

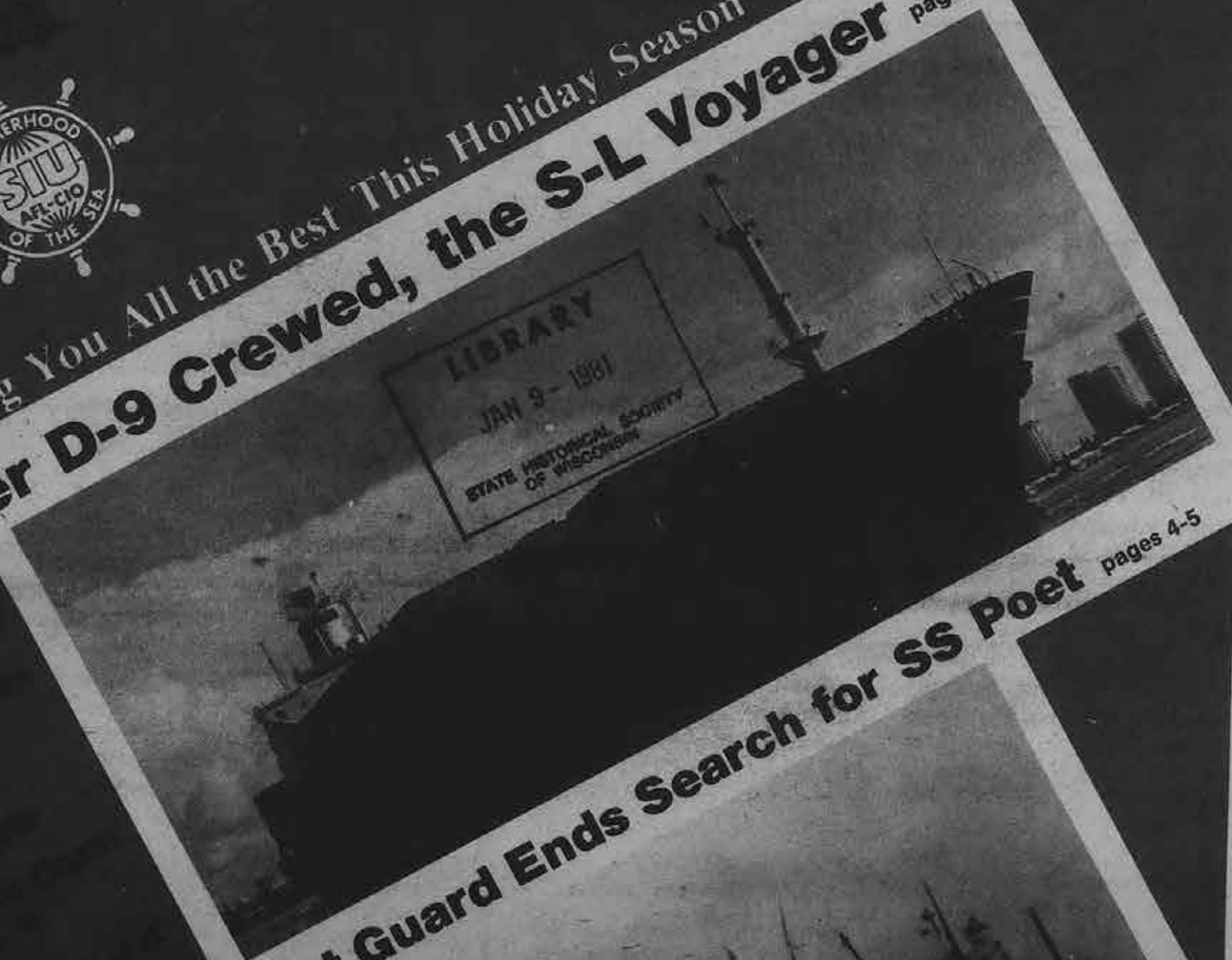


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Wishing You All the Best This Holiday Season  
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# Ralph Quinnonez, One of the Best, Dies at 63

One of Top Officers of SIU-Affiliated UIW

Ralph Quinnonez, Atlantic Coast and Gulf Director of the SIUNA affiliated United Industrial Workers, whose career in the labor movement was as far-reaching as it was productive, died suddenly, Dec. 4. He had been a mainstay of the New York political scene, as well as one of the highest ranking native born Puerto Ricans in organized labor. He was 63 years old.

As a young man, Quinnonez had worked on the docks, where he earned a reputation for being tough yet honest. When he joined the UIW in the early fifties, he played an instrumental role in the turbulent waterfront beefs.

Before joining the UIW (then called the MAWD), he had been active in the Teamsters Union, where he made personal contacts that proved to be indispensable to the political growth of both the UIW and its parent organization, the SIUNA.

He had a reputation for being a top-flight organizer. He brought that skill to many important campaigns, from the bloody Roter-Broil organizing drive that helped establish the UIW as a potent force in the industrial worker field, to the Chicago Taxi Beef, where he served as the late Paul Hall's right hand man.

He spent much of his time in recent years directing the UIW's organizing drive in the Virgin Islands. Since 1976, he helped to sign up nearly 4,000 workers there, half of them in the public sector.

The UIW had represented the 3,000 workers at the Seatrain Shipyard in Brooklyn until it was forced to close down last year because of the chronic economic problems facing the U.S. shipbuilding industry. At the time of his death, Quinnonez had been working with representatives from the government and private sector to help devise a



The late Ralph Quinnonez (right) was a delegate to the 1980 National Democratic Convention last summer. With Brother Quinnonez on the Convention floor when this photo was taken were, from the left: Bill Dobbins, UIW Columbus, Ohio; Frank Pecquex, SIU legislative representative, and Felix Francis, UIW Virgin Islands Area Director.

plan that would enable the Brooklyn yard to re-open.

He was instrumental in protecting the welfare of those workers who lost their jobs when the yard closed. Largely through his efforts, the workers were granted Trade Adjustment Assistance from the Federal government, which meant that they could receive 75% of their base wages for one year, as well as supplemental funds to learn new skills.

## Dem Convention Delegate

Quinnonez was very active in both local and national politics. He was elected delegate to the National Democratic Convention in 1976, and again in 1980. He was a close personal and political friend of Governor Hugh Carey of New York and a key figure in the Labor for Carey Committees.

His political acumen was legendary. Associates like to recount the time he helped save a local Congressman from all but certain defeat by casually walking into his headquarters on the day of the election and telling him where to direct his last ditch campaign efforts.

He had an amazing gift for personal intimacy. He was probably the best liked labor official in the state of New York.

Associates were stunned by the news of his unexpected death.

He was one of the more colorful members of a New York political scene, not known for its staidness. He had a compelling public image. Huge and irrepressibly funny, he was always the center of any public gathering. People naturally gravitated to wherever he was.

His co-workers found him warm and concerned. They remember his almost tireless dedication to his union membership. Every person associated with the UIW could recount countless examples of Ralph Quinnonez's good deeds.

He became a minor celebrity of sorts during the 1976 Democratic Convention when Daily News Columnist Jimmy Breslin wrote a story about him that emphasized his weight. In typical Ralph Quinnonez fashion, he laughed and said, "I don't remember Breslin as being a lightweight."

His good natured personality often obscured his fierce determination and complexity.

He achieved success at a time when it was unfashionable to be black, let alone Puerto Rican. He was a sergeant in the Army when blacks were routinely denied advancement; a leader among dock workers when there were

few, if any, black dock workers; a force in the New York political scene when there was just a handful of black and Puerto Rican politicians.

He possessed an amazing breadth of knowledge. He could recite the most obscure OSHA regulation as if it were one of the ten commandments. He was fluent in at least four languages: Spanish, English, Italian and Yiddish. He was perhaps the top labor negotiator in the industrial workers field.

He was well known throughout the labor movement. He cut across all sorts of lines: racial, religious, linguistic.

He was an active member of the Latin American Labor Council. Just before his death he was named as a Vice President of the New Jersey State Federation of the AFL-CIO.

He often said that he was from "the Old School." His family came before anything else, and then his union. He was a devoted protege of the late Paul Hall, who for many years was President of the Seafarers International Union.

He is survived by his wife of 31 years, the former Mary Harris; sons Ralph, Jr. and Paul; daughters Cynthia and Linda; a brother and three sisters.



The late Ralph Quinnonez.



# Ground Is Broken for New SIU Hall in Mobile

## President Drozak on Hand for Occasion

**A** new SIU union hall for the port of Mobile, something which has been on the drawing boards for quite sometime, is about to become a reality. The site for the new Mobile facility was picked out a few months ago and work on the building is set to begin at any time.

The new Mobile Hall is an important part of the SIU's overall program of improving and expanding Union services and facilities for SIU members.

SIU President Frank Drozak got the ball rolling as he turned over the first shovel of soil at the groundbreaking ceremony held on November 12. Drozak told the crowd, which included numerous SIU members and top city officials, on hand for the ceremony that "the SIU and Mobile have come a long way together," and that "the bond this new union hall represents will cement our relationship



With shovel in hand, SIU President Frank Drozak, left, does the honors of turning over the first ground at the site which will soon be the brand new SIU Union hall in the port of Mobile. Drozak is joined in the groundbreaking ceremony by Mobile City Commissioners Gary Guarino and Lambert Mims.

for many years to come."

Work on the hall is expected to be completed by mid-1981. The building will also house officers of the Greater Mobile Area Maritime Port Council.

After the groundbreaking ceremonies SIU Mobile Port Agent Tom Glidewell hosted a fine reception for union members and Mobile County officials who were in at-

tendance. The festivities were replete with shrimp and oysters fresh from the surrounding waters, not to mention a little grog. A splendid time was had by all!



It's just some grass and a bunch of trees right now, but by the middle of 1981, the new SIU hall for Mobile will grandly fill this space.



After the groundbreaking, the SIU held a reception for members and their families. A good time was had by all. Just ask, from the left, Mrs. Choyzie Edmonds, Frank E. Edmonds and Tom Clay.



Here's a photo showing the crowd of SIU members, SIU families and well wishers who turned out for the new Mobile hall groundbreaking ceremony.



# Coast Guard Ends Search for Poet

**Ship and Crew of 34 Vanish in the Atlantic:  
Board of Investigation Underway**

PHILADELPHIA, PA.—The answer to why the 11,421 dwt SIU bulk-carrier *SS Poet* (Hawaiian *Eugenia*) disappeared without a trace, after last being heard from on Oct. 24, remains a puzzling riddle.

On Nov. 17, the U.S. Coast Guard "regretfully" ended its futile air and sea search and rescue operations for the missing 522-foot bulker with her crew of 34 (24 Seafarers) after 10 fruitless days.

A dozen Coast Guard, U.S. Navy, Air Force and Canadian Argus jets flew more than 70 sorties scouring 300,000 square miles of the Atlantic with modern locator devices. Taking off from bases in the U.S., Bermuda and the Azores, the search planes spotted not a "coffee can nor oil slick nor life jacket" from the disappeared 36-year-old cargo vessel. Some planes, a week after

the search began, found 4 to 5 miles of visibility as they ranged 1,000 miles east of Delaware Bay.

Other jets from the Azores scanned the 9,000 hp ship's 3,200 nautical mile-course to midocean crisscrossing the Atlantic and the Straits of Gibraltar.

U.S. planes from Rota, Spain also scoured the sea lanes near the Straits.

On Nov. 8, the Coast Guard started the massive search. On Nov. 3, the *SS Poet's* owners who had waited nine days, reported the steamship overdue to the Coast Guard! All together, the ship had been incommunicado for 14 days before the search started.

The *Poet* left Philadelphia early on a clear night on Oct. 24 last radioing the same day off Cape Henlopen, Del. She carried a cargo of 13,500 long tons of kernel bulk corn due in Port Said, Egypt on Nov. 9.

Commanding was Capt. Leroy A. Warren, 57, of Bel Air, Md. who sailed the *Poet* for the last year on nine consecutive voyages, next to the last one to Egypt and back, with the same deck officers as on the final trip.

The Coast Guard speculates that the *Poet* on Oct. 25 or 26 heading on a 36 degrees North latitude course ran into a big, freak storm with 70 mph winds and 20-foot waves plus heavy rain and maybe became disabled, drifted off course and perhaps foundered. The gale drove one Panamanian ship onto the beach and demolished homes on the New Jersey shore.

The *Poet* carried two lifeboats for 40 persons each, a popping-free, inflatable liferaft with lifejackets and 18 ring buoys. She also had LORAN (Long Range Aids to Navigation) and, if the ship went down, a float-free longrange radio transmitter activated by salt water which

could broadcast distress signals for two to 10 days.

The *Poet* was the first U.S. freighter to disappear since 1963 when the *SS Marine Sulphur Queen* sunk with a crew of 39 off Key West, Fla. In 1973, the U.S. *SS Silver Dove* sank in the Northern Pacific when a sugar cargo shifted. The crew survived. In December 1978, the West German 45,284 dwt *SS Muenchen*, a LASH ship, got off an SOS but vanished without a trace 500 miles off the Azores.

The ship's owner says he suspected the *Poet* had radio trouble and would have called via telephone from the Azores.

The Coast Guard said they get reports of many ships overdue or in distress, so when a ship is reported missing they "just don't jump into a helicopter and go look." They do a series of radio communications checks (like AMVER—American Vessel Emergency Rescue System) to see who heard from the ship last. This they did from Nov. 3 to 7 without luck. That's when they got worried.

On Nov. 19, a Coast Guard Board of Inquiry in Philadelphia began a probe into what happened. It was still going strong in mid-December.

## Inquest On Poet Disappearance Continues

Philadelphia, Pa.—A Board of Inquiry into the circumstances surrounding the disappearance of the *SS Poet* began here on Nov. 19. The Board is headed by Capt. Herbert G. Lyons, chief of the Marine Safety Division, Seattle.

For the first time, the U.S. Coast Guard (CG) let lawyers representing the Unions of the missing men examine and cross-examine witnesses.

Previously, union counselors were allowed only to present

inquiry focused on the sea worthiness of the *Poet* and possible negligence in the operation of the vessel. It also focused on the corn and the start of search and rescue efforts.

On the board of inquiry are: Cmd. Warren D. Snider, chief inspector, Seattle; Lt. William J. Morani Jr., port operations, Providence, R.I. and the National Transportation Safety Board's J. Johnson.

Taking the witness stand on the first day, downriver Pilot Gary G. Harper, on the Delaware since 1962, exclaimed that the *Poet* was "2 feet down at the head" from the stern when he took her to Delaware Bay. He added that the master said he "would correct it" presumably by moving fuel and water to ballast the stern.

The next day, SIU Attorney Arthur A. Abarbanel, with N.Y. Port Agent Jack Caffey alongside elicited from the president of the National Cargo Bureau (which supervised the loading of the corn on Oct. 20) that the cargo was properly and fully loaded with no "voids" in Nos. 1, 2 and 3 holds forward and amidships. Also that No. 4 hold in the stern remained empty because its hatch cover could not be opened. This caused the

*Poet* to be down at the bow.

Further cross-examinations by the board, ship owner's lawyer, Raymond T. Letulle and questions posed by relatives to the cargo loader brought out that they thought a ship so fully packed would prevent cargo shifting to affect the vessel's stability. A 12 degree list is the maximum, one testified. They also discounted a spontaneous combustion fire and water getting into the hold.

Following on Friday, Nov. 21, MEBA Attorney Marvin Barish quizzed Chief Surveyor Ronald J. Sullivan, who backed the testimony of his crew, on "hogging" and "sagging"! This is when waves lift a ship amidship and at the bow and stern.

Later, Tug Docking Capt. Virgil Quillen at the Tidewater Grain Elevator, South Philadelphia, testified that he noticed that the *Poet's* bow rode low. He said he told the captain and some of the crew.

Reconvening on Saturday, Nov. 22, the board called the owner's Philadelphia agent, Joseph Serverson who said that "routine repairs were made to the *Poet's* boiler room and radio and a mobile crane taken off." The 32-year-old *SS Flora* of the *Poet's* fleet had boiler trouble on Nov. 16 and had to be towed to

Continued on Page 12

### Findings Expected in February

questions to the examining officers who decided whether they should be asked and answered.

The board's findings are due around the end of February, when the *Poet's* sistership, the *SS Penny* will be inspected about Jan. 25, 1981 when she returns to the U.S. The court feels that the Penny inspection "...will help ascertain what corrective measures are necessary to preclude the repetition of a similar tragedy should the ship be considered lost."

Opening before a packed Custom House hearing room filled with nearly 100 relatives of the missing seamen, the



Calvin Bethard

Roland Courter



Eddie Sylvester

Claude Berry



Edward Bradley

Earl Whatley



Abraham Murillo

Walter Mitchell



## 24 Seafarers Among the Crew of the Lost Poet

PHILADELPHIA, PA.—The following is a list of the Seafarers reported missing at sea aboard the disappeared *SS Poet* (Hawaiian *Eugenia*) which left this port on Oct. 24, 1980.



Frank Holland



Tracy Walker



Thaddeus Simmons



Noel McLaughlin



Alfred Schmidt



Shawn Gooden



Carl Jackson



Stephen Connors



Edward Adams



Jerry Batchler



Mosel Myers



Hans Peter Zukier



George Ward



Otis Hunter

**Bosun Adams, Edward Dempsey, "Rocky",** 43, of Slidell, La. Brother Adams joined the SIU in the port of New York in 1961 sailing 24 years. He also sailed as a crewboat captain from 1956 to 1961 and was a rigger in the Boilermakers Union. Seafarer Adams was a veteran of the U.S. Coast Guard from 1954 to 1956. He was born in New Orleans. Surviving is his mother, Mrs. Katherine Francis of Slidell.

**Deck / Engine Utility Holland, Frank Eugene,** 58, of Baltimore. Brother Holland joined the SIU in 1941 in the port of San Francisco sailing 41 years. He was also a baker. Seafarer Holland was born in Baltimore. Surviving are his wife, Eva; his mother, Mrs. Josephine F. Davis of Baltimore and a sister, Mrs. Catherine Balcerowicz, also of Baltimore.

**AB Courter, Roland Herbert "Skipper",** 39, of Fort Pierce, Fla. Brother Courter joined the SIU in the port of Tampa in 1979. He sailed inland on the Great Lakes from 1977 to 1978 for the Erie Sand Co. and the American Steamship Co. Seafarer Courter was a veteran of the U.S. Navy from 1957 to 1966. He was born in Camden, N. J. Surviving are his parents, Mr. and Mrs. Herbert S. Courter of Port Charlotte, Fla.

**AB Zukier, Hans Peter,** 32, of Philadelphia. Brother Zukier joined the SIU following his graduation from the Harry Lundeberg School of Seamanship (HLSS) Piney Point, Md. in 1968. He was born in Nortorf, Holstein, West Germany and was a naturalized U.S. citizen. Surviving are his father, Wojciech and mother, Mrs. James Liselotte Fredette, both of Philadelphia.

**AB Myers, Mosel,** 28, of Philadelphia. Brother Myers joined the SIU after his graduation from the HLSS in 1969. He attended a Piney Point Crews Conference in 1970. Seafarer Myers was born in Philadelphia. Surviving are his wife, Francine; a daughter, Terase and his mother, Martha of Philadelphia.

**AB Gooden, Shawn T.,** 26, of Hempstead, L. I., N. Y. Brother Gooden joined the SIU in the port of New York in 1980. He sailed aboard the *SS Mayaguez* (Puerto Rico Marine) from 1979 to 1980. Seafarer Gooden was a veteran of the U.S. Coast Guard from 1971 to 1976. He was born in Manhattan, New York City. Surviving are his wife, Carol and his father, the Rev. T. T. Gooden of West Hempstead, L. I., N. Y.

**Wiper Simmons, Thadeus Marten,** 22, of New Orleans. Brother Simmons joined the SIU following his graduation from Piney Point in 1978. He was born in New Orleans. Surviving is his wife, Wanda.

**AB Goff, Carl L.,** 53, of Warren, R. I. Brother Goff joined the SIU in the port of Boston in 1973. He was born in the United States. Surviving is his wife, Hilda.

**OS Schmidt, Alfred E. Jr.,** 23, of Elkins Park, Pa. Brother Schmidt joined the SIU after graduation from the HLS in 1979. He was a former member of the IBU and the Steelworkers Union. Seafarer Schmidt was a music fan. He was born in Philadelphia. Surviving are his parents, Mr. and Mrs. Alfred E. Sr. and Barbara Schmidt of Elkins Park and his brother, Seafarer John Egan.

**OS Bradley, Edward Eugene,** 24, of Norristown, Pa. Brother Bradley joined the SIU following graduation from the HLS in 1979. He sailed in 1978, too. Seafarer Bradley attended Slippery Rock (Pa.) State College for a year. He was born in Norristown. Surviving are his parents, Mr. and Mrs. Stephen and Anne Bradley of Wyndmoor, Pa.; a brother, Seafarer Robert Bradley and an uncle, Frank Bradley of Philadelphia.

**OS Connors, Stephen James,** 23, of Somerdale, N. J. Brother Connors joined the SIU after his graduation from Piney Point in 1978. He shipped out of the port of New York. Seafarer Connors was a former member of the United Brotherhood of Carpenters. He was born in Philadelphia and had lived in Brooklyn, N. Y. Surviving are his wife, Cynthia and a sister, Mrs. Bernice L. Guggino of Cherry Hill, N. J.

**Chief Steward Sylvester, Eddie,** 53, of Whistler, Ala. Brother Sylvester joined the SIU in the port of Baltimore in 1956. He graduated from the Union's Stewards Recertification Program in 1977. Seafarer Sylvester was a veteran of the U.S. Navy in World War II. He was born in Mobile. Surviving are his widow, Marietta and seven offspring.

**Chief Cook Jackson, Carl,** 53, of Philadelphia. Brother Jackson joined the SIU in the port of Philadelphia in 1966. He was a veteran of the U.S. Navy during and after World War II. Seafarer Jackson was born in Virginia. Surviving are his wife, Elizabeth and his mother, Nancy of Philadelphia.

**Cook and Baker McLaughlin, Noel William,** 55, of Coden, Ala. Brother McLaughlin joined the SIU in 1944 in the port of Mobile. He was born in Mobile. Seafarer McLaughlin is survived by his wife, Mary and his mother, Louise of Mobile.

**Oiler Hunter, Otis Raymond,** 29, of Dallas, Tex. Brother Hunter joined the SIU after his graduation from the HLS Veterans Program in 1978. He was a veteran of the U.S. Navy during the Vietnam War. Seafarer Hunter was born in Dallas. Surviving are his widow, Faye and his father, Eddie of Dallas.

**Steward Utility and 2nd Cook Whatley, Earl K.,** 48, of Crichton Station, Ala. Brother Whatley joined the SIU in the port of Mobile in 1952. He also rode the Delta Line and sailed during the Vietnam War. Seafarer Whatley was born in Mobile. Surviving are his parents, Mr. and Mrs. Russell and Mary Ella Whatley of Mobile.

**Messman and 3rd Cook Batchler, Jerry Jr.,** 19, of Philadelphia. Brother Batchler joined the SIU in 1980 after his graduation from the HLS. He was born in Philadelphia. Surviving are his parents, Mr. and Mrs. Jerry Sr. and Uris Jill Batchler of Philadelphia; a brother Jeffrey; a sister, Kim and a grandmother, Mrs. Otis Austin of Philadelphia.

**Messman Walker, Tracy Reed,** 23, of New Orleans. Brother Walker joined the SIU in 1980 following his graduation from Piney Point. He had sailed on the *S/L Port* in 1979 from the port of Philadelphia. Seafarer Walker was born in Louisiana. Surviving are his mother, Louise of New Orleans and an uncle, Joseph Walker of Harvey, La.

**FOWT Bethard, Calvin Elmo,** 54, of Gretna, La. Brother Bethard joined the SIU in the port of New Orleans in 1964. He was a veteran of the U.S. Navy Seabees in World War II. Seafarer Bethard was also a boiler-maker and mechanic. And he was born in Baca County, Colo. Surviving is a brother, Orville of Orange, Villa Park, Calif.

**FOWT Murillo, Abraham Gomez,** 54, of Cortez, Honduras, Central America. Brother Murillo joined the SIU in the port of New York in 1967. He also sailed during the Vietnam War. And he was a carpenter. Seafarer Murillo was born in Honduras. Surviving is his wife, Elsa.

**FOWT Ward, George Evander Jr.,** 45, of Mobile. Brother Ward joined the SIU in the port of Mobile in 1960. He was born in Mobile. Surviving are his parents, Mr. and Mrs. George and Etta Mae Ward Sr. of Mobile.

**Oiler Mitchell, Walter Marten,** 60, of Baltimore. Brother Mitchell joined the SIU in 1943 in the port of Baltimore. He was born in Baltimore. Surviving are his mother, Mrs. Tillie Leary of Baltimore and a brother, John of Parkville, Md.

**Oiler Berry, Claude Douglas,** 53, of Citronelle, Ala. Brother Berry joined the SIU in 1945 in the port of Baltimore. He started sailing in 1943 in World War II and was an engine delegate on the *SS Poet*. Seafarer Berry was also a veteran of the U.S. Navy in World War II. He was born in Fruitdale, Ala. Surviving are his widow, Susie; a daughter, Mary and his mother, Mrs. Bonnie Bell Weber of Lucedale, Miss.

**AB Sallee, Rickey Alan,** 31, of Philadelphia. Brother Sallee joined the SIU in the port of Philadelphia in 1980. Surviving is his wife, Dolores.

The Log regrets that the photos of two of the *Poet* crew were unavailable.



# U.S. Maritime Hindered By Too Much Gov't

The ability of the maritime industry and other American businesses to compete in foreign and domestic markets is being endangered by the failure of the United States government to put its house in order.

On the one hand, the maritime industry and other American businesses are being plagued by an overwhelming maze of governmental red-tape. Yet when the United States government can make a positive contribution to the development of one of its domestic industries, it more often than not does nothing.

Take the maritime industry. *It is regulated by more than eighty different federal agencies* and other entities. With such loving attention, then surely things must

be looking up. Recovery should be just around the corner.

No dice! The American flag merchant marine continues its decline, even as the United States government fails to take advantage of promising developments that could help bring about its revival.

For example: it is not uncommon for dredging projects to be delayed two years or more while several different governmental agencies review *the same application*. The cost of these unnecessary delays have been known to top \$20 million.

