother Sharac joined the AFU in the port of Gloucester. He was born in North Hampton, Mass. and was a resident of Gloucester. Interment was in the Seaside Cemetery, Gloucester. Surviving is his widow, Eleanor.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Able Bodied Seamen—One and All



It was one of the largest classes for Able Bodied Seamen ever to come through the SHLSS Upgrading School, and here they are—the graduates! Front row, left to right: Bob Sernick, Philadelphia; Richard Minutello, New York; Charles Thomas, Baltimore; Jess Radle, New York; David Erickson, Duluth; Clay Brown, Norfolk; Emmanuel Elladiem, Baltimore; and Craig Flissell, St. Louis. Center row: Ronald Bujnovsky, Cleveland; Jack Manning, Wilmington; Bruce Robrecht, Piney Point; Juan Rivas, New Orleans; Richard Butrim, New York; Joseph Wade, New York; Thomas Cox, Baltimore; Jim Lewis, Philadelphia, and SHLSS Instructor Abe Easter. In the back row are Alan Gobell, Baltimore; Gary Dates, Houston; Richard Knox, Seattle; Dominic Sanfilippo, San Francisco; Shawn Buckley, Tampa, and Robert Reese, New York.

Welding Class Graduates



Six more SIU Seafarers took advantage of the Welding class offered at the Seafarers Harry Lundeborg School of Seamanship, and they proudly display their Certificates of Achievement following completion of the four-week course. The graduates are Julius Johnson, Detroit; Fred Mosebach, Philadelphia; Charles Romaine, Philadelphia; Michael Murphy, Baltimore; Robert Plush, Alpena, and Tony Novak, New Orleans. At right is SHLSS Instructor Bill Foley.

Marine Electrical Maintenance Grads



Eight more Seafarers have completed the Marine Electrical Maintenance course at the Seafarers Harry Lundeborg School of Seamanship, and have achieved this important QMED endorsement. The new graduates are, standing left to right, William Burgess, Baltimore; Alfred Vaughn, Baltimore; Mortimore Norris, New Orleans; Tony Adamaitis, Philadelphia, and Lawrence Ivanausks, New York. In the front row are James Koesy, Mobile; Rodriguez Manuel, New York, and Jim Omeara, Port Arthur.

Shooting For the Stars



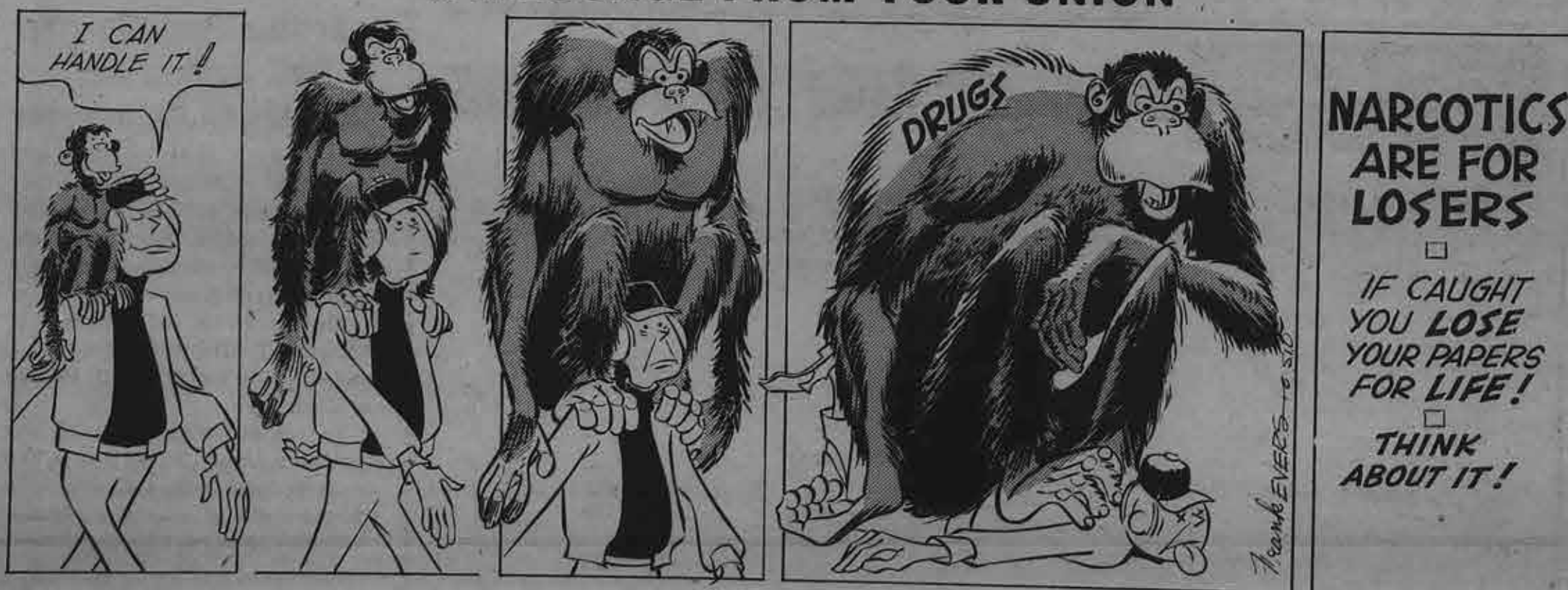
Russell Presley, who ships out of the Port of Jacksonville, works with the tables to solve a plotting problem as part of the Celestial Navigation course. The program is designed for Seafarers and Boatmen who are preparing for Third Mate licenses. The course includes latitude by Polaris, compass error by azimuth and amplitude, latitude at meridian passage, and position by sun line.

Like Father, Like Son



They are both named Louis Garcia; they are both in the Steward Department; and they are both at the Seafarers Harry Lundeborg School of Seamanship. They are father and son. Louis Sr. is now attending the Steward Recertification Program at SHLSS. He has been going to sea with the SIU since 1953. Louis Jr. is a Trainee and a member of Class 338, the Special Steward Class. Louis Sr. is proud of his son, especially since Louis Jr. completed the GED program while attending SHLSS, and received his high school diploma.

