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Gulf, Lakes and Inland Waters District • AFL-CIO

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Feds Give OK to Build LNG Terminal in Cal.

THE Federal government has given the go-ahead for the construction of a liquid natural gas terminal at Little Cojo Bay, near Point Conception, Calif.

However, this does not mean that construction will necessarily begin soon. Groups, such as the environmentalists, may try to block construction through the courts.

The approval of the site, which is located in Santa Barbara County, came late last month from the Federal Energy Regulatory Commission (FERC). The permission was granted to the two California utilities that have been trying to build a terminal in California for the past five years. They are Pacific Gas and Electric Co. and Pacific Lighting Corp.

The utilities want to bring in both Alaskan and Indonesian liquid natural gas.

FERC must still rule on the rates for the Alaskan imports. A spokesman for the Commission said that the ruling on those rates should be made shortly.

The SIU applauds the decision

of FERC in approving construction. Red tape has contributed to the lengthy delay of this LNG project and others. And these delays jeopardize America's chances to develop LNG as another energy source besides oil.

The Federal government has the power to approve or reject any LNG project. And because of uncertain U.S. policy and regulatory delays, American companies have already lost contracts from foreign countries willing to sell the U.S. their liquid natural gas.

Also, private groups can further delay or totally stop LNG projects. For instance, actual construction of the terminal near Point Conception is not expected to begin before mid 1981. The utilities feel it will take that long before anticipated court cases against the project are finished.

Environmentalists have said they will try to stop construction through the courts.

The SIU supports the development of LNG as an energy source. The Union feels that such development has many benefits.

LNG can give the U.S. a much more varied energy base, thereby making America less dependent on oil. For instance, the LNG project near Point Conception will bring in nine hundred million cubic feet of liquid natural gas a day. Four hundred million will come from Alaska and five hundred million from Indonesia.

This combined total represents 20 percent of the daily natural gas consumption for southern California. The state of California is dependent on gas for nearly half of its energy supplies.

Secondly, and most importantly, LNG development will create jobs. Workers will be needed to build terminals, regasification plants, and vessels. LNG development will also mean more jobs for American seamen who will man the ships under U.S. flag. In the Point Conception LNG project alone, nine vessels will be needed. And most of those will be U.S.-built and will be under U.S.-flag.

U.S. shipbuilding right now has a technological edge on other countries in the construction of

LNG vessels. In order to keep that edge, quicker and bigger development of liquid natural gas as a source of energy here in America is necessary.

Reliability Mark Of SIU Crews

Reliability is one of the keys to the smooth and efficient operation of any business.

It is especially important aboard ship. For U.S. ship operators to be successful against foreign competition they must have reliable crews.

The SIU has always been known for its competent and responsible members. They know how essential it is to remain aboard ship for the duration of the articles.

This is especially true for key ratings, such as, chief steward, bosun, chief pumpman and electrician.

Seafarers in these and other key ratings are very involved in the proper running of the vessel. Their determination to stick with a job sets the good example for all the ratings.

And it helps give the SIU the good reputation it has for well trained, reliable, and responsible men and women.

The PRESIDENT'S Report



Paul Hall

Progress for Our Kind of People

Not too many years ago, one of our old time members—a guy who had fought in many of the fights that built this Union—froze to death in a doorway near the hall in Brooklyn.

It wasn't a freak accident. He was an alcoholic. He had no money. He had nowhere to go. But what was worse, he had no hope.

This tragic event was no one person's fault. Alcoholism is rampant in America. Nearly 10 percent of all adult Americans are alcoholics.

Alcoholics are lawyers, doctors, airplane pilots, teachers, carpenters, seamen, and workers in every profession in the nation.

In other words, alcoholism shows no favoritism. Anyone who drinks, has the potential of becoming an alcoholic.

Beyond all the statistics, alcoholism destroys people physically. Very few alcoholics freeze to death in doorways. But alcoholics die before their time of heart disease, liver ailments and many other problems related to alcohol abuse.

Alcoholism also destroys people psychologically. It's a major cause of broken homes and broken marriages. And more people in this country lose their jobs, their livelihoods and their futures due to alcoholism than any other one contributing outside factor.

The bottom line is that alcoholism is a very serious problem. It's a problem for America. It's a problem for the SIU. I'm proud to say that we in the SIU are doing our best to overcome this problem.

As most of you know, we established the Seafarers Alcoholic Rehabilitation Center in Valley Lee, Md. some few years ago.

The reason I mention the Program here is that our Rehabilitation Center has hit an important milestone. Earlier this month, the Center reported that the 300th SIU member had entered the Program to try and beat alcoholism.

More important than the numbers, though, is that a very high percentage of those SIU members who have gone through the program have remained sober after they left.

Our Program has one of the highest success rates of any such program in the country.

One of the big reasons for the success of the Program is that it is specifically designed for seamen. Many of the counselors are SIU members who are themselves ex-alcoholics. They know the special problems a seaman has, relating to his job, his family and his personal life. And as seamen, the counselors know how to relate to other seamen, who in large part share similar experiences.

However, the most important reason why our Rehabilitation Program is achieving results is that individual SIU members are becoming involved in it.

Instead of ignoring the alcoholic, more and more members are taking the bull by the horns. They are trying to talk to a fellow member who has a drinking problem. And they are encouraging him to get the help he needs through the Alcoholic Rehabilitation Program.

What the Program needs now to continue its indispensable work is simply more of the same. Participation—taking an interest in your brother members—is the key.

If you come into contact with a shipmate who is having a problem with alcohol, take a few minutes of your time to talk to him. You never know, your efforts might be a turning point. It might be just the push the alcoholic needs to seek help.

Overall, the Seafarers Alcoholic Rehabilitation Program has been an unqualified success. But the work the Program has accomplished so far is really only the start of a tough job that will take a long time to complete.

At the same time, though, the success of the Rehabilitation Program represents progress—important progress. And after all, that's what the SIU is all about—progress for seagoing people—our kind of people.

AFL-CIO, Carter Reach Accord on Economy

Washington—The AFL-CIO Executive Council and President Carter have announced the adoption of a "national accord" which, if carried out, would allow organized labor to play a more prominent role in the formulation of this country's economic policies.

At the heart of the accord is the creation of a new Pay Advisory Committee. The Committee will be composed of fifteen members, five of whom will be appointed from the ranks of organized labor. The remaining ten spots will be divided evenly among representatives of the public sector and the business community.

It will be the Committee's duty to work hand-in-hand with the President's Council on Wage and Price Stability in developing "fair and equitable" wage guidelines.

When asked what weight would be given to the Committee's suggestions, Lane Kirkland, secretary-treasurer of the AFL-CIO, stated: "I have been assured that the recommendations of the Pay Committee will be taken very seriously indeed."

The immediate objective of the accord is to combat the present high rate of inflation in such a way as to create the least amount of social dislocation. Inflation is being measured in double-digits and is threatening the very fabric of American society.

There are also long range plans for the accord. It is hoped that it will help lay the foundation for a new era in American politics, one in which there will be on-going discussions between the leaders of labor and government on matters ranging from international trade to inflation to

energy and environmental concerns.

The accord has been described as having the potential of becoming "an American version of the concept of social contract between labor and government." While such contracts have become a familiar sight in European politics, they have never been tried before in the United States.

The accord gives an open-ended list of issues which would be discussed between labor and government on a continuing and informal basis. That list includes those developments in the area of international trade which would "promote a strong merchant marine and assure that expanding American flag shipping services will make a growing contribution to the reduction of our balance of payments deficit."

The reaction to the agreement

has been favorable.

Paul Hall, president of the SIUNA, and senior vice president of the AFL-CIO, summed up the feelings of many when he said:

"In one sense the accord is nothing more than a piece of paper. But then, so is the constitution or any contract you might sign. A lot will depend on the actions of both the Administration and the labor movement. It could be an historic document. We'll have to wait and see."

The selection of John Dunlop, former Secretary of Labor under Gerald Ford, as Chairman of the Committee bodes well for the success of the accord. He is one of the most respected business scholars in the country as well as one of the few men in the country who is trusted whole-heartedly by both management and labor.

SIU Supports Bill to Spur New Investment in Fishing

A bill has been introduced in Congress that would help Americans take advantage of the fishing potential off America's coasts.

Introduced by 16 members of the House of Representatives, the bill is entitled the **Underutilized Species Development Act**. It has

been given the number H.R. 4360. There is also a companion bill numbered H.R. 5077.

The SIU strongly supports the bill. The Union testified on its behalf at hearings held last month before the House Subcommittee on Fisheries, Wildlife Conservation and the Environment. This is a subcommittee of the House Merchant Marine and Fisheries Committee.

Many other union representatives, as well as industry personnel, testified in favor of the bill.

This bill is really a result of the 1976 Fishery Conservation and Management Act (FCMA), commonly called the 200-mile bill. The FCMA's intention was the revitalization of the American fishing industry. It meant to accomplish this by giving American fishermen exclusive right to harvest within the 200 mile zone off the U.S. coasts.

However, FCMA also allowed foreign fleets to fish whatever Americans did not harvest. The hope was that Americans would eventually take advantage of the fishing potential available to them.

But with certain species of fish, such as squid, hake, and pollock, American fishermen do not have the proper equipment or experience for successful harvesting.

Traditionally, Americans have not fished these species since they are not widely popular in the U.S.

But there is a large foreign market for these fish.

Foreign fleets for years have fished these species with modern catcher/processor stern trawlers. These ships stay out for long periods of time and catch, process, and freeze the fish on board.

It is on ships like these that Americans need training. Once trained crews are available, then American businessmen have said they will invest in the modern fishing vessels which can cost approximately \$7 million.

Under H.R. 4360, incentives will be provided temporarily for foreign fishing ships to take on American trainees. The bill will run for no more than five years.

Part of the money that is

generated back to U.S. businessmen while the trainees are aboard these foreign ships must be used to build replacement vessels. **The intention is that American replacement vessels will eventually take the place of the foreign fishing ships. The replacement vessels must be built in the U.S.**

As SIU Washington Representative Chuck Mollard said in his testimony before the Subcommittee, "The goal of H.R. 4360 is to temporarily use foreign vessels to train Americans. Once the American vessel is built, the trained Americans will be the permanent sources of trained manpower. They will be useful to these projects and any other fishing vessel operations seeking skilled crews."

Jobless Rate Slips to 5.8%

WASHINGTON, D.C.—The U.S. unemployment rate in September slipped to 5.8 percent from August's 6 percent as employment, oddly enough, grew in a weakening economy. This makes 5,985,000 persons not working last month down from 6,149,000 the previous month.

Total employment last month increased by 610,000 to 97,513,000 working. Most of the latest rise—which is the biggest for any month since June 1978—took place among women (especially wives) and teenagers. And most of the employment gains, 100,000 jobs, were in the service sector of the economy.

The jobless rate for adult women

fell to 5.5 percent from August's 5.9 percent. Teenagers rate dipped to 14.6 percent from 14.9 percent. But the black teenagers rate rose to 31.5 percent from 30.7 percent. Black workers jobless level went down to 10.6 percent from 11 percent, more than double the 5.1 percent for white workers. Male unemployment was unchanged from August at 4.2 percent.

Sen. Lloyd Bentsen (D-Tex.) chairman of the Congressional Joint Economic Committee, called the employment figures "a pleasant surprise." He also added at hearings here on the September employment results that the unpredictability of the economy was probably causing "heartburn and a few nightmares for economic forecasters."

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Conference Dumps McCloskey Spoilers

Sen. Inouye, Rep. Murphy Lead Charge To Win Strong Maritime Authorization Bill.

TWO DAMAGING amendments to a very important maritime bill have been defeated in a Conference Committee of the U.S. House and Senate.

The two amendments had been sponsored by Representative Paul McCloskey (R-Calif.). Three months ago they passed the House as amendments to the Maritime Appropriations Authorization Act for fiscal year 1980.

At the time McCloskey had also sponsored two other amendments which were defeated on the House floor.

So in the end, Rep. McCloskey, who so often plays the spoiler's role on maritime issues, accomplished nothing but to delay passage of a crucial maritime bill.

The bill, which allocates subsidy monies for the American merchant marine, might have been passed in the spring if it were not for Rep. McCloskey's negative attitudes toward it.

The Senate passed its version of the bill in May by a vote of 85-2. The House version of the legislation was passed in July.

McCloskey's potentially destructive amendments had first been defeated in the House



Sen. Daniel Inouye (D-Hawaii)

Merchant Marine and Fisheries Committee. On the House floor, also, two of four of his most damaging amendments went down to defeat.

These include an amendment that would have cut \$69 million from the \$101 million going to the Construction Differential Subsidy (CDS) program.

Attempt to Cut Meaning

However, two other McCloskey amendments which could have weakened the U.S. merchant marine, did pass the House.

One would have withheld CDS funds from a new vessel if the manning level was 50 percent above the minimum levels determined by the Coast Guard.

The other would have prohibited U.S. operators who receive Operating Differential Subsidy from including in their costs contributions to contractu-

ally established maritime research organizations.

Because of these amendments and other variations in the House and Senate versions of the bill, a Conference Committee had to be held to resolve the differences.

The Committee consisted of the following members. From the Senate: Daniel Inouye (D-Hi.); Russell Long (D-La.); Warren Magnuson (D-Wash.); John Warner (R-Va.), and Bob Packwood (R-Ore.).

From the House side were: John Murphy (D-N.Y.); Mario Biaggi (D-N.Y.); McCloskey; Gene Snyder (R-Ky.); Barbara Mikulski (D-Md.), and Brian Donnelly (D-Mass.).

Inouye, Murphy Key Roles

Inouye and Murphy served as chairmen of their respective committees. Both men are knowledgeable and vigorous supporters of a strong U.S. merchant marine. Over the years they have fought hard on its behalf.

Their understanding of the maritime industry helped counter McCloskey's attempts to sabotage it. Conference Committee members decided that the two McCloskey amendments would be counterproductive to the maritime industry.

The Committee members also voted on other variations in the House and Senate versions of the



Rep. John Murphy (D-N.Y.)

bill. Among them were the following:

- The House Conferees agreed to eliminate the ceiling that the House had placed on new ship loan guarantees.

- By adding a time limit, the Senate Conferees agreed to a House amendment concerning transfer of cargoes. A four-and-a-half year limit was put on the amendment which would "allow U.S. operators to transfer cargoes between ports in the U.S. if the cargo has a foreign origin or destination." The Conferees also agreed that this service would be limited to existing ships and those that are currently under contract.

The Conference Committee's compromise bill must now go back to the House and Senate. The vote on the legislation was scheduled to come up as the *Log* went to press.

Boatmen Ratify Historic Pact With National Marine

SIU Boatmen at National Marine proved what "strength in unity" means.

This month they ratified a contract giving them the best all-around package of wages, working conditions, and benefits in the

Western rivers area. The vote was 83-30 in favor of acceptance.

Negotiations for the contract began in early August. But the events that led to those negotiations began a month before that.

In July, two conferences for

National Marine Boatmen were held at the Harry Lundeberg School in Piney Point, Md. Out of those conferences came more than 300 contract suggestions. And also out of those conferences came the members' vow "to stick together" to gain their just demands.

Though their contract didn't expire until March of 1980, the Boatmen wanted to meet with company representatives about their immediate needs.

That meeting took place on Aug. 3 in St. Louis, Mo. Union and company representatives decided at that time to open up contract negotiations. After the representatives came to an agreement on a new contract, voting by the rank and file took place from Aug. 23 to Oct. 8.

Three of the delegates elected from the two conferences to participate in the Aug. 3 meeting, also comprised the tallying committee that counted the ballots. They were: Capt. James "Red" Benoit, tallying committee chair-

man; Capt. Bill Zorn, and Lead Deckhand/Tankerman Floyd Wuellner.

The tally was conducted by these Boatmen on Oct. 9 at SIU Headquarters.

Historic Package

The pact negotiated for National Marine Boatmen is a historic one. In an area of the country where so few rivermen are organized, the SIU Boatmen at National Marine have made tremendous gains.

Not only have they increased their wages, but they have greatly improved their welfare and pension benefits, and their working conditions.

Some highlights of the pact are:

- Wage increases are retroactive to Aug. 3, 1979.
- Boat crews working overtime will be paid a new and higher overtime.
- All eligible dependents will be covered by Major Medical benefits.
- Higher pension benefits.

Former MCS Members Need 125 Days in '79 for Benefits in '80

Seafarers who were formerly with the Marine Cooks & Stewards Union are reminded that an important change regarding payment of welfare benefits will take place beginning January 1, 1980.

At that time, steward department personnel formerly represented by the MCS will have to have 125 days of covered employment during the year 1979 in order to qualify for all welfare benefits.

Steward department personnel, under the old MCS agreement with the Pacific Maritime Association, needed 90 days a year to qualify for welfare benefits. Under the merger terms, welfare benefits have been paid during 1979 for such seamen who had 90 days during 1978. This

was to provide a transition period from MCS to SIU welfare plans.

The rule has been standard for seamen working under SIU deep sea contracts and will apply to all seamen on all jobs with all companies beginning with the new year.

The 125-day rule is important to both active seamen and those who may plan to retire on or after January 1, 1980. It means simply that to protect themselves and their families, steward department personnel formerly represented by the MCS must be sure to get 125 days of covered employment during this year 1979. Anyone who hasn't got 125 days yet should be sure to take a job to insure his welfare benefits will continue.

GEORGE MEANY TO RETIRE



GEORGE MEANY, the grand 'Old Man' of American labor and stubborn spokesman for millions of American workers for the past quarter century is stepping down as president of the AFL-CIO. Meany, who is 85, said he will not stand for reelection of the 13.5 million member AFL-CIO at the Federation's Biennial Convention in November.