Yet these dredging projects are vitally important. Few, if any, U.S. ports are deep enough to handle the larger and more economical "superbulk"ers that

have been built to carry coal. Without some stimulus to the dredging industry, the American coal export industry will remain a dream.

Most experts agree that the modernization of existing port facilities is something that should be the primary responsibilities of the Federal government, like the creation of the highway transportation system was more than 20 years ago. At the very least, however, these experts would like to see the federal government stop hindering the development of an important new industry by needless overregulation.

Studies carried out by reputed authorities, such as the Transportation Institute, a non-profit organization aimed at promoting

maritime research and development, stress the connection between the renewal of the coal export trade and the revitalization of the American flag.

Yet there is little evidence that the United States government is thinking along these lines.

It is even a chore to get the most rudimentary programs passed.

Year after year, there is some serious challenge to the continuation the construction and operating subsidy programs. Yet these two programs are the two most effective maritime programs that exist. Without them, there would be no domestic shipbuilding industry, nor would there be any American flag merchant marine.

## EXECUTIVE BRANCH AGENCIES DEALING WITH MARITIME RELATED AFFAIRS

*Following is a list of the government departments, agencies, offices and other bureaucratic entities which in some way have an effect on the maritime industry and the jobs and job security of America's maritime workers.*

*As you can see by this list, which numbers over 80 such entities, the U.S. maritime industry is the most regulated industry by far in this country. The SIU's position is that the bulk of regulatory and other maritime business having to do with the government should be handled by one department.*

*It would cut down on the cost of government. It would halt unnecessary delays in getting important maritime programs off the ground. And it would, in general help, rather than hinder, the growth of America's maritime industry.*

### Executive Office of the President

- Domestic Affairs and Policy
- Office of Management and Budget
- National Security Council
- Council of Economic Advisors
- Council on Environmental Quality
- Council on Wage and Price Stability
- Office of the U.S. Trade Representative

### Cabinet-Level Departments

#### Agriculture Dept.

- Commodity Credit Corporation
- Commodity Program and International Affairs
- Farmers Home Administration
- Federal Grain Inspection Service
- Office of the General Sales Manager
- International Trade Policy
- Office of Transportation

#### Commerce Dept.

- Economic Development Administration
- International Trade Administration
- Maritime Administration
- National Bureau of Standards
- National Oceanic and Atmospheric Administration

#### Defense Dept.

- Logistics, Manpower and Reserve Affairs
- Law of the Sea (Joint Chiefs of Staff)
- Joint Transportation Board (Joint Chiefs of Staff)

#### Army Dept.

- Corps of Engineers
- Military Traffic Management Command

#### Navy Dept.

- Naval Operations
- Military Sealift Command

#### Energy Dept.

- Coal Technology
- Gas, Shale and Oil Technology
- Leasing Liaison Committee
- Strategic Petroleum Reserve
- Office of Energy Contingency Planning (Economic Regulatory Administration)
- Oil Pipeline Board (Federal Energy Regulatory Commission)

#### Health and Human Services

- Public Health Service

#### Interior Dept.

- Land and Water Resources
- Energy and Minerals
- Offshore Minerals Regulation
- Office of Marine Geology
- Water Resources Division
- Bureau of Mines
- U.S. Fish and Wildlife Service
- Bureau of Land Management
- Office of Outer Continental Shelf Program Coordination
- Geological Survey
- Office of Water Research and Technology
- Water and Power Resources Service

#### Justice Dept.

- Anti-trust Division
- Torts Branch (admiralty and shipping) of Civil Division
- Land and Natural Resources Division

#### Labor Dept.

- Occupational Safety and Health Administration
- Employment Standards Administration

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# Laud Crew for Saving Great Land From Fire

You need CO2 and water to put out any fire. But just as important, when a fire starts aboard ship you need quick decisive action from a crew trained in firefighting.

That's exactly the response which met the cry, "Fire in the hold" which was sounded on Oct. 30 aboard the SIU-contracted SS *Great Land* (Totem Ocean Trailer Express), enroute to Anchorage, Alaska.

According to the company's Marine Manager Richard Griffith, fire began inside one of the KFF (Keep From Freezing) trailers aboard the Ro/Ro vessel. The trailer contained alcohol, ether and other flammable hospital supplies. Heaters are kept in the cargo holds to keep the KFF trailers at the proper temperature.

The fire began "when the substance in the trailer mixed with oxygen. A spark from a heater ignited it," Griffith said.

Since the fire, Totem Ocean has decided to discontinue the use of plug-in heaters for KFF containers.

## Eye Witness Account

But it was the "quick response and well-executed firefighting abilities" of the *Great Land's* crew and officers which "saved the vessel from experiencing greater damage and possible total loss," said Griffith and company President Robert B. McMillen in a message to *Great Land* Capt. Charles Walther. "The fact that all of this was accomplished without one injury to personnel," the message added, "is a credit to the seamanship of all involved. We take our hats off to you and the men for a job well done."

## Drozak Named to President's Export Council

SIU President Frank Drozak and two other top level execs were named recently to the President's Export Council by Pres. Jimmy Carter.

The Export Council is an important advisory committee formed to study export trends and to recommend to the President changes in the export policies of the United States.

Named along with Drozak to the Export Council are: Stephen P. Yokich, of Detroit, vice president of the United Auto Workers and a member of the UAW International Skilled Trades Advisory Committee; and Thomas F. Barnum, of Lake Forest, Ill., president and chief executive officer of Consolidated Foods—Frozen Foods Group, and

The *Log* learned the details of the recent firefighting operation aboard the *Great Land* from Seafarer John A. Sullivan, Jr., engine delegate. Following is Brother Sullivan's account:

"The routine on the SS *Great Land* was shattered last trip by the dreaded cry all mariners fear most—"fire in the hold." As the cry of fire went through the sleeping quarters, the general alarm sounded and the crew knew this was no fire drill.

"As the crew rushed on-deck, the first assistant engineer hurried to the engine room to get the fire pumps going. The Chief Engineer rushed to the CO2 room and got the sprinkler system going in the forward holds.

"Bosun Perry Keliikoa and Chief Mate Ed Johnson directed the crew in gathering all fire hoses. Three and four lengths of hose had to be connected to reach the fire.

"The Chief Electrician Steven Senteny and QMED Larry Hines started down the smoke-filled ramp with the first hoses. OS Ahmed Baabad and Ms. Rosenda Arrendondo, also OS, along with Chris Fields, messman, picked up the second hoses and followed the electrician and QMED down the ramp.

"As Chief Steward Alva McCullum and Salem Nasser opened the fire station valves, streams of water were directed onto the flames. Capt. Walther turned the ship so a cross ventilation could blow the smoke away. The flames leaped higher. The deck plating turned cherry red and streams of water had to be played on the plates to cool them down.

"The independent pilot, Andy Wardell, looked like something from outer space, with his bald head and walrus-type mustache and with the breathing apparatus strapped on, ready to rescue anyone overcome by smoke.

"Little did the crew at the bottom of the ramp know, but the rest of the crew, led by oldtimers ABs Ed Parsely, Virgil Dowd and Sam McKnight were fighting a fire above their heads.

"The fire had gotten so hot that the paint and tires on the vans topside had started to burn. Electric sparks from burnt-out overhead wiring were flashing all over the place. Broken bottles of hospital supplies made footing slippery and dangerous. And 55 gallon drums of alcohol (two of which had already exploded, blowing the trailer apart) were

burning and in danger of exploding at any second. Still the crew of firefighters moved in closer to the burning trailer.

"Finally, extinguishing the flames, the bosun and mate gave the word to take a break. As the crew climbed out of the smoke-filled ramp, fire broke out again. The smoldering tires of the trailers had burst into flames. Again the weary crew dashed down the ramp and took up the fight. After a couple of hours the fire was finally put out for good.

"The vessel resumed its course to Anchorage. A well-liked and respected Captain Walther sent down the greatest compliment a mariner can hear: "Well done men, well done." The ship and its cargo were safe."

John A. Sullivan, Jr.—S-392  
SS *Great Land*

## What's Wrong?



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

So take the Marine Electrical Maintenance Course.

It starts March 2 and continues  
through April 23.

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



OCT. 1-31, 1980

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	38	14	2	69	61	0	54	21	11
ENGINE DEPARTMENT									
Algonac (Hdqs.)	18	9	0	40	29	0	37	21	4
STEWARD DEPARTMENT									
Algonac (Hdqs.)	4	8	1	24	29	1	8	4	2
ENTRY DEPARTMENT									
Algonac (Hdqs.)	29	83	10	0	0	0	34	98	33
Totals All Departments	89	114	13	133	119	1	133	144	50

\*"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.

## Dispatchers Report for Great Lakes



# SIU Crew Praised for Role in NATO Exercises

## But U.S. Flag Must Be Built Up as Military Auxiliary

An SIU-contracted ship won high praise from her captain and the U.S. Maritime Administration (MARAD) for her recent role in NATO exercises.

The ship, the *SS Washington* (Hudson Waterways), was reactivated during the summer by MARAD. Formerly the *Seatrail Washington*, the converted Ro/Ro had been in the National Defense Reserve fleet.

She was broken out in order to participate in military exercises in support of U.S. armed forces in northern Europe, including a NATO convoy operation called Reforger '80. (Reforger is short for Return of Forces to Germany). As part of her work the *Washington* offloaded 330 vehicles in the Netherlands.

In a telegram to SIU President Frank Drozak, MARAD Administrator Samuel Nemirow complimented the performance of the crew. "The successful voyages of the *SS Washington*..." said Nemirow, "demonstrates the readiness and the capability of the U.S. flag merchant marine

to support Department of Defense requirements."

In a letter to the Masters, Mates and Pilots (MM&P) Union, the captain of the ship said that the "*SS Washington* was the only American ship participating in the Teamwork 80 exercise. All other ships came from other NATO countries."

Capt. E. J. Melis went on to say, "I am taking this opportunity to praise all my officers (all MM&P members), also MEBA District #2 engineers and the SIU crew for a job well done."

He also pointed out that Commodore A. L. Henry, USN (Ret.) "had much praise for *SS Washington's* fine performance."

### Military Role

The job done by the officers and crew of the *SS Washington* supports a point that the SIU and other U.S. maritime unions have been making for years. Namely, that commercial ships operated by civilian personnel from the private sector can be used on a larger scale to support U.S. Naval and military operations.

Even though the SIU is happy that the *SS Washington* was used in this military exercise, the Union believes that much more

must be done. It's the SIU's contention that the only real reserve fleet is an active reserve.

The inactive reserve fleet does not come close to showing what would happen in an emergency. What is needed is a large fleet of ships that will be able to respond quickly.

NATO's former Supreme Allied Commander in the Atlantic, Admiral Isaac C. Kidd, Jr. has hit at the problem. One year ago he told the Senate Subcommittee on Merchant Marine and Tourism that the small number of vessels in ready reserve (20) was hardly adequate when one considers that 6,000 shiploads a month would be needed in a NATO war.

He said, "When one thinks in terms of 20 versus 6,000, that could, by a critic, be called 'tokenism.' That is better than poking your eyes with a stick, but not much."

The point Kidd was making is that little exercises here and there, however, useful, are an evasion of the big problem—the strengthening and development of the U.S. merchant marine as a naval and military auxiliary.

The sealift capability of the U.S. was the subject of hearings

held late last year and early this year by Rep. John Murphy (D-N.Y.), then chairman of the House Merchant Marine and Fisheries Committee. (Sealift is a term coined by the Defense Department. It includes the deployment of Navy and merchant ships of the right type and speed, manned by trained and dependable crews, capable of operating together at sea at the outset of war.)

Taken as a whole, the Congressional testimony of Naval and defense experts painted a consistently dark picture. Rep. Murphy summed it up as follows:

"On the basis of the evidence I have been citing in this statement and of the evidence elicited in 22 days of hearings on the Omnibus Maritime Bill, I have come to the inevitable conclusion that the United States is shockingly unprepared to meet the maritime demands of an overseas military confrontation. Our merchant marine would be totally inadequate to the task of reinforcing and supplying our overseas forces and those of our allies."

Murphy was unsuccessful in trying to get monies put in the maritime budget for an actual sealift readiness exercise.

## Joe Goren Retires at 60; Long Time West Coast Official

JOE Goren, a long time official of the Marine Cooks & Stewards (MC&S) Union and then of the SIU, retired recently.

His last post was as port agent for the Union in the Los Angeles, Calif. area. (The MC&S and the SIU, Atlantic and Gulf District, merged in 1978.)

Goren, a 60-year old native of British Columbia, Canada, first went to sea when he was 17. At that time, his wages were \$67.50 per month with "no overtime for Saturdays, Sundays or Holidays."

A member of the steward department, Brother Goren sailed until the early 1950's when he came ashore to work for the MC&S.

In the mid 1950's he helped affiliate the union with the AFL-CIO. He was also instrumental in establishing the first Maritime Trades Department (MTD) Port Council on the West Coast in 1958. He served as the Council's first president, and for 22 years he was vice president of the MTD's Southern Port Council.

In talking about his years with the union, Goren said, "I guess the highlight was the successful



Joe Goren

organizing of the *Queen Mary* and getting a contract after a five year strike." There were numerous appeals by the company to the National Labor Relations Board and the courts. But Goren says the union won every case and finally received \$145,000 in back pay for the *Queen Mary's* employees.

Goren has been active in many areas concerning the union and the labor movement in general. He was vice president of the Los Angeles County Federation of Labor, AFL-CIO; delegate to California State Federation meetings; delegate to SIUNA conventions where he served as Resolutions Committee chair-

man; administrator for ten years of the MC&S's Don Hotel for union pensioners; project director for 11 years of an MC&S youth training program, and a member of every negotiating committee for MC&S since 1956.

Brother Goren is also a believer in the need for political activism on the part of labor. He served on the Executive Board of the AFL-CIO's Committee on Political Education in Los Angeles County. As Goren says, "the maritime industry is a product of legislation and requires our unions to always be

alert to laws and submit our recommendations to protect our jobs and members."

Goren has also been very involved in community activities. He was on the California State Coastal Commission, and the Los Angeles County Energy Commission.

Though retired from the Union, Brother Goren is still active in the labor movement. Presently he's working for the AFL-CIO Human Resources Development Institute as associate representative working out of Los Angeles.

### Marad OK's Subsidy for 2 Ogden Ships

SIU-contracted Ogden Marine has received approval for construction subsidies and loan guarantees to construct two diesel-powered product tankers from the U.S. Maritime Administration (Marad).

It will cost \$120 million to build the two ships, which will be suited to carry chemical, petrochemical and petroleum products. The ships would also have the capacity to carry grain.

The ships will be built at Avondale Shipyard in New Orleans. There is no projected delivery date as yet.

The construction of the two vessels is made possible under provisions of the Title XI program of the Merchant Marine Act of 1970, a bill spearheaded through Congress by the SIU.

Without this program, American operators, for the most part, would not be able to build new ships competitively against foreigners.

Title XI guarantees 87½ percent of the vessels' estimated actual cost. Ogden is only one of many SIU-contracted companies which have used the provisions of Title XI to expand and modernize their fleets.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

December 1980

Legislative, Administrative and Regulatory Happenings

## MARAD Chief Says U.S. Needs \$5B in New Port Facilities

While participating in a panel discussion before the 69th Convention of the American Association of Port Authorities in Norfolk, Sam Nemirow, head of the Maritime Administration, predicted that 247 new port facilities would have to be constructed by 1990 at a cost of some \$5 billion if this country is to maintain an adequate network of deep sea and river ports.

Nemirow made repeated mention of the recent National Port Assessment Act, which directs the Maritime Administration to

make an annual report to Congress on the state of this nation's port facilities.

Nemirow stressed that the purpose of the act was not to disturb the long tradition of local port autonomy that has existed in the

United States. Rather, it is to pinpoint important national trends so that the U.S. government and local authorities can work together in making sure that this nation's economic interests are well protected.

## Maritime Helped Forge New Bond Between U.S.—PRC

The Maritime Administration lauded the role that ocean commerce and marine technology have played in helping to "promote commerce and understanding between the United States and China."

The recent thaw between the two countries can be traced to fears they both have concerning Soviet intentions. However, vast political and social differences still exist which hinder the development of a truly

warm relationship. According to MarAd, ocean commerce and marine technology have helped to bridge those differences by providing the U.S. and China with common interests.

Trade between the United States and China totalled \$2.3 billion in 1979. That figure is expected to exceed \$10 billion by 1985. A good portion of that projected trade is expected to relate to maritime commerce.

## Grants Given for Maritime Heritage Projects

The National Institute for Historical Preservation has published the eligibility requirements for its fourth annual maritime preservation grants program. The program seeks to focus attention on this country's proud maritime heritage by awarding matching grants to carefully selected non-profit organizations and public agencies.

The NIHP has to date awarded more than \$5,400,000 for 123 different projects carried out in 30 states and territories. Applications for this year must be postmarked no later than Feb. 6, 1981 and sent to: National Trust for Historic Preservation, 1785 Mass. Ave., N.W., Washington, D.C., 20036.

## Operators Look to Other Sources of Fuel for Ships

Speakers at the Propeller Club's 54th Annual Convention discussed the energy crisis and how it is affecting the maritime industry's ability to secure enough fuel for the operation of its American flag vessels.

Professor Jose Femenia, of the State University of New York Maritime College, told the assembled audience that the dwindling of the world's oil reserves has made it imperative that industry planners look to other sources of energy. "The use of coal as a marine fuel is a very definitely economically viable alternative for today and for the future."

William G. Bullock, Assistant to Director, Office of Ship Construction, Maritime Administration, pointed to coal as "America's most abundant fossil fuel, (one that) is being rediscovered by everyone in the energy business."

## GAO Study Shows Need to Help U.S. Shipbuilders

The General Accounting Office (GAO) has published the preliminary findings of a study it is conducting on this nation's transportation network. GAO estimates that nearly a fifth of the total gross national product, or some \$500 billion, is spent on national transportation.

The preliminary findings seem to suggest that this country is confronted with some serious transportation problems. Among the issues that the GAO study touches upon are the decline of the American flag merchant marine, and the desperate state of

the domestic shipbuilding industry.

GAO estimates that more than half of the 26 U.S. shipyards presently in operation will fold by 1984 unless something is done to save them.

It also notes that without some sort of reassessment of this nation's maritime policy, the American flag merchant marine will continue its decline.

The GAO plans to conduct a series of audits to supplement the findings of its study.



A popular part of the SIU's "A" Seniority program is the visit to Washington, D.C. where SIU members have a chance to take a first-hand look at the SIU's Washington workings as well as the AFL-CIO Maritime Trades Dept., the Transportation Institute and Congress. Here, on the steps of the Capitol is a recent "A" Seniority Class including (from bottom row): Timothy R.

Van Pelt, Norman N. Bull, Jeffrey A. Peltz, Stanley Vane, Darryl White, Michael Woods, Gregory A. Poer, Pierce J. Porter, Michael Tewes, Jesse J. Thrasher, Jaime L. Quinones and John Picciolo. Accompanying the group was SIU Patrolman from the port of San Francisco Trevor Robertson (top, right).

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**

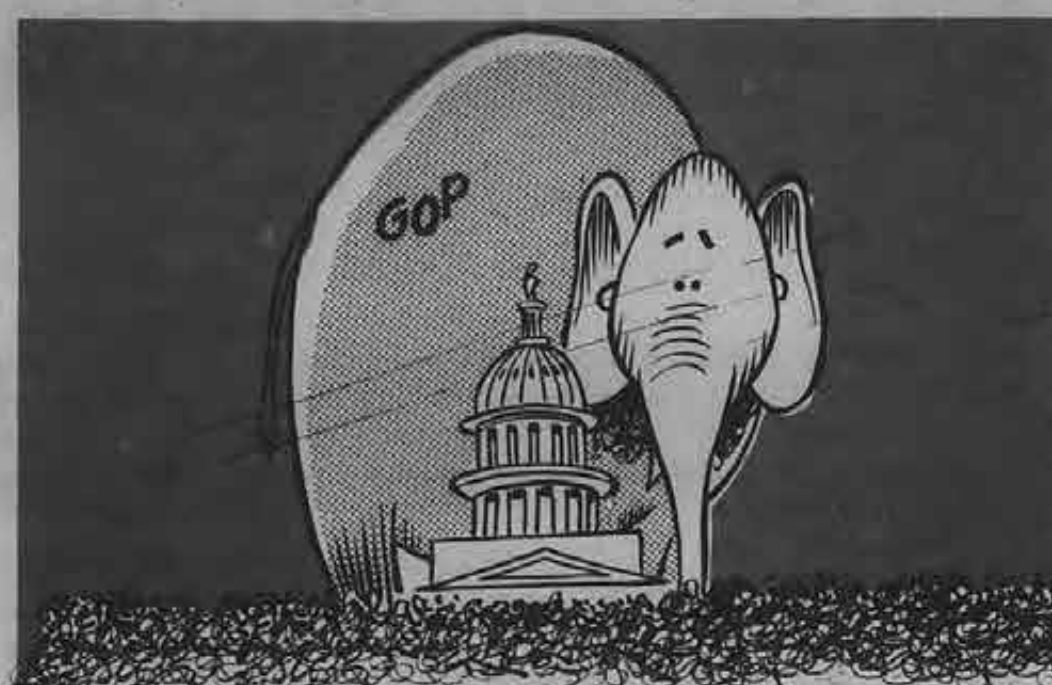


# Grass Roots Politics Keyed GOP Victory

**R**ECENT gains by the Republican Party in the 1980 Election took most observers by surprise. Few people had expected the G.O.P. to capture control of the Senate, or to pick up 33 seats in the House of Representatives.

In retrospect, the Republican resurgence was caused by a number of short and long term factors: inflation, unemployment, and the Iranian hostage situation. None of these factors, however, were more important than the hard work that the G.O.P. had put into building an effective grass roots machine.

After Watergate, the G.O.P. had found itself in pretty desperate straits. Less than a quarter of all Americans called themselves Republicans. The Democratic Party held what seemed to be an insurmountable lead in the Senate and the House



of Representatives.

Moreover, the Republicans had a serious problem with their image. Americans seemed to associate them with Watergate, the Depression, and Big Business.

Rather than ignore their

problems, Republican officials made some hard, and ultimately successful, decisions. Instead of spending all of their resources on the 1976 Presidential Election, they chose to concentrate on building an effective grass roots machine.

Led by Bill Brock, a former

Senator from Tennessee, they made slow but steady gains. They recruited promising young professionals and trained them in the fine art of political campaigning. They poured money into capturing control of state legislatures, which are responsible for determining the boundaries of the Congressional Districts. They fashioned an extensive list of large and small political donors, and used the money to support Republican candidates in all 50 states.

The Republican resurgence illustrates something that we at the SIU have always known: you have to work hard for everything you get. Like the Republican Party, the SIU has spent much time and effort in developing a strong grass roots machinery. We've never taken the jobs of our members for granted, and we're not about to begin now.

## The New United States Senate

An asterisk designates a Senator whose term did not expire this year. A dagger designates a re-elected incumbent Senator.

<b>ALABAMA</b> Howell Heflin, R. Jeremiah Denton, R.	<b>COLORADO</b> Bill Armstrong, R.* Gary Hart, D.†	<b>HAWAII</b> Spark Matsunaga, D.* Daniel K. Inouye, D.†	<b>KANSAS</b> Nancy Kassebaum, R.* Bob Dole, R.†	<b>KENTUCKY</b> W. D. Henderson, D.* Wendell H. Ford, D.†	<b>LOUISIANA</b> J. B. Johnston, D.* Russell B. Long, D.†	<b>MAINE</b> George Mitchell, D.* William Cohen, R.*	<b>MARYLAND</b> Paul Sarbanes, D.* C. McC. Mathias Jr., R.†	<b>MASSACHUSETTS</b> Edward Kennedy, D.* Paul Tsongas, D.*	<b>MICHIGAN</b> Donald Riegle, D.* Carl Levin, D.*	<b>MINNESOTA</b> D. F. Durenberger, R.* Rudy Boschwitz, R.*	<b>MISSISSIPPI</b> John Stennis, D.* Thad Cochran, R.*	<b>MISSOURI</b> John Danforth, R.* Thomas F. Eagleton, D.†	<b>MONTANA</b> John Melcher, D.* Max Baucus, D.*	<b>NEBRASKA</b> Edward Zorinsky, D.* J. James Exon, D.*	<b>NEVADA</b> Howard Cannon, D.* Paul Laxalt, R.†	<b>N. HAMPSHIRE</b> Gordon Humphrey, R.* Warren Rudman, R.*	<b>NEW JERSEY</b> H. A. Williams, D.* Bill Bradley, D.*	<b>NEW MEXICO</b> Pete Domenici, R.* Harrison Schmidt, R.*	<b>NEW YORK</b> Daniel Moynihan, D.* Alfonse M. D'Amato, R.*	<b>N. CAROLINA</b> Jesse Helms, R.* John P. East, R.*	<b>NORTH DAKOTA</b> Quentin Burdick, D.* Mark Andrews, R.*	<b>OHIO</b> H. M. Metzenbaum, D.* John Glenn, D.†	<b>OKLAHOMA</b> David Boren, D.* Don Nickles, R.*	<b>OREGON</b> Mark Hatfield, R.* Bob Packwood, R.†	<b>PENNSYLVANIA</b> H. John Heinz, R.† Arlen Specter, R.*	<b>RHODE ISLAND</b> Claiborne Pell, D.* John Chafee, R.*	<b>S. CAROLINA</b> Strom Thurmond, R.* Ernest F. Hollings, D.†	<b>SOUTH DAKOTA</b> Larry Pressler, R.* James Abdnor, R.*	<b>TENNESSEE</b> Howard Baker, R.* James Sasser, D.*	<b>TEXAS</b> John Tower, R.* Lloyd Bentsen, D.*	<b>UTAH</b> Orrin Hatch, R.* Jake Garn, R.†	<b>VERMONT</b> Robert Stafford, R.* Patrick J. Leahy, D.†	<b>VIRGINIA</b> Harry Byrd, R.* John Warner, R.*	<b>WASHINGTON</b> Henry Jackson, D.* Gorton Slade, R.*	<b>WEST VIRGINIA</b> Jennings Randolph, D.* Robert Byrd, D.*	<b>WISCONSIN</b> William Proxmire, D.* Robert W. Kasten Jr., R.*	<b>WYOMING</b> Malcolm Wallop, R.* Alan Simpson, R.*
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## The New House of Representatives

Following is a list of the newly elected members of the House of Representatives. Asterisk denotes incumbent.