A MESSAGE FROM YOUR UNION



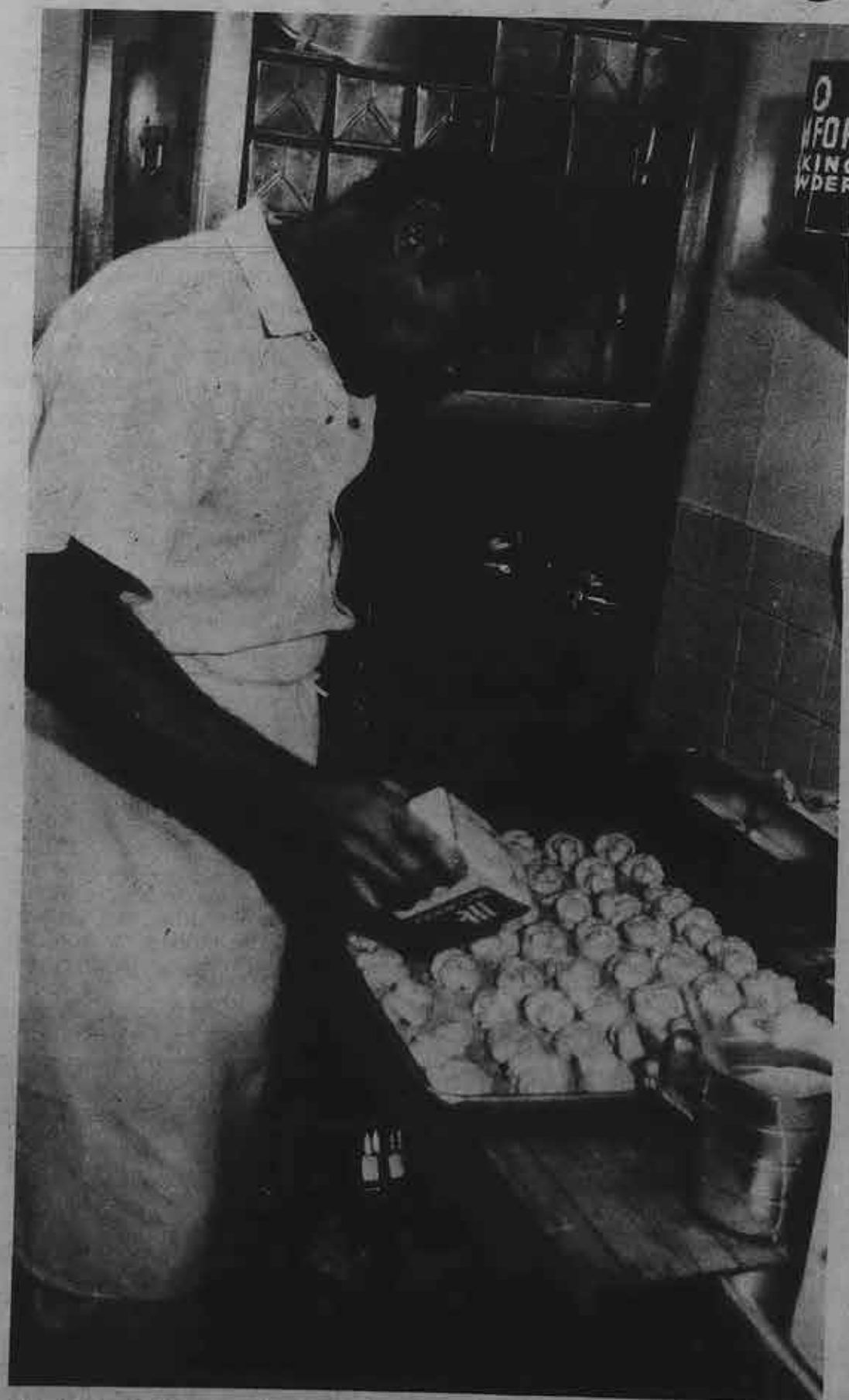


Maryann Warriner is doing what she likes to do...working in the bake shop at SHLSS. Sister Warriner is enrolled in the Cook and Baker program, and she's doing a very good job. Maryann hails from the Port of New York.



SHLSS Steward Department Instructor Bill Seidenstricker, center, lends a hand as two of his students cut portions of a cake they baked earlier in the morning. At left is Richard Paulson, from the Port of San Francisco, and at right is Marty Buck from Philadelphia. Both are enrolled in the Cook and Baker program.

Steward Training Programs at SHLSS



There's an art to preparing tasty dinner rolls, and the SHLSS Cook and Baker program is the place to learn it. Peter Lup, who ships out of San Francisco, can attest to that...and so can the diners who will be sampling his handiwork.

THE various Steward Department training programs at the Seafarers Harry Lundeberg School of Seamanship are providing the maritime industry with the best seagoing cooks anywhere in the world.

Bold statement? Not if you've been at this unique school and watched the men and women in training there. And certainly not if you've sampled their meals.

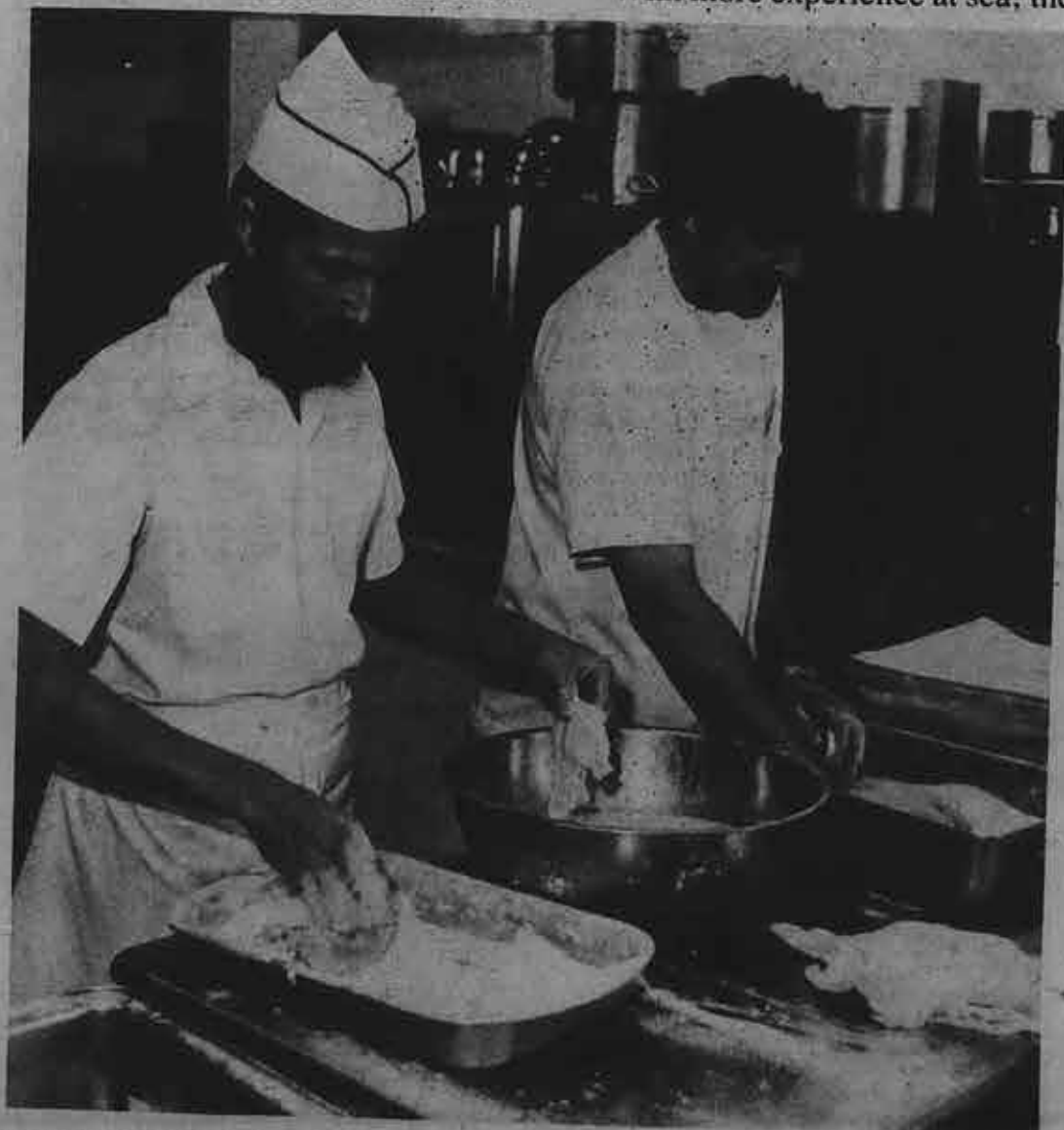
The Steward Department training programs begin with a special Steward Only program for trainees which orients the newcomers to the

unique challenges and opportunities of shipboard cooking and baking.

From there, more experienced Seafarers begin to climb the ladder to more responsible jobs. First, there is the Assistant Cook program where emphasis is on the basics of food preparation including sanitation, dietary values, work organization and the use of recipes.

Next up the ladder is Cook and Baker. Here, on-the-job and classroom work includes the baking of breads, rolls, pies, cakes, cookies and breakfast rolls.