AFL-CIO Secretary-Treasurer Lane Kirkland relayed Meany's decision to retire at a Washington, D.C. press conference on Sept. 28.

Moved almost to tears, Kirkland hailed Meany as "this great man, who has meant so much to the trade union movement and to American workers for many years."

He has stood, Kirkland continued, "on the firing line and taken the attacks and brickbats that come with the normal

territory of someone who has the responsibility of advocating and defending the rights and interests of plain people in this society."

Meany was, himself, one of those "plain people." A hard-nosed Irishman from the South Bronx, he rose from the ranks of the plumbers union to become president of the New York Federation of Labor in 1934.

Five years later he was tapped by American Federation of Labor President William Green to fill the post of Secretary-Treasurer. He took over as AFL president on Green's death in 1952.

Brought AFL and CIO Together

A chief architect, along with CIO President Walter Reuther, of the merger that made the American Federation of Labor and the Congress of Industrial Organizations one large, powerful federation in 1955, Meany

became its first and has been its only president.

As Federation President, Meany began a life-long crusade against racketeering and radicalism in the labor movement.

His shoot-from-the-shoulder manner caused reporters to refer to him as "crusty," "grumpy," and "arrogant."

But Meany worked hard for American working people, living by the credo he once barked to a Ford Administration Cabinet member that "everything that happens has to do with workers."

During his 25 years at the helm of the AFL-CIO, he made labor a force to be reckoned with, causing the *New York Times* to write: "Labor's voice is always important and often decisive on Capitol Hill."

Most recently, Meany reached agreement with the Carter Administration on the formation of a labor/management/public sector Pay Advisory Committee to

set wage guidelines.

Agreement on the committee was a coup for Meany who has long contended that major economic policies cannot be formulated without the input of labor. He had intended to make public details of the wage committee himself and hastily summoned the AFL-CIO Executive Board to Washington for that purpose last month.

But plagued by ill health, as he has been for the last six months, he was unable to attend the meeting. He left the announcement of the economic accord—and the news of his retirement—to Kirkland.

With Meany's retirement a chapter in the history of the U.S. labor movement, and an era in American history, ends. The AFL-CIO will elect a new president in November and the Federation will continue to move forward. But the 'Old Man' will be missed.

SIU Engages in J. P. Stevens Protest Rally in N.Y.

SCORES of placard-waving Seafarers joined hundreds of other trade unionists and community groups' demonstrators in a New York City-wide lunchtime protest rally on Oct. 11 to aid the Amalgamated Clothing and Textile Workers Union (ACTWU) in its drive to break the connection between the anti-union textile giant, the J. P. Stevens Co. and the Seaman's Bank for Savings.

Joining the 17-block long "human billboard for justice" on Manhattan's midtown and downtown financial district sidewalks, Seafarers handed out anti-Stevens leaflets in front of a bank urging E. Virgil Conway, president of the Seaman's Bank for Savings and a Consolidated Edison Electric Co. trustee, to quit the Stevens Board of Directors, a post he held since 1974.

The ACTWU's second anti-Stevens public rally in two years was

marked by Seafarers carrying billboard signs reading "Break the J.P. Stevens-Seamen's Bank Connection" and punctuated by their chants of "Seamen's Bank is Stevens bank. Virgil Conway must go."

They also passed out hundreds of leaflets describing the union's battle to organize workers at Stevens' 77 plants in the South and rapping the bank's chairman for supporting Stevens.

Later the bank president said that, "I am not intimidated by this or any other demonstration. I will not resign" from the Stevens board. He has received hundreds of postcards and letters objecting to his connection with Stevens.

At the protest rally, the union's demonstration director, Ray Rogers said that a protest drive will be made against the Sperry Corp., which has Stevens chief James D.

Finley on its board, who was pressured last year to quit the boards of the N. Y. Life Insurance Co. and the Manufacturers Hanover Trust Co.

Rogers added that a drive would be made against Sidney J. Weinberg Jr., a Stevens director and partner of Wall St.'s Goldman Sachs & Co.

Since the union started its "corporate campaign" drive in 1977 at the Stevens annual stockholders meeting, which the SIU attended, Avon Products head David W. Mitchell and N. Y. Life Insurance Co. chairman R. Manning Brown Jr. quit the Stevens board, one day after the union announced it had targeted him. Mitchell also quit the board of the Manufacturers Hanover Trust Co.

Beside being the U.S. No. 2 textile manufacturer, J. P. Stevens is the No. 1 violator of the NLRB Act. Guilty of discrimination in the hiring and promotion of minorities, it is also a heavy health and safety violator.

Fourteen Southern ministers say Stevens workers "... have been the

victims of a cruel system of low wages (nationally 31 percent less) slender benefits and debilitating working conditions."

N. Y. Lt. Gov. Mario Cuomo declared "... It's a bully whose time for taming has come."



He may be small but he's tough, and he means what he says.



SIU members hold Union's banner during demonstration against J. P. Stevens in which thousands of unionists took part in New York this month.

U.S., Russia Agree on New Freight Rates For Grain Run

The United States and the Soviet Union have revised their 1975 bilateral grain shipping agreement to establish new freight rates for American flag vessels carrying wheat and corn to the Soviet Union.

The old rates had become prohibitively low in relation to escalating costs, and were causing the owners of American flag vessels to reconsider their participation in the Soviet grain trade.

Freight rates for American flag operators had been fixed at a specific per ton amount (\$18.25). This aspect of the agreement has been renegotiated in order to allow American flag operators greater

flexibility in responding to changed market conditions.

As of Jan. 1, 1980 freight rates will be determined through the application of a newly devised formula based on the U.S. Gulf to Holland-Belgium run.

The average monthly charter rate of that representative and highly visible run will be multiplied by a mutually agreed-upon index ratio to produce a more equitable rate for the Soviet grain trade. Under no circumstances will the new rate fall below \$25.00 per ton.

The new rate structure will run until Dec. 31, 1980, when it will be reviewed.

'75 Scholarship Winner Found Formula for Success

This time next year, Barbara Gail Bernard, daughter of Great Lakes Boatman Larry Bernard, will be a pharmacist—almost.

By the summer of 1980, Barbara, who won the SIU's \$10,000 college scholarship in 1975, will have finished the tough, five-year pharmacy program at Wayne State University in Detroit, Mich. She'll still have to take the Michigan Boards to become a Registered Pharmacist. But even though it's a difficult exam, Barbara shouldn't have too much trouble passing.

A long-standing interest in science is what made Barbara opt for a career in pharmacy. "I've always liked biology and chemistry," she told the *Log* recently. "I've always been interested in medicine, but I didn't want to go into nursing."

Pharmacy seemed like the best

choice for Barbara so, when she entered Wayne State in 1975, she enrolled in the pre-pharmacy course.

After two years, Barbara had to apply to the University's School of Pharmacy and begin the rigorous curriculum towards a degree.

In addition to a heavy academic workload, the pharmacy program requires students to log 1,000 hours working under a Registered Pharmacist before graduation.

"I'm now interning at a community pharmacy," said Barbara, "and I pretty much have my 1,000 hours."

A community pharmacy is roughly equivalent to a corner drugstore, Barbara explained. "There are also hospital pharmacies and clinics. But I prefer community pharmacy because you have more contact with people."

When she's ready to start filling prescriptions on her own, Barbara plans to job-hunt in the Detroit area.

One reason is that she's newly married and her husband, a painter, works in Detroit. Her father, Boatman Larry Bernard, as well as the rest of her family, live in nearby Trenton, Mich.

Brother Bernard has been a deckhand for 26 years. He's now working tugs for SIU-contracted Great Lakes Towing.

Boatman Bernard was "very pleased," when he heard the news his daughter had won the SIU's four-year college scholarship back in 1975. "And I almost dropped the phone when I got the call telling me I'd won the award," Barbara said.

Barbara, the first dependent of an SIU Boatman ever to be awarded the Union scholarship, said it was a

"tremendous help."

"I figured Wayne State would be pretty reasonable," Barbara said, "because it's in-state and I was living at home and commuting. But they kept raising the tuition fees," she continued, "and books came to \$150 a quarter, plus everything else."

"I'm really glad I didn't have to worry about it, thanks to the SIU scholarship," she added.

Barbara hasn't got much free time these days, but one of her leisure activities is music. An accomplished organist, Barbara began studying music in high school. She was a church organist until she started working at the pharmacy.

In addition to music, Barbara likes embroidery and other handicrafts. "And I like to play softball on Sunday afternoon," she said, adding, "I play outfield."



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

FOR every young seaman who comes into our Union there exist hundreds of solid opportunities to build a real career.

The SIU has worked hard to open up these kinds of advancement opportunities for our members. And the Lundeberg School has done an outstanding job in developing the necessary educational programs to help the individual seaman advance rapidly up the job ladder.

These career oriented programs have turned out hundreds of well trained, professional seamen who will be the backbone of the American merchant marine for years to come.

But the job of providing trained competent manpower to our contracted vessels is an ongoing challenge. And at the present time, we are faced with a very important challenge in the area of training. This challenge is in the steward department.

For the past few years, we have been closely studying the progress of our educational programs and how these programs are meeting the manpower needs of this Union.

As a result of these studies, one thing has become very evident. Most young seamen—although they may take their first job in the steward department—eventually switch over and wind up building their careers in either the deck or engine departments.

There have, of course, been many young members who have stayed and succeeded in making a fine career of the steward department. But considering the future outlook for expanded shipping opportunities in our Union, the fact remains that not

enough people are entering the steward department and staying there.

In addition to expanding job opportunities in the steward department, more and more of our old line stewards are retiring each month, providing even more openings.

This trend has created two things for us. First, it is presenting the SIU with a potential shortage of qualified manpower in the steward department. But at the same time, it has opened up the best opportunities that have ever existed in our Union for rapid career advancement in the steward department.

At the present time, the Lundeberg School has an excellent training and upgrading program for the steward department.

However, to meet the present and future manpower needs in the steward department, we are in the process of expanding and improving this crucial program.

Around the beginning of next year, we will be announcing the details of this new program for career minded people.

It will be a program—complete with incentives—to help a young seaman climb rapidly up the ladder from messman and third cook to chief steward.

This career program will work hand in hand with the new Steward Recertification Program to insure the continued professional quality of SIU steward departments.

The effort we are putting forth to improve career opportunities for steward department people is extremely important. The Union will be working hard in the coming months to get this new program underway. And then we will be working even harder to make the program work.

For those looking for a sound, secure future, a career in the steward department offers unequalled opportunity.

A good steward department is indispensable to a good ship. The chief steward is a key man on every ship, and his earnings reflect this.

So, for a young person undecided on a career, now is the perfect time to look at the steward department. Why look any further?

NTSB Says U.S.C.G. Is Off Course on Steering Rules

The SIU and the United States Coast Guard are at odds over many maritime issues, concerning safety of life at sea.

However, the SIU is not alone in

its criticism of Coast Guard laxity in the vital area of maritime safety.

The National Transportation Safety Board, an independent agency which looks into accidents

and makes recommendations on how they can be avoided, has been after the Coast Guard to act on their proposals designed to improve marine steering reliability.

In a "Safety Report on Progress Toward Improvements in Marine Steering Reliability," the Board noted that since 1973 it has analyzed three accidents which resulted from steering system failures and has issued 17 safety recommendations.

In response to these recommendations, the Coast Guard has initiated several rulemaking actions to improve Federal standards for steering reliability.

The Coast Guard also has proposed the adoption of improved international standards through the Intergovernmental Maritime Consultative Organization (IMCO), the organization which sets safety standards for maritime on an international basis.

Here is where the problem begins. The Coast Guard has been unable to muster international support of its proposals through IMCO and has therefore been reluctant to unilaterally adopt needed safety requirements for foreign vessels calling at U.S. ports.

This reluctance generally leads to the requirements only being made applicable to U.S. vessels, or else, as the most recent Safety Board report states: "the proposals have been withdrawn entirely."

The Safety Board believes the Coast Guard has not acted as quickly as it could in implementing all the standards it (the Coast Guard) has proposed. And NTSB feels it's about time they did.

"Further delays in rulemaking action can only prolong the dangers from steering gear failure in the congested and restricted ports and waterways of the United States," the Board said.

The Coast Guard does not need international approval to effect safety regulations in U.S. ports having been given the power to do so under the Ports and Waterways Safety Act of 1972. Following are some of the safety requirements the Board believes must be implemented *unilaterally* by the Coast Guard:

- a wheelhouse alarm to indicate a loss of steering control.
- a requirement for the performance of additional specific steering gear tests for all oceangoing vessels entering U.S. ports and waterways, including activation of the alarm system by simulation of power interruption to each of the steering motors.
- a requirement for steering gear test devices on all vessels that will indicate whether the steering gear is operating properly.
- a requirement for manning of steering gear spaces in designated restricted waters for U.S. and foreign vessels.

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George Duncan Goin' Fishin' With a \$575 Pension

George Duncan is goin' fishin'. Finally.

Seafarer Duncan is 63. He's been shipping out for the better part of the last 50 years. "And that," he says, "is just about a lifetime."

The work of this Seafarer's lifetime received a fitting reward, as Brother Duncan became the first SIU member ever to qualify for all seven increments under the Seafarers Early Normal Pension plan. The pension check Seafarer Duncan picked up from the New Orleans Union Hall this month totalled \$575, the highest pension rate any Seafarer has ever earned.

Brother Duncan qualified for Early Normal retirement in 1972. He had put in 20 years of seetime and he was 55 years old. But he wasn't ready to retire in 1972. He'd been working on the shoregang—first for Delta, later for Waterman—and he liked it.

He also knew that if he kept on working he could increase his monthly pension through the SIU's Early Normal Pension Increments Program. That pro-

gram, begun in 1972, allows deep sea SIU members (and increasing numbers of inland members) to earn a pension increment for every full year (365 days) of seetime they put in after qualifying for Early Normal retirement. The maximum number of increments is seven.

When he applied for Early Normal Pension plus increments this year, Brother Duncan had worked a total of 10,349 days.

Each increment earned means an additional \$25 a month onto the eligible Seafarer's pension check. For SIU member Duncan the extra days he worked after qualifying for his Early Normal Pension added \$175 to the current monthly pension of \$400. That adds up to \$575 a month.

Brother Duncan is very proud of his Union membership and eloquent in his praise of the SIU. "I think it's wonderful what the Union's done for us," Duncan said. "Never in all my born days did I dream I'd be retiring on anything like this pension," he added.

But the \$575 monthly pension



Pensioner George Duncan

isn't the only reward of Brother Duncan's labors. His coverage under the Seafarers Welfare plan continues through his retirement. He's also eligible for a lump-sum Pension Supplement amounting to 12 times his monthly pension. For Brother Duncan, that means he'll be receiving a one-time bonus check of \$6900.

The Early Normal Pension Supplement Program works as follows. A Seafarer who puts in at least two full years (730 days) of seetime after qualifying for an

Early Normal Pension (20 years seetime at age 55) is eligible for the Pension Supplement (12 times the monthly pension benefit).

Seafarer Duncan was born in Russia where his father was on assignment for a British newspaper in 1916. The family returned to England where Duncan shipped out for the first time at the age of 15 as a member of England's National Union of Seamen. Duncan's first SIU ship dropped anchor in the port of New Orleans in 1944, and so did he.

Though retirement may change his activities, it doesn't look like Pensioner Duncan plans to slow down any. "I've got a house with a half acre of land outside the city limits in Slidell, La.," Duncan said. "I've got a lot of work to do there. And I'm going to catch up on my fishing."

The SIU is proud to call Brother George Duncan one of our own. We wish him good health and happiness in his well-deserved retirement. And we hope the fishin's good.

NMC Opposes Subsidies for U.S. Ships Built Foreign

The conference room of the House Merchant Marine Subcommittee has recently been the site of a great deal of activity. The Subcommittee is in the process of conducting an extensive series of hearings on legislation sponsored by Congressmen Murphy (D-NY) and McCloskey (R-Cal).

The legislation, entitled the

'Omnibus Bill'

Maritime Omnibus Bill because of its comprehensive nature, would completely reorganize the structure of the American maritime industry.

Attention has for the most part focused on Title III of the Bill. If left unchanged and passed into law, Title III would radically alter this country's promotional policies, especially in regard to subsidies, reflagging and shipbuilding.

Representatives from labor, management and government have appeared before the Subcommittee to express their displeasure over certain aspects of the legislative program put forth in Title III.

Some have gone so far as to say that passage of the Omnibus Bill, as it now stands, would cripple our domestic shipbuilding industry.

The most controversial provision of the bill is the one which would grant Operating Differential Subsidies to U.S. registered vessels built in foreign yards.

Al Muskin, executive director of

the American Maritime Association, urged the Subcommittee to be "cautious and guarded" in moving towards enacting some of the new approaches outlined in the Bill.

Mr. Maskin noted that since 1970, subsidies have accounted for over half the revenues generated in American shipyards for new merchant ship construction. Were these subsidies to be abolished or severely weakened, Mr. Maskin doubts that American operators would choose to build their vessels in the United States.

James Amoss, president of the National Maritime Council, has also appeared before the Subcommittee to present his organization's preliminary views on Title III.

Mr. Amoss stated that "while some provisions of Title III appear to be constructive, they are far out-weighted by the harm that most of the provisions inflict on U.S. vessel operators and shipyards."

He projects that one-half to two-thirds of the remaining twelve shipyards in this country will close if two things happen: this legislation is enacted without change; and remedial action is not taken to help keep the shipyards open.