<b>ALABAMA (7)</b> 1. Jack Edwards, R.* 2. W. Dickinson, R.* 3. Bill Nichols, D.* 4. Tom Bevil, D.* 5. Ronnie Filipp, D.* 6. Albert Smith, R.* 7. Richard Shelby, D.*	<b>ALASKA (1)</b> At-Large Don Young, R.*	<b>ARIZONA (4)</b> 1. Morris Udall, D.* 2. Bob Stump, D.* 3. Eldon Rudd, R.*	<b>ARKANSAS (4)</b> 1. Alexander, D.* 2. Ed Bernier, R.* 3. J. H. Schmidt, R.* 4. Beryl Anthony, D.*	<b>CALIFORNIA (43)</b> 1. Eugene Chapple, R.* 2. Don Clausen, R.* 3. Robert Matsui, D.* 4. Phil Fazio, D.* 5. John Burton, D.* 6. George Miller, D.* 7. George Miller, D.* 8. Ronald Dellums, D.* 9. Portney Stark, D.* 10. Don Edwards, D.* 11. Tom Lantos, D.* 12. Paul McCloskey, R.* 13. Norman Mineta, D.* 14. N. Shumway, R.* 15. Tony Coelho, D.* 16. Leon Panetta, D.* 17. C. Pashayan, R.* 18. William Thomas, R.* 19. R. L. Rostenkowski, R.* 20. B. Goldwater Jr., R.* 21. Bobbi Fiedler, R.* 22. C. Moorhead, R.* 23. A. Benenson, D.* 24. Henry Waxman, D.* 25. Edward Roybal, D.* 26. John Rostenkowski, R.* 27. Robert Dornan, R.* 28. A. Hawkins, D.* 29. G. Danielson, D.* 30. W. Dymally, D.*	<b>CONNECTICUT</b> Lowell Weicker, R.* Christopher J. Dodd, D.	<b>DELAWARE</b> William Roth, R.* Joseph Biden, D.*	<b>FLORIDA</b> Lawton Chiles, D.* Paula Hawkins, R.*	<b>GEORGIA</b> Sam Nunn, D.* Max Baucus, D.*	<b>HAWAII</b> Spark Matsunaga, D.* Daniel K. Inouye, D.†	<b>IDAHO</b> James McClure, R.* Steven D. Symms, R.*	<b>ILLINOIS</b> Charles Percy, R.* Alan J. Dixon, D.	<b>INDIANA</b> Richard Lugar, R.* Dan Quayle, R.*	<b>IOWA</b> Roger Jepsen, R.* Charles E. Grassley, R.*	<b>KANSAS (5)</b> 1. Pat Roberts, R.* 2. Jim Jeffries, R.* 3. Larry Winn Jr., R.* 4. Dan Glickman, D.* 5. R. Whitaker, R.*	<b>KENTUCKY (7)</b> 1. Carroll Hubbard, D.* 2. W. Natcher Jr., D.* 3. Romano Mazzoli, D.* 4. Gene Snyder, R.* 5. Harold Rogers, R.* 6. Larry Hopkins, R.* 7. Carl Perkins, D.*	<b>LOUISIANA (5)</b> 1. Bob Livingston, R.* 2. Lindy Boggs, D.* 3. W. J. Frazier, D.* 4. Charles Rostenkowski, D.* 5. Jerry H. Moore, R.* 6. W. H. Moore, R.* 7. John Breaux, D.* 8. Gillis Long, D.*	<b>MAINE (2)</b> 1. David Emery, R.* 2. Olympia Snowe, R.*	<b>MARYLAND (8)</b> 1. Royden Davis, D.* 2. Clarence Long, D.* 3. B. Mikulski, D.* 4. Marjorie Holt, D.* 5. G. Spellman, D.* 6. Beverly Byron, D.* 7. Parren Mitchell, D.* 8. Michael Barnes, D.*	<b>MASS. (12)</b> 1. Silvio Conte, R.* 2. Edward Dowdy, D.* 3. Joseph E. P. Moynihan, D.* 4. Barney Frank, D.* 5. N. Mavroules, D.* 6. Edward Markey, D.* 7. J. O'Neill, D.* 8. J. Moakley, D.* 9. J. J. Pickle, D.* 10. M. Heckler, R.* 11. Brian Donnelly, D.* 12. Gerry Studds, D.*	<b>MICHIGAN (10)</b> 1. John Conyers, D.* 2. Carl P. Purcell, R.* 3. Howard Wolpe, D.* 4. David Stockman, R.* 5. Harold Sawyer, R.* 6. Jim Dunn, R.* 7. Dale Kildee, D.*	<b>MINNESOTA (2)</b> 1. Pat Williams, D.* 2. Ron Marlenee, R.*	<b>MISSISSIPPI (5)</b> 1. John LeBlond, R.* 2. David Bowen, D.* 3. G. Montgomery, D.* 4. J. H. Johnson, R.* 5. Trent Lott, R.*	<b>MISSOURI (10)</b> 1. William Clay, D.* 2. Robert Young, D.* 3. R. Gephardt, D.* 4. Ike Skelton, D.* 5. Richard Bolling, D.* 6. E. T. Coleman, R.* 7. Gene Taylor, R.* 8. Wendell Bailey, R.* 9. Harold Volkmer, D.* 10. Bill Emerson, R.*	<b>MONTANA (2)</b> 1. Pat Williams, D.* 2. Ron Marlenee, R.*	<b>NEBRASKA (3)</b> 1. D. Berauer, R.* 2. Hal Daub, R.* 3. Virginia Smith, R.*	<b>NEVADA (1)</b> At-Large Jim Santini, D.*	<b>N. HAMPSHIRE (2)</b> 1. M. D'Amours, D.* 2. Judd Gregg, R.*	<b>NEW JERSEY (15)</b> 1. James Florio, D.* 2. William Hughes, D.* 3. James H. Florio, D.*	<b>NEW MEXICO (2)</b> 1. Manuel Lujan, R.* 2. Joe Skeen, R.*	<b>NEW YORK (38)</b> 1. William Carney, R.* 2. Thomas Downey, D.* 3. Gregory Carmichael, R.* 4. Norman Lent, R.* 5. R. McGrath, R.* 6. John LeBlond, R.* 7. Joseph Addabbo, D.* 8. B. Rosenthal, D.* 9. G. Ferraro, D.* 10. Mario Biaggi, D.* 11. S. Chisler, D.* 12. S. Chisler, D.* 13. Stephen Solarz, D.* 14. F. Richmond, D.* 15. Leo Zeferetti, D.* 16. Charles Schumer, D.* 17. Guy Molinari, R.* 18. William Green, R.* 19. Charles Rangel, D.* 20. Ted Weiss, D.* 21. Robert Garcia, D.* 22. J. Blingham, D.* 23. Peter Poyner, D.* 24. R. Offinger, D.* 25. H. Gilman, R.* 26. B. F. Smith, R.* 27. M. McHugh, D.* 28. Samuel Stratton, D.* 29. Gerald Solomon, R.* 30. David Martin, R.* 31. Donald Mitchell, R.* 32. Gary Lee, R.* 33. Frank Horton, R.* 34. Barber Conable, R.* 35. John LaFalce, D.* 36. Henry Nowak, D.* 37. Jack Kemp, R.* 38. Stanley Lundine, D.*	<b>N. CAROLINA (11)</b> 1. Walter Jones, D.* 2. L. H. Fountain, D.* 3. Charles Whitley, D.*	<b>NORTH DAKOTA (1)</b> At-Large Byron Dorgan, D.	<b>OHIO (23)</b> 1. Willis Gradison, R.* 2. Thomas Luken, D.* 3. Tony Hall, D.* 4. Tennyson Guyer, R.* 5. Delbert Latta, R.* 6. Bob McEwen, R.* 7. Clarence Brown, R.* 8. Thom. Kindness, R.* 9. Ed Weber, R.* 10. Clarence Miller, R.* 11. J. W. Shannon, R.* 12. Bob Shumsky, D.* 13. Donald Pease, D.* 14. John Selser, D.* 15. Chalmers Wiley, R.* 16. Ralph Regula, R.* 17. John Ashbrook, R.* 18. D. Applegate, D.* 19. Lyle Williams, R.* 20. M. R. Oaker, R.* 21. Louis Stokes, D.* 22. Dennis Eckart, D.* 23. Ronald Moti, D.*	<b>OKLAHOMA (6)</b> 1. James Jones, D.* 2. Mike Synar, D.* 3. Wes Watkins, D.* 4. Dave McCurdy, D.* 5. M. Edwards, R.* 6. Glenn English, D.*	<b>OREGON (4)</b> 1. Les AuCoin, D.* 2. Dennis Smith, R.* 3. Ron Wyden, D.* 4. James Weaver, D.*	<b>PENNA. (25)</b> 1. Thomas Foglietta, D.* 2. William Gray, D.* 3. R. Lederer, D.* 4. C. Dougherty, R.* 5. Richard Schuler, R.* 6. Gus Yatron, D.* 7. Bob Edgar, D.*	<b>RHODE I. (2)</b> 1. F. St. Germain, D.* 2. C. Schneider, R.*	<b>S. CAROLINA (8)</b> 1. Thomas Hartnett, R.* 2. Floyd Spence, R.* 3. Butler Derrick, D.* 4. C. Campbell, R.* 5. Kenneth Holland, D.* 6. John Napier, R.*	<b>S. DAKOTA (2)</b> 1. Thomas Daschle, D.* 2. Clint Roberts, R.*	<b>TENNESSEE (8)</b> 1. James Quillen, R.* 2. John Duncan, R.* 3. M. Broussard, D.* 4. Albert Gore Jr., D.* 5. William Boner, D.* 6. Robin Bonner, R.* 7. Ed Jones, D.* 8. Harold Ford, D.*	<b>TEXAS (24)</b> 1. Sam Hall, D.* 2. Charles Wilson, D.* 3. James Collins, R.* 4. Ralph Hall, D.* 5. Jim Mattox, D.* 6. Phil Gramm, D.* 7. Bill Archer, R.* 8. Jack Fields, R.* 9. Jack Brooks, D.* 10. J. J. Pickle, D.* 11. Marvin Latham, D.* 12. Jim Wright, D.* 13. Jack Bighart, D.* 14. William Patmar, D.*	<b>UTAH (2)</b> 1. James Hansen, P.* 2. Dan Rostenkowski, R.*	<b>VERMONT (1)</b> At-Large James Jeffords, R.*	<b>VIRGINIA (10)</b> 1. Paul Trible Jr., R.* 2. G. Whitehurst, R.* 3. Thomas Bliley, R.* 4. Robert Daniel, D.* 5. Dan Daniel, D.* 6. M. C. Butler, R.* 7. J. K. Robinson, R.* 8. Stanford Parris, R.* 9. W. Wampler, R.* 10. Frank Wolf, R.*	<b>WASHINGTON (7)</b> 1. Joel Pritchard, R.* 2. Al Swift, D.* 3. Don Bonker, D.* 4. Sid Morrison, R.* 5. Thomas Foley, D.* 6. Norman Dicks, D.* 7. Michael Lowry, D.*	<b>WEST VIRGINIA (4)</b> 1. Robert Mollohan, D.* 2. C. Benedict, R.* 3. Mick Stenrod, R.* 4. Nick Joe Rahall, D.*	<b>WISCONSIN (9)</b> 1. Les Aspin, D.* 2. R. Kastner, D.* 3. S. Gunderson, R.* 4. C. Zupick, D.* 5. Henry Reuss, D.* 6. Thomas Petri, R.* 7. David Obey, D.* 8. S. Sorenson, R.*	<b>WYOMING (1)</b> At-Large Richard Cheney, R.*
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# A Seafaring Santa

BY JOE SCUTERI

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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





## Algeria—El Paso Price Beef Goes On: Crews Stay on Ships

The settlement—which a couple of months ago seemed so close—between the U.S. and Algeria over the pricing of the latter's natural gas, is not so imminent today.

The impasse, which has gone on for nearly nine months, has affected six SIU-contracted LNG ships owned by El Paso Co. However, there is some good news in all this for Seafarers. The company has extended for two months the crewing of three of the ships. They are the *El Paso Southern*; *El Paso Arzew*, and the *El Paso Howard Boyd*.

The other three vessels are in the shipyard for repairs.

El Paso still feels confident

that a settlement will be reached in the near future.

Actual negotiations with the Algerians are being handled by the U.S. Department of Energy (DOE). The Department took over the talks last Spring when negotiations between El Paso and Algeria broke down.

Two months ago a settlement seemed near but negotiations seem to have hit a snag. The exact reason is not known but perhaps the delay is due, in part, to the recent national elections. Changes are bound to take place in DOE when the new Administration takes over, and this may be affecting the negotiations. Also, the fact that the Algerians

are acting as intermediaries between the U.S. and Iran on the hostage situation, may possibly be playing a part in delaying a settlement.

The trouble between the North African country and El Paso began when Algeria decided to radically hike the price of its natural gas early this year.

El Paso's contract with the Algerians to carry natural gas was renegotiated last year. (The company has been importing Algerian natural gas since 1978.) It was agreed that the price would be \$1.94 per thousand cubic feet.

This increase was approved by the DOE which, under law, must rule on the price of any imported

gas.

Meanwhile, however, the Algerian government decided to press for an even greater price increase than what had been negotiated. Algeria would like gas prices to be comparable with crude oil prices of the Organization of Petroleum Exporting Countries (OPEC).

### Deposit in the SIU



## Coast Guard Ends Search for SS Poet

Continued from Page 4

the Azores. On June 21, the *Poet* ran aground at Santo Domingo, Dominican Republic. No hull damage was listed.

At the afternoon session, CG Petty Officer Joseph Pedrick told

the hearing that on inspection of the *Poet* he found oil drums, a gallon can of kerosene and tanks of compressed gas and acetylene lashed to the ship's rails without proper dunnage to stop sparks.

At the hearing at the beginning

of the next week, *Poet* top owner, Henry J. Bannabel, 55, replying to why he waited so long to report the vessel missing explained, it was "not unusual for a ship on a foreign voyage to go three, four or five days and sometimes longer without communication."

On Nov. 7, he continued, he asked the Coast Guard to "increase efforts." Later on when it looked like the Coast Guard would end its search, he said, he sent a message to President Carter asking that the search be continued. So did 300 friends and relatives of the missing send telegrams. Bannabel was on the stand two days.

At this juncture, lawyer Sidney Zwerling of the Brotherhood of Marine Officers interjected that he would give Bannabel the five days, but by Oct. 31, he declared, the *Poet's* emergency radio could have called the Azores.

On the day of the last hearing before reconvening on Dec. 8, CG Capt. Milton Y. Suzich, chief of operations of the Atlantic Rescue Center Headquarters, Governor's Is., N.Y. said the air search was held up until they checked ships and foreign communications centers for the

whereabouts of the *Poet*. This is SOP (Standard Operating Procedure) the Coast Guard says.

Then the head of the Board of Inquiry, Capt. Lyons said "...we will be investigating the search and information may lead us to reopen the search..."

As the Log goes to press, a series of new witnesses were scheduled to be heard, including: CG Lt. Cmdr. D.G. Jones, who inspected the *Poet* in drydock at Port Arthur, Tex. in 1974. In 1977, she was inspected there for stability. She was last inspected there last March. Also testifying will be an expert from the Philadelphia Ship Repair Co. where the ship was fixed.

The ex-radio officer of the vessel, Ashley P. Pearson; a Federal Communications Commission rep, RCA radio technician William M. Barnes, and AMVER System expert Edward Bender will then be heard.

They will be followed by a surveyor from the American Bureau of Shipping, the owner's port engineer, Robert Del Valle; the owner's representative, Edward Simon; an ex-master of the *Poet*, Capt. Lyle Clemes and an ex-chief engineer of the ship, John V. McManey.

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### Hall

Not one of fame or fortune  
Nor gathering place for pictures old  
Not a passage way thru misfortune  
Nor an empty-corridor cold

But a mighty force of human sympathy  
Tunneled thru a single hall  
An access to human dignity  
A corridor of dreams ... called Paul

A. Sailor  
S.S. Robert E. Lee



## Kirkland: Labor Will Continue to Articulate Workers' Needs

The 1980 Elections have altered the political landscape of Washington, D.C. The consequences go far beyond individual changes in the composition of Congress.

Already, the effects are being felt. The role that organized labor plays in the political process has undergone a subtle change, though to what, only time will tell. One thing is readily apparent: Lane Kirkland, President of the AFL-CIO, has assumed a much more visible role in articulating the needs of

American workers.

Kirkland, a long time associate of the late George Meany, has always been a staunch supporter of the American worker. Before this election, however, his voice was part of a choir. With the defeat of a record number of Democratic Senators, the choir has far fewer members.

He has been singled out by political commentators as being one of the few public officials who has the potential to revitalize the old Democratic coalition. People point to his formidable

intellectual skills, which were much in view last year when he helped formulate the historic "National Accord."

A modest man, with a wry sense of humor and a speaking manner reminiscent of the late Adlai Stevenson, Kirkland seems oddly miscast as a knight in Shining Armor.

But already he is making his presence felt.

Last month, he wrote an eloquent letter of congratulations to President Reagan which stated that organized labor "stands

ready to cooperate with the Administration" in solving the many serious problems that challenge this country.

He has made it clear, however, that the price of that cooperation does not include forsaking the needs of American workers. Speaking at the installation of new officers of the Postal Workers, he noted that "the American labor movement intends to vigorously pursue its responsibility to serve as the aggressive advocate of workers and their interests."

## T.I. Study: Coal Could Bring US Flag Resurgence

THE Transportation Institute, one of the leading centers for maritime research in the United States, has published the results of a study it conducted on the ways that the expanding

coal export trade can be expected to affect the maritime industry.

The study breaks new ground by approaching a familiar subject through a slightly different perspective.

America's coal reserves have been a hot topic of conversation for several years now. But few experts have discussed the effect that these reserves can have on other sectors of the American

economy.

The study conducted by the Transportation Institute explicitly recognizes that the United States has a highly developed economy. What happens in one industry will have repercussions that will go beyond that one industry.

The study maintains that the United States government, through careful planning, can use the expected boom in coal exports to bolster other segments of the American economy, most notably the maritime industry.

Careful management of the coal export trade can lead to a renaissance of the American-flag merchant marine. That would mean the creation of thousands of additional jobs for American workers, new tax revenues more favorable balance of payments figures, and an improved defense posture.

The TI study made the following recommendations:

1. There must be a commitment from shippers and the government that an equitable share of exported coal will move on US flag vessels.

2. Ports must be improved to handle the vastly increased quantity of coal exports, and the larger vessels needed to carry those exports.

3. Improvements must be made in the inland waterways, or else they may become overly congested.

4. The United States should enter into bilateral trade agreements with its major partners in the coal trade to assure them a long time supply of U.S. coal.

5. The United States government should assure the U.S. flag Merchant Marine an equitable share of the cargoes generated by the coal export boom.

### APL, Los Angeles Launch Joint Effort To Build Terminal

SIU-contracted American President Lines has announced a big agreement to build jointly with the City of Los Angeles a 100 acre container Terminal on John S. Gibson Boulevard on the West Basin of L.A. Harbor.

When completed, the terminal will be the biggest such facility on the West Coast. It will have two 960 ft. deep sea berthing docks and the facility will be capable of handling 6,000 containers.

APL is planning to move to the new facility in 1983. That will work out just fine for the company which is also building three new diesel powered container ships at Avondale Shipyards in New Orleans. Those ships will be completed in 1982.

### Personals

Lester Reeves

Please contact, Mrs. Louella Arrington, 1010 Lincoln Avenue, Cincinnati, Ohio. Urgent!

Mack C. King

Please contact, Thomas (Tommy) E. Markham, P.O. Box 971, Reno, Nevada 89504.

Asa E. Moore

Please write, Gayle, P.O. Box 11136, Macon, Ga. 31212.

James Lee Camp

Please contact, Mrs. Judy Camp Bolton, Gaffney, S.C. Tel. (803) 489-1532. Urgent!

James A. Nesler

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

Herbert R. Newell

Please contact, Mary Newell (c/o Parker) 330 W. Ocean Blvd., Apt. 511, Long Beach, Calif. 90802.



Philadelphia

IOT and Southern Natural Resources (SNR) of Birmingham, Ala. late last month signed an agreement for SNR to buy IOT's 51 coastal tank barges and 37 tugs.

The \$100-million plus purchase is expected to be completed by the end of the year.

SNR has interests in interstate natural gas pipelines, offshore drilling, oil and gas production.

#### Algonac, Mich.

The tug *Ohio* (Great Lakes Towing) last month helped to tow the *ST Peter A. Widenel*, loaded with storage grain, down the Detroit River enroute to the port of Buffalo.

#### Norfolk

Contract negotiations began at the Carteret Towing Co. and the American Towing Co. of Wilmington, N.C.

#### New Orleans

Going into their yearly winter layups soon are the *SS Delta Queen* and *Mississippi Queen* (both Delta Steamship Co.).

The Union is working with the Bay Houston Towing Co. here which recently bought the Whiteman Towing Co. The company will go into full-swing operations at the first of next year.

#### St. Louis

Two new asphalt tank barges built and delivered for and to the National Marine Service will really keep things cooking in this port.

Like a pizza delivery van, the barges keep the cargo hot while they are moving down and up the inland waterways in this neck of the woods.

The 297-foot, double skinned barges will handle 2,436,000 gallons of asphalt hot enough to pump. The heat comes from a volcanic heater which heats oil instead of water. The heated oil then is pumped through a system of pipes in the barges to keep the asphalt hot.

Later the asphalt is pumped out of the barges at 2,800 gallons a minute. It takes 7½ hours to offload each barge.

#### Paducah, Ky.

Tennessee River barge traffic, with average tow size going to 7.39 barges last year from 1978's 6.83 barges, hit a record 4.7 billion ton miles in 1979.

The record means a 300 million-ton-mile increase over the 1978 tally. The total was 33 million tons in 1979 over 1978's 31 million tons. Mostly in the Kentucky-Pickwick Dam areas.

In 1979, 81,518 barges locked through the dams, the highest figure since 1944.

The hikes were due to the increased movement of coal and the greater use of the economical inland water transport. Transportation costs for the water movement are the lowest for bulk coal, chemicals, some petroleum products, steel and others.



# SIU's New England Fishermen



THEY THAT GO  
DOWN TO THE SEA  
IN SHIPS  
1623 - 1923

The Fishermen's Memorial in Gloucester, Mass.

**O**NE year ago this January the Atlantic Fishermen's Union merged with the SIU, establishing a relationship of which the Seafarers is especially proud.

These are seamen in the true sense of the word, working each day in close contact with the sea as they set and haul their nets off the New England Coast.

Many of them come from families who've engaged in commercial fishing for several generations. And many have experienced the tragedy of losing a close friend or relative to the sea.

Yet, they continue their honorable profession year in and year out, supplying food for the tables of America.

Though most of the 50 some odd fishing boats of the former Atlantic Fishermen's Union hail from the Port of Gloucester, on Massachusetts' picturesque Cape Ann, others set out each day from the ports of Boston and New Bedford. Hundreds of fishermen crew these boats, and all of them now enjoy increased security and improved benefits as members of the SIU.

When weather conditions prohibit going out beyond the breakwater in search of cod, haddock and whiting (or other species of fish), there is always plenty of maintenance work to do in port, as these pictures taken recently in Gloucester show.



Benny Cianciola, engineer on the *Seralina II*, was awarded the Gloucester Mariner's Medal in 1967 for attempting to save another fisherman who was swept overboard.



Sebastian Scola, a fisherman for almost 50 years, mends net on the *St. Peter III*. Looking on is 18-year-old fisherman Tom Favazza.



Gloucesterman engineer Seralina Pallazola



Fisherman Thomas Liguata of the *Rosanne-Maria*



Part of the Gloucester fishing fleet for many years: the SIU-contracted *Rosanne-Maria* and the *Seralina II*.



Warming up in the fog of the *St. Peter III* are, l. to r. Tom Favazza, Sebastian Scola, Captain Tom Favazza, Anthony Gallo, Joe Piccatello (captain of the SIU-contracted *American Eagle*) and SIU Gloucester Port Agent Mike Orlando.



# Upholding Generation's Old Tradition



Gloucester Port Agent Mike Orlando, second from the left helps mend net on the *Rosanne-Maria*.



Gloucester Port Agent Mike Orlando, left, and Union rep Leo Sabato, right, pose with Massachusetts Governor Edward King at the recent dedication ceremony for the new freezer on the Gloucester State Fish Pier.



Vinnie Ciancinino hoses down the deck of the *Italia*.



The *Rosanne-Maria* is named for the daughters of the boat's captain Stephen Biondo, left, and engineer Louis Biondo.



Joe Misuraca, cook on the *St. Peter III*, was snapped bringing on stores for the galley.



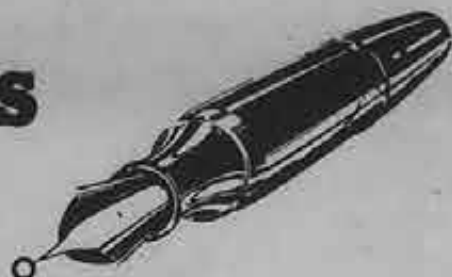
Crewmembers of the SIU-contracted stern-trawler *Italia*.



Engineer Tony Gallo mans the winch on the *St. Peter III*. Gallo, a fisherman with 50 years' experience, has worked on the *St. Peter III* for the last 25.



## LETTERS TO THE EDITOR



### Helped Thru Tough Time

My husband, Curtis Southwick, an SIU member since 1944 was hospitalized in April of this year to have surgery for a ruptured disc in his lower back.

While he was unable to work, the Union helped us by sending S&A benefits and then by taking responsibility for the hospital bills and doctor bills when the PHS denied responsibility for them.

I would like to express my gratitude and thanks to the SIU for helping us to get through a difficult time. The SIU is truly a great Union.

Sincerely,  
Deborah Southwick  
Jamesport, N.Y.