With more experience at sea, the



Donald Spangler, left, and James Schmitz are both enrolled in the Assistant Cook program at SHLSS, and they enjoy their work. Brother Spangler sails out of the Port of Baltimore, and Brother Schmitz hails from New York.

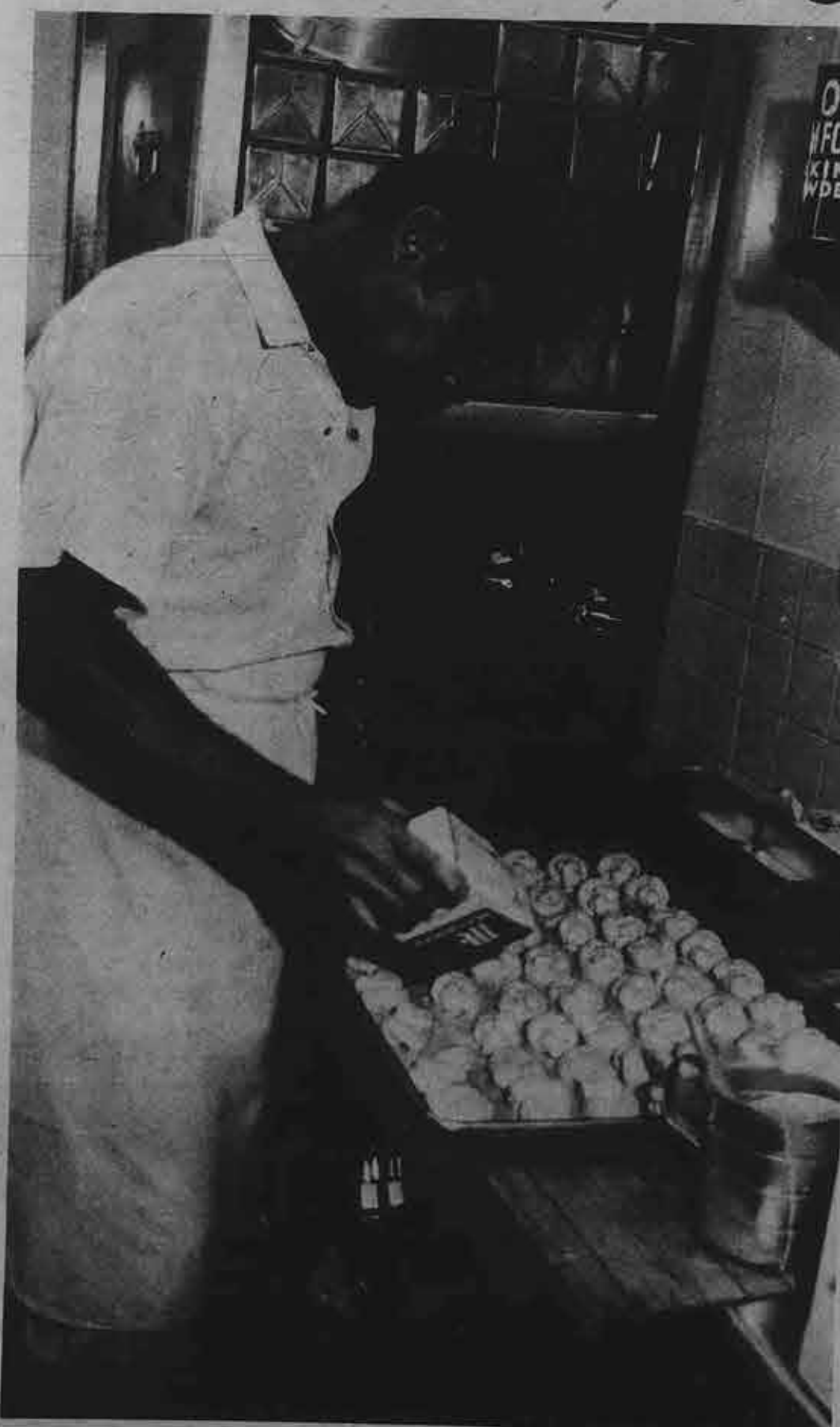


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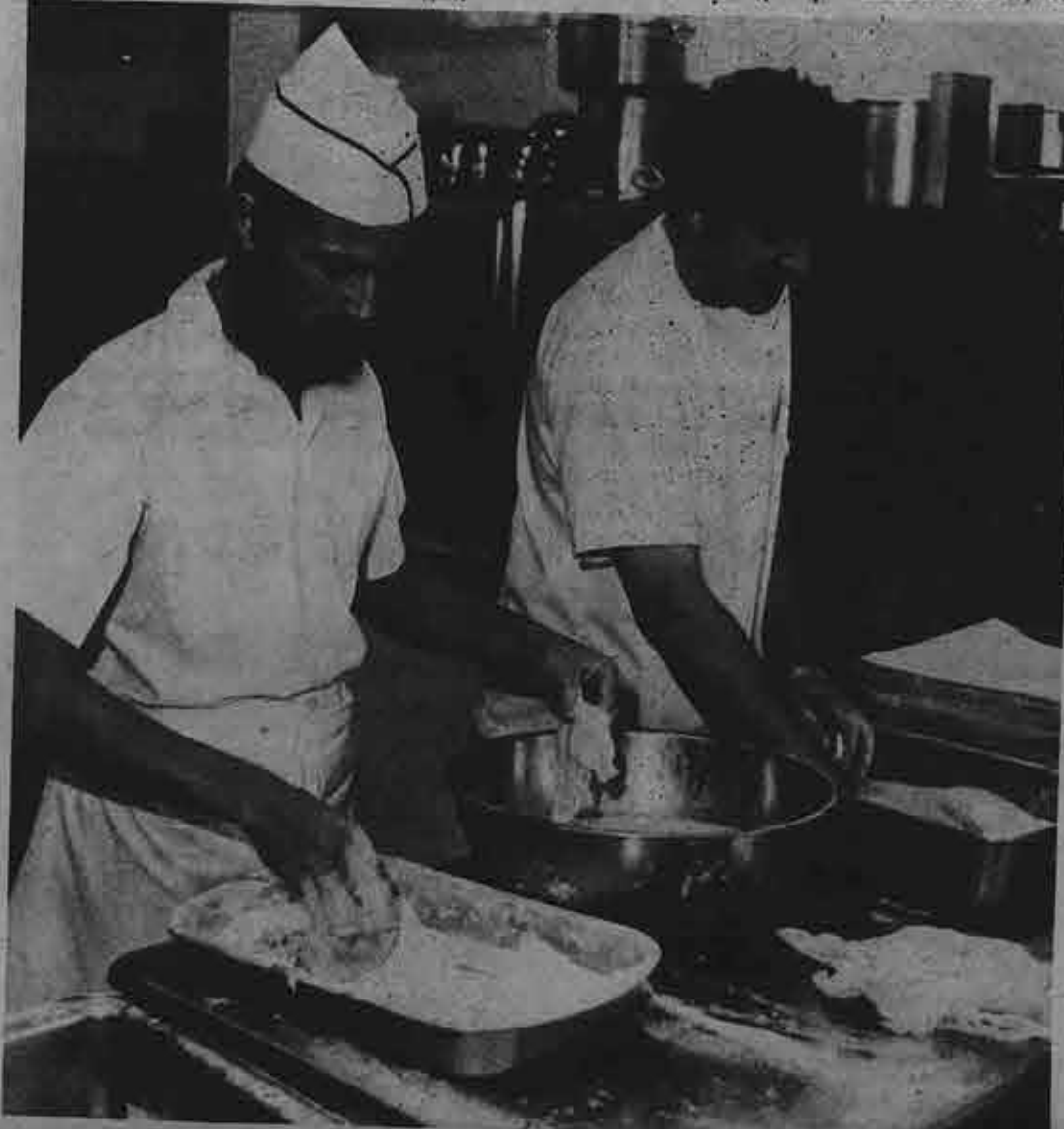
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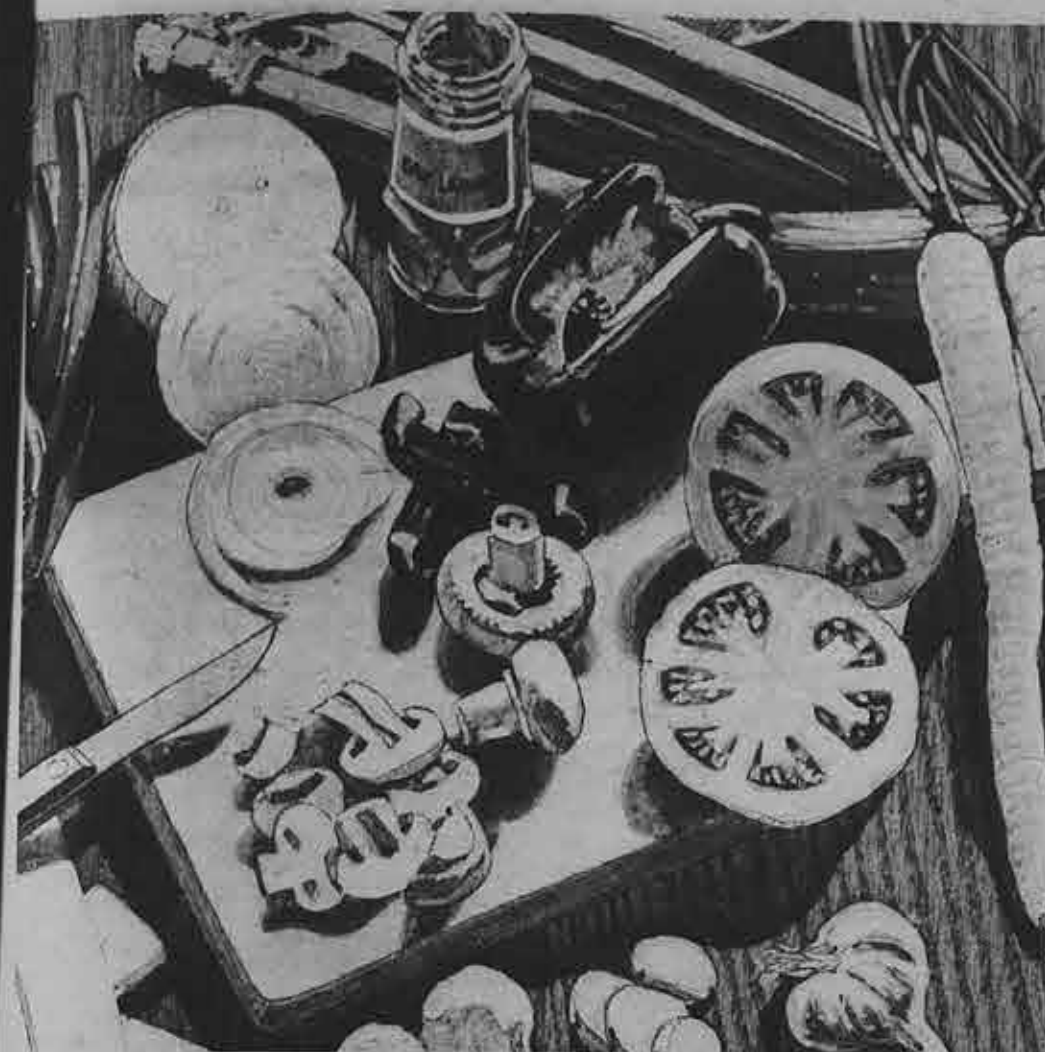