The National Maritime Council is a non-profit organization formed by maritime labor and management to encourage the development of a strong and healthy merchant marine. The SIU has been an active participant in the NMC since its inception following the passage of

the Merchant Marine Act of 1970.

Like his counterparts in labor and management, Samuel B. Nemirow, the newly appointed Assistant Secretary of Commerce for Maritime Affairs, has expressed serious reservations concerning many of the provisions found in the Omnibus Bill.

In his testimony before the Subcommittee, Mr. Nemirow predicted that many of the proposed changes in law would bring hard times for U.S. shipbuilders and "create a stultifying regulatory environment for the shipbuilding industry."

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(Application is in this issue of the Log.)

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1979

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

Time is running out for this session of the 96th Congress. There is a flurry of activity on Capitol Hill as committees push to get legislation firmed up for floor action by the full House and Senate. These committee sessions are called "mark-ups". What that means is that the various House and Senate committees are putting the final touches, and agreeing to compromise language, on their bills so that they can be reported out to the full Congress for final action.

As we swing into the final month before the expected December recess, here are some of the "maritime bills" that are awaiting action:

Hazardous Wastes

The Environmental Pollution Subcommittee, and the Resources Protection Subcommittee of the Senate Environment Committee has scheduled mark-up on Oct. 25 of three bills dealing with the dumping or disposition of "hazardous wastes." The three bills are S. 1480, S. 1325 and S. 1341.

FMC Jurisdiction

The Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee will hold a hearing Oct. 30 on legislation to give the Federal Maritime Commission jurisdiction over complaints against shippers, consignors and consignees. The bill is H.R. 1715.

Alaska Lands

Late this month, the Senate Energy and Natural Resources Committee will mark-up S. 9 and other related bills dealing with the use of Alaska lands for wilderness preservation as opposed to exploration and exploitation of mineral resources.

Obsolete Vessel Sales

The Merchant Marine Subcommittee of the House Committee on Merchant Marine and Fisheries will hold a hearing on H.R. 4088 which deals with the sale and disposition of obsolete vessels.

Railroad Deregulation

The Transportation and Commerce Subcommittee of the House Interstate and Foreign Commerce Committee will continue hearings on railroad deregulation. We are watching this closely, because of the severe implications that could arise to harm the inland waterways industry if the railroads are totally deregulated and allowed to manipulate rates.

Coastal Zone Management

The Oceanography Subcommittee of the House Merchant Marine and Fisheries Committee will continue oversight hearings on the Coastal Zone Management Program. The so-called "oversight" hearings mean that the committee is taking a look at how well the program which it enacted is actually working.

Water Projects Authorization

The Water Resources Subcommittee of the Senate Environment and Public Works Committee is scheduled to mark-up S.703 Water Projects Authorization (the Administration's cost-sharing proposal for the inland rivers), and S. 1241, the Domenici-Moynihan Water Projects financing reform. Both of these bills have to do with assessing taxes or levies on users of the inland waterways.

Stewards in Recertification Program Get a First-Hand Look at SIU Political Action, Legislative Role



The first group of SIU Stewards in the Union's recertification program came to Washington earlier this month for a first-hand look at the SIU's political action and legislative programs. The Washington visit is a part of the overall eight-week program to upgrade the professional skills of the seagoing stewards, and to help them to become more effective union representatives at sea.

While they were in the nation's capital, the SIU Stewards visited the Transportation Institute, and the AFL-CIO Maritime Trades Department where they were given an in-depth briefing on the SIU's legislative activities in Washington. Later in the day, they toured the Capitol and met with

Congressman Jack Edwards, a Republican from Mobile, Ala. Two members of the group, Herbert Soybes and Alfred Bodie, are from Congressman Edwards' district. Another member of the group, Darrell Chafin, also met his Congressman, Rep. Charles Whitely (D-N.C.).

During their tour of Congress, the group paused to take a photo on the steps of the Capitol. Pictured are SIU Stewards Alfred Bodie, Darrell Chafin, Paul Franco, Jim Golder, James Higgins and Tom Uliese. With the Stewards are Betty Rocker, SIU Washington legislative representative, and Don Nolan, Steward Department Vocational Instructor from the Harry Lundeberg School in Piney Point, MD.

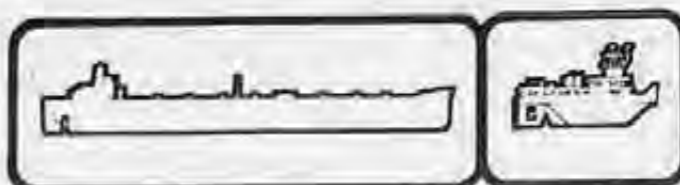
SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record.

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.

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President Carter Signs Bill To Bar Export of Alaska Oil

On Sept. 29, President Carter signed the Export Administration Act of 1979—which included an effective ban on the export of American crude oil from the North Slope of Alaska.

The signing culminated a long struggle by the SIU and other groups to block the efforts of the multi-national oil industry to set up a complicated oil swapping arrangement which would worsen the oil industry's stranglehold on American consumers—and

would have killed many hundreds of seagoing jobs for American seafarers.

The House passed the measure Sept. 25. However, an effort was made to tack on an amendment to the bill which would have substantially weakened the export restrictions on Alaskan oil.

In arguing forcefully against the amendment, Congressman Stewart McKinney (R-Conn.)—who was the original sponsor of the section of the bill which prohibits

exportation of Alaska oil—said that any of these efforts to ship American oil overseas “negates the entire purpose of building the trans-Alaska pipeline, and would run counter to our efforts to reduce reliance on foreign oil.”

(SEE A SPECIAL SUPPLEMENT ON THE ALASKA OIL VICTORY IN THIS ISSUE OF THE LOG.)

U.S. and Soviet Union Agree on New Rates For Grain Shipments

The United States and the U.S.S.R. have agreed to a new freight rate formula for U.S.-flag vessels carrying grain to the Soviet Union. Announcement of the new freight formula came from Samuel Nemirow, Assistant Secretary of Commerce for Maritime Affairs, who headed the nation's negotiating team. His announcement came at the close of meetings between representatives of the U.S. and Russia which took place in Moscow Sept. 25 to Oct. 1.

Mr. Nemirow said: “The new formula is based upon current international charter market conditions and is designed to be flexible and responsive to changing market conditions.”

During the meetings in Moscow, the two countries' representatives also reviewed the carriage of liner and bulk cargoes by both U.S. and Russian fleets during the past year “to ensure that both were in compliance with the agreement entered into in 1975.”

Mr. Nemirow said he was “satisfied with the business-like approach taken by both sides in arriving at the new arrangement, and expressed hope that it would result in greater participation of U.S.-flag ships in the trade.”

U.S. Deep-Sea Fleet Shrinks But Overall Tonnage Rises

The privately-owned, deep-draft fleet of the U.S. Merchant Marine climbed to a new record tonnage—22.9 million deadweight tons—last month, but also showed a continued decline in the number of ships in the U.S. merchant fleet.

According to the monthly report of the U.S. Maritime Administration, the number of merchant ships in the U.S. fleet declined by 13 vessels over the past year, while the overall tonnage of the fleet increased by 1.6 million deadweight tons.

As of Sept. 1, the active privately owned fleet totaled a combined capacity of 21.7 million deadweight tons.

The report also revealed that 52 merchant ships totaling nearly 2.6 million tons were under construction or on order in private American shipyards on Sept. 1. These new vessels include ten tankers, nine liquefied natural gas (LNG) carriers, twelve intermodal vessels, eleven dry-bulk carriers, three cargo break-bulk ships, and seven special-type vessels.

Northern Tier Pipeline OK'd By Interior

Department of Interior Secretary Cecil Andrus this month endorsed the Northern Tier Pipeline Co. proposal as the best of four competing plans to move excess Alaskan crude oil eastward from the West Coast.

The \$1.2 billion Northern Tier proposal calls for construction of a 1,491 mile pipeline from Port Angeles, Wash. to Clearbrook, Minn. where it would connect with existing pipelines. The proposed pipeline system would bring 709,000 barrels of oil per day to the northern plains and upper Midwest.

Importantly for American seafarers, the proposed Port Angeles site for the beginning on the pipeline would insure that U.S.-flag ships would carry the oil from Valdez to the California port.

President Carter will have to make a final decision on the various pipeline proposals before Jan. 1, 1980.

Patton Named to Head Maritime Subsidy Board

Robert J. Patton, Jr. has been appointed to head the Maritime Board of the U.S. Maritime Administration. The appointment was made by Samuel Nemirow, Assistant Secretary of Commerce for Maritime Affairs.

Patton began his Federal career in 1970 when he joined the Maritime Administration as an attorney advisor. He replaces James Dawson Jr., who recently retired.

Juanita Kreps Resigns As Commerce Secretary

The first woman to hold the cabinet post of Secretary of Commerce has resigned. Juanita Kreps, who has held the post since January 1977, cited “personal reasons” for her departure. Her resignation is effective Oct. 31.

The Department of Commerce is one of the more important agencies of the government which directly affects the well-being of the U.S. merchant marine. Within the Commerce Department is the U.S. Maritime Administration which is charged with the responsibility of promoting American-flag shipping.


No replacement for Mrs. Kreps has been announced by the President, although Luther Hodges Jr., an Assistant Secretary of Commerce, is considered a likely choice.

Schedule Hearings On Maritime Bill

The chairman of the House Merchant Marine Committee, John Murphy (D-NY), announced another round of hearings on the “Omnibus Maritime Bill.”

Scheduled to testify are representatives of the Department of Commerce, Department of Navy, the Federal Maritime Commission, and the Shipbuilders' Council of America. Sea-Land representatives will also offer their opinions and recommendations on the legislation.

Further hearings are expected before the bill is ready for action by the full Congress.



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SIU Crews Tug Cape Romain in Baltimore

THE newest addition to the 26 tug fleet of SIU-contracted Curtis Bay Towing Company, the *Cape Romain*, was officially welcomed to Baltimore Harbor on Oct. 11 at the city's World Trade Center.

The *Cape Romain* like all the other tugs in Curtis Bay's fleet is named for a cape somewhere on the east coast.

The *Cape Romain*, although capable of performing deep-sea towing jobs, is specifically designed to do harbor work, particularly ship-docking and undocking. Her low, set-back pilot house allows her much maneuverability when handling today's modern container vessels.

The 105 foot long tug is powered by two 12 cylinder General Motors engines capable of putting out 1650 horsepower each. The pilot house boasts a large array of modern electronic gear including radar, gyro compass, auto pilot, fathometer, two VHF radios and a single side band radio for long distance communication.

The *Cape Romain's* skipper is Capt. N. Pokrywka who has been with Curtis Bay since 1946 and has been a member of the SIU



It was "open house" on the tug *Cape Romain* as the vessel tied up near Baltimore's World Trade Center in the city's inner harbor. Invited guests of the Curtis Bay Towing Company were allowed to tour the sleek new vessel and later were treated to a buffet luncheon, high above the city on the Trade Center's 21st floor.

since the Union organized the company in 1957. Capt. Pokrywka has already had the tug out on a few harbor jobs and says, "she handles beautifully... better than any other boat so far."

The skipper was also pleased with the boat's "excellent new

crew quarters," which are "both heated and air conditioned." The tug's crew will each have their own room when the tug is on harbor assignments.

The vessel has a well equipped modern galley featuring all stainless steel equipment. The dining area is finished with wood

panelling to add to the attractive interior.

The *Cape Romain* is fitted with the most advanced anti-pollution devices in its fuel and sanitary systems, and is classed with the American Bureau of Shipping as Maltese Cross A-1 Ocean Towing Service.



The *Cape Romain's* crew managed to get free for a moment to pose for this photo; they are from l. to r.: Chief Mate Don Kirk; Captain N. Pokrywka; Engineer Russell Harris and Deckhands Mike Smith and Edward Furman



Captain Pokrywka stands proudly at the helm of the newest tug on the Chesapeake.

Farm Workers Continue Boycott of Non Union Iceberg Lettuce

The boycott called by the United Farm Workers against United Brands and West Coast Farms has ended. But an international boycott on all non-union iceberg lettuce still continues.

The settlement of a contract with Sun Harvest brought to an end the boycott against United Brands, which is the firm's parent company. Sun Harvest is the largest California lettuce grower. The UFW came to

an agreement with West Coast Farms five days before the Sun Harvest settlement.

Strikes and boycotts against 11 California lettuce growers began early this year. They started after UFW contracts expired at the end of 1978 and the growers refused to give what the union felt was a fair wage increase.

In the months that followed, the strike has been marked by violence

against the farm workers. One UFW striker was murdered in a lettuce field when he tried to talk to strikebreakers.

Charges against the three foremen accused of the shooting of 27-year old Rufino Contreras were later dropped on the grounds of "insufficient evidence." The UFW says that farm worker eyewitnesses to the shooting were never called to testify.

One of the main focuses of the

boycott now will be iceberg lettuce produced by Bruce Church, Inc. and marketed under the Red Coach label. Bruce Church is the second largest of the 11 growers originally struck by the UFW.

The AFL-CIO and the SIU are in full support of the United Farm Workers boycott. The SIU urges all its members to give their brother union workers in the fields their strong backing.

Naive Young Seamen Rot in Foreign Jails

THE list of naive young American seamen who get busted overseas on narcotics charges is growing every month.

Just this month, three young seamen were arrested in Peru on

DRUGS

drug charges. Their minimum sentence will probably be two years in jail.

Other recent cases include two American seamen sentenced to 16 months in jail in Okinawa on drug related charges, and two others sentenced to 18 months in Greece.

There are a lot of other American seamen who thought they could make an easy score rotting away for much longer sentences in places like Colombia, Mexico, Turkey and numerous other countries in Europe and South America.

Let's not leave out the seamen who get bagged by U.S. Customs and are now doing time in American prisons.

Barring the fact that drugs are bad for your general health, the sale, purchase or possession of drugs—like marijuana, hashish, cocaine, etc.—is illegal. In some countries it's very illegal and the penalties are very stiff.

If you are caught trying to smuggle drugs in a foreign port—and the chances are good that you will—you are going to jail.

Jail in places like Colombia and Mexico and so many other foreign countries is a lot more hazardous to your health than smoking a joint or snorting cocaine.

First of all, the simple fact that you are American is two strikes against you when you are arrested overseas.

Secondly, there are undercover narcotics agents all over the docks in foreign ports, (American ports, too).

When your ship comes into port, you can be damn sure the vessel and the crew's movements are under surveillance.

In addition, Interpol has a sophisticated information bank on known or suspected drug dealers. So, if you are seen with someone ashore who is under surveillance, you are as good as in jail.

Another thing to consider is that if you make a score ashore from someone not being watched, the chances are good that this person is going to finger you to the authorities for a price.

The sale of drugs is big business and a nasty business. And there are a lot of young seamen—



some dead and some growing old in a foul smelling cell—who thought that all the stories about the drug business were just hype, and that they were too smart or too tough to get taken.

Don't forget! Even if you make a score overseas, you must deal with U.S. Customs when you get into an American port.

Customs agents are pros. They

know where to look on a ship and what to look for. They have specially trained dogs to help them sniff out drugs of any form.

So, if you entertain any ideas of getting rich quick by making an easy score in a foreign port, *get smart!*

Throw away these naive ideas before someone else throws away the key.

MTD Mustering Support for Northern Tier Pipeline

Acting on the advice of the AFL-CIO Maritime Trades Dept. and the National Governors Assn., Interior Secretary Cecil D. Andrus has come out in favor of an all-American pipeline system to transport Alaskan crude from Port Angeles, Wash. to the mid-Western United States.

In a letter to President Carter dated Oct. 15, Andrus recommended that the President okay the 1,491 mile Northern Tier Pipeline system over three competing alternatives involving Canadian routes. Carter has 60 days to forward his decision to Congress.

The MTD, made up of 42 national and international AFL-CIO unions led by SIU President Paul Hall, strongly endorsed the Northern Tier alternative because it would generate thousands of jobs for American workers.

Construction of a superport in or near Port Angeles, Wash., to receive tankers bringing oil down from Valdez would create jobs for seamen as well as in construction and other shoreside industries.

In addition, the Northern Tier system calls for close to 1500 miles of new pipeline to be laid from Port Angeles to Clearbrook, Minn.,

linking up with existing pipelines along the way. Crossing through five states, the \$1.23 billion network will be able to move 709,000 barrels of oil a day.

With a projected start-to-finish construction schedule of 12-18 months, the MTD estimated "an average of 4,260 pipeline construction personnel will be employed."

MTD Executive Secretary-Treasurer Jean Ingrao noted several other compelling reasons for selection of the Northern Tier Pipeline proposal in a letter to Interior Secretary Andrus.

The Northern Tier Pipeline, Mrs. Ingrao wrote, "is located wholly within U.S. borders providing maximum control over our domestic energy supplies...and subject only to the U.S. permit process."

Though Andrus endorsed the Northern Tier project his recommendation was less than enthusiastic and the project is still far from home free.

In his letter to the President, Andrus advised Carter to "revoke approval" of the Northern Tier alternative within a year if enough private financial support isn't drummed up at that time. In that

event, Andrus said approval should be shifted to the part-Canadian Trans-Mountain Oil Pipeline, backed by the government of Canada.

Another source of delay could be the controversy over the Port Angeles, Wash., site chosen for the tanker port. There's some opposition to the site on environmental grounds and Andrus urged Carter to base his approval of the Northern Tier project on relocation of the

port.

The MTD and other advocates of the Northern Tier route feel the project is the best possible alternative for the American people. "It is an environmentally acceptable project," MTD Secretary-Treasurer Ingrao wrote. And because it's a 100 percent U.S. system it will provide the maximum number of job opportunities for U.S. workers with the minimum amount of delay and cost.