### New Daddy Will Help Union Grow

I would like to thank the SIU personally for helping my family and myself obtain maternity benefits for my wife and new daughter. The Union's actions have shown that the SIU truly believes in the welfare of its members.

I hope to be able to help the SIU grow in size and strength in the future years to come. They have certainly helped my family grow.

Fraternally,  
Dan Hiltgen  
Santa Barbara, Calif.

### Holiday Wishes From Oldtimer

I sincerely wish to send my best wishes for a Happy Thanksgiving and Christmas Holiday Season to our President Fank Drozak, and all the staff at Headquarters, especially the *Log*.

I also wish all my seafaring brothers—whether they be retired or active Seafarers on land or at sea—the very best in this Holiday Season and the best for the New Year. My thoughts are with them all the time at the approaching New Year.

Fraternally,  
Paul Capo, Retired  
Metairie, La.

### Many Acts of Kindness

I am writing this letter to express my thanks to the Union and to George Costango, port agent in Baltimore, for the many acts of kindness rendered to me at the time of my husband's death. He passed away on July 18, 1980 and since that time I have learned what a great and caring Union my husband was associated with.

Without the help of Mr. Costango I would have been lost. He is a man with a very big heart. He really cares. I am glad I have him as a friend. May God bless him and all members of the SIU because this is a Union that really takes care of its men and also their survivors.

I have two sons who are members of the SIU and we can't begin to express our thanks.

Sincerely,  
Mrs. Leonard Roman  
Baltimore, Md.

### 'Thank God for American Seamen'

I look forward each month for the *Log*. I read every article and I am so proud of all the SIU's fine wonderful people.

I was a resident of Baltimore and the wife of a merchant seaman. I take cruises at different times and what I have learned has fitted me for seetime. I was so proud to know that one of our supertankers, the *Williamsburgh*, was instrumental in the rescue of nearly 500 passengers aboard the *Prinsendam* (foreign-flag passenger liner, Dutch officers, Indonesian crew) last month near Alaska.

God bless each man on the *Williamsburgh* who stood by for the safety of those people.

Sincerely,  
C. M. Alread  
Kenbridge, Va.

### LNG Crew In 'Holding Pattern'

As you are well aware the crews of the El Paso fleet have been in a holding pattern for quite some time waiting for the price agreement on Algerian gas to be officially announced so we can resume hauling LNG into the U.S. East Coast.

I am taking the trouble to write to you to let you know what a fine job the SIU crew has done on this vessel during this period of waiting we are experiencing in the Greek port of Scaramanga. This crew under the leadership of Bosun Frederick Walker, ship's chairman, has continued to cooperate and keep this vessel in readiness to start moving LNG into the States once we get the orders to move out and load up.

Sincerely yours,  
Jerome G. Benyo  
Master  
EL PASO HOWARD BOYD

### \$200 to SPAD—Gladly

In reading the *Log* and talking with old shipmates, we all agree congratulations are in order for a job well done on the part of the SIU.

With pleasure, I am sending SPAD \$200 with more to come in the future.

I hope some important building will be named after our great leader Paul Hall, who led us through some very trying times and put dignity and security in the lives of seamen for the first time in history. It is important to teach the young seamen the fight we had to get where we are today.

I was sorry to see that President Carter lost out. But our fight seems to be eternal. But at least I got 11 votes out for him.

Fraternally,  
Lawrence McCullough  
Miami, Fla.

### Del Viento Crew Save 7 Cubans

This is written in response to the excellent display of seamanship and lifesaving procedures carried out by the crew and officers of the *SS Del Viento* in the rescue of seven repatriated Cubans on their way from Miami to the Cuban port of Mariel. These seven men, which were on their way to retrieve their families in Cuba started their trek in two boats. One broke down and the transmission on the other failed. Being out there for three days, they were sighted by the personnel on watch while the ship was enroute to Venezuela via Miami.

The Chief Mate J. Rose quickly took charge with the 3rd Mate Montelone and Seafarers Dan Marcus, Charles Dallas, George Burke, and Milton Alvarez to complete a flawless rescue. The Steward provided food and shelter and the Purser provided medical assistance. On behalf of the officers and crew we thank all that participated for the excellence and precision.

Sincerely,  
Delta Line



## Commentary, In Verse

# A Few Thoughts at Christmas Time

As the Log goes to press in the month of December,  
And Christmas is close on our heels once again.  
It's a time for reflection, a time to remember.  
The troubles and triumphs of seagoing men.

In this space is usually found,  
Your Union's position on matters weighty.  
But just this once we're breaking new ground,  
To bid farewell to nineteen-eighty.

So fill the cups with Christmas spirits  
And deck the decks with fir and yew.  
We propose a toast—let's hear it  
For the men and the women of the SIU.

Here's to the cooks, here's to the bakers,  
Here's to the FOWT's.  
Here's to the Boatmen, here's to the Lakers,  
Here's to the guys who ship deep sea.

Here's to the crew of the Williamsburgh  
for the greatest sea rescue in history.  
And here's to the Virgo—she's number 14  
In the Union-crewed fleet of LNGs.

Raise a glass, a Yuletide wassail.  
Toast to the advent of an era,  
Marked by Sea-Land's D-9 vessels  
Built 'cause fuel is growing dearer.

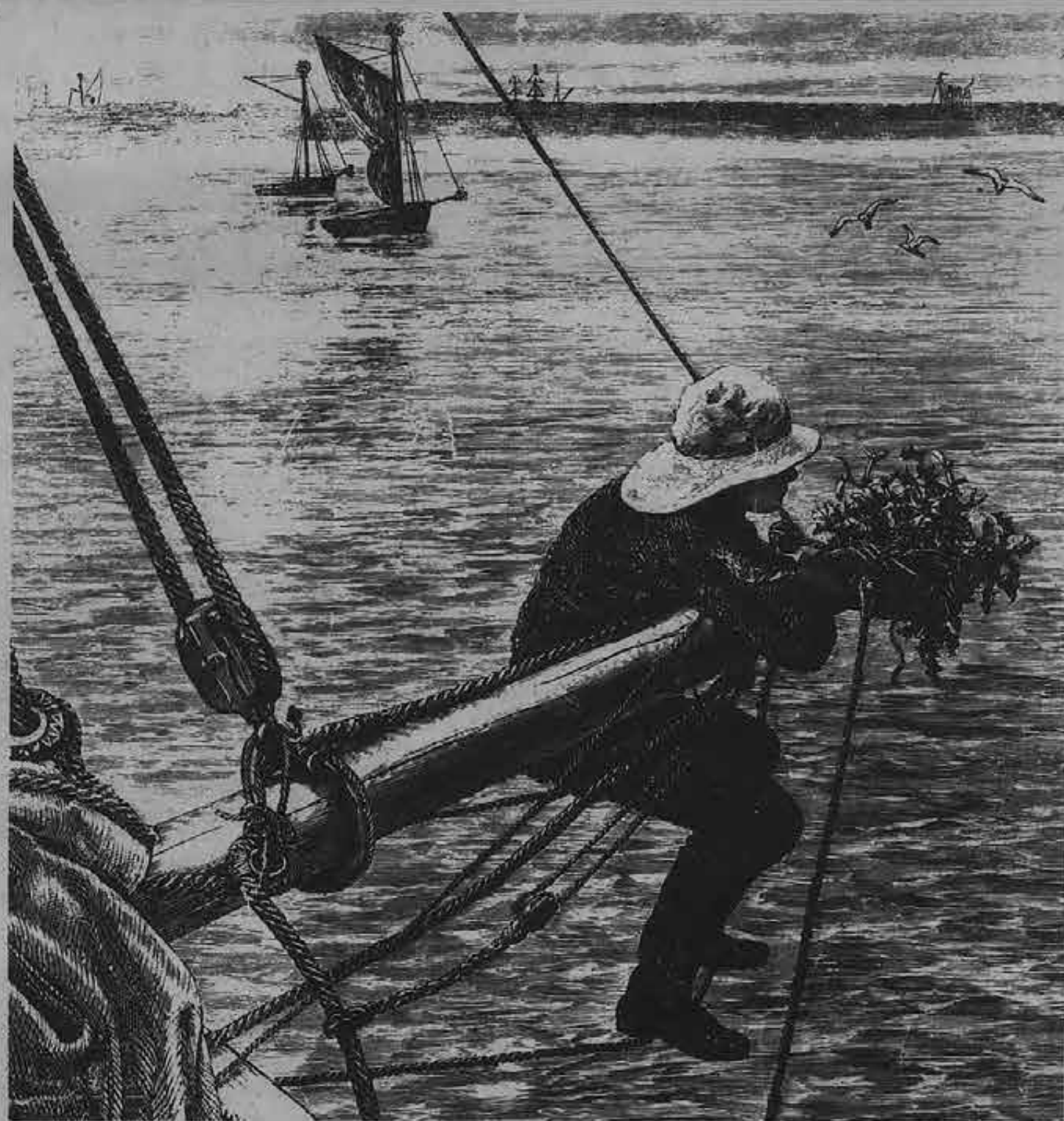
In 1980 we saw quite a few  
new tugs, new barges and new ships.  
Crewed up by the SIU,  
And launched upon their maiden trips.

The UST Pacific came down the ways,  
And three more LASH's from Waterman.  
The American Mariner crewed in May,  
(She's a bulkier on the Great Lakes run).

The Oceanic Independence,  
with her well-trained Union crew,  
Marked the passenger fleet's renaissance.  
May all U.S. cruise ships be SIU!

As for politics, this year was jumbled.  
Some you win, and some you lose.  
That's the way the cookie crumbled—  
Here's a rundown of our views.

The hard-fought Ocean Mining bill  
Was enacted into law.  
Jobs for U.S. seamen will  
Come with the mining of the deep sea's floor.



CHRISTMAS ON THE "WAVE" DRAWN BY H. H. ROBERTSON

Construction on new Dam & Locks  
At Alton, Ill., got underway.  
Trade with Russia, it was blocked.  
But a pact with China was okayed.

This year was a time to mourn.  
For many who we loved and knew.  
The Poet, Egypt-bound with corn,  
Disappeared with her Union crew.

A price war on Algerian gas  
Is holding up El Paso tankers.  
The U.S. DOE must pass  
a judgement before they can weigh anchor.

A Coast Guard cutter, she collided  
With our tanker Capricorn.  
Twenty-three Coast Guardsmen died  
Aboard their vessel, the Blackthorn.

Here's to our departed brothers,  
Stop the engines! Toll the bell!  
Here's a toast, a last hurrah for  
Them, they served their Union well.

Most of all, here's to the man  
Who's likes we'll never see again.  
We won't forget you soon, Paul Hall,  
Our leader, Union brother, friend.

Here's to the unsung heroes who,  
With courage and humanity,  
Have never gotten their just due.  
For rescues they performed at sea.

Here's to Frank Drozak, to Joe DiGiorgio,  
Here's to Jack Caffey, to Leon, to Red.  
Here's to John Dwyer and Joe and Mike Sacco  
To all Union officials—full speed ahead.

A salute to George Meany, here's luck to Lane Kirkland  
And to all at the AF of L-CIO.  
Our holiday greetings, our seasonal best to  
Schulman, Abarbanel and Jean Ingrao.

Here's to our Union, it's strong and it's growing.  
Here's to the future! Here's to success!  
Here's to calm seas, to fair winds a'blowing,  
Merry Christmas and God Bless.

December, 1980

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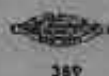
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# Born of Strikes, Depression Era Violence

by John Bunker

**T**HE Seafarers International Union was born in the hectic, strike-ridden days of the Great Depression, the world-wide economic slump of the 1930s.

The founders and many of the early members of the SIU came out of the International Seamen's Union, founded in 1892 as a federation of a number of seamen's unions on the four coasts of the United States.

The great achievement of the ISU was its support of the long-time battle to improve the legal status of seamen and of safety and living conditions aboard ship. This fight culminated in passage of the Seamen's Act of 1915.

But the union's history, unfortunately, was plagued by frequent internal strife, a continually weak financial situation, and the not-always-successful effort to speak for its various autonomous parts, which could not always agree on common objectives.

In 1913, for instance, the ISU revoked the charter of the Atlantic Coast Seamen's Union because it would not support a national legislative program. The Eastern and Gulf Sailors Association, headquartered in Boston, was chartered to replace it.

There was a continual change-over in the make-up and leadership of unions within the ISU. In the space of a few years, as an example, the Atlantic Coast Seamen's Union became the Sailor's Union of the Atlantic, and then the Sailors and Fireman's Union of the Atlantic.

Thanks to the shipping boom of World War I, the ISU enrolled more than 115,000 dues paying members and enjoyed a brief period of financial prosperity. One of its major successes was the strike of 1919, which resulted in a base wage of \$65 for ABs and \$90 for firemen, all all-time highs for deep sea sailors in peace time.

But this war-generated shipping boom soon ended, there was a world-wide shipping depression, and by 1921 membership rolls of the ISU had shrunk to 50,000. Owners refused to renew contracts and decreed wage cuts of up to 25 percent, which the ISU refused to accept. An all-ports strike started on May 1, 1921.

## Companies Finked Out Unions

Shipowners set up their own hiring halls and hired non-union men or those who had dropped out of the union, a situation made more

*John Bunker is director of the Seafarers' Historical Research Department.*



An overturned truck and mounted police bear witness to violent action in San Francisco during 1934 maritime strike.

favorable for the owners because of the big reservoir of jobless seamen. After two months the strike collapsed and the wage cuts prevailed.

This defeat weakened the ISU. It was further crippled by the continuing disruption by such radical groups as the Industrial Workers of the World (IWW) and the Marine Workers Industrial Union (MWIU).

For about ten years after the ill-fated 1921 strike, the ISU was relatively dormant. But it was projected head first into the violent West Coast longshoremen's strike of 1934 despite the reluctance of its leadership to get involved.

The ILA West Coast dockworkers had gone on strike May 9, 1934 for more money, a 30 hour week, union-run hiring halls and a coast-wide contract. West Coast seamen walked off their ships in support of the dock workers and presented demands of their own for higher wages, union recognition in collective bargaining, and better conditions aboard ship. East Coast officials of the ISU then decided to support the strike in all areas, asserting that 1933 demands for better wages and conditions had been ignored by shipowners.

The owners rejected all demands. Shipping in San Francisco and other West Coast ports was soon at a stand still. Within a few days more than 50 ships were idle at their docks or at anchor and piers were filled with cargo that could not move to its destination.

Shipowners and other business interests then determined to open the port and plans were made through the Industrial Association to run trucks through the gauntlet of pickets and get cargo off the piers,

with Pier 38 as a start. Trucks were driven to the pier on the afternoon of the second of July, with the drivers being evacuated from the water end in a launch.

On the morning of Thursday, July 3, more than 5,000 longshoremen, seamen, and curious onlookers had gathered on the Embarcadero near Pier 38. At about noon a convoy of loaded trucks came off the pier under police escort and headed for a warehouse on King Street, passing unmolested through the picket lines.

## Pickets Killed

This operation was repeated several times to the growing discontent of the pickets. Finally, the strikers could stand it no longer and when the trucks again tried to run the gauntlet the longshoremen and the sailors bombarded truckers and police with bricks and stones. Police counterattacked with clubs and tear gas. The battle had begun. When it was over one picket had been killed and many hurt.

There was no action on Independence Day, but by 8 a.m. on July 5 some 3,000 pickets had gathered on the Embarcadero and when a Belt Line locomotive came along with cars for the pier, the battle began again. Pickets set cars on fire, hundreds of policemen charged the massed pickets, and a full-scale engagement began, with bricks and bullets, clubs and tear gas on nearby Rincon Hill, a knoll along the waterfront. When police charged up the hill to chase the pickets away, shots were fired and two pickets were killed. Scores were wounded.

When the National Guard moved in that night and took over the waterfront, the Embarcadero became a no-man's land.

The unions retaliated by calling a general strike on July 16. This action paralyzed the city. Nothing moved. Stores closed. Only a few restaurants were permitted to open. Business life came to a standstill.

The strike was called off on July 19 when the Joint Strike Committee representing 120 striking unions, agreed to put all demands to arbitration. The President had designated a National Longshoremen's Board to arbitrate the dispute.

The 1934 strike, which lasted 39 days, resulted in substantial gains for both longshoremen and seamen, with the latter obtaining wage increases, a three watch system on board ship and better living conditions.

Although the strike seemed to end with satisfactory results for all concerned there were more strikes to come in those troubled days of the Great Depression, with labor unrest only one phase of the social fermentation and upheaval.

Labor unrest included a new form of on-the-job protest called the sit-down strike, in which men literally sat down on the job. There were a number of sit down actions in the maritime industry, with seamen preventing ships from sailing as a means of getting immediate response from owners on demands for higher wages and union representation.

Two new maritime unions, the Seafarers International Union and the National Maritime Union were born in these hectic times. Both sprang out of the old ISU, which faded away as an organization which had served its purpose and had outlived its time.



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

### Boatmen Earn Engineer Licenses Under

### TI/SIU Scholarship Plan

**T**HE first group of SIU boatmen to participate in the new Engineer Scholarship Program are now undergoing training at the Seafarers Harry Lundeborg School of Seamanship in Piney Point.

The new diesel engineer program—like the Towboat Operators program—was established by the Seafarers International Union and the Transportation Institute to meet the needs of the inland waterways industry,

and to provide boatmen with a program to advance their careers.

The intensive two-month course will prepare our boatmen students for Coast Guard examinations to become licensed Chief Engineer, and Assistant Engineer for uninspected motor vessels.

During their two-month training program, boatmen will get classroom instruction in all aspects of diesel engine operation and maintenance under the guidance of experienced instruc-

tors. They will also benefit from actual experience and training aboard the schools boats and in the machine shop.

The scholarships are available to all qualified SIU boatmen. To be eligible, applicants must be U.S. citizens with normal color vision, corrected vision of 20/30 in one eye and 20/50 in the other, and at least 20/100 without glasses. Applicants for Chief

Engineer must be 21 years of age, and at least 19 years old for Assistant Engineer. In addition, all applicants must pass a physical examination.

All interested boatmen who meet the basic requirements for the licenses, are urged to write to the Scholarship Selection Committee, C/O The Seafarers Harry Lundeborg School of Seamanship, Piney Point, Md. 20674.



Al Smith works for Taylor & Anderson Towing and Lightering Co. out of Philadelphia.



Bob Hurst (left) works with the Virginia Pilots Association out of Norfolk. Here he works on a diesel engine under the guidance of SHLSS Instructor David Grieg.



Chuck Krumboltz (left) works for the G & H Towing out of Houston. Ernie Trotter works relief for Taylor & Anderson Towing and Lightering Co. out of Philadelphia.



Walter Bickel works for G & H Towing out of Corpus Christi.



College Level Courses Now Available:

## SHLSS Preparing Study Program For Associate of Arts Degrees

WITHIN the next few months, Seafarers will be able to complete requirements for an Associate of Arts degree at the Seafarers Harry Lundeberg School of Seamanship in Piney Point. Academic staff members are now putting the final touches on a new General Studies Curriculum which will include English, math, sociology and the humanities.

In explaining the program, SHLSS Academic Director Jacqueline Knoetgen explained that trainees and upgraders earn college credits during their vocational training. Most trainee and all upgrading courses are accredited by Charles County (Md.) Community College.

"With most of our guys, they have gone as far as they can with their vocational courses," Ms. Knoetgen said. "What they need now are the academic courses to complete their requirements for a degree, and this is what we will be able to provide for them."

During their basic programs, trainees earn about 27 credits toward the degree requirements.

Upgrading courses can supplement all of the remaining "elective" courses toward the 62-64 credits needed.

The program being developed at SHLSS calls for individualized study which will include assignment of planned study materials and frequent evaluation by the teachers.



SHLSS Academic Department teachers Tracy Aumann and Lois Knowles review library study materials as the Seafarers School prepares to offer four new college-level courses in the Spring of 1981. The new courses will enable Seafarers to earn Associate of Arts degrees from Charles County (Md.) Community College.

The academic course will also be available to SIU members who may not be interested in an Associate of Arts degree, but want to learn more about math, science and the humanities to enhance their careers or broaden their own intellectual horizons.

Guiding the General Studies Program through its formation are SHLSS teachers Tracy Aumann, Lois Knowles and Sandy Schroeder.

Initial transcript evaluations made by the SHLSS Academic Department reveal that more than 150 upgraders who have recently completed courses at the school are very close to fulfilling the requirements for a degree, lacking only the required academic courses.

Some courses are already available: sociology, psychology, biology, political science, art, and physical education (sailing). Four new courses—two in English and one each in math and sociology—and a humanities course (music) will be included in the curriculum in the Spring of 1981.

## Pensioner Earns H.S. Diploma

YES, Brother Seafarers, there is education after 65.

Eugene Sieradski is a veteran Seafarer, a 67-year-old pensioner, and a brand-new high school graduate.

You'd never guess he was 67. He still carries the ramrod straight posture of the Polish cavalry in which he once served. And he still very much displays the European courtliness that is sadly gone out of style.

Brother Sieradski came to

Piney Point from his home in Miami to go back to school. "It's been 50 years since I was in a classroom, and there's a lot of cobwebs that need to be cleared away," he said once during a brief moment of doubt.

But, if he had any doubts about succeeding, his teachers had none. All of them were encouraged by his willingness to work and with the ease with which he grasped new ideas.

Change and the acceptance of

new ways is not unfamiliar to Brother Sieradski. He had to find a new way of life after he fled his native Poland during the great purges of the Stalinist era. He had to find a new way of living, and so he went to sea.

After a number of years sailing aboard vessels flying the flags of many different nations, he found himself in 1958 aboard the Liberian *Wang Trader* when that ship was sold and came under U.S. registry. It was in that year that he joined the SIU and began helping to organize other ships under the SIU banner.

Learning the English language was not an easy thing for Eugene. In spite of this, he studied and earned ratings until today he holds every engine rating there is, including Qualified Member of the Engine Department.

Eugene Sieradski has lived a full life, and what is good is that he lives the full life today. Getting his high school diploma was just the beginning, he says. He phoned his teachers a couple of weeks ago. He said: "I'll be coming back in the Spring." We'll be looking for him.



High School Graduate Eugene Sieradski expresses his gratitude to his teachers after he successfully completed the examinations. And that feeling of gratitude was mutual. From left the SHLSS teachers are Tracy Aumann, Mary Coyle, Sandy Schroeder, Lois Knowles and Cindy Meredith.

From Deck Seamanship to LORAN:

## SHLSS Offers Quartermaster Course

STANDING wheel watch on today's larger and more sophisticated ocean-going ships is not what it used to be. Today's wheelman—quartermaster—is expected to know a lot more than simple wheel commands.

That's where the SHLSS specialty course for Quartermaster comes in to qualify deck seafarers for this demanding job. The four-week course does not require a special Coast Guard examination, but it does require that graduates know a great deal about the electronic navigation

equipment to be found in today's ships.

Successful completion of the Quartermaster course leads to a certificate of competence. The course is open to all Seafarers who hold a U.S. Coast Guard endorsement of "Able Seaman

Unlimited Any Waters."

Some of the areas covered in the course are use of the magnetic and gyro compasses; rules of the road; emergency procedures, including firefighting; international codes and signals; aids to navigation; use of radar.

LORAN, fathometers and RDF; and weather, tides and currents.

Successful completion of the Quartermaster course also entitles student to six college credits.

The next Quartermaster course begins March 2.



Seafarer Allan Swanson gets instruction on radar scope plots from SHLSS Instructor Harry Coyle. Students learn the use of radar, LORAN, fathometers and REF during the four-week Quartermaster course.



Instructor Harry Coyle demonstrates the proper use of parallel rules to plot a course as Seafarer Albert Pickford watches intently. The SHLSS Quartermaster course provides a wide range of wheelhouse skills.



Seafarer Charles Boles (left) who ships on the Great Lakes, goes over a course plotting in the Straits of Mackinac with Seafarer Angel Uri. Boles hails from Detroit while Brother Uri's home is in New Orleans.

## SIU Towboat Pilot Class Grads Represent All Sections of Industry

THE latest graduating class of towboat pilots represents SIU inland companies from all sections of the United States, including the East Coast, West Coast and the Gulf.

In the photo here, the graduates are (l-r bottom row) Ned Teller, G&H Towing, Corpus Christi; John Evans, Curtis Bay, Baltimore; Crab Brown, G&H Corpus Christi; Leonard Fuller, G&H, Houston; David Domangue, Crowley, Long Beach; and R. C. Birdett, G&H, Houston.

In the back row are (l-r) David Jordan, Crescent Towing, New Orleans; Steve Nelson, G&H, Corpus Christi; Larry Nixon, G&H, Houston; Arthur Grundmeyer, Crescent Towing, New Orleans; Michael Orillion, Crescent Towing, New Orleans; and Paul Allman, instructor and head of the SHLSS deck

department.

The towboat pilot program, like other beginning and upgrading programs at the Seafarers training center in Piney Point, is a statement of the SIU's commitment to provide the inland waterways industry with the best trained and most qualified boatmen possible.

To this end, the SIU's towboat pilot program includes both classroom and on-the-job instruction, with emphasis on practical problem-solving. The towboat pilot course is six weeks. Students are provided with all study materials, and are guided by experienced instructors. Special help is also available from the SHLSS academic department in the areas of math, and reading and study skills.

The next towboat pilot class will begin on March 16 at the Seafarers Harry Lundeberg School of Seamanship.





**T**HE specialty courses offered at the Seafarers Harry Lundeberg School of Seaman-ship provide additional upgrading opportunities to Seafarers, and they are in good measure the reason why SIU deep sea sailors and inland boatmen are the best qualified maritime workers anywhere in the world.

One of these courses is Pumproom Maintenance and Operation, a six-week course which is open to Seafarers who hold a QMED Any Rating endorsement, or an endorsement as Pumpman.

The course includes classroom and practical instruction on the maintenance and operation of valves, emergency procedures, cargo pump operations and loading procedures, cargo measurement, discharging and ballasting procedures, tank cleaning and inert gas systems, fire fighting and safety, pollution control, and cargo control systems.

The course also entitles those who successfully complete the course requirement to receive six college credits. The next class begins Feb. 16.



Seafarer Chris Devonish makes a linkage adjustment on a reciprocating pump. Chris ships out of the Port of New York.