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Diane Michener, who sails out of the Port of New York, prepares the soup of the day as part of her on-the-job training. Sister Michener is presently enrolled in the Chief Cook program at SHLSS.

Provide Best Seagoing Cooks Anywhere

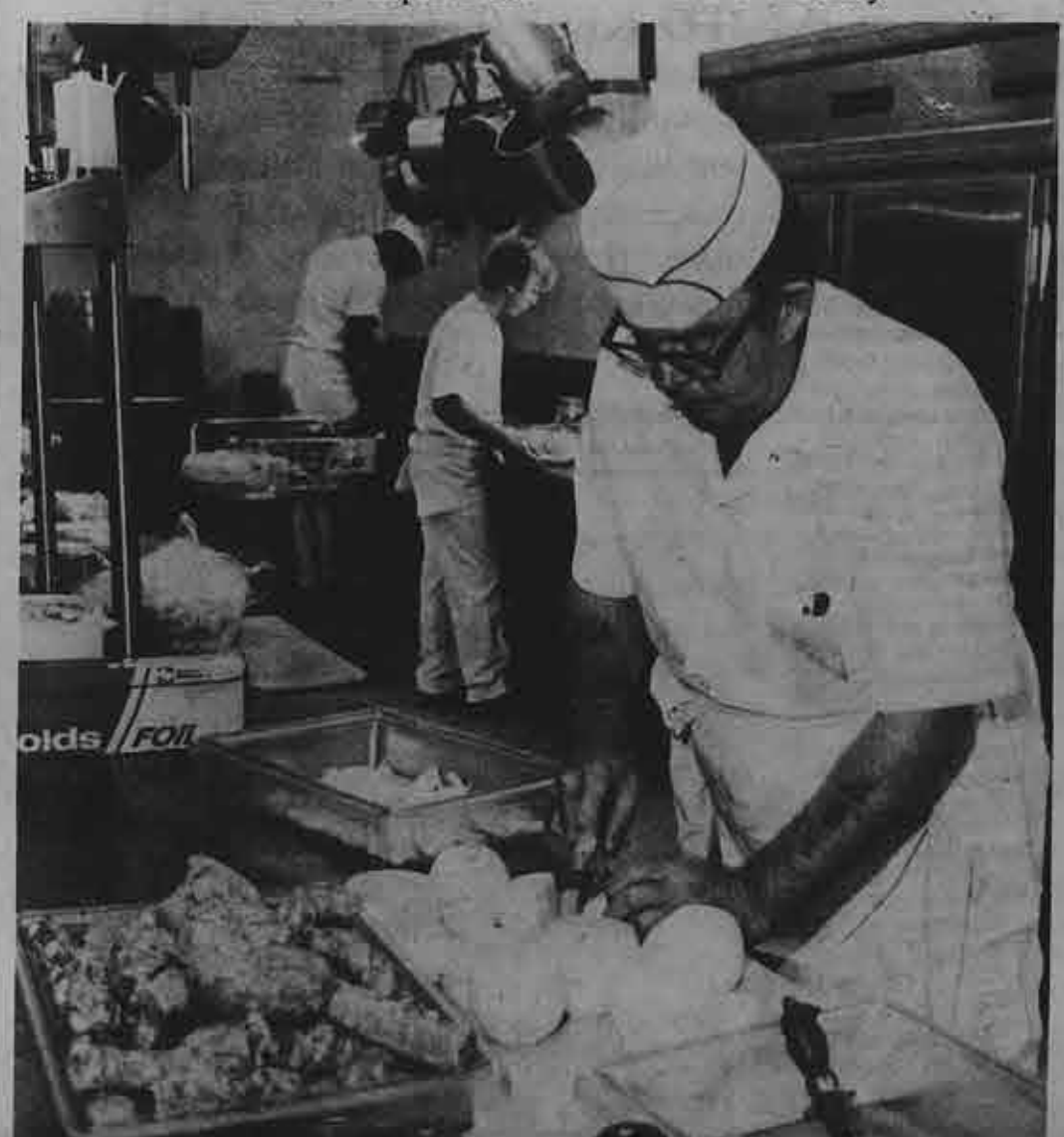
Cook and Baker can come back to the Seafarers School for further training as Chief Cook. Here, in-the-galley training includes preparation of meats, poultry, seafood, soups, sauces and gravies. Work organization, sanitation and the use of recipes are also stressed.