Personals

Will the following ex crewmembers of the SS *Ponce*, December, 1978, please contact Red Campbell at Headquarters as soon as possible—Michael C. Guerlin, Thomas R. Glenn, Otis E. Buffington, Anthony C. Aronica, Thomas E. Driggers.

Jack E. Gervais

Important that you contact your mother, as soon as possible.

Will the lawyers of Ronnie Shelton, Messman on SS *Robert E. Lee*, December, 1976 please contact Alex Thibodeau at 209 Citrus Road, River Ridge, La.

Charles Spence

Please contact the editor of the *Log* at 499-6600 Ext. 242.

Personals

Terry Gelfrin (AB)

Please contact David Goyette, General Delivery, La Plate, Md. 20646, or call 301-934-8714.

James Ahearn—Norman Maker

Please contact, Walter H. Stovall, 4635 Oakley Court, Cleveland, Ohio, 44102, tel. no. 216-631-7476.

Lorenzo Pettus

Your sister Yvonne Wade would like you to call home.

William McMorrow Brown

Harold Forsyth asks that you call him at 304-765-2524 concerning coal in West Virginia.

S-L Finance Crew Rescue Koreans From Sinking Ship

THE successful rescue efforts by crewmembers of the SIU-contracted *SS Sea-land Finance* of the crew of a sinking ship have been lauded as being in the "finest tradition of the sea."

It all began in the early morning hours of Sept. 27th, when the *Sea-land Finance* received an SOS signal from the Panamanian-registered *MV Genciano*, about 125 miles northwest of Okinawa.

A position check indicated the *Finance* was about 35 miles away. Capt. Robert Sutter ordered a change in course and the speed raised. This was in spite of a wind amounting to a 'Force 8' gale, with very rough seas and a heavy swell. The high wind and seas were the remnants of "Typhoon Owen" which had passed the area shortly before.

Two hours after receiving the SOS, the *Finance* made visual contact with the sinking ship. The *Genciano* was down by the head, with a port list of more than 10 degrees.

Meanwhile, as the *Finance* sped to the scene, crewmembers were busy preparing for the rescue. Extra lookouts were posted, while the deck crew, under the direction of Bosun



The ship's committee on the *Sea-Land Finance* pause at payoff in Seattle for a photo. L to r—Gus Skendelas, Chief Steward; Sam Hacker, Chief Electrician; J. Kouradas, Engine delegate; Jim Pulliam, Jr., Bosun and Chairman; Frank Pappone, Steward delegate and Jack Long, Deck delegate. At extreme right is Representative Steve Troy.

James Pulliam, Jr., were rigging ladders, lines and nets over the side. The emergency squad was standing by, gear at the ready, if it became necessary to lower the emergency boat.

Members of the Engine Department, under the guidance of Chief Electrician Sam Hacker, prepared storm oil for possible dispersal in the heavy seas. Chief Steward Gus Skendelas led his Steward depart-

ment in preparing for arrival of survivors. They made coffee, got out all the extra blankets and made provisions for quartering extra people.

As the *Finance* approached the *Genciano* slowly, making a lee in the heavy seas, the Captain of the *Genciano* prepared his lifeboat for lowering. The lifeboat was lowered and the 23 Korean seamen began their trip to the *Finance*. It came

alongside, and although the *Finance* rolled heavily in the swell, the *Genciano* crew members were taken aboard, with only one of them injured.

Two hours after the sinking ship was first sighted, its empty lifeboat was cast off and the *Finance* headed for Kaohsiung, Taiwan with the survivors aboard. Aerial observation later established that the *Genciano* had sunk.

Once in port, the ship received a congratulatory message from the Executive Vice President of Sea-land, who said, "Congratulations to you and all hands for your excellent performance and successful sea rescue involving the *Genciano*. We are very proud of your distinguished efforts in the best traditions of our industry."

In addition, Chief Mate Donald S. Moir praised the crew in his own way. In a letter to SIU Vice President Frank Drozak, Moir said in part, "The entire crew takes pride in this ship. It is the cleanest and best run ship I've had the pleasure of working on. But the SIU crew showed their true colors when it came time to help fellow seafarers in need. It is a pleasure to be associated with such a fine crew."

Passenger Ship Bill a Step Closer to Final Enactment

Legislation which would permit five passenger ships to return to active U.S. flag service has been reported out of the House Committee on Merchant Marine and Fisheries.

The bill, H.R. 5427, was introduced by Rep. John Murphy (D-N.Y.) in order to clarify certain

provisions of the Merchant Marine Acts of 1920 and 1936, and waive them if they were found to block efforts to revive the passenger ship trade.

If enacted, H.R. 5427 is expected to provide badly needed jobs for American workers employed in various segments of the maritime industry: at sea, in the shipyards, and in allied and supportive industries.

The legislation is expected to reach the floor of the House within a very short period. Chances for its passage appear to be quite good, though there are one or two obstacles that still need to be overcome.

The interpretation of an amendment offered by Rep. McCloskey (R-Calif.) and adopted by the Committee remains in question. The amendment would give the five passenger ships the right to carry "incidental cargo." There is some uncertainty as to the scope of the term "incidental"; whether it refers merely to luggage or to something more extensive.

The five ships that would be returned to service include the *Independence*, the *Santa Rosa*, the *United States*, the *Mariposa*, and the *Monterey*.

The Senate passed a similar bill, S. 1281, on September 6. The Senate bill did not, however, make mention of either the *Monterey* or the *Mariposa*.

SAB on Shortage

As reported at October 1979 membership meetings the Seafarers Appeals Board (SAB) passed a temporary action to help alleviate the lack of a sufficient number of green ticket ABs.

The SAB pointed out that there is a critical shortage of green ticket ABs in the SIU Atlantic and Gulf District. However, on the West Coast there are a number of under-employed green ticket ABs in the SIUNA-affiliated Sailors Union of the Pacific.

Therefore, the Board ruled that, for a period of six months, this group of SUP members and others could be used when no qualified member is available in the Atlantic and Gulf District.

A six month limit was put on the ruling since a substantial number of A&G blue ticket ABs are expected to get their green tickets by then.

This ruling will therefore end on Apr. 30, 1980. It is, however, subject to extension. But that extension must not be for longer than six months.

2nd Bosun Recert. Class Grads



SIU Representative Bob Stevens (second row, far right), stands in front of Union Headquarters with 11 of the 12 Seafarers who graduated from the second class to be held this year of the Bosun Recertification Program. In the first row, from left, are: Jose A. Martinez; Ruel Lawrence; Gary L. Hoover; Freddie Goethe; William Davis, and Dutch Keeffer. In the second row, from left, are: Ted Densmore; Theodore K. Gailocs; Doyle Ellette, and Stevens. In the third row are Vic Ardowski (left), and Felix R. Bonfont. Not in the photo is the twelfth graduate, Richard Daly.

The Transportation Institute Scholarship Program



A very essential part of the program is for the students to share their knowledge and show trainees how to be deckhands on barges. Paul Myers tightens a ratchet connecting two barges.

Terrence Bader and a trainee work to form a tow of barges. Personal contact with the HLS trainees familiarizes the towboat operators with their new responsibilities of managing a crew.



After learning navigational skills in the classroom, student Stanley Dong observes the operations in the wheelhouse before actually taking over the wheel.

To be a towboat operator is the dream of many boatmen. The Transportation Institute Towboat Operator Scholarship program can make this dream a reality. It is now a reality for another group of professional boatmen. These boatmen were able to advance their careers because of the scholarship program and they can now work in the maritime industry as licensed towboat operators.

The license that these boatmen have acquired is backed up with boathandling knowledge and skills. Because of these skills, the boatmen have confidence in their abilities. They are qualified and capable of working efficiently on the waterways.

The twelve-week program has been in existence for over a year. So far, more than 100 boatmen have successfully completed the course.

To help boatmen take advantage of this opportunity, the scholarship winners get 125 dollars each week in addition to the free tuition, room, board and books while enrolled in the program.

The reasons for the success of the program are simple. The students in the course are receiving the finest instruction available from dedicated professionals. The environment and training facilities at HLS provide an ideal location for practical instruction on the training vessels.

The opportunities in the towing industry are growing. Because of the Transportation Institute Towboat Operator Scholarship program, more boatmen can advance their careers and attain goals of which they had only dreamed.

The tools of your trade

Learn to make them work for you

... Apply now for the Transportation Institute Towboat Operator Scholarship

- Special three-month curriculum offered only at the Harry Lundeberg School
- Room, Board and Books Free
- Tuition free
- Weekly stipend of \$125
- Time spent in on-the-job training is Coast Guard approved as the equivalent of required wheelhouse time
- Day-for-day work time credit for HLS Entry Graduates

To apply, see your SIU Representative.



Jimmie Givens demonstrates proper line handling to two students in the basic vocational program at HLS.













Phil Ryan maneuvers the pushboat and barges. Students in the towboat operator program practice boathandling skills with the barges used for basic vocational education at HLS.

Continuing To Train Towboat Operators

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

 Edward Dwyer	 David Coleman		
 Jimmie Givens	 Gary Wilkins	 Terrence Bader	 Stanley Dong
 Paul Myers	 David Tusson	 John Richardson	 Philip Ryan

LETTERS



TO THE EDITOR

Grieves Loss of Brother Member

I read with deep sorrow of the death of my friend and brother member, Angel Rios, in the Final Departures page of the *Log*. He was a great chef, and he was a man proud of his Union. As a pensioner I have been out of touch with my old shipmates. So I hope this letter will convey my deepest condolences to his family.

Fraternally,
Jose Castro
W. Covi. Calif.

Thanks to George Walton Crew

Much thanks to each and every member of the *George Walton* crew for the money they collected for me. You will never know how much I appreciate it. It helped me so much in going back and forth to see my late son, Thomas, in Boston. God will bless each of you in a special way for your kindness.

My son, Thomas Alvin McNeil, joined the SIU in 1960 and sailed as a steward. He is survived by his mother, Esther; brothers, Grady and George; sister, Gladys; nieces, nephews and other relatives.

Sincerely,
Esther McNeil
Mobile, Ala.

Helped in Time of Need

I want to thank the SIU and the Seafarers Welfare Plan for the efficient way they handled the hospital claim for my wife when she suffered a heart attack.

I am thankful for a wonderful Union which helped in time of my greatest need.

Fraternally,
John Christopher, Retired
La Mesa, Calif.

A Faithful Reader

I have been reading the *Log* for the past 15 years and I just can't wait until the first of each month to get it.

I loved the sea and I loved the SIU. It is one helluva fine Union. I used to ship out of Baltimore. I only wish I could have stayed at sea, but I have heart trouble and had to stop shipping.

I want all the world to know that the SIU is supreme and the members who make up this great union are a fine group of Union brothers.

Brother forever,
Harry Cochran
Dawson, Pa.

He Believed in Union

I want to thank each and every one of the people at the Union who so graciously helped me out when my husband James "Pat" Conley passed away Aug. 15, 1979 of cancer.

He was a strong union man and really believed in it. He was never disappointed by his Union.

My deepest regards to the SIU and all my husband's Seafarer friends he accumulated over the years. He spoke of them so much. Again, regards to all from his family; wife, Rose; daughter, Nancy, and granddaughter, Rozanne.

Sincerely,
Rose Conley
Long Beach, Calif.

Crew Response Admirable

At approximately 0850 Aug. 7, 1979, lightning struck a storage tank directly ahead of our vessel, the *SS Cove Engineer*, about 500 yards off, igniting same.

I was returning to the ship having completed a phone call to the home office.

Cargo loading operations were stopped, general alarm was sounded and ullage caps were secured.

The crew's response was admirable. We got underway in good time. The crew should be commended. The SIU, MEBA, AMO can take pride in the way the crew acted.

Vito Adamo, Master
SS Cove Engineer

Scholarship Winner to Be M.D.

I would like to express my sincere thanks at this time for the scholarship that was awarded to me last year. This scholarship is helping to finance my college tuition.

Last year and for the next three years I am attending Eastern Mennonite College in Harrisonburg, Va. I am enrolled in the pre-medical program and I am majoring in biology and chemistry. A few classes I had this year were General Chemistry, Human Biology, Lifesaving, and a course in Humanities. Most of my professors in the biology and chemistry courses are at the peak of their teaching careers, with about thirteen years of teaching behind them. They are highly qualified and able to assist students.

Next year at college I will have such courses as Microbiology, Calculus, and Organic Chemistry. I look forward to next year with anticipation since I enjoy college and the classes I am taking.

For the summer, I worked at a Biological Supply Farm, where I handled both live and preserved animals. It was good to have a summer job such as this because it dealt with the sciences and might help with medical school.

Again, I'd sincerely like to express my thanks and appreciation to the trustees and the Seafarers Welfare Plan for selecting me as one of the 1978 scholarship awardees.

I would like to encourage other students to strive their hardest in high school and persevere even though it seems hopeless at times. Accomplishing a hard task, having purpose, gives one a feeling of satisfaction which in itself is a reward.

Yours truly,
Sigmund Seiler
Blenheim, N.J.

Archaic 'Free-Trade' Policy Choking U.S. Fleet

IF the last quarter century in America was characterized by abundance, the coming decades promise to be marked by scarcity. Americans are already feeling squeezed by the soaring prices of food, fuel and housing. And constant warnings that we must cut back, conserve, tighten our belts means everyone must come up with new policies to deal with what lies ahead.

But while the nation looks towards and prepares for the changes of the 21st century, our trade policies lag 200 years behind.

America is still operating under a 19th century code of free market concepts which is choking the life out of the U.S. merchant marine.

In the U.S. we believe that everybody has an equal chance to compete in an open marketplace. Our economic policy is based on the principle of laissez-faire: government should interfere as little as possible in the direction of economic affairs.

There are some areas of economic activity where competition and free trade may still exist. But international shipping is not one of them. Nor are the U.S. textile, shoe, electronics or steel industries.

Hundreds of thousands of American workers have lost their jobs because everything from textiles to televisions, from sneakers to steel is now produced abroad by a non-union, underpaid labor force and dumped on the U.S. market.

Under the catch phrase "free trade" we've allowed foreign goods of every description to

flood the American marketplace. And our tax laws allow, even encourage, American industry to pack up and move their production lines overseas.

Dated policies and misguided principles of free trade have also crippled the once-mighty U.S. merchant marine.

Thirty years ago, the American

merchant fleet was 4800 strong, well able to fill the nation's needs during peacetime and to act as a capable, military auxiliary in times of national emergency.

Today the ships flying our nation's flag number fewer than 600. And that fleet carries only a paltry five percent of the U.S. foreign trade.

No other major shipping power has handed over 95 percent of their cargo to third flag fleets. The Soviet Union currently carries 55 percent of their foreign trade. Great Britain and France carry 34 percent each. And the Japanese make sure 44 percent of their imports and exports are moved on Japanese ships.

None of these countries encourage free and open competition for their cargoes. If they did, none of them would have a single ship on the high seas.

Instead, most shipping powers rely on arrangements such as bilateral trade agreements which allow them to guarantee their fleets enough cargo to survive.

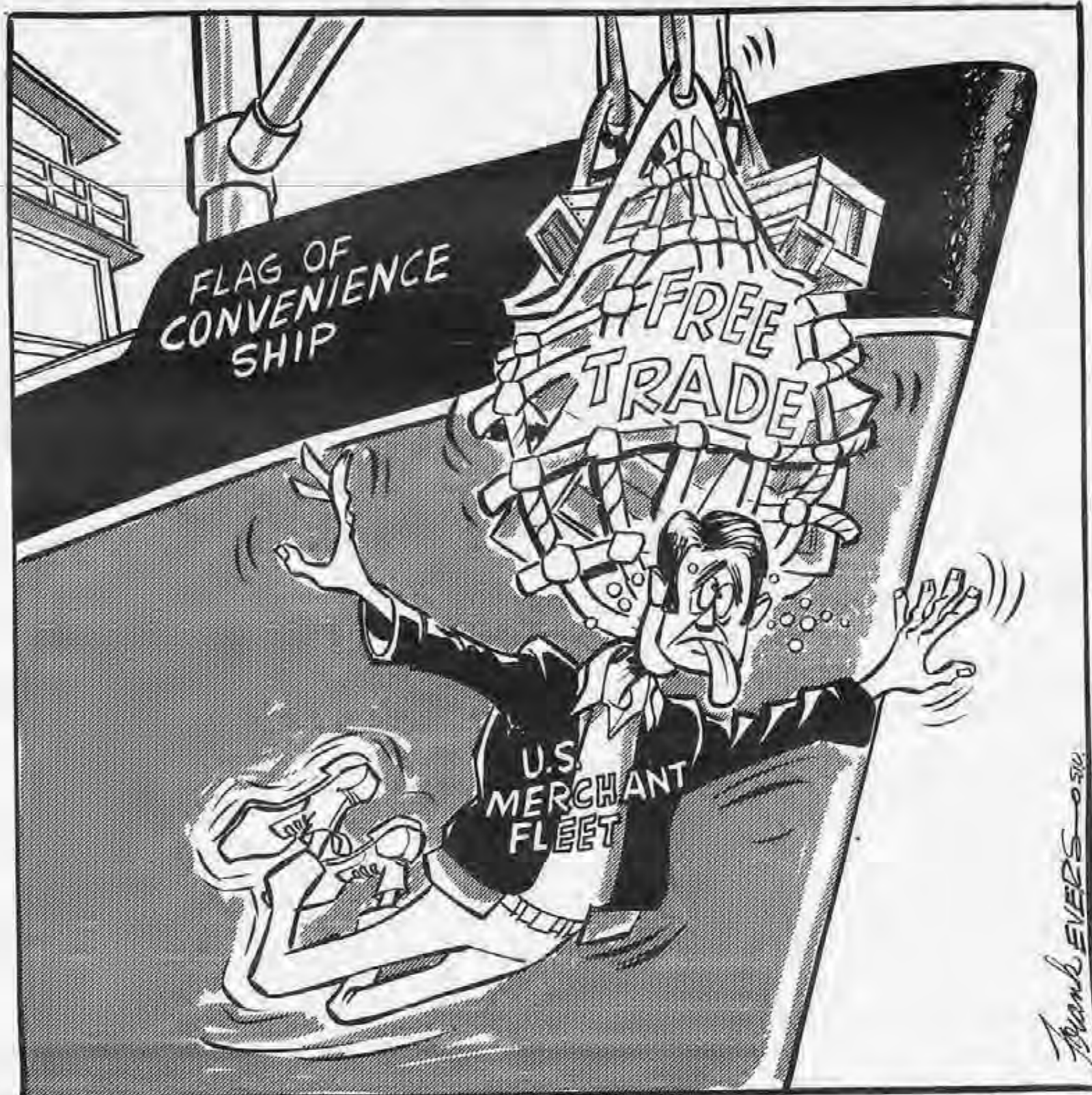
While we've tested bilateralism and found it workable, bilateral trading pacts are the exception to U.S. policy, not the rule.