## Pumproom Maintenance Course Provides Special Engine Skills



Seafarer John Fink is learning-by-doing by adjusting the valves on a pump. John ships out of the port of New York.



Don Bush (wearing safety goggles) does lathe work as part of the pumproom maintenance course. Seafarer Bush makes his home in Norfolk.



SHLSS Instructor Jim Sheaffer (left) works with Seafarer John Fink as they set up a job on a lathe. The six-week course covers all aspects of safe operations and maintenance of shipboard pumprooms.

## Railroad Industry Looks At SIU Alcohol Rehabilitation

**T**HE nation's railroad industry together with the various unions comprising the railroad brotherhoods are looking at the SIU's alcohol rehabilitation program as a model for new rehabilitation policy for their industry.

In a recent visit to the Seafarers Alcoholic Rehabilitation in Piney Point, Md., representatives of railroad industry and labor, and the U.S. Department of Transportation met with the SIU's staff and toured the Center.

In the photo at right, SIU Rehabilitation Counselor Mary Lynn Rogers and SHLSS Vice President Frank Mongelli talk

with Daniel M. Collins, labor-management specialist with the Federal Railroad Administration, and Washington consultants Philip C. Fedewa and Lawrence J. Fedewa.

Also attending the orientation visit to the SIU's facilities were Daniel W. Collins, director of education for the United Transportation Union, and J. A. Paddock, senior consultant on alcohol and drug abuse programs for a Washington consulting group.

The Seafarers Alcoholic Rehabilitation Center was established in Valley Lee, Maryland in 1973 to provide for the needs of SIU members who

are suffering from the disease of alcoholism. The SIU's program uses counseling and group

discussions with a strong emphasis on the principles of Alcoholics Anonymous.







## Dispatchers Report for Deep Sea

OCT. 1-31, 1980

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
<b>DECK DEPARTMENT</b>									
Boston	7	4	2	6	8	3	14	7	2
New York	97	57	5	107	66	1	147	84	13
Philadelphia	10	11	2	10	6	1	14	13	2
Baltimore	18	9	0	18	12	2	37	15	8
Norfolk	16	8	3	12	12	0	25	9	14
Tampa	14	11	4	8	19	1	25	8	12
Mobile	18	2	0	13	5	0	32	6	0
New Orleans	77	25	2	60	36	1	135	43	5
Jacksonville	33	12	2	22	7	1	61	23	5
San Francisco	60	24	5	51	38	5	92	25	11
Wilmington	28	23	12	23	20	4	43	34	21
Seattle	45	13	9	87	44	11	51	14	12
Puerto Rico	8	1	0	20	9	0	14	0	1
Houston	64	39	6	65	25	5	129	56	11
Piney Point	2	1	1	2	11	1	0	0	0
Yokohama	0	0	1	0	1	1	0	0	1
<b>Totals</b>	<b>497</b>	<b>240</b>	<b>54</b>	<b>504</b>	<b>319</b>	<b>37</b>	<b>819</b>	<b>337</b>	<b>118</b>
<b>ENGINE DEPARTMENT</b>									
Boston	2	2	0	1	1	0	6	5	0
New York	89	46	6	68	30	0	157	93	12
Philadelphia	7	0	0	4	0	0	19	6	1
Baltimore	23	6	0	12	10	0	41	17	3
Norfolk	15	7	2	9	5	1	24	14	2
Tampa	7	6	2	8	7	2	7	13	3
Mobile	18	7	0	17	3	0	28	11	0
New Orleans	45	17	4	41	13	0	94	32	6
Jacksonville	20	5	1	15	5	0	40	9	2
San Francisco	33	21	4	38	13	2	55	30	5
Wilmington	14	7	2	10	13	2	22	12	6
Seattle	31	18	6	39	13	10	35	24	6
Puerto Rico	4	1	0	12	6	0	11	3	0
Houston	61	15	5	55	24	0	99	28	7
Piney Point	3	1	0	1	3	0	2	0	0
Yokohama	0	1	0	1	1	0	0	1	0
<b>Totals</b>	<b>372</b>	<b>160</b>	<b>32</b>	<b>331</b>	<b>147</b>	<b>17</b>	<b>640</b>	<b>298</b>	<b>53</b>
<b>STEWARD DEPARTMENT</b>									
Boston	1	4	0	1	8	0	4	4	0
New York	35	28	7	47	35	1	65	46	10
Philadelphia	2	2	0	1	4	0	4	6	0
Baltimore	9	2	1	13	8	0	20	7	2
Norfolk	5	5	0	7	3	0	15	8	1
Tampa	4	1	0	5	4	0	3	4	1
Mobile	5	2	0	6	3	1	14	2	0
New Orleans	19	6	1	38	15	0	44	10	2
Jacksonville	16	0	1	4	2	0	32	4	1
San Francisco	26	22	10	70	62	16	33	26	21
Wilmington	13	0	4	5	2	2	22	9	6
Seattle	17	4	6	33	28	8	26	6	8
Puerto Rico	3	4	0	8	7	0	6	6	0
Houston	27	7	1	32	26	2	64	11	0
Piney Point	0	7	0	0	36	0	0	1	0
Yokohama	0	0	0	0	0	1	0	0	0
<b>Totals</b>	<b>182</b>	<b>94</b>	<b>31</b>	<b>270</b>	<b>243</b>	<b>31</b>	<b>352</b>	<b>150</b>	<b>52</b>
<b>ENTRY DEPARTMENT</b>									
Boston	1	5	2				3	14	8
New York	26	133	32				40	265	133
Philadelphia	2	19	4				3	42	7
Baltimore	10	35	12				20	65	29
Norfolk	4	21	6				6	41	21
Tampa	5	23	4				6	25	13
Mobile	4	21	3				5	45	5
New Orleans	32	47	6				45	88	27
Jacksonville	9	19	12				21	63	21
San Francisco	12	69	42				25	98	82
Wilmington	4	26	34				8	48	107
Seattle	9	32	21				14	39	43
Puerto Rico	7	17	1				11	32	4
Houston	19	55	17				22	83	49
Piney Point	0	45	1				0	4	0
Yokohama	0	0	0				1	0	0
<b>Totals</b>	<b>144</b>	<b>567</b>	<b>197</b>				<b>230</b>	<b>952</b>	<b>549</b>
<b>Totals All Departments</b>	<b>1,195</b>	<b>1,061</b>	<b>314</b>	<b>1,105</b>	<b>709</b>	<b>85</b>	<b>2,041</b>	<b>1,737</b>	<b>772</b>

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

Shipping in the month of October was good in most A&G deepsea ports. A total of 1,899 jobs were shipped last month to SIU-contracted deep sea vessels. That's an increase of 237 jobs over the previous month. Of these 1,899 jobs only 1,105 or slightly more than half, were taken, by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good for the foreseeable future.

## Directory

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& Inland Waters  
United Industrial Workers  
of North America

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Joe DiGiorgio, secretary-treasurer  
Leon Hall, vice president  
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Mike Sacco, vice president  
Joe Sacco, vice president

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### 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.

1 S. Lawrence St. 36602  
(205) HE 2-1754

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
(504) 529-7546

### NORFOLK, Va.

115 3 St. 23510  
(804) 622-1892

### PORTLAND, Or.

421 S.W. 5th Ave. 97204  
(503) 227-7993

### 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) 626-6793

### SANTURCE, P.R.

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

### SEATTLE, Wash.

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

### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
(314) 752-6500

### TAMPA, Fla.

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

### TOLEDO, Ohio

635 Summit St. 43604  
(419) 248-3691

### WILMINGTON, Calif.

408 Avalon Blvd. 90744  
(213) 549-4000

### YOKOHAMA, Japan

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



# At Sea & Ashore

## ST Bay Ridge

Seatrains Lines Inc., has gotten the okay from the Federal government to repay construction subsidy monies on the supertanker *Bay Ridge*, clearing the way for operation of the *Bay Ridge* in the Alaskan oil trade.

Federal law prohibits vessels built with U.S. construction subsidies from operating in domestic intracoastal trade. But last February the U.S. Supreme Court ruled that Seatrain could operate another supertanker, the *Sturvesant*, on the Alaskan oil run pending repayment of \$27.2 million in government construction subsidies.

The *Bay Ridge* will enter the Alaskan oil trade as soon as she leaves a San Francisco shipyard where she's being repaired after a collision with a tug.

## Houston, Tx.

Sea-Land Service Inc. marked two milestones at the port of Houston last month. First, the company's multi-million dollar, 40-acre container terminal was dedicated by Sea-Land President R. K. Johns. The new terminal, located at Barbours Cut, ranks as one of the largest in the nation. During the dedication ceremony, the *Sea-Land Express*, one in the company's new line of D-9 vessels, arrived at the port.

The second milestone was noted during the dedication ceremony: last year, Houston outranked all other U.S. ports in foreign commerce for the first time.

## New Orleans

The Maritime Administration dedicated their new Merchant Seaman Fire Training Center here on Nov. 19. Like the other Marad firefighting schools around the country, the New Orleans facility will offer both classroom and hands-on training in firefighting. Open to all personnel involved in waterborne commerce, the Center offers two courses: firefighting on barges and firefighting on ships.

## Buried Treasure

A marine historian who has determined that no fewer than 633 vessels have gone down off the Delmarva Peninsula, near Ocean City, Md., is determined to salvage one of them.

Donald Stewart, president of the Atlantic Ship Historical Society,

formed a corporation and raised over \$100,000 to find and salvage a 60-gun Spanish warship which went down in a hurricane more than 200 years ago.

Stewart says the vessel held \$40 million in gold, silver and gems and he believes the loot is still aboard. Using a specially equipped research vessel called the *Bloodhound*, Stewart believes he's detected the sunken Spanish ship. "I know within a mile radius of the site where the remains of that ship are located," he said.

The salvage operation is slated for this spring but Stewart isn't revealing either the location or the name of the Spanish wreck—he doesn't want anyone to "try and cash in" on the operation.

## Matson Navigation

Palm trees may be more common in Honolulu than their cold-loving Evergreen cousins but there'll soon be plenty of pine on Hawaii.

Matson Navigation will ship a total of 175,000 Christmas trees in 275 refrigerated containers from Seattle to Honolulu during the month of November.

On Nov. 6, the first shipment of 25 containers left Seattle aboard the *SS Maunawili*, arriving in Honolulu Nov. 13. The *SS Maunawili* left Nov. 20 with 45 containers. The largest shipment, 180 containers, was loaded on the *Maunawili* Nov. 22 for transshipment to the *SS Manukai*. The *Maunawili* then back-tracked to Portland and Seattle for a final load of 25 containers, arriving Honolulu Dec. 11.

\* \* \*

Matson's *SS Lurline* is scheduled for conversion from a strictly Ro/Ro vessel to lift-on/lift-off as well. She went into the shipyard in Chester, Pa., last month and the conversion is expected to be finished by the end of the year.

## Boston, Mass.

Ground was broken last month on Boston's Massport Marine Terminal, an \$80 million terminal that is expected to boost the port's container-handling capacity by 50 percent. The facility, which will be completed in 1993, will pump some \$10 million into the region's economy.

The container terminal will cover 47 acres and will include a four-berth, five-crane container port. It will also include a bulk and general cargo facility which could be ready for use by 1985.

Adding to the port's fortunes is another containership terminal, now under construction at Castle Island. The \$15 million facility, a single-berth, two-crane operation, will add 15,000 containers a year to the port's capacity. It will be finished next summer.



Here's the second installment of a new Log column dealing with Social Security. We will try to keep you informed of rules and regulations, changes in the law, and of course your benefits under the Social Security Administration. We hope you enjoy the column. If you have any suggestions concerning this column please drop us a line.

## Family Benefits After Your Death

If you are insured by Social Security when you die, no matter what your age, monthly survivor benefits are payable to:

- Your widow, or widower, at age 65 (or age 60 if reduced benefits are elected);
- Your widow or widower at any age who is caring for your child—

under 18 or disabled—who is entitled to benefits.

- Your disabled widow or widower 50 or older.
- Your unmarried children under 18 (or 22 if full-time students), and those 18 or over who become disabled before reaching 22;
- Your dependent parents 62 or older;
- Your divorced wife if she is not married and is (1) caring for a child (under 18 or disabled) who is entitled to benefits on your Social Security record or (2) age 60 (50 if disabled) and was married to you for 10 years. (A divorced woman married less than 20 years will have her benefits reduced by the amount of any pension she receives for public employment not covered by Social Security.)

In general, each surviving dependent, other than an aged widow or an aged parent, receives three quarters of the monthly benefit amount you would have received if you had lived to retire at age 65 (or, if you had already retired at age 65 or later, the amount you were receiving as a monthly benefit). However, there is a "family maximum" which is the top amount that can be paid to your survivors taken together.

Your widow or widower who starts getting checks at 65 is entitled to the amount you would have been receiving had you lived (or were receiving when you died), although a nondependent widower will have his benefits reduced by the amount of any pension he receives for public employment not covered by Social Security.

A sole surviving child is entitled to a benefit not less than the primary amount. A dependent parent will receive 82½% of your age-65 benefit amount. (If there are two dependent parents, each is potentially eligible for 75%.)

As with retired workers, Social Security payments to a surviving dependent are reduced if the dependent works and earns more than the earnings limit for the year (in 1980, \$5,000 for those over 65, \$3,720 for those under 65). However, work by a parent does not affect the benefits of surviving children under that parent's care.

**Lump-sum death benefit**—In addition to the monthly benefits survivors receive, the deceased worker's spouse living in the same household is entitled to a lump-sum death payment of \$255. If there is no such spouse, this payment can be made to the person who paid burial expenses, or directly to the funeral home if the expenses have not been paid.



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



## Pix From the Ships At Sea...

ON every ship there's at least one crewmember with a camera snapping pix of his shipmates and happenings on the vessel.

The *Log* is happy to receive any and all photos from our ships and boats. We can't publish all of them. But we'll do our best to publish as many as we can depending on availability of space.

So keep those cards and letters and photos coming in. Com-

munication is a two-way street. And the more communication we get from the ships at sea, from the Lakes and from our boats operating in the harbors and inland waterway system, the better.

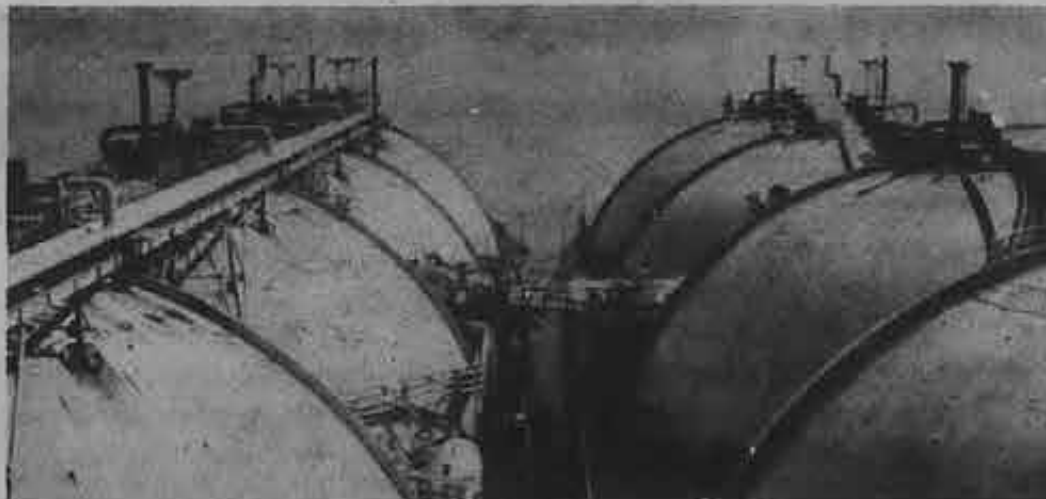
Send the photos to *Log*, Seafarers International Union, 675-4th Ave., Brooklyn, N.Y. 11232. If you wish the photos to be returned to you, please include a forwarding address where they may be sent.



A small birthday party was held for a big two-year old baby, the *LNG Gemini*, recently at sea. Steward C. Shirah, shown here, and the rest of the *Gemini's* steward department turned out a feast for the occasion, and a good time was had by all.



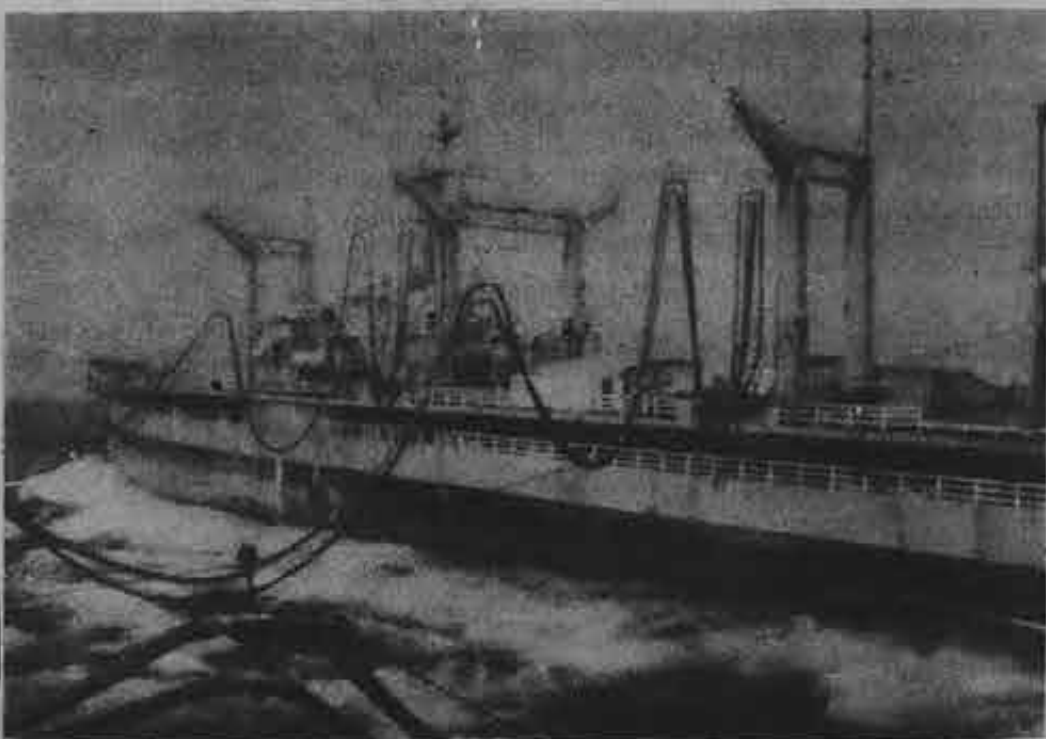
The *SIU* steward department on the *SS President Pierce* (American President Lines) gather for a friendly photo. They are Sam Brown, 2nd cook; Jackson Garland, chief cook; Doyle Jorgenson, 3rd cook; Catherine Harris, saloon waitress and Carl Rosander, chief steward.



Here's a shot of the *LNG Libra* and *LNG Leo* side by side at sea. The *Libra* transferred her cargo to the *Leo* at sea after she had lost use of her propeller. According to Tom Brooks, bosun on the *Libra*, the operation went smoothly and professionally (photo by OS John Edwardson)



Recertified Bosun Tom Brooks poses for the camera on the *LNG Libra* after helping supervise the transfer of cargo to the *LNG Leo* (photo by OS John Edwardson).



This dramatic photo shows the at sea refueling of the Navy ship *USNS Mispillion* in the Pacific. The job was accomplished by the crew of the *SIU*-manned *Ogden Charger* (photo by Seafarer Wallace Stephens).

### Pigtails in the Pantry (A Sea Chantey for our *SIU* sisters)

Pigtails in the pantry,  
Mascarra on the deck,  
Panty hose and lipstick down below.  
Perfume in the passage  
Hairpins in the sink  
Dainty things hung where they will not show.

So why's the bos'n shouting?  
What's brought him to the brink?  
I've never known his nerve to fail.  
Did the crosstree topple?  
Blocks come crashing down?  
No! Mary Sue just broke another nail.

Grease on pretty eyebrows  
Red lead sprinkled through the curls.  
Tallow mixed with talc  
Stand back, Chief, and make way for the girls.

Recall the old days, sailors,  
The bitter and the hard,  
The heat, the dirt, the snarling mates galore.  
And bless our *SIU* sisters,  
They've brought us things we never had before.

Nov. 11, 1980

Charles Bortz  
B-996  
SS Santa Barbara  
Panama

### Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Jan. 5	2:30 p.m.	7:00 p.m.
Philadelphia	Jan. 6	2:30 p.m.	7:00 p.m.
Baltimore	Jan. 7	2:30 p.m.	7:00 p.m.
Norfolk	Jan. 8	9:30 a.m.	7:00 p.m.
Jacksonville	Jan. 8	2:00 p.m.	—
Algonac	Jan. 9	2:30 p.m.	—
Houston	Jan. 12	2:30 p.m.	7:00 p.m.
New Orleans	Jan. 13	2:30 p.m.	7:00 p.m.
Mobile	Jan. 14	2:30 p.m.	—
San Francisco	Jan. 15	2:30 p.m.	—
Wilmington	Jan. 19	2:30 p.m.	—
Seattle	Jan. 23	2:30 p.m.	—
Piney Point	Jan. 10	10:30 a.m.	—
San Juan	Jan. 8	2:30 p.m.	—
Columbus	Jan. 17	—	1:00 p.m.
Chicago	Jan. 13	—	—
Port Arthur	Jan. 13	2:30 p.m.	—
St. Louis	Jan. 16	2:30 p.m.	—
Cleveland	Jan. 15	—	—
Honolulu	Jan. 8	2:30 p.m.	—





## Digest of

**LNG ARIES** (Energy Transport), October 25—Chairman, Recertified Bosun F. Pehler; Secretary J. Kundrat; Educational Director John Ponti; Steward Delegate Martin E. Buck. No disputed OT. The Log was received. Chairman made a few remarks about the Union election of officers. Report to Log: "On September 30, 1980 SIU crewmembers helped rescue 21 Vietnamese boat people. That same night one of the women gave birth to a baby girl as was reported in a letter from Singapore on October 5, 1980."

**SEA-LAND LEADER** (Sea-Land Service), October 11—Chairman, Recertified Bosun Al Whitmer; Secretary R. Macareeg; Educational Director William R. Burgess. No disputed OT. Chairman read the Union oath of obligation to refresh memories and to remind the younger members what is to come when they upgrade and become full members. Talk was given on duties to our Union and all were urged to work for the Union's continued growth. Chief Mate, T. Moulton, sent down words of praise for the entire deck department and thanked them for a job well done. The steward department was commended for the little extras that go into making a good ship better.

**SEA-LAND GALVESTON** (Sea-Land Service), October 25—Chairman, Recertified Bosun John Japper; Secretary Norman Johnson. No disputed OT. Chairman discussed the importance of donating to SPAD and of practicing safety aboard ship at all times. The steward will be getting off in December to attend the Stewards Recertification at Piney Point and encourage all men to take advantage of the programs the Union offers. More trading means more money in your pocket. Next port Naha.

**SEA-LAND PATRIOT** (Sea-Land Service), October 26—Chairman, Recertified Bosun Emilio Sierra; Secretary C. E. Bell; Educational Director Robert Henley Jr.; Deck Delegate James W. Fultz; Engine Delegate Raymond Machaj; Steward Delegate Harold McLeer. No disputed OT. Chairman asked all crewmembers to refrain from smoking on deck during refueling in Long Beach. Requested all entry rating to upgrade and for everyone to take advantage of the courses offered at Piney Point. The Log was received and it was suggested for all to read to keep up with what is going on in the Union. A vote of thanks to the steward department and the deck department from the engine department for their cooperation. Report to Log: "Vessel will go to shipyard on the 20th of November. It will remain in the shipyard for 20 days. The crew will fly home from the shipyard and the vessel will recrow on December 10, 1980 according to the company. Next port Long Beach."

**SEA-LAND SEATTLE** (Sea-Land Service), October 11—Chairman, Recertified Bosun William Robinson; Secretary Eddie Hernandez; Educational Director Don Pase; Deck Delegate W. Matthews; Engine Delegate Dominic Cavallo. No disputed OT. Chairman gave a talk to the members about the opportunities they have to better themselves in this Union through Piney Point and how important it is for us to donate to SPAD. Report to Log: "The only unusual thing that happened two trips ago was that coming from Puerto Rico a whale got tangled up on the ship's screw and held us up for a few hours so we have to go to the shipyard." Observed one minute of silence in memory of our departed brothers.

**ACHILLES** (Newport Tanker Corp.), October 26—Chairman, Recertified Bosun Michael Casanueva; Secretary R. D. Bozeman; Educational Director C. R. Langford. No disputed OT. A discussion was held on Piney Point. Some of us older members think it is a good thing and everyone who can should take advantage of the opportunity to better themselves. The younger men who come from training at Piney Point are needed. Report to Log: "We, the crew of the SS Achilles who have been on here a long time would like to say thanks to Captain R. Wolfe. He has done a great job on this ship. He has seen to it that most repairs were taken care of. You should have seen this ship when he came on. He has cleaned it up, got new refrigerators, icemakers, deep freezes, you name it, he has done it."

**BALTIMORE** (Sea-Land Service), October 26—Chairman, Recertified Bosun Jose L. Gonzales; Secretary George W. Gibbons; Educational Director W. J. Dunnigan. \$15.25 in ship's fund. No disputed OT. Chairman reported that the ship ran into bad weather coming from Boston, Mass. If there are any repairs necessary due to the storm they should be reported immediately. Voting is now going on at the Union halls to elect a President and other officers. Read the Union Paper, the Log, to know what is going on from time to time. A vote of thanks to all department delegates for a job well done. Next port Elizabeth.

**WASHINGTON** (Hudson Waterways), October 26—Chairman G. Corelli; Secretary H. Scyres; Engine Delegate M. Berry; Steward Delegate David Horton Jr. No disputed OT. Chairman spoke to Red Campbell and Leon Hall and they received word that the ship's crew performed their duties well. The Captain extended to the crew a job well done and hopes to sail with the same men again. A special vote of thanks to electrician Rogers for showing movies by video tape for crew. The video machine and tapes were Rogers own set. Observed one minute of silence in memory of our departed brothers. Next port Beaumont.