And finally, with still more experience at sea, the Chief Cook returns to the Seafarers Lundeberg School for training as Chief Steward. Here, the course is aimed to equip the Stewards with all the supervision and management skills he will need to run his department

efficiently, productively and to the satisfaction of both the crew and the company.

The topics covered in the Chief Steward program include menu planning, work supervision, organization, typing, inventory control and requisitioning procedures.

In all of the Steward Department programs, students are under the supervision of experienced seagoing Cooks, Bakers and Stewards, and they work in modern galleys with all of the equipment they will use aboard the ships and towboats of our maritime industry.



Seafarer Carrol Kenny is in the Chief Steward program at SHLSS, and he keeps busy in the school's main galley. Brother Kenny ships out of the Port of New York.



Seafarer Keith Riddick is working hard to learn all he can while he is enrolled in the Assistant Cook program at the Seafarers Harry Lundeberg School of Seamanship. Brother Riddick sails out of the Port of Norfolk.

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



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



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

*Maximum number of students.

REFRIGERATION

IT PAYS TO BE ABLE
TO KEEP THINGS COOL

If you know how to keep things cool, you'll always be needed aboard ships that carry refrigerated containers. So take the *Refrigeration Systems Maintenance and Operations Course* at SHLSS.

This course starts on *November 23*.

When you finish your class, you get a certificate of completion from SHLSS — your ticket into the booming job market aboard U. S. - flag ships for Seafarers with *Refrigeration Maintenance* skills.

To enroll, fill out the application in this issue of the *Log* or contact your SIU Field Representative for details.



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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 Mo./Day/Year

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

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

Entry Program: From to (dates attended)

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

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

Dates Available for Training

I am interested in the following course(s)

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

ALL DEPARTMENTS

☐ LNG

☐ LNG Safety

☐ Welding

☐ Lifeboatman

☐ Fire Fighting

☐ Adult Basic Education

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE DATE

Please Print

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

SEA-LAND INNOVATOR (Sea-Land Service), July 19—Chairman W. A. Aycock; Secretary R. V. Geiling; Steward Delegate Lewis Lamphere. Chairman reported that crewmembers' shot-cards will be issued by the department heads when the room keys are turned in. Before leaving the ship all bunks should be stripped and the linen will be picked up by the steward after the crew leaves the ship. Locks and key situation to be taken up under new business. Secretary reported that a rough copy of the new agreement has been made and distributed to all department heads and delegates. \$276 in the movie fund and \$10 in the ship's fund. Some disputed OT in deck department. A vote of thanks was given to the membership by the steward department for their efforts in keeping the ship clean and shipshape. Report to Log: "One of our members (a young lady) was interviewed by a Kobe, Japan news reporter while the ship was last in that port. The general trend of questioning was how she became interested and was able to start sailing. A copy will be forwarded to the Log." Next port Yokohama.

SANTA LUCIA (Delta Steamship), July 26—Chairman, Recertified Bosun H. Pacheco; Secretary M. McDermott; Educational Director V. Cover. Chairman advised all members to sign the crew list. Educational Director suggested the implementation of language tapes and dictionaries or other aids to assist and upgrade the seamen in foreign ports. Some disputed OT in deck department. A request was made for the company to supply waiter coats and slacks, complete uniform, to messhall utility to achieve proper presentation towards passengers. Also discussed the methods to inspect refrigerated cargo containers as the present methods are unsafe. There should also be some new methods used for scaffolding and safety ladders. A collection for money for the crew movies was mentioned and Ms. Debbie Phillips was elected to be treasurer. In reply to open crew's treatment towards our female baker, Ms. Phillips remarked, "This was the best crew ever." A vote of thanks to the steward department for a job well done. Next port Jacksonville.

JEFF DAVIS (Waterman Steamship), July 5—Chairman, Recertified Bosun J. E. Todd; Secretary Ken Hayes; Educational Director J. R. Johnson. No disputed OT. Chairman brought to the attention of the committee the notices put up by the Captain regarding Russia and asked that they all be brought to the attention of the crew. Requested that all unsafe working conditions be reported immediately. Secretary read several items from the Log which were explained by Brother Ken Hayes. The acts in Congress at the present time were the main topic and the crew advised to write to their Congressman to get across their point of view. Observed one minute of silence in memory of our departed brothers. Next port Leningrad.

SANTA MERCEDES (Delta Lines), July 11—Chairman, Recertified Bosun Jack Kingsley; Secretary T. Tinitali; Educational Director B. Stearman; Deck Delegate Barry R. Lee. \$115.49 in ship's fund. Some disputed OT in engine department. Chairman reported that the new contract was effective on June 16, 1981. Patrolman will be on board and will discuss the Loop-Off/Trip Off situation. All communications that were received were posted on all bulletin boards in the crew areas. A vote of thanks to the steward department for a job well done. Next port Los Angeles.



OGDEN LEADER (Ogden Marine), July 26—Chairman, Recertified Bosun W. E. Joyner; Secretary R. De Boissiere; Educational Director G. Kontos. Some disputed OT in deck department. Chairman reported that we now have a new contract with pay raises for everybody. There are different rates of pay for AB Green and AB Blue and for QMED. Educational Director reported that the industry is changing and we have to change with it. So let's all put in our applications to Piney Point. As your rate increases your pay increases. Failure will be your own fault, others will pass you by. A special vote of thanks to all delegates for an excellent job. Report to Log: "Captain Belmonte will soon leave us. We hate to see him go. May he have good luck wherever he goes. Special praise to Recertified Bosun Bill Joyner for using his special skills to make this trip more pleasant. We couldn't have done it without him." Next port Bayway.

CHARLESTON (Apex Marine), July 12—Chairman, Recertified Bosun John Furr; Secretary W. Todd; Educational Director Bill Turner. Some disputed OT in engine department. Chairman reported that the repair list is to be handed out and submitted. A vote of thanks to the 4-8 watch for cleaning mess and pantries on their morning watch. Report to Log: "Joanna Cardwell, Piney Point Class 312 and her younger brother, Terry Cardwell, Piney Point Class 332 are on board as steward assistants. Joanna 'Rules the Roost' insofar as Terry is concerned. It's his first ship but Joanna has six months seetime with Sea-Land. She claims she has had to help him along. Brothers, watch our sisters, they are doing one good job."

DEL MONTE (Delta Steamship), July 26—Chairman, Recertified Bosun William T. Bobalek; Secretary Norman Evans; Educational Director Hugh F. Wells; Deck Delegate Robert D. Smith; Engine Delegate Alfred D. Allain; Steward Delegate John Robinson. Chairman reported that the estimated time of arrival in Conakry would be August 1, 1981 and would be there approximately 30 days. He requested everyone to continue to perform their duties well. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND LIBERATOR (Sea-Land Service), July 19—Chairman, Recertified Bosun S. L. Self; Secretary B. L. Scarborough; Educational Director K. E. Longdon; Deck Delegate P. Graham; Engine Delegate M. Stewart; Steward Delegate S. M. Kinanahan. No disputed OT. Chairman discussed the new contract and asked everyone if they had read the new Log. Secretary suggested that all those who qualify should upgrade and keep on upgrading until they are making top money. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Long Beach.