Our trade pact with the Soviet Union governing the wheat deal and our arrangement with Argentina on government cargoes are examples. In both cases, the shipping agreements state that a specific percentage of the trade is guaranteed to the fleets of the two countries involved. Whatever is left over is bid upon by third flag operators.

Our trading arrangements with Brazil are wholly bilateral because that's the only way Brazil trades. As a result of that agreement our share of the U.S./Brazilian trade has jumped from 25 to 40 percent.

Though the figures speak for themselves, the conclusions of a recent study by the U.S. Maritime Administration back them up. Bilateral shipping agreements, the Marad study said, are "a viable option for U.S. policy makers."

We think such agreements are more than a viable option; we think they're a necessity. Unless the U.S. begins realizing that the trading practices of the last century have no place in today's world, we may find ourselves entering the next century with no national fleet at all.



LOG

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At Sea & Ashore

SS Sugar Islander

The bulk carrier *SS Sugar Islander* (Pacific Gulf Marine) from an East or Gulf Coast port on Nov. 7 will carry 26,500 long tons of grain to Haifa-Ashdod, Israel.

Mobile

Waterman Steamship Co. here early this month bought 88 LASH lighters for \$3,184,016 from MARAD. The lighters came from the bankrupt Pacific Far East Lines.

Houston

An LNG terminal will be built with Government approval at Port O'Connor, Tex. in Matagorda Bay by El Paso and Peoples Gas Cos. This would be the first LNG facility in the Gulf and Texas.

When completed, 12 LNG ships each would deliver 2.6 million cubic feet of LNG to the terminal.

The operating depot will be able to hold 3 billion cubic feet of LNG daily.

Galveston

The National Transportation Safety Board (NTSB) last month urged that deep-draft ships be prohibited from overtaking or passing one another at bends in the 800-foot wide Galveston Bay Entrance and Houston Ship Channels.

The bid came on the heels of the NTSB's probe of the crash there between the containership *SS Venture* (Sea-Land) and the loaded Danish tanker *ST Nelly Maersk* on Aug. 27, 1978.

Though there were no deaths nor injuries, damage to both vessels was put at \$1.4 million.

The crash happened after the *Nelly Maersk* made a steady left turn upbound into the narrow Galveston Inner Bar Channel at a bend as the overtaking *Sea-Land Venture* was closing to port. The bow of the *Venture* was crushed as it raked the port side and after deckhouse of the *Nelly Maersk*.

The crash sent the *Nelly Maersk* to ground into the left bank. The *Venture* veered to starboard to anchor.

The board said the probable cause of the mishap was "... the inaccurate evaluation of the closing rate and the late initiation of the rudder order by the pilot of the *Venture*..."

Previously, the ships' pilots had agreed that when the *Venture* neared the *Nelly Maersk*, she would maneuver to pass. The Danish vessel was to slow and give ample passing room. But when she turned left she lost headway speed which increased the closing speed of the two ships greatly.

Washington, D.C.

U.S. Secretary of Commerce Juanita M. Kreps, the first woman to hold the Cabinet post, resigned early this month for "personal reasons." She had held the post since Jan. 23, 1977.

On Nov. 1, she will resume her job as professor of economics at Duke University, Durham, N.C.

Since the Secretary of Commerce is engaged and is influential in maritime affairs, it is hoped that President Carter will appoint someone to the post who has the best interests of the maritime industry in mind.

Notice to Members On Shipping Procedure

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

- membership certificate
- 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 sail as entry ratings in only one department."

Sea-Land Finance

Seafarers aboard the S-L 7 containership *Sea-Land Finance* late last month had a hand in the successful rescue at sea of 23 Korean crewmembers of a Panamanian tanker before it sank in the East China Sea.

Picking up a May Day call distress or SOS (Save Our Ship) the 946-foot *S-L Finance* dashed 63 miles off course to pick up the crew of the foundering 373-foot *ST Genciano* Hamapa, Japan-bound in heavy seas 125 miles northwest of Okinawa, Japan.

The *S-L Finance* disembarked the rescued in Kaohsiung, Japan early this month.

Santo Domingo, D.R.

Sea-Land and Puerto Rico Marine (PRM) both aided Dominican Republic victims of Hurricanes David and Fredric last month.

Sea-Land gave \$25,000 to recover from the wreckage of Hurricane David and PRM shipped 136 barge-loads worth \$4 million worth of foodstuffs, clothing and drugs to the island republic free of charge to offset the wrath of Hurricane Frederic.

A lone crane at Sea-Land's Haina container port was destroyed in the hurricanes.

Port Everglades, Fla.

This port early this month got its first giant container crane—a \$2.6 million beauty—a 30 long-ton Paceco gantry model.

Sea-Land installed the crane for its four SL-18 containerships to use twice weekly.

Oakland, Calif.

American President Lines annual Fleet Safety Award went to its containerships *President McKinley*, *Polk* and *Van Buren* last year for logging more than 1 million crew hours with no lost time accidents.

A training safety film on the Heimlich Maneuver helped an officer and crewmember save the lives of two choking passengers.

This QMED can count on a great future.



He knows diesel engines . . . He's ready for the diesel-powered ships that are coming off the ways. He's got job security for today and tomorrow.

You can have it, too. Just take the diesel engines course for QMED's at HLS.

It starts November 26.

Fill out the application in this issue of the *Log* and mail it to HLS.

Sign up now!

Contact HLS or your SIU Representative.

Alaskan Oil Will Not Be Exported

Carter Signs Bill Reserving North Slope Crude for U.S. Use



Sen. Donald Riegle (D-Mich.) sponsored this important bill in the Senate.



Rep. Howard Wolpe (D-Mich.) was floor manager of the bill in the House.



Rep. Steward McKinney (R-Conn.) was a key supporter of the bill in the House.

IN a big victory for the energy needs of the American people, President Carter signed the Export Administration Act of 1979 into law Sept. 29, 1979. The bill effectively bans the export, sale or swap of Alaskan produced oil under any but the most critical emergency circumstances.

A broad coalition of consumer, public interest and labor groups, including the SIU waged a two-year fight in support of the legislation. The House passed the measure in September. The Senate had okayed it in July.

Carter's signature on PL 96-72 marked the ceremonial end to the battle and officially scuttled plans of the oil companies to export Alaskan oil to Japan.

The Alaskan oil amendments to the Export Administration Act of 1979, sponsored by **Sen. Don Riegle (D-MI)** in the Senate and **Rep. Howard Wolpe (D-MI)** in the House, bans the export or exchange of Alaskan crude except if:

- the export would not lessen either the quantity or quality of crude available to U.S. consumers;
- the export would result in the reduction in cost of imported crude to American refiners and the cost of oil to American consumers;
- any exports that are approved are made under terminable contracts;
- the exports can be proved necessary for the protection of U.S. national security.

The battle over the Export Administration Act really came down to a case of people-vs-profits. On one side were the oil companies, the U.S. Dept. of Energy and the state of Alaska. Defending the energy needs of U.S. consumers were many groups, including: the Consumer Federation of America, the Citizen/Labor Energy Coalition, and the AFL-CIO.

The oil companies based their case for exporting Alaskan crude on the argument that moving it to Japan was the only way to ease the glut of oil on the U.S. West Coast. They planned to bring in replacement supplies from Mexico, and they planned to cut their transportation costs by using foreign flag tankers for both ends of the swap.

Rep. Stewart McKinney (R-CT) blasted the oil giants for trying to save 'a few extra pennies' by using foreign tankers to move the oil to Japan rather than U.S. oil carriers to bring it down to the lower 48 United States. Any "transportation savings," McKinney said, "would not go to the American consumer but to the oil companies."

The U.S. economy would have suffered had the Alaskan oil export scheme gone through. "From two to three million tons of U.S. tankers" would be forced into lay-up the AFL-CIO said, "with the loss of thousands of jobs for U.S. seamen," as well as sharp cuts in shoreside and shipyard employment.

Exporting America's only secure domestic oil reserve would also have threatened U.S. national security. The Consumer Federation of America pointed out that Alaskan oil exports would increase our already "gross dependence" on imported oil and leave the U.S. "vulnerable to supply disruptions instigated by OPEC."

In July, against a backdrop of nationwide oil shortages, the Senate cast an overwhelming 74-3 vote in favor of keeping Alaskan oil in the U.S. Voicing the sentiment of many of his colleagues, Sen. Riegle said an Alaskan oil swap would "do absolutely nothing to provide any benefit to American consumers."

Two months later the House agreed. But not before an 11th hour attack against the Alaska oil export restrictions in the bill was beaten back in a resounding 340 to 61 roll call vote.

The last step for the Export Administration Act before it was sent to the President was a joint House/Senate conference committee. Conferees resolved the basic difference between the two versions of the bill by agreeing that a Presidential order calling for an Alaskan oil export must be approved by both Houses of Congress rather than vetoed as the Senate version stated.

Passage of the Export Administration Act of 1979 says the nation's largest oil reserve belongs to the American people, not the oil companies.

special 4-page supplement

Views from the Senate...



Sen. George McGovern (D-SD):

"...to ease our shortages, reduce our dependence on foreign imports and to assist in restoring our devastating balance of payments problem."



Sen. Birch Bayh (D-IN):

"...I am tired of being told that ever larger oil company profits is the only sure fair method of decreasing our dependence on foreign oil."



Sen. William Proxmire (D-WI):

"...the real beneficiaries (of swaps) are the oil companies..."



Sen. John Warner (R-VA):

"The bottom line is that my constituents find it incredible that we should export our nation's oil while we continue to import foreign oil at ruinous, inflationary prices."



Sen. Frank Church (D-ID):

"We need an energy strategy that protects our citizens from reliance on the instability of the world oil market...that provides workers with job security not affected by Middle East hostilities."



Sen. Larry Pressler (R-SD):

"Restricting exports...is absolutely imperative if we are to stimulate those developments that will put us on the road to energy independence."



Sen. J. Bennett Johnston (D-LA):

"I come down on the side of American seamen because American jobs are involved. We are not going to do anything for the American consumer by (selling oil) to Japan."



Sen. John Melcher (D-MT):

"We are (by exporting) tampering...with a key part of satisfying our energy needs."



Sen. John Durkin (D-NH):

"We must move Alaskan oil east to the New England market now. At a time when Americans are suffering from long gasoline lines and reduced stocks of house heating oil, it would be totally unreasonable to export Alaskan oil."



Other Outspoken Supporters from Senate...



Sen. Harrison Williams (D-N.J.)



Sen. Bob Packwood (R-Ore.)



Sen. Jim Sasser (D-Tenn.)



Sen. Paul Sarbanes (D-Md.)



Sen. Donald Steward (D-Ala.)

More Key Supporters in House...



Rep. Robert A. Young (D-Mo.)



Rep. Don Clausen (R-Calif.)



Rep. Albert Gore (D-Tenn.)



Rep. William Gray (D-Pa.)



Rep. John J. Moakley (D-Mass.)



Rep. Daniel Mica (D-Fla.)



Rep. Stephen Solarz (D-N.Y.)



Rep. Gerry Studds (D-Mass.)

Quotes from the House...



Rep. Leo Zeleroff (D-NY):

"It is inconceivable to me how we can allow for the export of Alaska oil when it is the pronounced policy of this country to reduce our dependence on foreign oil."



Rep. Mike Barnes (D-MD):

"...the only acceptable criteria for Alaskan oil exports are a showing of consumer benefit and a showing that such exports would not adversely affect America's oil supply."



Rep. Robert Lagomarsino (R-CA):

"...the bill does not prohibit exports...but (provides) that if benefits can be passed on to the consumer and refiner, then exports are possible."



Rep. Don Bonker (D-WA):

"this provision requires that exporting Alaskan oil benefit the American consumer (and) insures that the Congress plays a major role in deciding whether Alaska oil should be exported."



Rep. Tom Tauke (R-IA):

"In order to maintain that agricultural heartland and provide heating oil for us in winter, it is essential we have this energy lifeline."



Rep. Silvio Conte (R-MA):

"(swaps) would eliminate any incentive for the establishment of a domestic delivery system (and) would result in the loss of maritime jobs."



Rep. James Oberstar (D-MN):

"The Northern Tier states have a right and an obligation to seek a secure and continuous source of oil. The best place to get that is the North Slope."

"(swaps) will deny the American seamen the benefits of transporting this oil."

Why Are We in Washington?

Thirty years have brought many changes to the maritime industry. Thirty years ago, Seafarers weren't asked to make contributions to SPAD. Because 30 years ago, the SIU was not involved in Washington politics.

In fact, very few people connected with maritime got within spitting distance of Washington, D.C. One more thing, 30 years ago had Congress been confronted with the issue, it might never have voted to ban the exportation of Alaskan oil.

The recent victory on the Alaskan Oil Bill will benefit a great many people in this country, seamen included. The next job you get might be on a tanker carrying oil to and from Alaska. Without the ban, that job would probably not exist.

In this age of shrinking expectations, Americans are fond of saying that we live in a small world. Well, there's nothing shorter than the distance between any ship and the halls of Congress.

It has only been through the development of a strong political operation in Washington that this Union has been able to provide job security for its members. There isn't a day that goes by that some legislator doesn't attempt to pass a law that would profoundly affect the lives of merchant seamen.

A few weeks ago, Rep. Dannemeyer proposed an amendment to the Export Administration Act which would have lifted the ban on the exportation of Alaskan oil. Today, the Coast Guard is trying to radically alter the existing physical requirements for merchant seamen. Tomorrow, who knows?

But no matter what happens in the future, the SIU must continue its efforts in Washington. And SIU members must continue to support the Union in these efforts.



The SIU has more than 30 contracted vessels operating in the Alaska oil run. If the oil companies had succeeded in their plans to export Alaska oil, we could have lost the jobs on all these vessels since the oil giants would have used foreign flag ships to carry the crude.

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Dispatchers Report for Deep Sea

SEPT. 1-29, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	9	2	6	7	3	2	13	6	6
New York	114	50	4	129	85	4	154	37	6
Philadelphia	9	5	1	9	10	1	14	5	1
Baltimore	17	5	1	16	4	1	35	7	6
Norfolk	16	3	5	15	0	3	23	9	13
Tampa	6	6	4	5	10	5	11	9	3
Mobile	21	4	0	12	3	0	33	9	1
New Orleans	84	19	8	80	34	3	112	23	14
Jacksonville	25	16	7	22	18	4	42	18	6
San Francisco	38	10	3	31	14	5	81	11	4
Wilmington	19	9	9	13	8	6	42	15	14
Seattle	29	7	4	37	24	11	67	12	16
Puerto Rico	13	1	2	10	8	5	18	0	0
Houston	55	24	0	49	34	9	93	34	3
Piney Point	3	0	0	3	8	0	1	0	0
Yokohama	0	0	0	1	0	0	2	0	0
Totals	458	161	54	439	263	59	741	195	95
ENGINE DEPARTMENT									
Boston	3	2	0	3	5	0	2	4	0
New York	93	43	9	106	58	5	137	68	10
Philadelphia	14	5	1	9	6	1	14	4	1
Baltimore	15	5	0	20	10	0	28	16	0
Norfolk	-12	4	1	5	2	3	23	8	4
Tampa	9	4	0	4	4	0	10	7	2
Mobile	17	5	0	11	2	0	25	9	1
New Orleans	59	20	1	49	23	0	93	31	1
Jacksonville	24	6	2	24	12	1	34	10	2
San Francisco	29	9	2	17	8	0	62	15	4
Wilmington	7	3	1	6	1	0	23	10	5
Seattle	16	8	5	31	11	3	44	12	7
Puerto Rico	5	1	1	7	10	2	15	3	1
Houston	59	17	1	52	20	3	82	20	7
Piney Point	4	1	0	3	11	0	0	0	0
Yokohama	0	1	0	2	2	0	0	1	1
Totals	366	134	24	349	185	18	592	218	46
STEWARD DEPARTMENT									
Boston	1	0	0	4	1	0	1	1	1
New York	40	16	10	72	73	4	55	25	13
Philadelphia	6	1	0	7	6	1	4	1	0
Baltimore	9	2	0	14	1	0	20	3	0
Norfolk	5	2	1	2	5	1	13	4	1
Tampa	3	0	0	4	0	5	7	1	0
Mobile	8	1	1	4	2	1	25	4	1
New Orleans	25	1	0	35	29	0	55	1	1
Jacksonville	9	2	0	21	8	0	18	4	0
San Francisco	15	2	6	21	7	6	36	7	3
Wilmington	6	2	3	4	2	0	16	5	13
Seattle	12	4	5	10	12	1	22	3	12
Puerto Rico	7	3	0	9	11	1	12	4	0
Houston	38	10	4	28	20	8	60	9	3
Piney Point	1	2	0	1	31	0	1	0	0
Yokohama	0	0	0	0	1	0	0	0	0
Totals	185	48	30	236	209	28	345	72	48
ENTRY DEPARTMENT									
Boston	3	6	1				6	15	3
New York	31	115	55				30	196	174
Philadelphia	6	17	8				8	36	8
Baltimore	11	12	10				18	33	35
Norfolk	3	14	14				6	34	30
Tampa	1	9	13				3	10	12
Mobile	4	6	1				11	16	1
New Orleans	21	39	14				29	54	38
Jacksonville	11	36	9				10	48	14
San Francisco	12	18	7				29	33	24
Wilmington	3	18	42				8	40	110
Seattle	12	23	24				20	38	44
Puerto Rico	7	19	6				14	25	11
Houston	24	56	35				24	75	54
Piney Point	1	46	0				0	2	0
Yokohama	0	0	0				0	0	0
Totals	150	434	239	0	0	0	216	655	558
Totals All Departments	1,159	777	347	1,024	657	105	1,894	1,140	747

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.