**UST ATLANTIC** (Interocean Mgt.), October 5—Chairman, Recertified Bosun G. Mattioli; Secretary Clyde Kreiss; Educational Director L. C. Gayle; Steward Delegate Nelson Rodriguez. No disputed OT. Chairman reported that a letter received from Vice President Red Campbell in regards to the fire aboard ship was read. Discussed the importance of upgrading and donating to SPAD. Noted that there was a good crew on this trip and that everyone was doing his job. A vote of thanks to the steward department for a job well done.

**COVE TRADER** (Cove Shipping), October 19—Chairman T. Gailas; Secretary M. Bruschini; Educational Director J. Rodriguez; Deck Delegate Ronald S. Davis. Some disputed OT in deck and steward departments. Secretary reported that everyone who qualifies should think about going to Piney Point to upgrade for better jobs and job security. At the present time anyone who goes to SHLSS to upgrade will have his transportation expenses refunded by the school. Educational Director wants the latest information about the courses at Piney Point so they can be posted on the ship for everybody that is planning to upgrade. A vote of thanks to the steward department for a job well done. Next port Baton Rouge.

**OGDEN LEADER** (Ogden Marine), October 19—Chairman J. R. Colangelo; Secretary Ernie Hoitt; Educational Director Alan R. Gardner. No disputed OT. Secretary read the constitutional amendment. He also advised that we will be getting 90 days store this voyage in the states. Educational Director reported that Piney Point has temporarily closed the QMED and FWT programs. Also that there should be no smoking on deck at anytime while at a loading or discharge dock. \$34.50 in ship's fund. A vote of thanks to the steward department for a job well done.

**OGDEN MERRIMAC** (Ogden Marine), October 19—Chairman T. S. Barnes; Secretary O. Esquivel; Educational Director M. Akoon. Some disputed OT in engine department. Chairman requested all members to get all your repair lists ready so they can be turned over to the boarding patrolman. Payoff will be in Norfolk either Tuesday or Wednesday morning. Discussed the importance of donating to SPAD. All members who qualify should go to Piney Point to upgrade and if you have the time, and not the money to get there, the Union will pay transportation if you finish the course you are taking. Observed one minute of silence in memory of our departed brothers and sisters.

**OGDEN WILLAMETTE** (Ogden Marine), October 12—Chairman, Recertified Bosun Sven Jansson; Secretary George W. Luke; Educational Director Jerry Windham; Deck Delegate John Donaldson. No disputed OT. \$150 in movie fund. There was a communication that was received that had some answers of questions we asked of SIU Vice President Red Campbell. Better attention should be given to those who are sick or injured and being sent to a doctor while in Panama. 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 Baton Rouge, La.

**PUERTO RICO** (Puerto Rico Marine), October 4—Chairman F. Goethe; Secretary H. Ridgeway; Educational Director J. Barry. No disputed OT. Chairman suggested that everyone read the Log and know what your Union is doing for you. A vote of thanks to the steward department for a job well done.

**BENJAMIN HARRISON** (Waterman Steamship), October 17—Chairman, Recertified Bosun Jimmy Garner; Secretary Thomas Liles, Jr.; Educational Director Charles Henley; Deck Delegate Norman D. Gillikin; Engine Delegate Daniel W. Clifford; Steward Delegate Ronald R. Moore. Some disputed OT in deck and steward departments. Secretary reported that the crew list was mailed to Headquarters from Jeddah. Also, that all crewmembers should upgrade at Piney Point. There are some forms available also some forms for benefits. It was reported that the jacks on the crane are very dangerous. They don't work properly. The storing of the crane is also unsafe. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters.

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

Sea-Land Liberator  
Bay Ridge  
Overseas Juneau  
Houston  
Del Mundo  
Arecibo  
Del Viento  
Borinquen  
Bayamon  
Montpelier Victory  
Sea-Land Resource  
Sea-Land Economy  
Mt. Vernon Victory  
Mount Washington  
Sea-Land Pioneer  
Del Campo  
Sea-Land Market  
Ultramar  
Golden Monarch  
Ogden Potomac  
Cove Trader  
Sea-Land Exchange  
Overseas Natalie  
Tamara Guilden  
Point Julie  
Santa Mercedes  
Overseas Joyce  
Sea-Land Commerce  
Santa Magdalena  
Santa Cruz  
Transcolorado  
Overseas Aleutian  
Ogden Traveler  
Stonewall Jackson  
Sea-Land Independence  
Newark  
Del Rio  
Cove Tide  
Sea-Land Consumer  
Delta Norte  
Sea-Land Producer  
Walter Rice  
Aguadilla  
Del Viento  
Santa Juana  
Mayaguez  
Sea-Land Pacer  
Tampa  
Sugar Islander  
Sea-Land Trade  
Sea-Land Defender  
Brooklyn  
Sea-Land Express



# EXECUTIVE BRANCH AGENCIES DEALING WITH MARITIME RELATED AFFAIRS

Continued from Page 6

## State Dept.

International Boundary and Water Commission  
U.S. and Mexico  
Office of International Trade  
Office of Fisheries Affairs  
Office of Marine Science and Technology Affairs  
Office of Oceans and Polar Affairs  
National Security Council Interagency Group  
for Law of the Sea  
Office of Maritime Affairs

## Transportation Dept.

Maritime Policy Advisor, Office of the Deputy Secretary  
U.S. Coast Guard  
Office of Marine Environment and Systems  
Office of Merchant Marine Safety  
Marine Safety Council  
Research and Special Programs Administration  
Saint Lawrence Seaway Development Corporation

## Treasury Dept.

U.S. Customs Service  
Inter-American Development Bank  
Internal Revenue Service  
International Bank for Reconstruction and Development  
International Monetary Fund

## Independent Agencies

Civil Aeronautics Board  
Environmental Protection Agency  
Export-Import Bank of the United States  
Federal Maritime Commission  
Federal Trade Commission  
U.S. International Trade Commission  
Interstate Commerce Commission  
National Aeronautics and Space Administration  
National Labor Relations Board  
National Transportation Board  
Occupational Safety and Health Review Commission  
Office of Personnel Management  
Panama Canal Commission  
Small Business Administration  
Water Resources Council  
Federal Communications Commission  
National Science Foundation  
Nuclear Regulatory Commission  
Delaware River Basin Commission  
Susquehanna River Basin Commission  
Tennessee Valley Authority  
International Development Cooperation Agency  
Agency for International Development

## Cove Sailor Committee



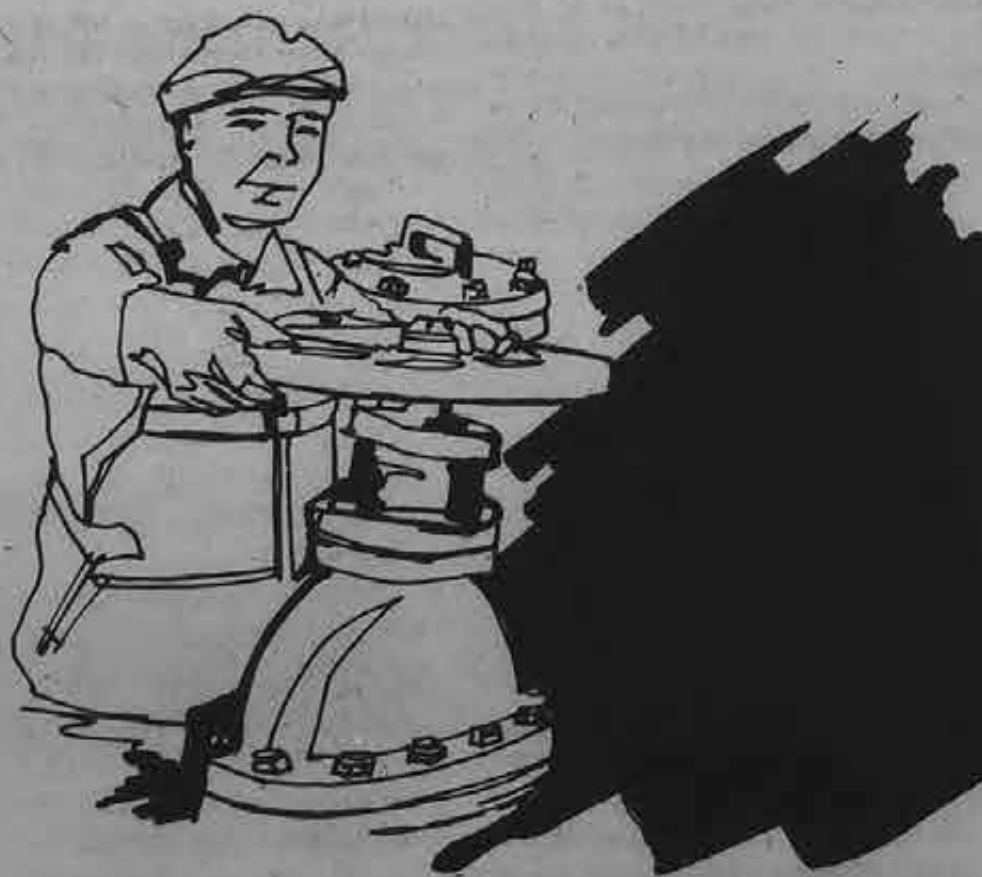
Here's the Ship's Committee of the ST Cove Sailor (Cove Shipping) last month at the Exxon Dock, Bayway, N.J. They are (front l to r) AB R. L. Cooper, deck delegate; Chief Cook La France Smith, steward delegate and Chief Steward/Baker John Miller, secretary-reporter. In the back row (l to r) are Recertified Bosun Jim Elwell, ship's chairman and Edward Henry, engine delegate.

## Santa Barbara Committee



SIU Rep Teddy Babkowski (seated 2nd r.) got a friendly welcome late last month from (on his r.) Crew Messman Julio Kotan at a payoff aboard the SS Santa Barbara (Delta Line) at Port Newark, N.J. The Ship's Committee and crewmembers are (seated l. to r.) Cook/Baker Jimmy Mann, steward delegate; Wiper John McLain and 2nd Electrician Tim Stagg. Standing (l to r) are AB Luis Morales, deck delegate, Recertified Bosun Stan Jandora, ship's chairman, Chief Steward C. White, secretary-reporter and OS David "Ace" Aelick.

## THE TANKERMAN TEAM



Well trained Seafarers accepting the challenge ... To Be The Best!

*To get the job done!*

A skilled tankerman is necessary to move liquid cargoes, maintain pollution control and prepare the vessel for USCG inspection. Safety and firefighting are also taught.

A tankerman course starts every 2 weeks beginning Jan. 15; Jan. 29; Feb. 12.





**Raymond Earnest Haulcomb, 52,** joined the Union in the port of Mobile in 1956 sailing as a chief engineer for Mobile Towing from 1946 to 1980. Brother Haulcomb was born in Flamington, Ala. and is a resident of Mobile.



**Joseph Holman Roberts, 63,** joined the SIU in 1946 in the port of Baltimore sailing as a general steward utility. Brother Roberts was born in North Carolina and is a resident of Hackensack, N.J.



**Julio Indalecio Santiago, 63,** joined the SIU in 1941 in the port of New York sailing as an AB. Brother Santiago walked the picket lines in both the N.Y. Harbor beef and the 1965 District Council 37 strike. He was born in Puerto Rico and is a resident of Catano, P.R.



**Eugene William Repsch, 62,** joined the Union in the port of Philadelphia in 1960 sailing as a cook for McAllister Brothers from 1950 to 1980, P.F. Martin & Co. from 1956 to 1968 and Curtis Bay Towing Co. Brother Repsch was a member of the Tile-setters Union, Local 1800 from 1946 to 1952. He was also a member of the NMU. Boatman Repsch is a veteran of the U.S. Army in World War II. Born in Minersville, Pa., he is a resident of Philadelphia.

## Pensioner's Corner



**Charles Gordon Shaw, 62,** joined the Union in the port of Norfolk in 1967 sailing as a captain for McAllister Brothers from 1965 to 1980 and for Moran Towing from 1962 to 1965. Brother Shaw sailed 39 years. He was a former member of the NMU Local 333. Boatman Shaw was born in Richmond, Va. and is a resident of Norfolk.



**Raymond Joseph Kane, 73,** joined the Union in the port of Detroit in 1970 sailing as a cook. Brother Kane also sailed during World War II. He at one time cooked in a Russian-American restaurant. Born in Lexington, Ky., he is a resident of Mt. Clemens, Mich.



**Elrick Harrison Horsman, 65,** joined the Union in the port of Philadelphia in 1961 sailing as a deckhand and captain for Curtis Bay Towing from 1941 to 1980 and for Red Star Towing from 1937 to 1941. Brother Horsman was a former member of the MM & P and the IBL Union Local 1700. He was born in Baltimore and is a resident of Salisbury, Md.



**Charles Francis McGovern, 65,** joined the Union in the port of New York in 1960 sailing as a bridgeman for the Brooklyn (N.Y.) Eastern District Terminal from 1950 to 1960. He was born in Jersey City, N.J. and is a resident of Point Pleasant Boro, N.J.



**Eldred John Stark, 67,** joined the Union in 1938 in the port of Pt. Huron, Mich. sailing as an AB. Brother Stark sailed 20 years and for Kinsman Marine. He was born in Marine City, Mich. and is a resident of Algonac, Mich.



**John Smith Parkin, 63,** joined the Union in the port of Norfolk in 1962 sailing as a pilot and mate for McAllister Brothers from 1965 to 1980. Brother Parkin was born in Beaufort, N.C. and is a resident of Deptford, N.J.



**Frank Joseph Raleigh, 71,** joined the Union in the port of Philadelphia in 1961 sailing as a captain for Curtis Bay Towing from 1946 to 1980. Brother Raleigh was a former member of the MM & P and the ILA. He is a veteran of the U.S. Navy in World War II. Boatman Raleigh was born in Philadelphia and is a resident of Yeadon, Pa.



**Luke B. Scariano, 66,** joined the Union in the port of New Orleans in 1956 sailing as a deckhand and chief engineer for Crescent Towing from 1951 to 1980. Brother Scariano was born in New Orleans and is a resident there.

## John Miller Retiring After Wild and Wooly Sea Career

Anyone who thinks that America's merchant marine isn't this nation's 4th Arm of Defense, just ask SIU steward/baker John Miller.

He'll open a drawer in his fockle and proudly pull out his U.S. Maritime Service Bars from three wars.

He has service bars from World War II from three theaters of war, the Atlantic, the Mediterranean and the Middle East.

He also has service bars from the Korean and Vietnam conflicts. A twist to Brother Miller's sea history is that he also spent time in the Army during the Korean War as a paratrooper. He

was captured by the enemy and tortured by having part of a finger cut off. He spent 18 months as a POW.

But Seafarer John Miller has come through it all in fine shape. Presently, he's sailing aboard the *Cove Sailor*. But on Jan. 4, 1981, when he turns 55, Brother Miller is going to call it a day and take a well deserved Early Normal Retirement.

Miller's first trip was as a wiper on the Liberty ship *John W. Hoyt* in 1943. And the run? You guessed it! Murmansk. His ship never made it through. It was torpedoed, but Miller made it through in one piece.

As he looks forward to retirement, Brother Miller has no regrets. He will be kept more than busy running a small import-export business in Clearwater, Fla. with his wife, Jean.

Miller, who ships primarily out of Tampa, is well known in the Gulf as a strong union man ready to step forward for any cause of the SIU.

One more thing; he's a damn good cook and well liked by all his shipmates.

People like John Miller make the SIU what it is today, a strong, growing, colorful union.

Here's our best to Seafarer John Miller. We wish him smooth sailing and good luck in the years ahead.



Steward/Baker John Miller, donning his trademark of chef's hat and neckerchief, shows off his Merchant Marine Service bars representing action in three wars for the American merchant marine.

## Personals

**James Mulcahy**

Please get in touch with Angelo Liquori, Seafarers Accounting. You have a \$50 baby bond waiting to be sent out to you. But the Union does not know where to send it since you have moved and failed to give a forwarding address. You can write the Union, 675-4th Ave., Brooklyn, N.Y. 11232, or call 212-499-6600.

**Walter George Kaulback**

Your family requests that you call home on an urgent matter. The telephone number is: 804-543-4377.





# The Lakes Picture

## Algonac

SIU-contracted American Steamship Co. has scheduled 11 ships for the winter navigation season this year. They are the: *Indiana Harbor*, *St. Clair*, *H. Lee White*, *Sam Laud*, *Buffalo*, *Richard J. Reiss*, *American Mariner*, *Roger M. Kyes*, *Belle River*, *Adam E. Cornelius* and the *Detroit Edison*.

In addition, Pringle Transit Co. is planning to run both the *William R. Roesch* and the *Paul Thayer* this winter. The *Presque Isle* (Litton) is slated for a winter run and Huron Cement will run one or two cement carriers. That brings the number of SIU-crewed Great Lakes vessels expected to participate in winter navigation to between 15 and 17 ships.

The reason for the unexpected increase in Great Lakes shipping, says SIU Algonac port agent Jack Bluitt, is that "business has all of a sudden picked up. There's a big demand for ore and coal," mostly to replenish stockpiles.

\* \* \*

Winter shipping will be confined to the lower Great Lakes, as the locks connecting Lakes Superior and Huron are scheduled to close Dec. 31, the earliest closing date in the last 10 years.

The early closing date, the result of Congress not authorizing funds to continue the experimental Winter Navigation Demonstration program, was hailed as a victory by many environmental groups.

The 100,000-member Michigan United Conservation Clubs, among others, have steadfastly opposed winter navigation, claiming that icebreaking and turbulence threatened aquatic life and shorelines.

The shorter navigation season this year presents an opportunity to study what impact an extended shipping season really has on aquatic life and the environment.

"With minimal shipping," said Charles A. Shafer of the Michigan Dept. of Natural Resources, "we will have excellent opportunities to study fish distribution in the (St. Mary's) river, spawning grounds and...critical habitats."

The Army Corps of Engineers has allocated \$500,000 to examine the risk of oil spills and how to contain them in winter; the migration of various animals across the frozen lakes and a survey of shoreline erosion to pinpoint natural erosion—vs—that brought on by icebreaking and ship traffic.

\* \* \*

SIU-backed candidates fared well in the state of Michigan on Election Day. Jack Bluitt reports that only one Democrat, Rep. Robert M. Carr, lost his Congressional seat "and he wasn't a strong maritime advocate. Out of six major maritime bills introduced over the last two years," Bluitt said, "Carr voted against five."

A big victory for Great Lakes maritime interests was the election of former state assemblyman Dennis Hurtell to Congress from Michigan's 14th C.D. with the strong backing of the Union.

## 1st Pension Check for Deloatch



It was a happy day for deep-sea oldtimer Thad Deloatch when he picked up his first pension check recently in the port of Jacksonville, Fla. Brother Deloatch, left, received his check from Jacksonville Port Agent Leo Bonser. We all wish Brother Deloatch "smooth sailin'" in his retirement years.

## Frankfort

The carferries *Arthur K. Atkinson* and the *Viking* (Ann Arbor) are both running regularly. The *City of Milwaukee* will be in the shipyard for about a week and then return to Frankfort for her annual inspection. She's being readied for use should the volume of business demand the use of a third carferry.

## Chicago

The Chicago Regional Port District's new Iroquois Landing container facility was officially opened on Nov. 8 amid lots of fanfare.

On-hand to help celebrate the facility's opening was the entire Chicago fleet of SIU-contracted Great Lakes Towing Co.'s boats. The *M/V Buffalo* (American Steamship) docked at the terminal for the ribbon-cutting ceremony. Chicago port agent Joe Sigler paid her a servicing visit.

## Detroit

The fifth anniversary of the sinking of the *Edmund Fitzgerald* which went down with all hands in Lake Superior on Nov. 10, 1975, was marked with ceremonies here.

The Great Lakes Maritime Academy observed the day with memorial wreaths. And at the Mariners' Church in downtown Detroit, the sanctuary bell was tolled 29 times, once for each of the *Fitzgerald's* crewmen.

The Rev. Richard Ingalls also held a special service at the Mariners Church. "It's one significant tragedy that will keep alive our recognition of what the Great Lakes are and the personnel who work them" he said.

\* \* \*

The old hand-bomber *Chief Wawatam's* future is, once again, a question mark. Last month, hampered by high winds and rough water, the carferry collided with the dock at St. Ignace, Mich. There were no injuries to the SIU crew but the *Chief* was sent to the shipyard for repairs and she's still there.

Now the state is pondering her future. They're considering converting her to diesel. They're also considering running a tug/barge service out of Escanaba in place of the *Chief* which could result in the scrapping of the carferry.

Speaking about the 69-year-old *Chief Wawatam* Jack Bluitt said, "we think there's a lot of life left in her. Her hull is in great shape."

## Testing, testing...

Under a grant from the U.S. Maritime Administration, an Ohio company will begin a laboratory and shipboard alternate fuel testing program next year. The company, Babcock Wilcox of Canton, will be testing a fuel made from finely ground coal suspended in heavy marine fuel oil. Several different coal/oil slurry mixtures will be looked at before one is actually used on a Great Lakes test vessel. The testing program is part of an on-going study to determine how shale-derived liquid fuels affect the performance and operation of marine boilers.

## Coal Futures

As oil supplies become tighter and more costly, coal will play a larger and larger role in meeting fuel needs. The United States, with abundant coal deposits is expected to become a major coal supplier, capable of producing enough for both domestic use and export.

Experts predict that, by the 1990's the United States will be known as the Saudi Arabia of coal. In fact, at an economic summit meeting last June, President Carter and the leaders of Italy, France, the United Kingdom, Canada, Germany and Japan agreed the U.S. would be the "chief producer and exporter of coal for the international market." Western Europe and Japan are going to double or triple their purchases of U.S. coal in the next 20 years.

The major stumbling block to long-term U.S. coal export contracts is lack of adequate transportation facilities. New port facilities must be built and existing ones renovated before a coal program of major size can really begin.

Several studies are now underway to determine the cost of construction of new facilities or dredging and remodeling of old ones on the Great Lakes. The port of Erie, Pa., now has a temporary coal handling facility; studies are being conducted on the feasibility of building a permanent one.

In addition, an environmental impact study concerning a proposed coal dock and transshipment terminal at Buffalo, N.Y. will be released shortly. The plan calls for construction of a transshipment facility at Superior, Wisc., where coal from Montana and Wyoming would be brought via train. From Superior, the coal would be shipped on Great Lakes bulk carriers to the proposed terminal at Buffalo. It would then be moved by rail to utilities in N.Y. state and New England.



# Boat People, Saved, Clothed, Fed By SIU Crew

WHEN Christmas time nears, the spirit of brotherhood is supposed to be reinforced. But the crew of the SIU-contracted *Transcolorado* (Hudson Waterways) didn't need the spirit of Christmas last August to practice brotherhood of the sea.

It was on the morning of Aug. 11 when the crew of the *Transcolorado* spotted a 40-foot boat drifting in the choppy and rain-beaten waters of the South China Sea. On board were 67 Vietnamese refugees.

A full story on the incident ran in the September issue of the *Log*. But last month the *Log* received photos of the refugees from Seafarer Phillip Livingston, cook and baker on the ship, and we decided to recap the story to go along with some of the pictures.

A heavy squall was in progress when the refugees' boat was seen about 50 yards from the ship. The *Transcolorado*, which is chart-

ered by the Military Sealift Command, was on her way from the island of Diego Garcia in the Indian Ocean to the U.S. Naval Station at Subic Bay in the Philippines.

According to SIU Bosun Victor Ardowski, a pilot ladder was used to bring the stronger refugees on board while a stretcher was used for the children, babies, and those who were sick.

On the night of the rescue, Ardowski reported, a Special Meeting was called at which the SIU brothers took up a voluntary collection to help the boat people.

The contributions were used to buy items for the refugees from the ship's Slop Chest, such as, toothbrushes, toothpaste, combs, candies, gum, cigarettes, and some Tee shirts.

The 67 refugees taken aboard the *Transcolorado* had been at sea three days, a relatively short time compared to the length of

time some boat people spend on the water.

Although they were in good physical condition, the captain of

the ship said the refugees "looked utterly bedraggled and fatigued when they were picked up, but were very well behaved."



One little fellow salutes for the camera in this photo aboard the *Transcolorado* (Hudson Waterways) with some of the refugees and Seafarer Adolph Lamonthé, pantryman (seated).

Photos taken by Seafarer Phillip Livingston.



A young Vietnamese refugee appropriately displays a bar of Lifebuoy soap aboard the ship that became the "lifebuoy" to him and 66 of his countrymen.



Though some of the clothes they got on board ship may not fit just right, the refugees—shown here two days after their rescue—don't seem to mind one bit.

## A MESSAGE FROM YOUR UNION



Frank EVERS

DON'T  
GET  
TANGLED  
UP  
WITH  
DRUGS  
— IF  
CAUGHT,  
YOU LOSE  
YOUR  
PAPERS  
FOR  
LIFE!





**Timothy Ray Van Pelt**



Seafarer Timothy Ray Van Pelt, 22, in 1978 graduated from HLS. He now sails as an FOWT. Brother Van Pelt upgraded to FOWT in Piney Point, Md. in 1979. He is a holder of the lifeboat, firefighting, LNG and CPR tickets. Van Pelt lives in Baltimore and ships out of that port and the port of New York.

**Norman Bull**



Seafarer Norman Bull, 23, graduated from the HLS Trainee Program in 1978. Brother Bull upgraded to AB there this year. He has the lifeboat, firefighting and CPR endorsements. Bull ships out from the port of New York.

**Michael Woods**



Seafarer Michael Woods, 27, is a HLS Trainee Program graduate. He upgraded to FOWT there in 1977. Brother Woods earned the firefighting, lifeboat and CPR tickets. Mike lives in Chevy Chase, Md. and ships out of the port of Baltimore.

**Jaime L. Quinones**



Seafarer Jaime L. Quinones, 29, graduated from the Lundberg School in 1973. He now sails as a cook and baker. Brother Quinones holds the lifeboat, firefighting and CPR endorsements. Seafarer Quinones was born in Ponce, P.R. and is a resident there. He ships out of the port of New York.

**John R. Picciolo**



Seafarer John R. Picciolo, 24, graduated from the HLSS in 1973. He sails as an AB, a rating which he earned this year. He also earned the CPR, firefighting and lifeboat endorsements. He was born in Miami. Brother Picciolo attended college studying for a B.S. in Business Law. Seafarer Picciolo is a former member of the Musicians Union. He says he recently wrote a leather-bound book, entitled "Emotional Access" ready for New York publication next year. He lives in Miami Beach, Fla. Picciolo ships out from all ports.