LNG TAURUS (Energy Transport), July 2—Chairman, Recertified Bosun David La France; Secretary J. Gibbons; Educational Director Douglas McLeod; Engine Delegate Harry Gearhart; Steward Delegate Patrick J. Geary. \$540 in ship's fund. No disputed OT. Chairman discussed various parts of the new contract and noted that the crew wished to extend a vote of thanks to Yokohama Port Agent Frank Boyne. He arrived promptly while the ship was in Nagoya, Japan and discussed the contract in full detail. Secretary commended the negotiating committee for a job well done. It is gratifying to know that we have such a fine contract. The steward gave a vote of thanks to the Log for the article printed in the May issue informing members of the 25% discount on airline trips. Next port Bon Tang.

UST ATLANTIC (Interocean Management), July 5—Chairman Kenneth R. Marston; Secretary J. Hunt. No disputed OT. Chairman reported that the ship is on its way for layup in Singapore. The ship's condition is excellent. There will be seven extra men picked up for tank cleaning. Discussed the importance of donating to SPAD and the need to upgrade for future job opportunities and increases in pay. A vote of thanks to the steward department and to GSU George Jordan and Toyokazu Gonzales from Piney Point. They are a credit to the school which taught them well. Observed one minute of silence in memory of our departed brothers. Next port Singapore.

LNG LEO (Energy Transport), July 19—Chairman, Recertified Bosun Robert Schwarz; Secretary H. Jones; Educational Director W. Stein; Deck Delegate William Mullins; Engine Delegate Paul Russell; Steward Delegate James Righter. Chairman expressed a sincere thankyou to SIU Yokohama representative Frank Boyne for taking the time to explain the new SIU contract while we were in Osaka. Also, a vote of thanks to the steward department for a job well done. Report to Log: "The crew of the LNG Leo wishes to extend a thank you to the Union negotiating committee for the new contract and a job well done."

KOPPA (Pacific Gulf), July 26—Chairman, Recertified Bosun Al Whitmer; Secretary V. B. Dixon; Educational Director W. D. Rakestraw; Deck Delegate J. R. Wilson; Engine Delegate T. E. Pillsworth; Steward Delegate J. R. Parker. The chairman reported that more than a vote of thanks should be extended to the steward department for the excellent job they are doing on this voyage. The "Oath of Obligation" was read for the benefit of those who were not familiar with it. All members were urged to band together and become involved in the Union's activities. If we do not pay attention to what is happening we might lose what we have by not caring. Support your Union, work for it, not against it. Observed one minute of silence in memory of our departed brothers.

DELTA SUD (Delta Steamship), July 26—Chairman, Recertified Bosun A. McGinnis; Secretary V. Romolo; Educational Director J. Dail. \$143 in ship's movie fund. No disputed OT. Chairman reported that everything was going well and that those who qualify should upgrade at Piney Point. It was advised that the ship's delegate should see the patrolman about safety when the ship carries hazardous chemicals and that everyone should be informed when they are coming aboard. Report to the Log: "The whole membership of the SIU should be as fortunate as the crew of the Delta Sud to have feasted as we did. The cuisine that Vic Romolo and his staff in the steward department gave us can only be enjoyed by being there. The Captain has written a letter of thanks that is being forwarded to headquarters." Next port New Orleans.

SEA-LAND RESOURCE (Sea-Land Service), July 26—Chairman Louis W. Hackey; Secretary O. Smith; Educational Director G. Roy; Steward Delegate Harold Markowitz. No disputed OT. Secretary reported that all members should read the Log to be fully aware of the gains we have made on the new three year contract and also to learn about such items as the Jones Act waiver and the cut in shipbuilding programs etc. A reply to a question to Red Campbell, Vice President, was received and read to the membership. A vote of thanks to the steward department for a job well done.

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

Virgo
LNG Aries
LNG Gemini
Panama
Pisces
Sea-Land Adventurer
Ponce
Puerto Rico
Overseas Alice
Del Sol
Sea-Land Pioneer
Point R vere
Benjamin Harrison
George Wythe
Sea-Land Endurance
Capricorn
Newark
Sea-Land Explorer
Caguas
Cove Trader
Sea-Land Venture
Overseas Chicago
Seattle
Overseas Valdez
Overseas Ohio
Sea-Land Consumer
Del Oro
Sea-Land Finance
Del Vaile
Santa Isabel
Overseas Boston
Massachusetts
Santa Clara
Sea-Land Leader
Borinquen
Sea-Land Galloway
Del Viento
Sea-Land Resource
Tampa
Cove Sailor
Merrimac
Sea-Land Defender
Del Campo
Ogden Willamette
Santa Barbara
Delta Norte
Santa Juana
Scorpio

SEA-LAND INNOVATOR (Sea-Land Service), July 19—Chairman W. A. Aycock; Secretary R. V. Geiling; Steward Delegate Lewis Lamphere. Chairman reported that crewmembers' shot-cards will be issued by the department heads when the room keys are turned in. Before leaving the ship all bunks should be stripped and the linen will be picked up by the steward after the crew leaves the ship. Locks and key situation to be taken up under new business. Secretary reported that a rough copy of the new agreement has been made and distributed to all department heads and delegates. \$276 in the movie fund and \$10 in the ship's fund. Some disputed OT in deck department. A vote of thanks was given to the membership by the steward department for their efforts in keeping the ship clean and shipshape. Report to Log: "One of our members (a young lady) was interviewed by a Kobe, Japan news reporter while the ship was last in that port. The general trend of questioning was how she became interested and was able to start sailing. A copy will be forwarded to the Log." Next port Yokohama.

SANTA LUCIA (Delta Steamship), July 26—Chairman, Recertified Bosun H. Pacheco; Secretary M. McDermott; Educational Director V. Cover. Chairman advised all members to sign the crew list. Educational Director suggested the implementation of language tapes and dictionaries or other aids to assist and upgrade the seamen in foreign ports. Some disputed OT in deck department. A request was made for the company to supply waiter coats and slacks, complete uniform, to messhall utility to achieve proper presentation towards passengers. Also discussed the methods to inspect refrigerated cargo containers as the present methods are unsafe. There should also be some new methods used for scaffolding and safety ladders. A collection for money for the crew movies was mentioned and Ms. Debbie Phillips was elected to be treasurer. In reply to open crew's treatment towards our female baker, Ms. Phillips remarked, "This was the best crew ever." A vote of thanks to the steward department for a job well done. Next port Jacksonville.

JEFF DAVIS (Waterman Steamship), July 5—Chairman, Recertified Bosun J. E. Todd; Secretary Ken Hayes; Educational Director J. R. Johnson. No disputed OT. Chairman brought to the attention of the committee the notices put up by the Captain regarding Russia and asked that they all be brought to the attention of the crew. Requested that all unsafe working conditions be reported immediately. Secretary read several items from the Log which were explained by Brother Ken Hayes. The acts in Congress at the present time were the main topic and the crew advised to write to their Congressman to get across their point of view. Observed one minute of silence in memory of our departed brothers. Next port Leningrad.

SANTA MERCEDES (Delta Lines), July 11—Chairman, Recertified Bosun Jack Kingsley; Secretary T. Tintali; Educational Director B. Stearns; Deck Delegate Barry R. Lee. \$115.49 in ship's fund. Some disputed OT in engine department. Chairman reported that the new contract was effective on June 16, 1981. Patrolman will be on board and will discuss the Loop-Off/Trip Off situation. All communications that were received were posted on all bulletin boards in the crew areas. A vote of thanks to the steward department for a job well done. Next port Los Angeles.