During the month of September, a total of 1,786 deep-sea jobs were shipped through the SIU's network of hiring halls. Of this total, only 1,024 were taken by "A" Seniority members. The remainder, 762 jobs in all, were filled by "B" and "C" seniority people. This is the best indication of any that shipping for SIU members is excellent and will remain that way for the foreseeable future.

SIU Atlantic, Gulf, Lakes
& Inland Waters
United Industrial Workers
of North America

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Paul Hall
SECRETARY-TREASURER
Joe DiGiorgio
EXECUTIVE VICE PRESIDENT
Frank Drozak
VICE PRESIDENT
Cal Tanner

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(313) 794-9375

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

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(301) EA 7-4900

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

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(716) TL 3-9259

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(312) SA 1-0733

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

DULUTH, Minn. 2014 W. 3 St. 58806
Medical Arts Building
324 W. Superior St. 55802
(218) RA 2-4110

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

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(713) 659-5152

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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

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.
1311 Mission St. 94103
(415) 626-6793

SANTURCE, P. R. 1313 Fernandez, Juncos,
Stop 20 00909
(809) 725-6960

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

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

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

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

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

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

West Coast Stewards Halls

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

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

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

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(415) 543-5855

Apply Now for an HLSS Upgrading Course!

HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)

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

Address _____
(Street)

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

Deepsea 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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK

- Tankerman
- AB 12 Months
- AB Unlimited
- AB Tugs & Tows
- AB Great Lakes
- Quartermaster
- Towboat Operator
Western Rivers
- Towboat Operator Inland
- Towboat Operator Not
More than 200 Miles
- Towboat Operator (Over
200 Miles)
- Master Mate
- Pilot

ENGINE

- FWT Oiler
- QMED - Any Rating
- Others _____
- Marine Electrical Maintenance
- Pumproom Maintenance and
Operation
- Automation
- Maintenance of Shipboard
Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected
Motor Vessel)
- Chief Engineer (Uninspected
Motor Vessel)

STEWARD

- Assistant Cook
- Cook & Baker
- Chief Cook
- Steward
- Towboat Inland Cook

ALL DEPARTMENTS

- LNG
- LNG Safety
- Welding
- Lifeboatman
- Fire Fighting

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

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

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:
 LUNDEBERG UPGRADING CENTER,
 PINEY POINT, MD. 20674



Gerald Corelli



Richard Gibbons



William Smith



James Camp



Frank Bona

Hey Bos'n!

3rd Class of Bosun Recert. Program Underway

"Hey bos'n, do you have a minute? I have to ask you a question."

Who onboard ship has not heard that familiar cry? It's as much a part of the merchant sailor's experience as the salt in the Atlantic Ocean.

Because of the bosun's unique position onboard ship, the SIU instituted the Bosun Recertification Program. Three classes were scheduled for this year. Two have already been held; the third is now in progress at the Lundeberg School.

The original program had been temporarily suspended in June 1976 after 402 people had been recertified. Since that time death, retirement and various other factors have reduced the number of recertified bosuns shipping out.

The first two classes this year were resounding successes. Participants in the program spent one month at the Harry Lundeberg School of Seamanship in Piney Point, Md. and one month at Union Headquarters in Brooklyn.

The two-month program is geared towards exposing bosuns to all facets of the maritime industry. As ship's chairman and head of the unlicensed members of the deck department, it is essential that the man filling this spot have the tools to help his crewmates.

In the fast changing world of the sailor, at least one thing is staying the same. The bosun is still the man to ask about what is going on.



Patrick Hawker



Joseph Morrison



Marvin McDuffie



Orlando Hernandez



Aden Ezell



James Todd



John Chermesino



Bernard Kitchens



Romolol DeVirgileo

SANTA MERCEDES (Delta Steamship), August 1—Chairman, Recertified Bosun E. D. Christiansen; Secretary Samuel N. Smith; Educational Director Bobby E. Stearman; Deck Delegate C. A. Perreira; Engine Delegate John Kirk; Steward Delegate Ralph Aquino. No disputed OT. \$212.10 in ship's fund. Chairman urged all members who have enough time to go to upgrading school as the Union is badly in need of more good men in the industry. Also for members to watch themselves when they go up on deck as there is a lot of spray painting and touching up being done throughout the deck and passenger areas. Discussed the importance of donating to SPAD. Thanks everyone for making this a good ship. Next port San Francisco.

MONTICELLO VICTORY (Victory Steamship) August 5—Chairman Frank Smith; Secretary Duke Hall; Educational Director Charles K. Druvry; Deck Delegate Claude Blanchard; Engine Delegate Pete Vasquez; Steward Delegate N. W. Mc Loughlin. No disputed OT. Secretary reported that upgrading for all jobs in the Steward Department will be starting soon at Piney Point and those who qualify should take advantage of this opportunity to better yourself. The *Log* was discussed and posted for all to read. Observed one minute of silence in memory of our departed brothers.

SEA-LAND RESOURCE (Sea-Land Service) August 26—Chairman, Recertified Bosun Peter Drewes; Secretary John Gibbons; Educational Director Theodore Wiatrowski; Engine Delegate John Duda; Steward Delegate Joseph Roberts. No disputed OT. Chairman thanked the crew for their splendid cooperation during emergency drill. Also discussed the importance of donating to SPAD. Chief Steward J. L. Gibbons thanked the steward department for their cooperation. Captain Franklin extended his thanks to the crew for their splendid cooperation during the recent emergency. A vessel sank in the North Sea and the Captain said the crew acted in the true tradition of the sea. Observed one minute of silence in memory of our departed brothers. Next port New Jersey.

SEA-LAND FINANCE (Sea-Land Service), August 12—Chairman, Recertified Bosun James Pulliam Jr.; Secretary L. Bennett; Educational Director Hacker. Chairman noted that the *Log* has been out for the crew to read. Please pass them around when you have finished. Discussed the importance of donating to SPAD. Next port Yokohama.

ALEUTIAN DEVELOPER (Sea-Land Service), August 26—Chairman, Recertified Bosun Clyde Miller; Secretary Larry Lightfoot; Educational Director Anton N. Zhivarin; Steward Delegate C. Gray. Secretary reported on three new articles in the *Log* that are noteworthy. The scholarship awards for dependents, Bosun Recertification Program, an educational opportunity for Seafarers and the new Stewards Program. Educational Director noted that safety movies were shown. Report to *Log*: "Robert Zurfluk and Harry Silverstein kept the many fish eaters on the ship happy and full by catching numerous fish to add to ship's menu." Next port Kodiak.



EL PASO HOWARD BOYD (El Paso Marine), August 26—Chairman, Recertified Bosun David LaFrance; Secretary Don Collins; Educational Director L. Tanner; Deck Delegate Arthur L. Mallory; Steward Delegate James Morgan. No disputed OT. Secretary gave comments on the articles to read in the *Log* on the upgrading report and on the article about the LNG stall in the government. It was noted that the *Log* carries material for all. Communication from Executive Vice President, Frank Drozak, was discussed and posted for all to read. A vote of thanks to the steward department.

SANTA MARIANA (Delta Steamship Lines), August 10—Chairman, Recertified Bosun H. B. Walters; Secretary Albert J. Courtney; Educational Director H. G. Ulrich. No disputed OT. Chairman stated that we need more avenues of recreation specifically, games etc. Chairman made the following statement: "Always try to understand each other—be Brothers! Unite and appreciate verbal communication. In other words, look upon each brother alike and try to help each other in any way you are able." Have received no communications to date after the first ones from the Caribbean. However, we appreciate what we have received and understand the problems of air and sea mail and anticipate further communication. Report to *Log*: "Thanks for keeping us abreast of all maritime news and hoping to receive more communications as time goes by." Next port Callao.

MERRIMAC (Ogden Marine), August 26—Chairman, H. Menicou; Secretary J. Reed. Some disputed OT in deck, engine and steward department. The *Log* was received and distributed to the delegates. Chairman noted that some of the repairs were taken care of since the last meeting. Also that there is a good crew on here in all departments. A vote of thanks to the steward department. Next port Houston.

ACHILLES (Newport Tankers), August 26—Chairman O. Pitfield; Secretary T. Bolton; Educational Director J. Singletary; Steward Delegate A. Jackson. No disputed OT. Chairman noted that it was a long three hot weeks in Port Said, Egypt discharging grain. We are now loading in Russia for Spain; then from there to Algeria for a load of oil to St. James, Louisiana. Educational Director called attention to the fact that the ship has been carrying grain and the crew has gotten used to smoking on deck. But now that we are loaded with oil there is no smoking any place on deck. Members should leave matches and cigarettes in room while working on deck. Communications received were read and posted on board in messroom. A vote of thanks to the steward department for good food and service. Next port St. James, La.

ST. LOUIS (Sea-Land Service), August 12—Chairman, Recertified Bosun Thomas H. Holt; Secretary Oscar Smith; Educational Director C. McKinney; Deck Delegate Billy E. Lynn. Some disputed OT in deck and engine department. Chairman held a discussion on the Stewards Recertification Program. Secretary urged all to read the present issue of the *Log*. There are many interesting features such as the appointment of our President to the post on Export Council; revamping of rules on initial eligibility for welfare plan benefits etc. I would like to congratulate Brother Paul Hall who was one of the few labor leaders invited to Camp David for breakfast and consultation by President Carter during his reorganization. Chairman thanked all for making his stay a pleasant one and urged continued support of the new chairman when he comes aboard. Next port Rotterdam.

SEA-LAND LEADER (Sea-Land Service), August 19—Chairman F. White; Secretary A. Reasko; Educational Director H. Henley. \$50 in ship's fund. No disputed OT. Educational Director advised all members to go to upgrading school and to LNG school at H.L.S.S. Also the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

LNG TAURUS (Energy Transportation), August 19—Chairman, Recertified Bosun Tom Brooks; Secretary F. Costango; Educational Director G. Bernous; Deck Delegate Joe Morrison; Engine Delegate Bill Hyder; Steward Delegate Pat Geary. No disputed OT. Chairman noted that there will be no smoking in passageway or elevator. There is a mail box in the crew lounge. Each man shall secure the dead light in rooms at night. Hard hats and safety shoes should be worn on deck at loading and discharging ports and at fire and boat drills. All members should read the *Log*, especially the President's Report. It was noted that books have been put in the lounge and basketball courts have been set up. Next port Arun.

OVERSEAS ALICE (Maritime Overseas) August 19—Chairman, Recertified Bosun W. Jefferson; Secretary A. Salem; Educational Director D. Vagajdides; Deck Delegate R. Salazar; Engine Delegate J. C. Cohen; Steward Delegate L. Dunkins. Secretary reported that when you are quitting the ship you should strip your bunk and make ready for replacement. Also discussed the importance of donating to SPAD. \$25.50 in ship's fund. No disputed OT. Only communication received was the *Log*. Report to *Log*: "Third Mate fishing from the bridge, had a big shark on the line but it got away." Observed one minute of silence in memory of our departed brothers. Next port Freeport.

CONNECTICUT (Ogden Marine), August 5—Chairman, Recertified Bosun E. C. Barnhill; Secretary E. Kelly; Educational Director R. I. Guerra; Deck Delegate E. Keeter; Engine Delegate R. Elliott; Steward Delegate J. Mortinger. Chairman held a discussion on the articles that appear in the *Log* and advised all crewmembers to use safety at all times. No disputed OT. All communications received were read and posted. A vote of thanks to the steward department for a job well done.

OVERSEAS NATALIE (Maritime Overseas), August 26—Chairman Michael Ventry; Secretary C. A. Guerra; Deck Delegate O. Powell; Engine Delegate E. Kent; Steward Delegate P. Baker. \$85 in ship's fund. Some disputed OT in deck and engine departments. Chairman noted in his report that the ship will be at anchor until the 30th of August waiting for a ship to dock alongside for discharging of the cargo. All communications received have been passed around to all departments and posted. Observed one minute of silence in memory of our departed brothers and sisters.

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

OVERSEAS NEW YORK
 OGDEN CHALLENGER
 TAMARA GILDEN
 HUMACAO
 DELTA COLOMBIA
 WESTWARD VENTURE
 ZAPATA RANGER
 OGDEN CHARGER
 JOHN PENN
 SEA-LAND TRADE
 PORTLAND
 OVERSEAS OHIO
 OVERSEAS ALASKA
 OVERSEAS ANCHORAGE
 DEL SOL
 SEA-LAND EXCHANGE
 SEA-LAND COMMERCE
 COVE COMMUNICATOR
 OVERSEAS JUNEAU
 SEA-LAND VENTURE
 DELTA PARAGUAY
 NEWARK
 OGDEN LEADER
 ARIES
 COVE EXPLORER
 SEA-LAND GALLOWAY
 TAMPA
 OVERSEAS NEW YORK
 COVE LEADER
 DELTA PERU
 GOLDEN MONARCH
 DELTA NORTE
 ROBERT E. LEE
 LNG CAPRICORN
 BOSTON
 OGDEN LEADER
 FLOR
 ALLEGIANCE
 GALVESTON
 HOUSTON
 DELTA URUGUAY
 EL PASO SOUTHERN
 OAKLAND
 TRANSCOLUMBIA
 ZAPATA COURIER
 MARYLAND
 CAGUAS
 WALTER RICE
 JACKSONVILLE
 DELTA BOLIVIA
 OGDEN TRAVELER
 SEA-LAND CONSUMER
 LNG PISCES
 BALTIMORE
 POINT SUSAN
 ARECIBO
 OVERSEAS HARRIETTE

He Conquered Atlantic Under Sail—Alone

AFTER 33 years with the SIU, Brother Olavi Kivikoski has decided to retire from his job as able seaman and enjoy his Union pension.

He'll have more time now to paint his landscapes and still lifes and to write his stories.

And, like his fellow Seafarers, he can reminisce about his days on the sea. But unlike most of his Brothers, Seafarer Kivikoski will have a little more to reminisce about.

For it was in the summer of 1953 that he sailed alone in a 32-foot, two masted Nova Scotia schooner from New York to Holland. The trip took 67 days.

The whole journey was made under sail. Kivikoski had brought along a small motor, mainly to use when in port, but the motor conked out on him soon after the journey started.

He also ran out of fresh water because one of his tanks began to leak. Luckily there was enough rain for Kivikoski to replenish his water supply.

Though he didn't characterize the journey as particularly harrowing, he did say it was "sometimes rough." He encountered high seas and powerful storms that lasted for days. And when Kivikoski arrived in Den Helder, Holland he landed in a big gale.

On to Finland

Continuing his journey through the Dutch canals and the inland waterways of Sweden, Kivikoski reached the Gulf of Bothnia. He then sailed north and in late October reached his parents' hometown of Kemi, Finland, 60 miles south of the

Arctic Circle. (Kivikoski himself is a native of Finland and he served in the front line during the 1939 Fino-Russian War.)

In Kemi, 300 to 400 of the townspeople came out to greet him. Kivikoski later wrote a book about his trip that was published in Finland.

Brother Kivikoski apparently hadn't had his fill of adventure quite yet. In 1956 he decided to sail his wooden boat back the other way.

The journey westward through more southerly waters should have been easier. But instead, Brother Kivikoski kept running into trouble.

He hit very bad weather in Denmark and decided to fly back to New York and ship out for awhile before continuing the journey.

When he did, Kivikoski got as far as the Bay of Biscay near Spain where he lost the rudder and other parts of the boat. He managed to get to Lisbon where he had the boat reconditioned.

At the Canary Islands off Africa, Seafarer Kivikoski decided to wait a couple of months for the hurricane season to pass. In October he started out again and 36 days later—on Thanksgiving—he arrived at St. Thomas in the Virgin Islands.

Pat on the Stern

It would seem that the worst was over. But not quite. On the way to Miami, Kivikoski's boat ran over a coral reef off Cuba and he almost lost her. But local fishermen helped him get the boat off the reef and he eventually completed the journey to Miami.



In this photo, taken in 1953, Seafarer Olavi Kivikoski sits at the tiller of his 32-foot Nova Scotia schooner *Turquoise*.

Brother Kivikoski soon sold his blue-green boat. But before he did, he gave her a pat on the side. She had gotten him through some rough times and he felt she lived up to her name *Turquoise*. As Kivikoski explained, the turquoise stone "is dedicated to a true, loving heart."