**Gregory A. Poer**



Seafarer Gregory A. Poer, 23, graduated from the HLSS in 1978. He upgraded to AB there this year. Brother Poer also sails as a tankerman in the inland field. He holds the lifeboat, firefighting, LNG and CPR tickets. Poer lives in Lynnwood, Wash. and ships out of the port of Seattle.

**Stanley Vane**



Seafarer Stanley Vane, 22, graduated from the Lundberg School in 1978. Brother Vane upgraded to FOWT there in 1979. He has the lifeboat, firefighting and CPR schooling. Born in the port of Baltimore, he ships out of that port.

**Jesse J. Thrasher**



Seafarer Jesse J. Thrasher sails as a chief steward, a rating he upgraded to in 1978. Brother Thrasher holds the CPR, LNG, lifeboat and firefighting tickets. He ships out of the port of Seattle.

**Pierce J. Porter**



Seafarer Pierce J. Porter, 56, sails as a FOWT since he upgraded to that rating at the Lundberg School in 1978. Brother Porter has the firefighting, lifeboat and CPR tickets. He ships out of the port of Norfolk.

**Jeffrey A. Peltz**



Seafarer Jeffrey A. Peltz, 26, graduated from the HLS Entry Trainee Program in 1975. Brother Peltz upgraded to fireman-watertender there in 1977 and got LNG training in 1978. He earned the firefighting, lifeboat and CPR endorsements. Peltz says he's "waiting to get into the next available QMED class." He lives in Massapequa, N.Y. and ships out of the port of New York.

**Michael Tewes**



Seafarer Michael Tewes, 24, is a 1978 graduate of the Harry Lundberg School of Seamanship (HLSS) Entry Trainee Program, Piney Point, Md. Brother Tewes upgraded to AB there the same year. He has the cardio-pulmonary resuscitation (CPR), firefighting and lifeboat tickets. And he is a veteran of the U.S. Navy. Tewes lives in Brooklyn, N.Y. and ships out of the port of New York.

## Notice On Job Call Procedure (Inland)

When throwing in for work during a job call at any SIU Hiring Hall, boatmen must produce the following:

- membership certificate (where possessed)
- registration card

- clinic card
- seaman's papers



## MOVE IT!



...AND MAKE MONEY. The cargo doesn't move without the skill and say-so of the Chief Pumpman. He's top man. So he earns top dollar for his skills.

Get those skills

Get your Chief Pumpman endorsement

Take the Pumproom Maintenance and Operations course at SHLSS. It starts Feb. 16 and continues through Mar. 26.

To enroll, see your SIU Representative or contact SHLSS.





Larry Dockwiler



Bill Wroten



Donald Ga Nung



Willie Wilson



Bud LeClair



Henry B. Donnelly



Floyd Mitchell, Jr.



Rudy DeBoissiere



Ronald Fluker



Bob Scarsborough



Junior Hughes



Andrew Reasko

## 12 More Complete Steward Recert Program

The recent Steward Recertification Class ended on an upbeat note, with the members of the graduating class receiving their certificates at the monthly membership meeting at the Headquarters Building in New York City.

Upon receiving their diplomas, a number of Stewards pledged to use the knowledge

they had obtained from taking the Program to help their fellow shipmates.

The Stewards were involved in vigorous two month internship. They divided their time between the Seafarers Harry Lundeberg School of Seamanship and Headquarters.

Among other things, the

Stewards studied the various benefit plans available to members of this union. When they go back to their ships, they will be able to rustle up plenty of know-how with their usual quota of fine meals.

The Stewards were also exposed to the union's Washington operations in a one day visit to the nation's Capitol.

During their visit to Washington D.C., the Stewards visited the Transportation Institute, a non-profit organization aimed at promoting maritime research and development, and the AFL-CIO Maritime Trades Department, where they were given an in-depth briefing on the SIU's legislative activities.

## Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

An alcoholic can't see where he's going either, only alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

Helping a fellow Seafarer who has a drinking problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

### Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

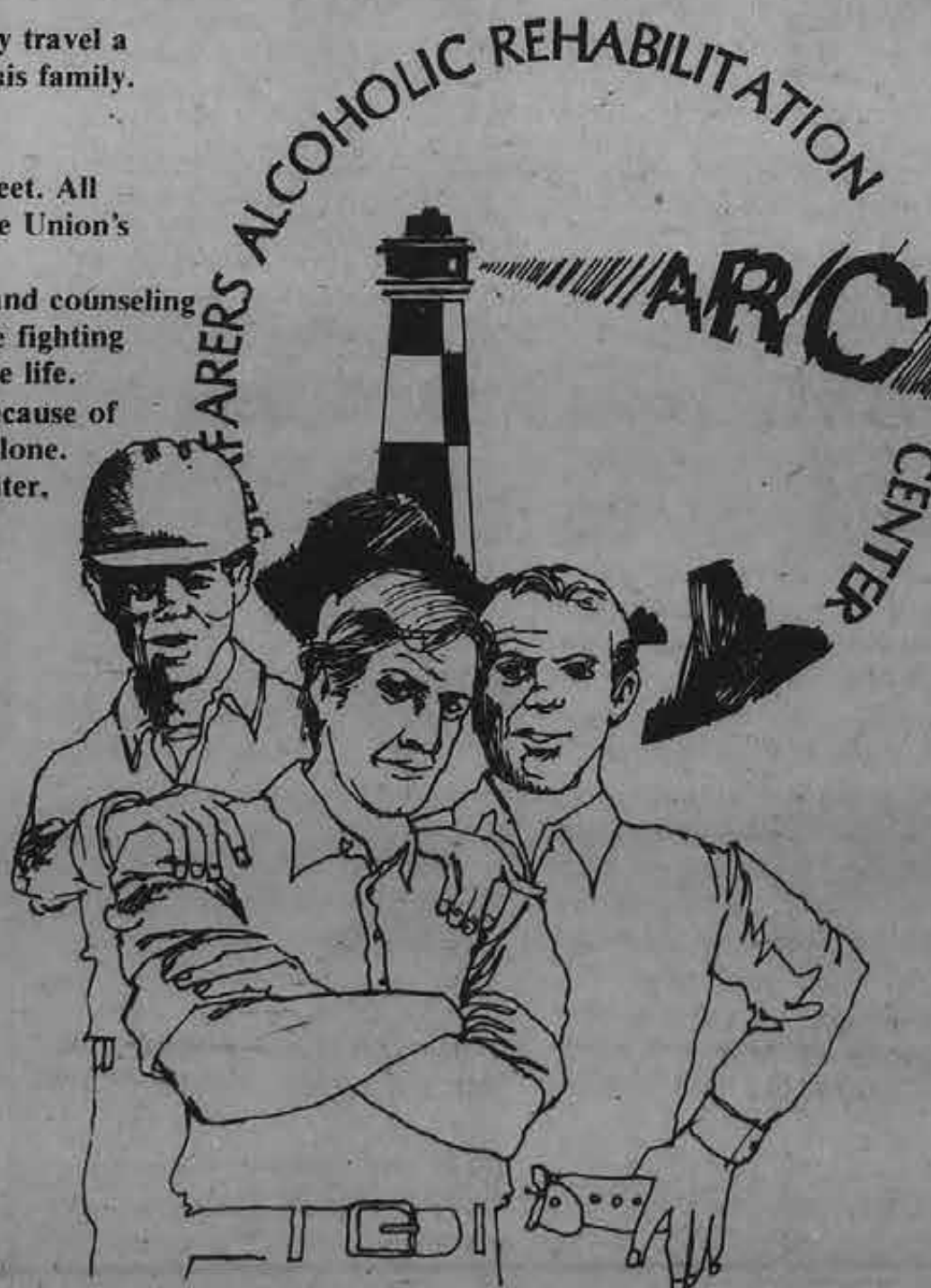
Name ..... Book No. ....

Address .....  
(Street or RFD) (City) (State) (Zip)

Telephone No. ....

Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010





# Seafarers Pluck 17 Off Stricken Panamanian Ship

## S-L Patriot Crew Keys At-Sea Pacific Rescue

It's not just good seafaring skills that make American seamen the best in the world. It's also the fact that U.S. merchant mariners are ready and willing to offer assistance to those aboard distressed vessels any time, anywhere.

A recent case-in-point was the role the SIU-contracted *Sea-Land Patriot* played last month in the at-sea rescue of 17 crewmen from a foreign-flag break bulk/container vessel.

Mid-morning on Nov. 13, the *Patriot's* master, Capt. David R. Patterson, received a message from Coast Guard headquarters in Honolulu that the Panamanian-flag ship *Sunshine Island* was without power in rough seas.

The *Patriot* was en-route to Yokohama, about 1500 miles east of Japan when they received the distress call. The *Sunshine Island* was without power some 237 miles west of the *Patriot's* position.

When they arrived at the *Sunshine Island's* location, the crew of the *Patriot* learned that a fire in the Panamanian vessel's



Part of the SIU crew aboard the *Patriot* as they prepared to pass lines to the *Sunshine Island*, in background.

engineroom had caused the power failure. The crew of the foreign flag ship was without food and other vital supplies and the *Sunshine Island's* lifeboats were inoperable.

Hampered by stormy weather, the *Sea-Land Patriot* accomplished the rescue operation as efficiently as possible. Crewmen from the *Patriot* passed a line to the disabled *Sunshine Island* and hauled 17 of that vessel's crew to

safety aboard the *Sea-Land* containership.

Food, batteries and other supplies were then passed via liferaft from the *Patriot* to the crewmen who were remaining aboard the *Sunshine Island* until a tug, dispatched from Osaka, Japan, arrived to tow them in.

By one o'clock that afternoon



This inflatable liferaft was used to transport *Sunshine Island* crewmen to the *Patriot* and supplies back to the foreign-flag vessel.

Photos by Seafarer Emilio V. Sierra

the *Sea-Land Patriot* had completed the rescue and was once more en-route to Yokohama. She arrived on schedule Nov. 17.

Hats off to the SIU crew and the officers of the *Sea-Land Patriot* for acting in the finest tradition of the Union and the U.S. merchant marine.

## 2 Stowaways Arrested on S-L Resource

British police cornered two stowaways on the SIU-manned *Sea-Land Resource* after several hours of a hide-and-seek search throughout the ship.

One of the stowaways was armed with a rifle, but the two gave up without a shot being fired when it was inevitable that they could not escape.

The stowaways were discovered by one of the *Resource's* crew members as he inspected the ship's cargo of containers. The stowaways had apparently set up camp with food and bedding in one of the containers.

The crewmember notified the

captain of the unwanted guests as the ship was enroute from Bremerhaven to New York in the English Channel. The captain notified the British Coast Guard which instructed the vessel to be brought into Berry Head where she would be boarded by police and immigration officials.

The cat-and-mouse chase took place with the stowaways scurrying among the maze of containers below deck. The cops finally cornered the duo who were promptly arrested.

One of the stowaways said he was Swiss while it was believed that the other was on the run from the Foreign Legion.



The *Sea-Land Patriot* was enroute to Yokohama when she learned the Panamanian *Sunshine Island* (above) was in trouble and needed help.

## S-L Voyager, New D-9, Working Far East Run

"Voyager" is the name of the unmanned spacecraft that recently journeyed millions of miles to the planet Saturn and beyond.

A new SIU-contracted ship—though she'll be bound to this planet Earth—is also named "Voyager." It's an appropriate appellation, since the *Sea-Land Voyager* (Sea-Land Service, Inc.) will hopefully be traveling over thousands of miles of ocean propelled by her fuel efficient diesel engines.

She's one of 12 new D-9 class diesel-powered containerships to be built this year by the company and to be manned by Seafarers.

All of the vessels have been christened and many of them, like the *Sea-Land Voyager*, are already in operation. The ships should all be crewed within the next few months.

The building of these 12 vessels represents the largest single containership construction program ever to be undertaken by a private carrier.

The *Sea-Land Voyager*, like her sisterships, weighs 23,424 DWT and can handle five times the cargo volume of a C-1. Yet she does it with far greater efficiency and travels one-third faster.

Each of the new D-9 class containerships operates at a service speed of 22 knots. The vessels can make a round trip run between the U.S. West Coast and Asia without refueling. They are expected to provide a 35 percent improvement in fuel efficiency over steam turbine vessels of comparable size and speed.

According to the company, these diesel ships can also burn a wider variety of fuels, including the least expensive ones.

Like her 11 sisterships, the *Sea-Land Voyager* can carry both 35-ft. and 40-ft. containers. The 745-

ft. ships have an 839-container capacity with 165 slots allocated for refrigerated cargoes and 34 for bulk liquid tanks.

The *Sea-Land Voyager* was built at the Mitsubishi Heavy Industries shipyard in Kobe, Japan as were two other D-9's. Four of the ships were constructed by Mitsubishi at their yard in Nagasaki, Japan. Three of the containerships were constructed at the Mitsui Engineering and Shipbuilding Co. yard in Tamano, Japan, and two were built at the Hyundai Industries Co. shipyard in Ulsan, Korea.



## Cops Cite Seafarer for Saving 2-Year Old

There's a two-year old girl in Sacramento who will grow up to be a healthy, and hopefully happy, young lady thanks to the heroic efforts of Seafarer Joseph English.

English saved young Christine Keller with mouth-to-mouth resuscitation after she was hit by a car while playing in a toy wagon.

The 59-year old Seafarer witnessed the incident and rushed to the girl's aid. When he reached her, she was unconscious and

didn't appear to be breathing regularly. So Brother English used mouth-to-mouth resuscitation to restore regular breathing until the ambulance arrived to take over.

Brother English's heroism and quick action did not go unnoticed. About a month after the incident, he was presented with a Citation for his lifesaving efforts by the Sacramento Police Department.

Attending the ceremony, feeling fine and frisky, was two-year old Christine Keller with her mom.

Brother English, who said it was the first time he ever had to use mouth-to-mouth resuscitation, stated emotionally that little Christine "is now a part of my life."

Our hats are off to Seafarer

Joseph English for displaying a cool head and deep concern for his fellow man when it counted most—when a little girl's life was on the line.

## USPHS Has 24-Hour Toll Free Number

Seamen and boatmen can use a toll free number 24 hours a day to locate the nearest Public Health Service hospital outpatient clinic, contract physician, or emergency health services. The service is provided from the Nassau Bay, Tex. PHS hospital.

Anywhere outside of Texas, the number is 800-231-SHIP. From inside Texas, the number is 800-392-SHIP. Also, the Telephone Company requires that when you call long distance you first dial the number 1.

## Deposit in the SIU



**Blood Bank—**

**It's Your Life**

## Dispatchers Report for Inland Waters

OCT. 1-31, 1980

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
<b>DECK DEPARTMENT</b>									
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	3	7	1	0	0	0	12	12	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	6	1	4	2	1	3	5	4	3
Mobile	0	0	0	0	0	0	1	1	1
New Orleans	1	3	4	1	5	6	1	7	16
Jacksonville	0	0	0	1	0	0	1	2	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	2	2	1	1	0	4	7	7
Seattle	0	0	0	0	0	0	1	0	5
Puerto Rico	0	0	0	0	0	0	1	0	0
Houston	8	4	4	1	1	0	12	8	11
Port Arthur	20	2	4	19	4	1	38	6	11
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	2	5	0	1	3	4	5	10
Piney Point	0	10	0	0	9	0	0	1	0
Paducah	3	0	20	0	0	5	13	7	116
<b>Totals</b>	<b>44</b>	<b>31</b>	<b>44</b>	<b>25</b>	<b>22</b>	<b>18</b>	<b>92</b>	<b>60</b>	<b>184</b>
<b>ENGINE DEPARTMENT</b>									
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	1	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	1	0	0	0	1	0	1
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	1	0	2	1	0	2	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	1	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	1	0	0	1	0	3	1	1
Port Arthur	0	0	0	2	0	0	3	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	0	0	0	0	1	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>6</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	1	1	0	0	0	2	1	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	1	1	1	1	1	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	1	1	0	0
Jacksonville	1	0	0	0	0	0	3	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	1	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	1
Port Arthur	0	0	0	0	1	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	3	0	0	0	1	0	3
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	3	0	0	0	2	0	15
<b>Totals</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>21</b>
<b>Totals All Departments</b>	<b>53</b>	<b>35</b>	<b>58</b>	<b>29</b>	<b>26</b>	<b>22</b>	<b>112</b>	<b>63</b>	<b>211</b>

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

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

## Legal Aid

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

### NEW YORK, N.Y.

Schulman & Abarbanel  
350 Fifth Avenue  
New York, N.Y. 10018  
Tele. #(212) 279-9200

### BALTIMORE, MD.

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

### HOUSTON, TEX.

Archer & Peterson  
Americana Building  
811 Dallas Street  
Houston, Texas 77002  
Tele. #(713) 659-4455

### TAMPA, FLA.

Hamilton & Douglas, P.A.  
2620 W. Kennedy Blvd.  
Tampa, Florida 33609  
Tele. #(813) 879-9482

### SAN FRANCISCO, CALIF.

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

Philip Weltin, Esq.  
Weltin & Van Dam

No. 1 Ecker Bld.  
San Francisco, Calif. 94105  
Tele. #(415) 777-4500

### ST. LOUIS, MO.

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

### NEW ORLEANS, LA.

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

### LOS ANGELES, CALIF.

Fogel, Julber, Reinhardt &  
Rothschild  
5900 Wilshire Boulevard  
Los Angeles, California 90036  
Tele. #(213) 937-6250

### MOBILE, ALA.

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

### DETROIT, MICH.

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

### GLOUCESTER, MASS.

Orlando & White  
Two Main Street  
Gloucester, Massachusetts 01930  
Tele. #(617) 283-8100

### SEATTLE, WASH.

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

### CHICAGO, ILL.

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



# SIU Tug Enterprise Makes Living in Gulf Oil Trade

The tugboat *Enterprise* (IOT) and her crew of SIU boatmen were seen in Port Everglades, Florida on one of their frequent stops in the area. They were in

port awaiting a load of oil for their huge tow, the barge Ocean 262. The barge is actually the forward end of an old T-2 tanker which was cut off and modified to

facilitate towing. Needless to say, the *Enterprise* tows a shipload of oil.

Regular stops on the Gulf run for the *Enterprise*, besides Port

Everglades, include Tampa and Miami, Fla. as well as Pascagoula and Gulfport, Miss. The vessel is part of IOT's deep-seagoing Mariner fleet.



Aboard the IOT tug *Enterprise* at Port Everglades, Fla., is tug Captain Joseph W. Berryman.



Whipping up a chicken dinner in the *Enterprise's* galley is cook Joe "Pete" Pietras.



Catching some Florida sun as he does some painting on the *Enterprise's* deck is AB Bob Tyler.



Pretty as a picture, IOT's tug *Enterprise*, snapped dockside in Port Everglades, Fla.

## KNOW YOUR RIGHTS

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

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

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

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

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

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

## KNOW YOUR RIGHTS



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

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

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

## KNOW YOUR RIGHTS

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

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

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

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





**Pensioner Edmundo "Ed" Albarran**, 63, died of natural causes in the USPHS Hospital, Staten Is., N.Y. on Aug. 23. Brother Albarran joined the port of Baltimore sailing in the steward department for Sea-Land and Puerto Rico Marine. He hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Albarran was born in Yauco, Ponce, P.R. and was a resident of the Bronx, N.Y. Burial was in St. Raymond Cemetery, the Bronx. Surviving are his widow, Angelita; his mother, Mrs. Maria Morela and two sisters, Aida and Julia Morel.



**Pensioner Osvaldo Rivera Delgado**, 74, died of hepatitis in the Fernandez Memorial Hospital, Bayamon, P.R. on Aug. 18. Brother Delgado joined the SIU in 1947 in the port of New York sailing as a FOWT. He was born in Mayaguez, P.R. and was a resident of Bayamon. Surviving are his widow, Alicia; a son, Ferderick and two daughters, Ruth and Maria.



**Francis "Frank" Winthrop Draper Jr. III**, 28, died on Sept. 12. Brother Draper joined the Union in the port of St. Louis in 1979 sailing both inland and deep sea as a chief engineer and chief electrician on the *Tug Adventurer* (Crowley Marine) for Hydro of Delaware and for Sea-Land. He was a veteran of the U.S. Air Forces. Seafarer and Boatman Draper was born in Washington, D.C. and was a resident of Jacksonville. Surviving are his widow and his father, Frank of Jacksonville;



**Harry Leonard Oakes**, 56, succumbed to heart disease at home in New Orleans on May 1. Brother Oakes joined the SIU in the port of Baltimore in 1955 sailing as a FOWT for the Delta Line. He was born in Haverhill, Mass. Seafarer Oakes was also a member of the SUP. Interment was in Greenwood Cemetery, New Orleans. Surviving are his widow, Betty of San Francisco; three sons, Seafarer Frank Oakes, David and Mark of Chesapeake, Va.; a daughter, Jane; his mother, Ethel of San Pedro, Calif. and two sisters, Camile of Lawrence, Mass. and Mrs. Wilma Johnson of Jacksonville.



**James Walter Sumpter Jr.**, 53, died of heart-lung failure in the New Orleans USPHS Hospital on Aug. 15. Brother Sumpter joined the SIU in 1945 in the port of New Orleans sailing as a cook and chief steward for the Waterman Steamship Co. and the Delta Line. He was on the Delta Shoregang from 1975 to 1980. Seafarer Sumpter was a veteran of the U.S. Army in the Korean War. Born in Kokomo, Ind., he was a resident of Metairie, La. Cremation took place in the St. John Crematory, New Orleans. Surviving are his widow, Helen Yvonne; three sons, Michael, Van Vlaenderen of New Orleans and James Jr.; four daughters, Catherine, Barbara Jean of New Orleans, Mrs. Margaret Ann Hirstuius of Metairie and Deborah Louise.



**Albert Raymond Kennedy**, 28, died in Slidell, La. on June 29. Brother Kennedy joined the SIU in 1969 following his graduation from the HLS, Piney Point, Md. He sailed as an AB and QMED. Seafarer Kennedy upgraded in 1971. Born in Bogulusa, La., he was a resident of Pearl River, La. Burial was in Evans Creek Cemetery, Pearl River. Surviving are his widow, Denise; a son, Albert Jr.; a daughter, Brandie; his father, Luther of Pearl River; a brother, Alvin and a sister, Rosa, both of Slidell.



**Hector Rene Rosado**, 29, died of pneumonia in the Nassau County Medical Center, East Meadow, L.I., N.Y. on Aug. 5. Brother Rosado joined the SIU in the port of New York in 1967 sailing as an AB for Sea-Land, Puerto Rico Marine and Dixie Carriers. He graduated from the HLS in 1966. Seafarer Rosado was a Vietnam War veteran of the U.S. Army's 25th Infantry Div., Co. E and holder of the Bronze Star and Air Medals. A native of Mayaguez, P.R., he was a resident of Sayville, L.I., N.Y. Interment was in Guanica Municipal Cemetery, Guayanilla, P.R. Surviving are his widow, Grisel; a son, Hector Jr. and his parents, Mr. and Mrs. Guillermo and Olga Rosado of Guayanilla.



**Pensioner Paul Kronbergs**, 74, succumbed to pneumonia in St. Mary's Hospital, Hoboken, N.J. on Apr. 19. Brother Kronbergs joined the SIU in 1944 in the port of Norfolk sailing as a bosun. He sailed 44 years. And he walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Kronbergs was born in Latvia, USSR, was a naturalized U.S. citizen and was a resident of Hoboken. Cremation took place in the Rose Hill Crematory, Linden, N.J. Surviving is a niece, Mrs. Peter (Christine) Aron of New York City.



**Pensioner Eugene Frederick Seuthe**, 67, died of cancer in the Buffalo (N.Y.) Medical Center on Aug. 19. Brother Seuthe joined the Union in the port of Cleveland in 1953 sailing as a bosun for the American Steamship Co. He was a veteran of the U.S. Army Corps of Engineers in both World War II and the Korean War. Laker Seuthe was born in Alsace Lorraine, France and was a resident of Buffalo. Burial was in Mt. Calvary Cemetery, Cheektowaga, N.Y. Surviving is his widow, Rose Marie.



**Pensioner Henry Trowell Buckner**, 67, died of pneumonia in the New Orleans USPHS Hospital on Mar. 6. Brother Buckner joined the SIU in 1938 in the port of Savannah sailing as a bosun. He sailed 50 years. Seafarer Buckner was born in Hampton, S.C. and was a resident of New Orleans. Burial was in Greenwich-Bonaventure Cemetery, Savannah. Surviving is a brother, James of Savannah.



**Biaggio Famiglio**, 64, died of lung failure in the New Orleans USPHS Hospital on July 12. Brother Famiglio joined the SIU in the port of New Orleans in 1960 sailing as a waiter for the Delta Line for 29 years. He was a veteran of the U.S. Army in World War II. Seafarer Famiglio was born in New Orleans and was a resident of Arabi, La. Burial was in Cypress Grove Cemetery, New Orleans. Surviving are a brother, Paul of New Orleans and two sisters, Mrs. Jerome-J. (Marguerite) Abodie of Arabi and Nancy.



**Bryant Layton Holloway**, 21, died from injuries in a fall before arrival at Christian Hospital N.E., St. Louis County, on Aug. 2. Brother Holloway joined the SIU in 1977 following his graduation from Piney Point as class bosun. He sailed as an AB since 1979. Born in St. Louis, he was a resident there. Interment was in Valhalla Cemetery, St. Louis County. Surviving are his mother, Carol and his father, James of Hazelwood, Mo.



**Pensioner John Joseph Kane**, 76, passed away from heart and kidney failure in Providence Hospital, Mobile on Mar. 14. Brother Kane joined the SIU in 1938 in the port of Mobile sailing as a bosun. He was on the picketline in the 1965 District Council 37 beef. Seafarer Kane was born in California and was a resident of Mobile. Burial was in Magnolia Cemetery, Mobile. Surviving is his widow, Nelle.