Digest of SIO Ship Meetings

OGDEN LEADER (Ogden Marine), July 26—Chairman, Recertified Bosun W. E. Joyner; Secretary R. De Boissiere; Educational Director G. Kontos. Some disputed OT in deck department. Chairman reported that we now have a new contract with pay raises for everybody. There are different rates of pay for AB Green and AB Blue and for QMED. Educational Director reported that the industry is changing and we have to change with it. So let's all put in our applications to Piney Point. As your rate increases your pay increases. Failure will be your own fault, others will pass you by. A special vote of thanks to all delegates for an excellent job. Report to Log: "Captain Belmonte will soon leave us. We hate to see him go. May he have good luck wherever he goes. Special praise to Recertified Bosun Bill Joyner for using his special skills to make this trip more pleasant. We couldn't have done it without him." Next port Bayway.

CHARLESTON (Apex Marine), July 12—Chairman, Recertified Bosun John Furr; Secretary W. Todd; Educational Director Bill Turner. Some disputed OT in engine department. Chairman reported that the repair list is to be handed out and submitted. A vote of thanks to the 4-8 watch for cleaning mess and pantries on their morning watch. Report to Log: "Joanna Cardwell, Piney Point Class 312 and her younger brother, Terry Cardwell, Piney Point Class 332 are on board as steward assistants. Joanna 'Rules the Roost' insofar as Terry is concerned. It's his first ship but Joanna has six months seafaring with Sea-Land. She claims she has had to help him along. Brothers, watch our sisters, they are doing one good job."

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LNG Gemini
Panama
Pisces
Sea-Land Adventurer
Ponce
Puerto Rico
Overseas Alice
Del Sol
Sea-Land Pioneer
Point R vere
Benjamin Harrison
George Wythe
Sea-Land Endurance
Capricorn
Newark
Sea-Land Explorer
Caguas
Cove Trader
Sea-Land Venture
Overseas Chicago
Seattle
Overseas Valdez
Overseas Ohio
Sea-Land Consumer
Del Oro
Sea-Land Finance
Del Valle
Santa Isabel
Overseas Boston
Massachusetts
Santa Clara
Sea-Land Leader
Borinquen
Sea-Land Galloway
Del Viento
Sea-Land Resource
Tampa
Cove Sailor
Merrimac
Sea-Land Defender
Del Campo
Ogden Willamette
Santa Barbara
Delta Norte
Santa Juana
Scorpio



Edward L. Smith



Seafarer Edward L. Smith, 26, graduated from the SHLSS in 1978. Brother Smith upgraded to FOWT there in 1978 also. And he sails as a pumpman and electrician. He returned to Piney Point last year to study Pumproom Maintenance and Welding Courses. Smith has the LNG, firefighting, lifeboat and CPR endorsements. He is working toward a B.A. degree in Biblical Studies at Gordon College, Wenham, Mass. Also he ships out of the ports of Boston and New York.

Steven Miller



Seafarer Steve Miller, 24, is a 1977 graduate of the SHLSS Entry Trainee Program. He upgraded to fireman-water-tender (FOWT) at Piney Point in 1978. Brother Miller earned his lifeboat, firefighting, basic sailing and CPR tickets. Miller resides in Baltimore and ships out of the port of New York.

Peter Ryan



Seafarer Peter Ryan, 24, graduated from Piney Point in 1978. Brother Ryan upgraded to AB there in 1979. He holds the firefighting, lifeboat, LNG, CPR and tankerman endorsements. And he ships out of the port of New York.

Don Michael Givens



Seafarer Don Michael Givens, 26, graduated from the Lundberg School in 1978. Brother Givens upgraded to FOWT there in 1979. He has the firefighting, lifeboat and CPR documents. Givens calls home St. Louis, Mo., but ships out of the port of New York.

Chris Beaton



Seafarer Chris Beaton, 27, graduated from the SHLSS Entry Program in 1979. Brother Beaton upgraded to FOWT. He has the firefighting, lifeboat, LNG Safety and CPR endorsements. Beaton lives in St. Mary's County, Md.

Don Criswell



Seafarer Don Criswell, 27, was graduated by Piney Point in 1976. Brother Criswell upgraded to AB there in 1977. He has the lifeboat, firefighting and CPR tickets. His residence is Springfield, Va. and ships out of the port of New Orleans.

Jim Davidson



Seafarer Jim Davidson, 26, is a 1974 graduate of Piney Point. He upgraded to AB there in 1978. Brother Davidson holds the lifeboat, firefighting and CPR papers. He also earned his high school diploma there in 1974. Davidson ships out of the port of Philadelphia.

Joseph R. Negron



Seafarer Joseph R. Negron, 21, is a 1979 graduate of the SHLSS Trainee Program in Piney Point. He upgraded to FOWT there the same year. Brother Negron also upgraded to QMED at Piney Point this year. Negron obtained his firefighting, lifeboat, LNG Safety, CPR ratings. He also got his high school diploma there. He lives and ships out of the port of New York.

Patrick J. Lavin



Seafarer Patrick J. Lavin, 24, graduated from the Seafarers Harry Lundberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1974. Brother Lavin upgraded to AB there. He has the lifeboat, firefighting and cardio-pulmonary resuscitation (CPR) endorsements. Lavin lives in Brooklyn, N.Y. and ships out of the port of New York.

Robert S. Livermore



Seafarer Robert S. Livermore, 36, started sailing with the SIU in 1966. He sails as an AB. Brother Livermore is a veteran of the U.S. Marine Corps during the Vietnam War. Livermore earned the firefighting, lifeboat and CPR tickets. His home port is New Orleans.

NEW! NEW! NEW!

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

HOW?

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

You can use these courses:

- ★ in your job;
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Please send me the course(s) below.

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

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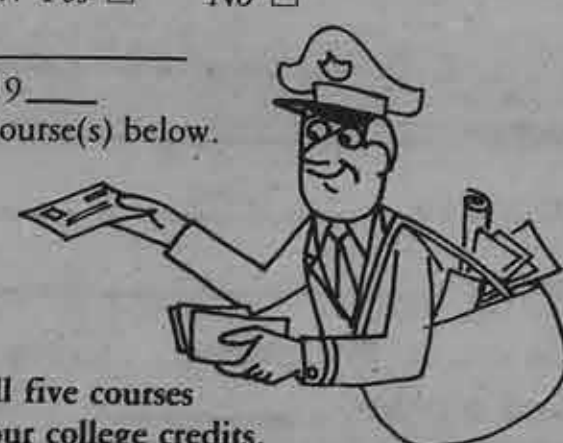
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Cut out this coupon and mail it to this address:
Academic Education Department
Seafarers Harry Lundberg School of Seamanship
Piney Point, MD. 20674
ATTN: Lois Knowles, Mathematics Department
Send it today!

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

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

The Committee is also evaluating

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

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

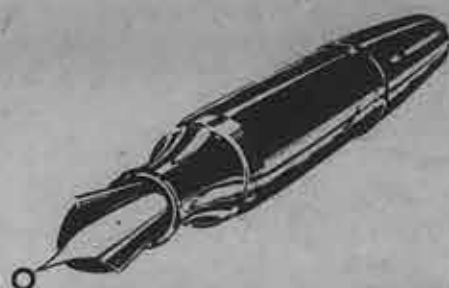
Personals

Francisco Morsiglio
Please contact your old shipmate Nils Richardson. Contact Red Campbell at Union Headquarters for Nils' address.
Juan Reyes
Please contact, Tammy Zelaya. Tel. (617) 874-0747.

Marcus Leigh Thomas
Please contact your sister, Nancy Kizer, 3837 Los Feliz Blvd., Apt. 5, Los Angeles, Calif. 90027. Tel. (213) 663-0276.

Robert Adams—John Dye
Marisa Steven—Albert Lea
Please contact Jim Stark at El Paso Marine Co., P.O. Box 218, Solomons, Md. 20688. Tel. (301) 326-2111.

LETTERS TO THE EDITOR



Seafarer Gets Law Degree

I won an SIU college scholarship in 1975, and received my bachelor's degree in 1977 and my law degree this August. I'm presently working as an oiler aboard the *Sealand Jacksonville* while studying for the Texas State Bar Exam, and hope to begin practicing admiralty law in Houston next year.