When Brother Kivikoski got back to New York he married an old girl-friend of his, Helen, and they eventually settled in Lake

Worth, Fla. where they still live.

Brother Kivikoski went on his solo sea journeys because he "wanted adventure." That was over 20 years ago. But even today, at age 65, he gets a nostalgic look in his eyes when he thinks back to those times. One has the feeling that if he could find a boat like the *Turquoise*, the *Log* might be writing about another sea adventure taken by Brother Kivikoski.

Monthly Membership Meetings

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

Steward Department
 A Recipe for a better future.
 Upgrade at HLS.
 Steward—December 10
 Chief Cook—December 10
 Cook and Baker—December 10
 Towboat Cook—December 10
 (An upgrading application is in this issue of the Log.
 Fill it out and mail it today!)
 or contact the Harry Lundeberg School,
 Vocational Education Department.

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.

The following is a list of recommended attorneys throughout the United States:

NEW YORK, N.Y.

Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
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
and Walsh
100 Bush Street, Suite 1403
San Francisco, California 94104
Tele. #(415) 981-4400

ST. LOUIS, MO.

Gruenberg & Saunders
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

BOSTON, MASS.

Joseph M. Orlando
95 Commercial Wharf
Boston, Massachusetts 02110
Tele. #(617) 523-1000

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 Clipper on the Move

Four SIU Boatmen posed for this photo in the galley of their boat *Clipper* (IOT) while she was at the Chevron Oil dock in Perth Amboy, N.J. recently. From the left are: Pete Desmond, captain; Jerry Sharp, cook; Charlie Pugh, mate, and John Finch, AB. The *Clipper* is a deep-sea tug employed in the coastwise oil trade.

SIU Tug Cape May

Now Working

Philly Harbor

An SIU-contracted boat has become the most powerful ship docking tug in the port of Philadelphia.

She's Curtis Bay's *Cape May*. After being overhauled and refitted recently, the six-year old tug was transferred from Baltimore to Philadelphia.

Measuring 107 feet long and 32 feet wide, the *Cape May* has a horsepower of 3,300. She has twin screws, twin rudders, and is air conditioned.

She's the first twin-screw tug to be used for ship handling in the port of Philadelphia.

Each Boatman aboard the *Cape May* has a private foc'sle. The boat is SIU top-to-bottom.

Dispatchers Report for Inland Waters

SEPT. 1-29, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	9	1	0	0	0	9	23	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	3	0	1	1	0	2	4
Mobile	2	0	0	0	0	0	9	3	0
New Orleans	4	0	7	0	0	5	4	5	13
Jacksonville	1	3	0	0	2	0	2	6	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	4	5	0	0	0	5	10	12
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	2	11	3	5	9	8	3	13	8
Port Arthur	6	4	12	5	5	12	6	1	9
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	3	20	11	0	6	4	8	38	26
Piney Point	2	29	0	2	29	0	0	1	0
Paducah	3	13	95	1	2	2	2	18	168
Totals	29	94	138	13	54	33	49	120	250
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	1	0	0	0	0	0	1
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	0	0	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	1	1	3	1	2	2	2
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	2	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	2	1	2
Totals	1	1	4	1	3	1	6	5	9
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	3
Jacksonville	0	0	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	0	0	0	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	4	0	0	1	0	1	3	2
Piney Point	0	3	0	0	3	0	0	0	0
Paducah	1	2	9	0	0	0	2	6	21
Totals	2	9	12	1	4	0	3	9	29
Totals All Departments	32	104	154	15	61	34	58	134	288

*"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.



Norfolk

The new contract for Boatmen at Cape Fear Towing Co. of Wilmington, N.C. has been "signed, sealed and delivered."

At the Stone Towing Co. also in Wilmington, Boatmen there are still on strike against the company.

Contract negotiations have begun for Boatmen at the Swann Launch Co. here.

Piney Point

A new contract was signed for Boatmen working for the Stuart Petroleum Co. here.

Great Lakes

On Oct. 8, the Great Lakes Dredge and Dock Co. began its annual fall dredging of the Cayahoga River in the port of Cleveland.

Zenith Dredging started a dredging job up in the port of Duluth. The *ST Ogden Columbia* (Ogden Marine) stranded in the port of Duluth during the grain millers strike, was the first tanker to load on grain at the end of the beef. Settlement of the beef lead to the recall to return to work of Boatmen aboard Lakes' tugs and docking vessels.

Construction of a new \$50-million bridge between the twin grain ports of Duluth and Superior, Wisc. will help to provide jobs for the Boatmen of the Johnson Brothers Dredge Co. of Wisconsin and put other maritime workers to work there. A considerable amount of dredging supplies will also be required.

Houston

Contract negotiations at Dixie Carriers and the Higman Towing Co. here are due to start next month.

On Nov. 1, two more new tugs will be delivered to G & H Towing here.

Mobile

The Dolphin Is. Drawbridge on the Intracoastal Canal Waterway was washed away by Hurricane Frederic on Sept. 12. It will take two years to rebuild.

New Orleans

Arbitration with Dixie Carriers on computation of the Cost of Living Adjustment (COLA) retroactive to Apr. 6 for the company's Boatmen is slated to begin late this month.

Jackson and Tampa

The new hopper dredge *Sugar Island* (Great Lakes D & D) started a dredging job in St. Augustine, Fla.

Jacksonville Port Agent Leo Bonser was elected a Clay County (Fla.) delegate to the Democratic Party Presidential Convention to be held next month in St. Petersburg, Fla.

The new tug *Gulf Star* (Sheridan Towing) was in service this month in the port of Tampa.

Mississippi River System

Four crewmen aboard the steamboat *Mississippi Queen* (Delta Steamboat) were hurt on the afternoon of Sept. 7 when the 376-foot sternwheeler collided with the 38,000-ton Panamanian tanker *Spes* on the river near Norco, La.

Also 40 feet of the steamboat's railing on the third deck amidship was damaged. The 753-foot tanker had a small gash in her bow.

The *Queen* with 500 passengers was sailing from St. Louis to New Orleans.

Locks and Dam 26

A court ruling to decide the fate of the new Locks and Dam 26 on the Mississippi at Alton, Ill. is expected to be handed down soon in Washington, D.C.

The trial in U.S. District Court to halt construction of the facility by railroad and environmental groups ended this month.

Red River Waterway Project

The U.S. Corps of Engineers last month awarded four contracts worth more than \$8 million for revetment work on the Red River Waterway Project. The waterway will allow year-round navigation between Shreveport, La. and the Mississippi with six locks and dams.

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:

Frank Drozak, 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 Paul Hall at headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

Pensioner's Corner



Abner Alonzo Abrams Jr., 57, joined the SIU in 1942 in the port of Mobile sailing as a chief electrician. Brother Abrams sailed 35 years. He was on the Delta (N.O.) Shoregang from 1975 to 1979. Seafarer Abrams was born in Alabama and is a resident of Picayune, Miss.



John Lawrence Buckley, 65, joined the SIU in the port of Seattle in 1960 sailing as a QMED, junior engineer and electrician. Brother Buckley sailed 30 years. He is a veteran of the pre-World War II U.S. Army. Seafarer Buckley was born in San Francisco and is a resident of Edmonds, Wash.



Milton Gerome Broussard, 65, joined the SIU in the port of Houston in 1962 sailing as an AB and ship's delegate. Brother Broussard sailed 28 years. He is also a machinist and rigger. Seafarer Broussard is a veteran of both the pre-World War II U.S. Navy and the World War II U.S. Army. Born in Rayne, La., he is a resident of Baker, La.



John David Cantrell, 55, joined the SIU in 1944 in the port of Mobile sailing as a chief electrician. Brother Cantrell was born in Mobile and is a resident of Whistler, Ala.



Angelo Paul Cinquemano, 57, joined the SIU in the port of New York in 1962 sailing as a chief cook. Brother Cinquemano sailed 28 years. He also sailed as a ship's delegate on the *C/S Long Lines*. Seafarer Cinquemano hit the bricks in the 1961 Greater N.Y. Harbor beef. And he is a veteran of the U.S. Army in World War II. A native of Brooklyn, N.Y., he is a resident of San Diego, Calif.



Clarence Conkle, 56, joined the SIU in 1943 in the port of New York sailing as an oiler. Brother Conkle was born in Moundsville, W. Va. and is a resident of Glen Easton, W. Va.



Albert James Costello, 66, joined the SIU in the port of San Francisco in 1967 sailing as a bosun. Brother Costello sailed 22 years. He is a veteran of the pre-World War II U.S. Coast Guard and the World War II U.S. Army. Seafarer Costello was born in San Francisco and is a resident of Sattahip, Choburi, Thailand.



Major Theodore Costello, 65, joined the SIU in 1938 in the port of Miami, Fla. sailing as a bartender and chief steward. Brother Costello was picket captain in the 1939 Miami P & O beef. He was born in New York City and is a resident of Redondo Beach, Calif.



Rafael Carbone D'Angelo, 72, joined the SIU in 1945 in the port of New York sailing as a deck and junior engineer and assistant electrician. Brother D'Angelo was born in Italy and is a naturalized U.S. citizen. He lives in Atlanta, Ga.



John Lionel Flint, 62, joined the Union in the port of Chicago in 1971 sailing as a deckhand for the Hannah Marine Co. in 1968 and the Great Lakes Dredge and Dock Co. Brother Flint was a former member of the NMU from 1939 to 1946. He is a veteran of the U.S. Army in World War II. Laker Flint was born in Whiting, Ind. and is a resident of Bay Park, Mich.



Arthur Flegler "Art" Garrettson, 65, joined the Union in the port of Alpena, Mich. in 1954 sailing as a fireman-watertender for the American Steamship Co. Brother Garrettson sailed 27 years. He was born in West Virginia and is a resident of Seth, W. Va.



Howard Norman Negard, 66, joined the Union in the port of Duluth, Minn. in 1961 sailing as an oiler and linesman for the Great Lakes Towing Co. from 1944 to 1979. He was born in Duluth and is a resident there.



Edelmiro Albarran, 62, joined the SIU in 1938 in the port of Baltimore sailing in the steward department for 43 years. Brother Albarran was on the picketline in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. He was born in Ponce, P.R. and is a resident of the Bronx, N.Y.



Zygmund Wydra, 59, joined the SIU in the port of New York in 1952 sailing as a 2nd cook. Brother Wydra sailed 32 years. He is also a pattern-maker. And he is a veteran of the U.S. Army in World War II. Seafarer Wydra was born in Mt. Carmel, Pa. and is a resident of San Francisco.



George Daniel "Red" Brady, 61, joined the SIU in the port of New York in 1950 sailing as a bosun. Brother Brady also sailed as a chief purser aboard the *SS Robert C. Grier* (Isthmian). He was also a Union organizer. And at one time he was an NBC radio announcer in Chicago, Ill. Seafarer Brady was born in Nebraska and is a resident of Grand Island, Neb.



Harold Amos Thomsen, 66, joined the SIU in 1946 in the port of New York sailing as a wiper. Brother Thomsen sailed 37 years. He was born in Medford, Wisc. and is a resident of Seattle.



Boleslaw Derol, 66, joined the SIU in the port of New York in 1955 sailing as a fireman-watertender. He sailed 32 years. Brother Derol attended the District 2 MEBA School of Marine Engineering, Brooklyn, N.Y. in 1967. He received a 1960 SIU Personal Safety Award for sailing aboard an accident-free ship, the *SS Seatrain Georgia*. Seafarer Derol was born in Poland and is a naturalized U.S. citizen. He resides in Kings Park, L.I., N.Y.



Asterio Delgado Muentes Sr., 64, joined the SIU in 1947 in the port of Norfolk sailing as a cook and bartender. Brother Muentes sailed 44 years. He was born in Manta, Ecuador and is a naturalized U.S. citizen. Seafarer Muentes is a resident of New Orleans.



James Bernard "J. B." Morton, 63, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Morton sailed 42 years. He was born in Alabama and is a resident of New Orleans.



Bernard Floyd Overstreet, 62, joined the SIU in 1946 in the port of Mobile sailing as a deck engineer and ship's delegate. Brother Overstreet was born in Whatley, Ala. and is a resident of Mobile.



Joseph John Quartararo, 63, joined the SIU in the port of New York in 1956 sailing as a fireman-watertender. Brother Quartararo was also a fisherman. He took part in the organizing drive of the Robin Line in 1957 and walked the picket line in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Quartararo was on the Sea-Land (Oakland) Shoregang from 1972 to 1978. In 1970, he attended the Pincy Point Crews Conference No. 10. Born in the Bronx, N.Y., he is a resident of San Francisco.



Woodrow Wilson Reid, 64, joined the SIU in 1944 in the port of Baltimore sailing as a chief steward. Brother Reid was born in South Carolina and is a resident of Baltimore.



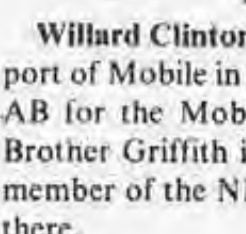
Niilo Veikko Reitti, 62, joined the SIU in 1947 in the port of New York sailing as a chief electrician. Brother Reitti sailed 43 years. He was also a fisherman. Seafarer Reitti was on the picketline in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. A native of Finland, he is a naturalized U.S. citizen and a resident of Brooklyn, N.Y.



Felix Herminio Serrano, 65, joined the SIU in 1941 in the port of New York sailing as a bosun and in the steward department. Brother Serrano was on the Sea-Land (San Juan) Shoregang from 1964 to 1979. He hit the bricks in the 1961 N.Y. Harbor beef. A native of Ponce, P.R., he is a resident of Rio Piedras, P.R.



Philip Swing, 65, joined the SIU in 1939 in the port of New Orleans sailing as a 2nd cook. Brother Swing received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Surveyor*. He was born in New Orleans and is a resident of Gretna, La.



Willard Clinton Griffith, 64, joined the Union in the port of Mobile in 1956 sailing as a cook and baker and AB for the Mobile Towing Co. from 1939 to 1979. Brother Griffith is also a pipefitter. He was a former member of the NMU. Born in Mobile, he is a resident there.

40 Years a Riverman, He Recalls 'Good Ole Days'

AH, the good ole days of nickel beers and penny candies! But anyone who's been through the good ole days will probably tell you that the 'good ole days' weren't so hot.

Charles "Willie" Koch was through the 'good ole days' on the Mississippi River. And as he'll tell you, they were downright lousy.

Willie started working on the Mississippi as a deckhand with Whiteman Towing in 1935 in the port of New Orleans. There were no unions on the rivers at that time. And as Willie will tell you, the companies took complete advantage of the situation.

His first boat was a real 'sweet-heart.' She was a harbor boat. Pay was \$1.57 a day. There were absolutely no sanitary facilities on the boat at all. If nature called, you answered over the side.

The men worked straight through from 5:30 a.m. to 6:30 p.m. The only time the men got overtime pay was if the boat stayed out beyond 9:00 p.m. But as Willie says, "we always seemed to get back in at 8:50 p.m. and never got a cent of overtime."

These were only some of the indignities suffered by the boatmen of the 'good ole days.'

Brother Koch also will tell you that there was a two pot system back then—that is, the captain got one kind of food, the crew got the leftovers.

Willie distinctly remembers a day when he walked into the galley and saw beef stew on the burner. He and the rest of the deckhands got rice and beans that night for dinner.

He also knew of boats where the dinner dish was a tin plate nailed to the table. The food was slopped down on it. And when you were

done eating the cook came along with a rag and wiped it "clean."

SIU Brought Change

Things have changed on the rivers, however. And Willie attributes the changes for the better solely to the SIU and other Unions which began organizing back in the late 30's.

Willie became a part of the SIU family in 1939 when he helped organize Whiteman Towing for the Union. He has been a member ever since. And for all but a few years when he sailed deep sea, Willie has been working as a river boatman.

He recalls that things started changing for the better on the rivers as soon as the SIU started organizing. He says he has experienced continual improvement in wages and working conditions over the years, thanks to the efforts of the Union.



Boatman Charles "Willie" Koch has been an SIU Boatman for 40 years.

He says, "we were very militant back then and we weren't afraid to

fight for what we felt we deserved."

Willie knows what he's talking about because he's been through it all many times over his 40 years as an SIU member. He went to work on the rivers at the age of 16, sailing as deckhand.

Today, he has a Chief Engineer's license for 5,000 hp vessels. And he has a 1st Assistant Engineer's License, Unlimited.

Willie could sail deep sea if he wanted to. But he likes the rivers. He has been working for American Commercial Barge Lines since 1962. He has been Chief Engineer on the towboat *Clyde Butcher* for the last 14 years. He says he's going to stay on that boat "until it breaks down or I break down."

Like so many people who have been through the tough times, Willie tells it like it is.

He has confidence in himself, in his fellow Boatmen and his Union to keep beneficial changes happening. Times have changed in 40 years. But the need to advance has not changed.

Willie has come a long way with the SIU. And as he says, "I really believe that we're going to go a lot further. All it will take is pride in ourselves, our jobs, and pride in our Union."



SEPT. 1-29, 1979

	*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.)	48	19	4	63	84	6	26	13	8
ENGINE DEPARTMENT									
Algonac (Hdqs.)	37	17	9	56	52	3	24	14	13
STEWARD DEPARTMENT									
Algonac (Hdqs.)	11	4	0	26	23	1	12	1	3
ENTRY DEPARTMENT									
Algonac (Hdqs.)	45	110	26	0	0	0	28	66	80
Totals All Departments	141	150	39	145	159	10	90	94	104

**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.

New Boat and Barge Building Setting Records Under Title XI

In the last decade, the U.S. fleet of new tugs, towboats and barges has experienced tremendous growth. In 1979 alone, boat and barge building activity topped the 2,000 mark.