**Pensioner Arthur George Boyd**, 75, passed away from kidney failure in the Lutheran Medical Center, Wheat Ridge, Colo. On July 27. Brother Boyd joined the SIU in the port of New Orleans in 1955 sailing as a cook for 22 years. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Del Valle* (Delta Line). Seafarer Boyd also worked as a butler and chauffeur. Born in New Orleans, he was a resident of Lakewood, Colo. Interment was in Dallas, Tex. Surviving is his widow, Beulah.



**Peter Marvin Blanchard**, 54, died of a heart attack on arrival at East Jefferson Hospital, Metairie, La. on Apr. 26. Brother Blanchard joined the SIU in the port of New Orleans in 1951 sailing as a chief steward. He sailed 36 years. Seafarer Blanchard received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Del Sol* (Delta Line). And he was a veteran of the U.S. Navy in World War II. A native of Laurel Valley, La., he was a resident of Kenner, La. Burial was in St. Vincent de Paul Cemetery, New Orleans. Surviving are a daughter, Geraldine Anita Rodriguez and a sister, Mrs. Al (Margaret) Blazio of Metairie.



**Atanasio Donex Espino**, 81, passed away from a heart attack in the San Francisco General Hospital on Sept. 5. Brother Espino joined the SIU in the port of New York in 1955 sailing as a chief steward. He sailed 22 years and walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Espino was born in Policarpio, Espino, P.I., was a U.S. naturalized citizen and was a resident of San Francisco. Interment was in Holy Cross Cemetery, Colma, Calif. Surviving are his widow, Dorothy; a son, Robert of San Francisco and two daughters, Maria and Georgia.



**Recertified Bosun Leo William Gallagher Jr.**, 54, died of heart failure on the North Atlantic aboard the *S-L 7 Galloway* on Apr. 2. Brother Gallagher joined the SIU in 1946 in the port of Boston. He graduated from the Union's Recertified Bosuns Program in 1976. Seafarer Gallagher sailed 37 years and rode the *C/S Long Lines* (Transoceanic Cable). And attended the 1972 Piney Point Educational Conference. He was a U.S. Navy veteran of World War II and helped to organize Cities Service. Gallagher also did some private flying. A native of Chelsea, Mass., he was a resident of Jal, N.M. Interment was in Kermit, Tex. Surviving are his father, Leo of Chelsea and a sister, Evelyn also of Chelsea.





**Pensioner Delso Osro Boyd**, 78, passed away from heart-lung failure in the King's Daughters Hospital, Brookhaven, Miss. on Aug. 8. Brother

Boyd joined the SIU in the port of Mobile in 1958 sailing as a cook for the Delta Line. He was born in Mississippi and was a resident of Brookhaven. Interment was in Antioch Cemetery, Lawrence County, Miss. Surviving are his son and daughter-in-law, Mr. and Mrs. Robert M. Boyd of Brookhaven.

**Robert William Powell**, 45, drowned in the Mississippi River when the tug *Sea Eagle* (Allied Towing) sank off the Exxon Docks, East Baton Rouge, La. on Apr. 19. Brother Powell joined the Union in the port of Norfolk sailing as an AB. He also sailed for Ocean Towing last year. Boatman Powell was born in New York and was a resident of Norfolk. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are his widow, Ann Florence and his parents, Mr. and Mrs. Evan and Lucy Powell.

**Osvaldo Rene Mardones Jr.**, 26, died in the Florida Hospital South, Orlando, of injuries sustained when struck by a hit-and-run truck while walking in Orlando, Fla. on Apr. 22. Brother Mardones joined the Union in the port of Tampa in 1978 sailing as an AB. He started sailing in 1972. Boatman Mardones sailed for Crowley Marine from 1978 to 1979 and on the *M/V Mariner*. He was born in Cuba and was a resident of Orlando. Cremation took place in the Carey Hand Crematory, Orlando. Interment was in Woodlawn Park Cemetery, Miami. Surviving is his mother, Nilved of Miami.

**Pensioner George J. Moore**, 84, passed away from a heart attack in Pt. Elizabeth, N.J. on June 27. Brother Moore joined the Union's Local 1800 in the port of Philadelphia in 1961 sailing as an oiler on the tug *Triton* and on the Pier 34 South Wharves (Independent Pier Co.) from 1936 to 1962. He was born in Dilas Creek, Cape May County, N.J. and was a resident of Philadelphia. Surviving is his sister, Ethel of Pt. Elizabeth.

**Pensioner Albert Kelei Bailey Jr.**, 60, died of arteriosclerosis at home in San Francisco on May 23. Brother Bailey joined the Union in the port of San Francisco first sailing on the West Coast in 1947. He sailed 20 years as an assistant dayman and BR for the Matson Line, APL and the American Mail Line. Bailey was born in Hawaii. Burial was in the National Memorial Cemetery of the Pacific, Honolulu, Hawaii. Surviving are two brothers, George and Samuel and two sisters, Mrs. Lilinoe Mitchell and Mrs. Bella Stanton, all of Honolulu.

**Pensioner Francis Marvin William Ching**, 64, died of a cerebral stroke in the Convalescent Center of Oahu, Hawaii on May 18. Brother Ching first sailed on the West Coast in 1936 sailing as a cook for Matson, APL and PFEL. He was a veteran of the U.S. Navy. Born in Honolulu, he was a resident there. Interment was in National Memorial Cemetery, Honolulu. Surviving are a daughter, Norma and a sister, Mrs. Eunice C. Yap of Oahu.



**Pensioner Manuel Bragi Lopez**, 83, passed away from a heart attack in Baptist Hospital, Miami, Fla. on July 26. Brother Lopez joined the SIU in

1947 in the port of New York sailing as a FOWT. He sailed 45 years and during World War II. Seafarer Lopez was born in Spain and was a resident of Miami. Interment was in Flagler Memorial Park Cemetery, Miami. Surviving is his widow, Virginia.



**Pensioner John Henry Morris**, 64, died in Candler General Hospital, Savannah on Sept. 14. Brother Morris joined the SIU in

the port of Savannah in 1956 sailing as a bosun. He was born in Savannah and was a resident there. Burial was in Forest Lawn Memorial Gardens Cemetery, Savannah. Surviving are his widow, Loraine; six sons, William, Sheppard, John, Gerald, Robert and George and two daughters, Patricia Ann and Joan.

**Pensioner Kam Chin Du**, 80, passed away from heart disease on arrival at the Queen Elizabeth Hospital, Kowloon, Hong Kong on Feb. 17. Brother Du first sailed on the West Coast in 1940 sailing as a messman. He was a resident of San Francisco. Cremation took place in Hong Kong. Surviving are two daughters, Mrs. Charlotte D. Skinning of Kailua Kava, Hawaii and Helena of Kowloon and a daughter-in-law, Mrs. Chan Yu-Lin of Kowloon.

**Pensioner Salvador H. Isberto**, 73, succumbed to cancer in Seattle on Nov. 25, 1979. Brother Isberto first sailed on the West Coast in 1943 as an assistant cook for the Alaska Steamship Co. He was born in Capis, P.I. and was a resident of Seattle. Interment was in Evergreen Memorial Park Cemetery, Seattle. Surviving is his widow, Mary.

**Delbert Harry Micham**, 53, died of a heart attack in the Paul Oliver Memorial Hospital, Frankfort, Mich. on June 30. Brother Micham joined the Union in the port of Elberta, Mich. in 1957 sailing as a deckhand, OS, car handler and watchman on the *M/V Viking* (Ann Arbor, Mich.) Car Ferries from 1965 to 1980 and on the tug *Conrail* in 1976. He was a veteran of the U.S. Navy in World War II. Laker Micham was born in Old Mission, Mich. and was a resident of Frankfort. Interment was in Crystal Lake Twp. Cemetery, Benzie County, Mich. Surviving are his widow, Elaine and two sons, Terence of Frankfort and Michael.

**Donald Henry Matthes**, 62, died of cancer in the Alpena (Mich.) Hospital on July 19. Brother Matthes joined the Union in the port of Alpena in 1975 sailing as a 2nd cook for the Huron Cement Co. and the American Steamship Co. from 1975 to 1977. He was also a grocery store owner. Laker Matthes was a veteran of the U.S. Navy in World War II. He was born in Alpena and was a resident there. Burial was in Evergreen Cemetery, Alpena. Surviving are his widow, Alice and a son, Samuel.



**Pensioner Frank Edgar DeRocher**, 79, died of a lung ailment in Huntington Hospital, (L.I., N.Y.) on Jan. 23. Brother

DeRocher joined the Union in the port of New York in 1960 sailing as a deckhand for the Baltimore and Ohio Railroad, Brooklyn, N.Y. from 1939 to 1965. He had been a union member since 1942. A native of Avon, Mass., he was a resident of Huntington. Interment was in St. Patrick Cemetery, Huntington. Surviving is a daughter, Barbara Jean of Huntington.



**Pensioner Harold Barker**, 64, died in St. Elizabeth Hospital, Beaumont, Tex. on Dec. 6, 1979. Brother Barker joined the Union

in Port Arthur, Tex. in 1964 sailing as a tankerman and 2nd engineer on the tug *Mike Brown* (Slade Towing) from 1950 to 1976 and for the Leland Bowman Co. from 1948 to 1950. Boatman Barker was a veteran of the U.S. Army in World War II. He was born in Fowler, Ind. and was a resident of Orange, Tex. Interment was in Doyle Cemetery, Starks, La. Surviving are his widow, Olive; four sons, William, Michael, Richard and Gary; two daughters, Barbara and Jessie and a stepdaughter, Pam Conley.



**Hubert "Tiny" Wilton Kennedy**, 61, succumbed to cancer in the USPHS Hospital, Nassau Bay, Tex. on Mar. 24, 1979. Brother Kennedy joined the SIU in

1941 in the port of Mobile sailing as a chief steward. He sailed 34 years and for the Delta Line. Seafarer Kennedy was a veteran of the U.S. Navy in World War II. Born in Wallace, Ala., he was a resident of Cold Springs, Tex. Burial was in Wood Ridge Cemetery, 8 Mile, Ala. Surviving are his widow, Ilene; a son, Hubert Jr.; three daughters, Norma, Norma Diane and Donna of Mobile and his mother, Sula.

**Pensioner Julio Lasam Concha**, 70, died of heart-kidney failure in North Luzon Hospital, Balangay, Calabanga, Can Sur, P.I. on Nov. 12, 1979. Brother Concha first sailed on the West Coast in 1950 for Matson and APL. He was a veteran of the U.S. Navy. A native of Cagayan, Tiguegarao, P.I., he was a resident of Tanza Cavite, P.I. Burial was in Tanza Catholic Cemetery, Cavite. Surviving is a brother, Ted of San Diego, Calif.

**Pensioner John Costa**, 91, passed away from heart failure in the San Francisco General Hospital on Jan. 20. Brother Costa joined the Union in 1933 in the port of San Francisco sailing as a chief cook. He first sailed on the West Coast in 1907. Born in Portugal, he was a resident of San Francisco. Burial was in Woodlawn Memorial Park Cemetery, Colma, Calif. Surviving are a nephew, Daniel Wheat and a niece, Mrs. Anna M. Wheat, both of San Francisco.

**Karl Howard Peters**, 25, died in Bayside Hospital, Virginia Beach, Va. on June 16. Brother Howard joined the SIU in the port of Norfolk in 1979. He sailed aboard the *ST Potomac* (Empire Transportation) in the entry rating. Seafarer Peters was a resident of Virginia Beach.



**Pensioner Enoch James Pringle**, 84, passed away from lung failure in the Petersburg (Va.) General Hospital on July 26. Brother

Pringle joined the SIU in 1939 in the port of Boston sailing as a waiter and saloon messman for 53 years and during World War II. He was on the picketline in the 1961 N.Y. Harbor beef. Born in the British West Indies, he was a naturalized U.S. citizen and was a resident of Petersburg. Burial was in the James M. Wilkerson Memorial Park Cemetery, Petersburg. Surviving are two granddaughters, Annette L. Dixon and Barbara of Jamaica Plains, Mass.



**Pensioner William Edward Reynolds**, 66, died of heart failure in Providence Hospital, Mobile on July 2. Brother Reynolds joined the SIU in 1939

in the port of Mobile sailing as a FOWT. He sailed 32 years. Seafarer Reynolds was born in Alabama and was a resident of Mobile. Interment was in Mobile Memorial Gardens Cemetery. Surviving are a son, Grover of Mobile; a daughter, Mrs. Laura Lee Jaeger of Mobile and a brother, Henry, also of Mobile.



**Pensioner Luis Fidel Arquin Rivera**, 74, passed away from cancer in the San Juan (P.R.) Presbyterian Hospital on Sept. 1. Brother

Rivera joined the SIU in 1944 in the port of San Juan sailing as a bosun. He was born in Puerto Rico and was a resident of Rio Piedras, P.R. Surviving are his widow, Carmen and a daughter, Alicia.



**Eusebio Aniceto Salazar**, 35, died in Jackson Memorial Hospital, Miami on May 29. Brother Salazar joined the SIU

in the port of New York in 1978 sailing as a saloon messman for the Delta Line. He was born in Redwing, Colo. and was a resident of Leisure City, Fla. Burial was in Palms Memorial Park Cemetery, Naranja, Fla. Surviving is a daughter, Michelle of Homestead, Fla.



## Notice To Mariners

# Upgrading Class Schedules For Jan.-June Are Announced

Upgrading class schedules for the first six months of 1981 are announced by the Seafarers Harry Lundeberg School of Seamanship.

To register for any of the following courses, use the Upgrading Application form which is published in this issue of THE LOG.

### January 1981

LNG: Jan. 5-Jan. 29.  
QMED: Jan. 15-April 9.  
FOWT: Jan. 29-Feb. 26.  
Marine Electronics: Jan. 5-Feb. 12.  
Diesel (unlicensed): Jan. 5-Jan. 29.  
Diesel (Licensed/T.I. Scholarship): Jan. 5-Feb. 28.  
Conveyorman: Jan. 5-Jan. 29.  
Towboat Operator (T.I. Scholarship): Jan. 5-Feb. 26.  
Able Seaman: Jan. 5-Jan. 29.  
Lifeboatman: Jan. 2-Jan. 15; Jan. 15-Jan. 29; Jan. 29-Feb. 12.  
Tankerman: Jan. 2-Jan. 15; Jan. 15-Jan. 29; Jan. 29-Feb. 12.

### February 1981

Pumproom Maintenance & Operation: Feb. 16-Mar. 26.  
Lifeboatman: Feb. 12-Feb. 26; Feb. 26-Mar. 12.  
Tankerman: Feb. 12-Feb. 26; Feb. 26-Mar. 12.

### March 1981

LNG: Mar. 2-Mar. 26.  
FOWT: Mar. 26-April 23.  
Marine Electrical Maintenance: Mar. 2-April 23.  
Refrigeration Systems, Maintenance & Operation: Mar. 2-April 9.  
Diesel (unlicensed): Mar. 20-April 23.  
Diesel (Licensed/T.I. Scholarship): Mar. 20-May 21.  
Automation: Mar. 30-April 23.  
Welding: Mar. 2-Mar. 26.  
Towboat Operator (T.I. Scholarship): Mar. 30-May 14.  
Celestial Navigation: Mar. 2-April 2.  
Pilot: Mar. 16-May 7.  
Quartermaster: Mar. 2-Mar. 26.  
Able Seaman: Mar. 27-April 23.  
Lifeboatman: Mar. 12-Mar. 26; Mar. 26-April 9.  
Tankerman: Mar. 12-Mar. 26; Mar. 26-April 9.

### April 1981

LNG: April 27-May 21.  
Able Seaman: April 24-May 21.  
Lifeboatman: April 9-April 23; April 23-May 7.  
Tankerman: April 9-April 23; April 23-May 7.

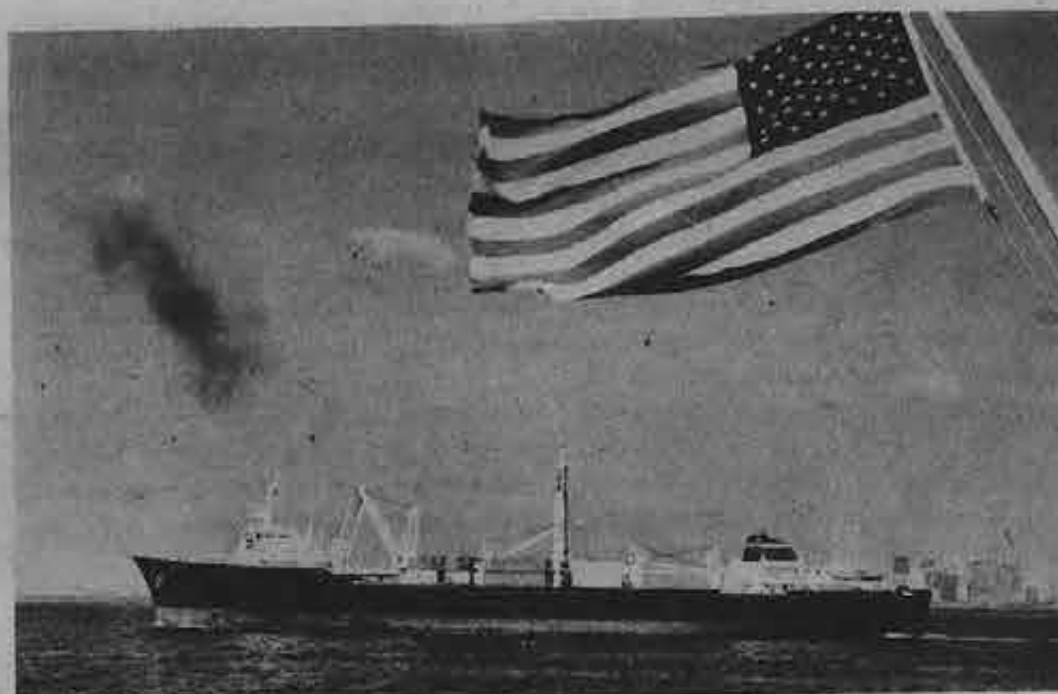
### May 1981

QMED: May 7-July 30.  
FOWT: May 21-June 18.  
Marine Electronics: May 25-July 2.  
Welding: May 25-June 18.  
Towboat Operator: May 11-July 2.  
Celestial Navigation: May 25-June 25.  
Able Seaman: May 22-June 18.  
Lifeboatman: May 7-May 21; May 21-June 4.  
Tankerman: May 7-May 21; May 21-June 4.

### June 1981

LNG: June 22-July 16.  
Refrigeration Systems, Maintenance & Operations: June 2-July 30.  
Diesel (unlicensed): June 22-July 16.  
Diesel (Licensed/T.I. Scholarship): June 22-Aug. 13.  
Pumproom Maintenance & Operation: June 8-July 16.  
Towboat Operator (T.I. Scholarship): June 22-Aug. 6.  
Quartermaster: June 19-July 16.  
Lifeboatman: June 4-June 18; June 18-July 2.  
Tankerman: June 4-June 18; June 18-July 2.

Courses may be added or cancelled, and dates may be changed, depending upon the particular needs of our membership and the special requirements of the industry.



Two ships that pass in the day—the Del Campo (Delta) enroute to the port of Newark was snapped from the deck of the Ogden Challenger. In the background, the famous New York City skyline. In the foreground of course is "Old Glory."

## Notice On Shipping Procedures (Deep Sea)

When throwing in for work during a job call at any SIU Hiring Hall, seamen must produce the following:

- membership certificate (where possessed)
- registration card
- clinic card
- seaman's papers
- valid, up-to-date passport

In addition, when assigning a job the dispatcher will comply with the following Section 5, Subsection 7 of the SIU Shipping Rules:

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

Also, all entry rated members must show their last six months discharges. Further, the Seafarers Appeals Board has ruled that "C classification seamen may only register and call as entry ratings in only one department."

## 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



# Apply Now for an SHLSS Upgrading Course

(Please Print) (Please Print)

**Seafarers Harry Lundeborg School of Seamanship**  
Upgrading Application

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) 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 \_\_\_\_\_ Endorsement(s) or License Received \_\_\_\_\_  
(dates attended)

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) \_\_\_\_\_

<p><b>DECK</b></p> <p><input type="checkbox"/> Tankerman</p> <p><input type="checkbox"/> AB 12 Months</p> <p><input type="checkbox"/> AB Unlimited</p> <p><input type="checkbox"/> AB Tugs &amp; Tows</p> <p><input type="checkbox"/> AB Great Lakes</p> <p><input type="checkbox"/> Quartermaster</p> <p><input type="checkbox"/> Towboat Operator Western Rivers</p> <p><input type="checkbox"/> Towboat Operator Inland</p> <p><input type="checkbox"/> Towboat Operator Not More than 200 Miles</p> <p><input type="checkbox"/> Towboat Operator (Over 200 Miles)</p> <p><input type="checkbox"/> Master <input type="checkbox"/> Mate</p> <p><input type="checkbox"/> Pilot</p> <p><input type="checkbox"/> Third Mate</p>	<p><b>ENGINE</b></p> <p><input type="checkbox"/> FWT <input type="checkbox"/> Oiler</p> <p><input type="checkbox"/> QMED - Any Rating</p> <p><input type="checkbox"/> Others _____</p> <p><input type="checkbox"/> Marine Electrical Maintenance</p> <p><input type="checkbox"/> Pumproom Maintenance and Operation</p> <p><input type="checkbox"/> Automation</p> <p><input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems</p> <p><input type="checkbox"/> Diesel Engines</p> <p><input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel)</p> <p><input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel)</p>	<p><b>STEWARD</b></p> <p><input type="checkbox"/> Assistant Cook</p> <p><input type="checkbox"/> Cook &amp; Baker</p> <p><input type="checkbox"/> Chief Cook</p> <p><input type="checkbox"/> Steward</p> <p><input type="checkbox"/> Towboat Inland Cook</p> <p><b>ALL DEPARTMENTS</b></p> <p><input type="checkbox"/> LNG</p> <p><input type="checkbox"/> LNG Safety</p> <p><input type="checkbox"/> Welding</p> <p><input type="checkbox"/> Lifeboatman</p> <p><input type="checkbox"/> Fire Fighting</p>
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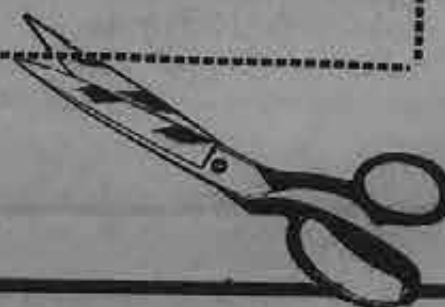
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Please Print

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

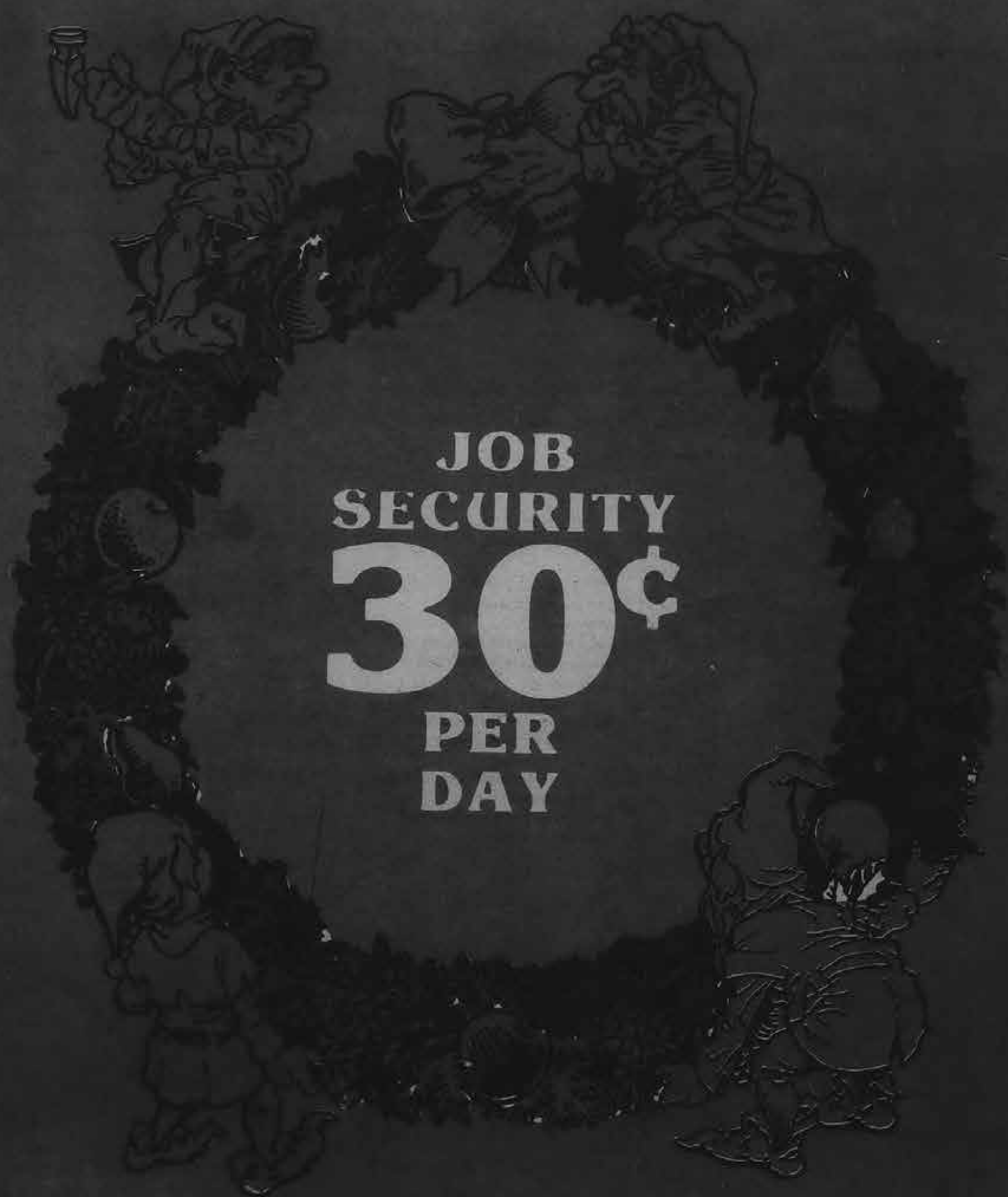






# LOG

1980 December



Sign the SPAD check-off today