I sure didn't think when I began sailing with the SIU 17 years ago that the union would make it possible for me to advance educationally from a high-school dropout to a Juris Doctor diploma. The SIU offers more educational opportunities to its members than any other union. The SIU educational program has made a real difference in my life, and I want to thank my union brothers, union officials, and the SIU Scholarship Committee for giving me the chance to get a legal education. I couldn't have done it without your help.

Fraternally yours,
Daniel L. McDonald
M-1495

Would you like to get your High School Diploma?

We would like to help you.

Here's all you have to do:

Come to the Seafarers
Harry Lundeberg School
of Seamanship

If earning your diploma is
something you have been
putting off, delay no more.

Fill out this coupon and
send for your application kit.



NAME _____

ADDRESS _____

PHONE _____

Are you an SIU member ☐ yes ☐ no
book number _____

- ☐ Please send me an application and pretest packet.
☐ Please send more information on the GED program.



Address to: Tracy Aumann
GED Department
Seafarers Harry Lundeberg
School of Seamanship
Piney Point, Maryland 20674

SIU Made a Difference

Between ships this summer I was involved in a unique program sponsored by the Marine Science Consortium of the National Science Foundation at Wallops Island, Virginia.

I worked as a counselor for a class of gifted handicapped kids (deaf, blind, orthopedic) of high school age who had strong interests in the sciences. I had never done anything so tough and so rewarding.

Had it not been for the patience, confidence, and strength I gained from the HLSS entry program, shipping out on the *T-2 Point Judy*, and nearly three months of upgrading at Piney Point, believe me, I would not have been nearly as effective a counselor for these special kids.

What was really a great inspiration for me, though, was the memory I had while at Piney Point of all the plaques on the *Zimmerman* that gave testimony of Paul Hall's dedication to helping others less fortunate. And it is because of all this that I wish to express my gratitude to the SIU which has made the crucial difference in my life.

Fraternally,
Pat Johnston
Morgantown, W.V.

Thanks for Pension Increase...

I wish to express my heartfelt thanks to the SIU for giving the pensioners who were getting \$250 a raise up to \$300 a month. I am proud of the SIU, an organization that cares for the welfare of its retired members.

Sincerely,
Ernesto Bucario, B-314, Retired
New Orleans, La.

...More Thanks

I recently received the check representing my pension increase to \$300 a month. I wish to thank the union very much for this raise. God bless SIU President Frank Drozak and best wishes and good luck to the SIU in its future efforts in behalf of retired seamen.

Sincerely,
John Farrand
East Boston, Mass.

Reflections of an Oldtimer

Little did I know when I joined the old International Seamen's Union in 1937 that the great and wonderful Seafarers International Union would emerge and prosper from humble beginnings.

My wages in those days were \$55 a month. Plenty of overtime—without pay that is. But when we got our charter October 1938 from the Sailors Union of the Pacific, things started to change for the better, and have continued to get better ever since.

The struggle was long and hard. The membership was small. But it seemed to me back then, that everyone was real brothers. When trouble came, they were all there to do their part. I have always been thankful that I was one of them. But whatever I have done for the SIU, I have been paid back a million times.

I knew Paul Hall, the Great White Father. I could never praise him enough for what he did for the SIU and the maritime industry. He was a great and wonderful person. If he could help you he would and was glad to do it.

I think our new president Frank Drozak is doing a wonderful job. To him I say, 'keep up the good work and good luck.' Also Gerry Brown (New Orleans) and Ray McDonald (Tampa) are two great guys.

Last but not least, to the Seafarers Welfare Plan, I say, 'I don't know what I would have done without you.' Thanks.

Fraternally,
George R. Burns, B-63, Retired
Tampa, Fla.

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

LETTERS

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My wages in those days were \$55 a month. Plenty of overtime—without pay that is. But when we got our charter October 1938 from the Sailors Union of the Pacific, things started to change for the better, and have continued to get better ever since.

The struggle was long and hard. The membership was small. But it seemed to me back then, that everyone was real brothers. When trouble came, they were all there to do their part. I have always been thankful that I was one of them. But whatever I have done for the SIU, I have been paid back a million times.

I knew Paul Hall, the Great White Father. I could never praise him enough for what he did for the SIU and the maritime industry. He was a great and wonderful person. If he could help you he would and was glad to do it.

I think our new president Frank Drozak is doing a wonderful job. To him I say, 'keep up the good work and good luck.' Also Gerry Brown (New Orleans) and Ray McDonald (Tampa) are two great guys. Last but not least, to the Seafarers Welfare Plan, I say, 'I don't know what I would have done without you.' Thanks.

Fraternally,
George R. Burns, B-63, Retired
Tampa, Fla.

Red Alert:

U.S. Share of Foreign Commerce Drops to 3.6%

At the close of World War II, the U.S.-flag merchant marine was the largest and mightiest in the world, carrying almost 50 percent of the nation's imports and exports.

By 1956, the American-flag fleet's share of U.S. trade had fallen to 21 percent. And ever since, the U.S. maritime industry has been declining at a dizzying pace, dipping to 4 percent in 1978.

Last month, the U.S. Maritime Administration released a report titled "United States Oceanborne Foreign Trade Routes." The report is a hefty 370 pages. But the key point it contains is only one line long: U.S. fleet participation in oceanborne foreign trade "declined in almost every major category to 3.6 percent in 1980." Very brief. And very dangerous.

If the United States doesn't implement a rational maritime policy now, the U.S. maritime industry is going to disappear. We will have to rely on foreign flag vessels for the carriage of all our imported oil and all those raw materials without which our national defense industry would be impotent.

Without a merchant fleet of our own, U.S. foreign policy would become, to a great extent, a paper tiger. We could promise to maintain trade with Israel, for example, no matter what happens in the Middle East. But if we are dependent on ships flagged in Liberia or Panama to move that trade, then we are essentially dependent on those governments to enforce our national policy.

If Liberia doesn't want the ships flying its flag to sail to Israel, those ships won't sail. It's happened before in the 1973 War; it will happen again.

Even more staggering is the question of what would happen to America's national defense without a merchant marine. The U.S.-controlled fleet—those ships owned by Americans but operating under foreign registry—would, supposedly, be available to the United States in time of war or national emergency.

But can we afford to rely on a foreign-registered fleet, crewed by foreign seamen who owe no allegiance to the U.S.?

The United States must have a private merchant fleet, crewed by trained, American seamen, to survive a military conflict. To allow our maritime strength to continue ebbing away is to court disaster.

Though most other nations ensure the strength of their merchant marines via direct subsidies, there are



alternatives. Maintaining a strong U.S. maritime industry is crucial; but it doesn't have to be costly.

Negotiation of *bilateral shipping agreements* which consign a healthy percentage of the commerce moving between the U.S. and our trading partners to the fleets of each is a tested, workable option for the U.S.

Guaranteeing a role for American-built, American-flag ships in our developing *coal export program* will give a major boost to both our shipyards and our dwindling dry bulk fleet.

Stepping-up the *peacetime auxiliary role* of the merchant fleet would also have a two-pronged benefit. Naval support work would provide employment for part of the private fleet while freeing the Navy's funds and personnel for defense.

Finally, the Administration has to begin policing itself, making sure that all government departments abide by the *50 percent cargo preference requirement of PL-480*, instead of trying to sabotage

it. Government-impelled PL-480 cargoes provide the profit margin many U.S.-flag liner companies need to stay afloat.

These are just some of the avenues which can be pursued by the

U.S. to reclaim our merchant fleet. But the process of revitalizing the fleet must start now. Neither the merchant marine nor America's national security can afford any further delay.

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