The dramatic increases in inland vessel construction are, in large part, a result of passage of the 1970 Merchant Marine Act. That legislation extended the Federal government's Title XI construction loan and mortgage guarantee program to the inland water transportation industry for the first time.

Under Title XI the government provides an inland vessel operator with up to 87.5 percent in mortgage insurance and construction loans to build a new piece of equipment.

Passage of the 1970 Merchant Marine Act was due mainly to the

diligent efforts of the SIU. The Union fought to get Title XI aid extended to tug and towboat operators because the program could give a big boost to the inland fleet.

That's exactly what happened. Assistant Secretary of Commerce for Maritime Affairs Samuel B. Nemirow recently credited Title XI as "a catalyst in the upgrading and expansion of the inland waterways fleet."

Speaking this month before the National Waterways Conference in Memphis, Tenn., Nemirow presented statistics to document the continuing success of the Title XI program.

In 1970, the Maritime Administration chief stated, a total of \$3 million in Title XI aid helped finance

eight tugs and barges. This year, close to 2,000 pieces of equipment have been built with the aid of \$473 million in Title XI funds. And an additional 200 applications are still pending.

"We expect Title XI activity to continue to increase," Nemirow said, adding that the Maritime Administration was acting to spur the growth of the funding program.

Nemirow noted some concrete steps MarAd has taken which support claims that they are working to encourage inland operators to apply for Title XI assistance.

Cutting down on bureaucratic red tape by standardizing Title XI application forms is the "most significant" action MarAd has taken, Nemirow said. He also pointed out

that regional MarAd offices now have the authority to okay Title XI applications of less than \$5 million.

The remarkable success of the Title XI program for the inland fleet can be seen right in the SIU's backyard. Since 1970, two SIU-contracted inland companies, National Marine and American Commercial Barge Lines, alone have received Title XI funding to build 35 new towboats and nearly 450 barges between them.

That kind of vessel construction activity is the reason the SIU fought so hard for the Title XI program in the 1970 Merchant Marine Act.

New boats mean new jobs for SIU boatmen. And a bigger, stronger fleet means increased job security for all SIU members.



The Lakes Picture

Algonac

The SIU-contracted *M/V Indiana Harbor*, American Steamship Co.'s newest thousand footer, broke the record for the largest single cargo ever loaded on the Great Lakes. The *Indiana Harbor* topped the old record of 68,912 net tons when she carried 70,171 net tons of iron ore pellets between Two Harbors, Minn., and Indiana Harbor, Ind. The vessel took on her first SIU crew last August, a month after her christening. She's the eighth addition to American Steamship's fleet since 1973, when the company began its shipbuilding program.

Though the *Indiana Harbor* usually makes a Minnesota/Indiana run, she travelled up the St. Clair River this month, giving SIU members at the Algonac Union hall a chance to see her in action. The vessel picked up a load of taconite in Detroit and was bound for Great Lakes Steel dock.

The SIU-contracted carferry *Chief Wawatam* raised the same flag she flew back in 1911 to mark the 68th anniversary this month of her first transit across the Straits of Mackinac.

Frankfort

Plans to repair the *Arthur K. Atkinson* (Michigan Interstate Railway Co.) are at a standstill right now. Repair work on the carferry's shaft is finished but she hasn't yet been sent to the shipyard for general renovation work. The delay occurred because some of the repair costs are apparently going to be higher than originally estimated. Since the work is being jointly funded by the states of Michigan and Wisconsin, both have to approve the revised costs before work can continue. The *Atkinson* was originally expected to return to active service by the end of the year but that time schedule doesn't look likely now.

Duluth

The three month strike by grain millers at the Port of Duluth was settled late last month and both deep sea and Great Lakes ships began loading grain immediately. No grain had been shipped out of the port since July as other unions honored the strike by members of Local 118 of the American Federation of Grain Millers against eight grain companies.

As soon as the new contract was ratified the grain millers returned to work and the 22 salties in the port began loading grain. First to take on her cargo was the SIU-contracted *Ogden Columbia*, on-loading in a record one-and-a-half days. In addition, most of the SIU-contracted

Kinsman fleet's grain ships have begun moving grain out of Duluth to other Great Lakes ports.

Because no grain moved out of Duluth during the grain miller's strike the Western Great Lakes Ports Assn. is requesting an extension of the shipping season to whittle down the backlog of grain in the port. In letters to President Carter, Great Lakes Congressmen and administrators of both the American and Canadian sides of the St. Lawrence Seaway, the Association asked to have the Seaway's closing dates moved up from Dec. 15 to Jan. 1.

However, an official of the U.S. St. Lawrence Seaway Development Corp. said the extension is doubtful. Water temperature, he said, is already below what it was at this time last year and an extension of a few days might not be possible.

Despite the halt in grain traffic, cargo handling at the Port of Duluth is up over last year's tonnage figures. The port has handled nearly 27 million net tons of waterborne cargo in the first eight months of this year compared to 25.3 million for the same time period in 1978. While grain shipments were down, iron ore, the port's major commodity, showed a 16 percent increase over last year.

Cleveland

A recent report published in the quarterly "Mid-American Outlook" claims the Great Lakes are one of America's "economic assets," but that the water network is "underutilized." In order to take full advantage of the Great Lakes/St. Lawrence Seaway system, the report called for an extended shipping season and for construction of a lock 1500 feet long and 150 feet wide at the Soo.

Mackinac Island

Tourists are drawn to Michigan's Upper Peninsula during the summer when it's prime time on Mackinac Island. The Island, which can only be reached via the SIU-contracted ferries that cross the Straits of Mackinac, is a beautiful and popular resort.

If all goes according to plan, Mackinac Island may soon have another tourist draw, the former Great Lakes cruise ship *South American*.

The *South American* was among the most popular of the American cruise fleet in the early part of the century. At that time, scores of passenger vessels made their leisurely way across Lakes Erie, Michigan, Huron and Superior, carrying 400-500 passengers per trip.

Popular destinations in the days before factories changed the face of the shoreline and pollution marred the Lakes themselves were Montreal, Duluth, Chicago, Buffalo, Cleveland and Detroit as well as Mackinac Island.

In the mid-1960s, the Coast Guard adopted new regulations which had an impact on the Great Lakes cruise industry. Because of a series of tragic fires on foreign flag passenger vessels in the Atlantic, the Coast Guard banned overnight passenger vessels with wood in their superstructures.

In 1967 the SIU purchased the *South American* from her original owner, Georgian Bay Line. Plans to use the vessel as a training ship didn't pan out so she was re-sold by the Union.

Current plans for the *South American* are to tow her to Mackinac Island where she'll be restored to her former glory and used as a museum.

Delta Panama Committee



With a smile of approval, Hdqs. Rep Teddy Babkowski (seated center) gives his well done to the crewmembers and the Ship's Committee of the *SS Delta Panama* (Delta Lines) at a payoff at Brooklyn's 39th St. Pier in the port of New York on Aug. 23. They were (seated l. to r.) AB Fred Galvin and Deck Maintenance David Bonetont. Standing (l. to r.) were Chief Steward Roosevelt Robbins, secretary-reporter; Deck Delegate N. Sala, Steward Delegate John McLain, Chief Electrician Jack Marcario, educational director; Bosun William Babbitt, ship's chairman and Engine Delegate John Penrose.

Delta Peru



Log reader Roscoe Rainwater, steward delegate (seated) looks nonplussed as the happy Ship's Committee of the *SS Delta Peru* (Delta Lines) stand up for a photo at a Aug. 24 payoff at the 39th St. Pier, Brooklyn, N.Y. They were (l. to r.) Recertified Bosun Peter Sernyk, ship's chairman; Engine Delegate Alan Nelson, Deck Delegate Tony Ferrara, Chief Steward Walter Fitch, secretary-reporter; Chief Pumpman George Muzzicca and Chief Cook Ralph Bollara.

UPGRADING



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It builds your security**

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FOWT—November 26

AB—November 23

Steward—December 10

Chief Cook—December 10

Cook and Baker—December 10

Towboat Cook—December 10

Lifeboat—November 22; December 6, 20

Tankerman—November 22; December 6, 20

Conveyor Department Course—February 11, 1980

To enroll, see your SIU Representative or contact:

Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674
Phone: (301) 994-0010

(An upgrading application is in this issue of the Log.
Fill it out and mail it today!)

**UPGRADING
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Stewardess, 71, Waiter, 31, Get Lifeboat Tickets



SIU Representative Ed Turner congratulates Marie Corsiglia and Vince Coss for having successfully passed the lifeboat class at the Andrew Furuseth School of Seamanship in San Francisco.

You're never too young nor too old to get a lifeboat ticket. The truth of that was made dramatically clear in San Francisco when two SIU members were certified as Lifeboatmen together.

Veteran stewardess Marie Corsiglia got hers at the vintage age of 71 years, while waiter Vince Coss got his at a more tender age of 31 years. Both members graduated together

from the Andrew Furuseth School of Seamanship, operated by the SUP.

As members of the former Marine Cooks & Stewards, neither Vince nor Marie were required to have lifeboat tickets. But now that they're SIU members they have gone along heartily with the SIU policy of having every member of the union become a certified lifeboatman.

Council Grove Committee



First-tripper, Wiper Bill Lundy (standing left), is with a shipmate and the Ship's Committee of the ST Council Grove (IOM) at a payoff on Aug. 23 at Stapleton Anchorage, S.I., N.Y. after unloading crude at St. Croix, V.I. With him are (standing l. to r.) Wiper Wendell Allen and the Ship's Committee of Engine Delegate Mike Berry and Bosun L.C. Rich, ship's chairman. Seated (l. to r.) are Chief Steward Emmons A. Kirsharr, secretary-reporter; Deck Delegate Robert Myers and Steward Delegate Curtis L. Brodnax.

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



Labor Says U.S. Savings Bonds a Sound Investment

A number of labor bodies have endorsed U.S. Savings Bonds as a safe and sound way to invest.

In a letter to affiliates and members, the AFL-CIO's Food and Beverage Trades Department notes, "The U.S. Savings Bond Program has been for many years a way for workers to both put something aside for the future and support their country."

Bonds issued after June 1, 1979 receive six-and-a-half percent interest if held to maturity. Maturity remains at five years for E Bonds and ten years for H Bonds. The former interest rate was six percent.

The letter further points out that "the new rate applies also to all outstanding bonds."

In another letter, the AFL-CIO Railway Employees' Department points out some of the ways that Savings Bonds can be purchased.

"Bonds are easy to buy," writes President James E. Yost. "The Payroll Savings Plan permits Savings Bonds to be purchased through regular allotments from pay. Bonds may also be purchased regularly at banks through the Bond-A-Month Plan, or over the

counter for cash at banks, savings and loan associations, and other financial institutions qualified as issuing agents. In addition, Bonds may be bought over the counter as gifts at most financial institutions."

The U.S. Savings Bond Program comes under the auspices of the Treasury Department. In literature put out by the Department's U.S.

Savings Bond Division, it's pointed out that "The Savings Bond was designed to make it impossible for any purchaser, however lacking in financial experience, to suffer loss under any conditions."

The Division notes other positive points for owning Savings Bonds. Among them:

- Bonds are "indestructible." Any

Bond lost, stolen, mutilated or destroyed will be replaced at no charge.

- Interest rates are guaranteed to maturity. A person can never get back less than he pays in.
- Bonds are liquid assets which may be cashed in after a minimal holding period—two months for E Bonds; six months for H Bonds.

Navy Bosun/Mate Now a 2nd Mate Thanks to SIU

Talking about how he decided to become a Boatman a few years ago, 49-year-old Ray Alcorn said, "it comes kind of natural."

Brother Alcorn was a bosun-mate in the Navy and when he retired from the service he continued to earn his living on the water.

In 1977 he joined the SIU in New Orleans and worked with Dixie Carriers for awhile. Then he went to Crowley Towing and Transportation which is nearer to his home in Neptune Beach, Fla.

Alcorn was an AB with Crowley when he went through the Transportation Institute Towboat Operator Scholarship Program. Now he's

earning more money as a 2nd mate with the company.

Talking about the Harry Lundeberg School where the Scholarship Program is conducted, Brother Alcorn said, "The School is just absolutely great for helping guys improve themselves."

He added, "If you're weak in a particular subject, there's someone who will help you. I can't say enough for the School."

The T.I. Towboat Operator Scholarship Program which is given in cooperation with the SIU, provides a weekly stipend of \$125. Also, tuition, room and board, and books are free during the Program.

Further, time spent in on-the-job training counts as the equivalent of wheelhouse time. Also, day-for-day work time credit is given for HLS entry graduates.

The Transportation Institute is a Washington, D.C.-based educational and research organization for the maritime industry. It is composed of 174 companies involved in harbor, inland, and deep sea operations.

Anyone wishing to apply for the Program should contact an SIU representative or write to: T.I. Towboat Scholarship Committee, Harry Lundeberg School, St. Mary's County, Piney Point, Md. 20674.

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.

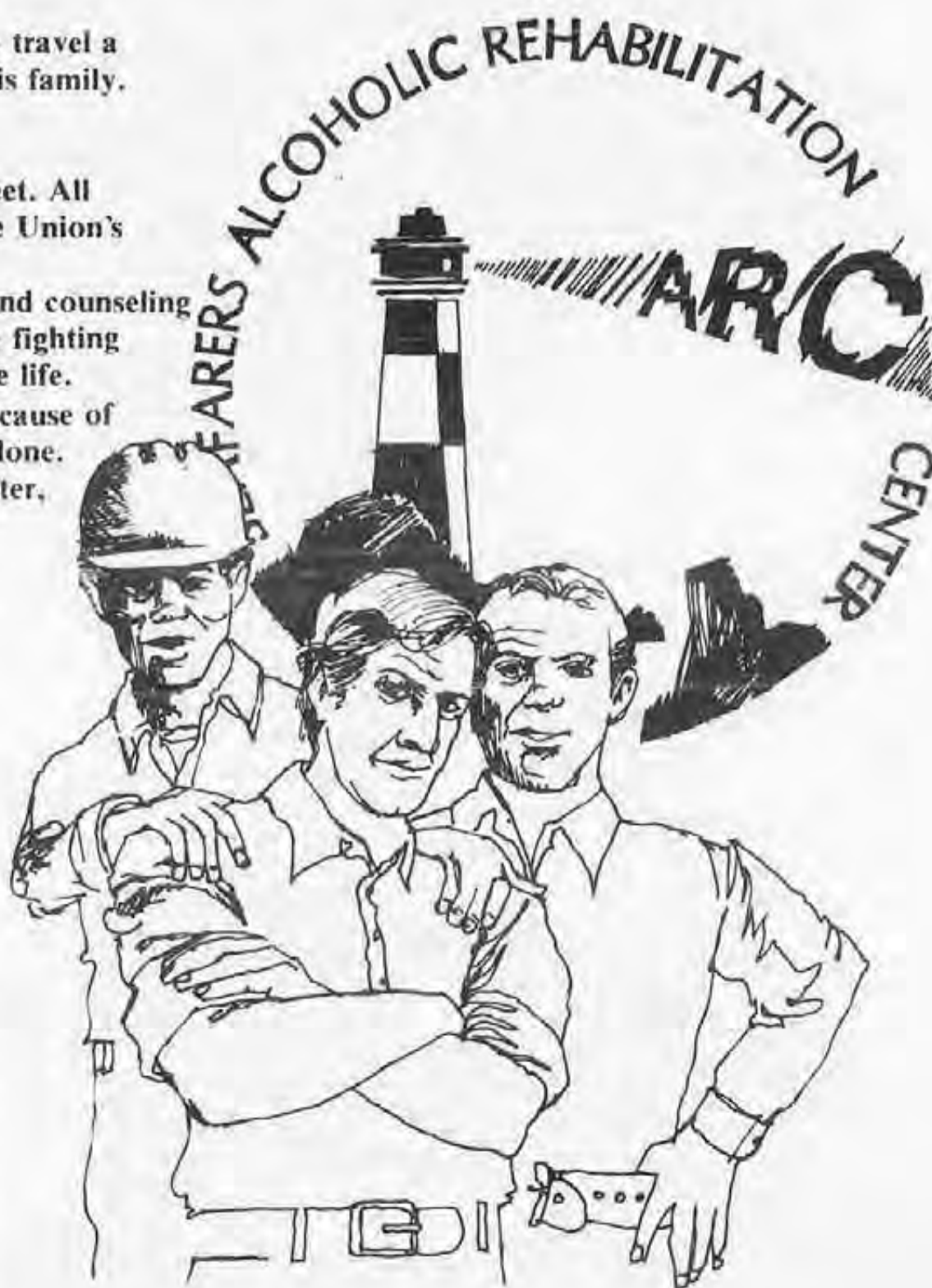
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or call, 24 hours-a-day, (301) 994-0010



30 Seafarers Cited for Bravery, Courage

2 SIU Members Given Special Awards by AOTOS Committee

MORE than 30 Seafarers aboard five SIU-contracted ships were honored for courage, heroism and outstanding seamanship as the U.S.-flag merchant marine paid tribute to their own at the 10th Annual Admiral of the Ocean Sea Awards last month.

All together, 13 American merchant ships and more than 100 crewmembers were saluted for their roles in rescues at sea. In addition, the title of "Admiral of the Ocean Seas," was bestowed on Joseph T. Lykes, Jr., chairman of Lykes Bros. Steamship Co., for his leadership in reopening American-flag steamship trade with China earlier this year.

SIU member **Hernando Salazar**, a QMED aboard the passenger vessel *SS Delta Panama*, was presented with the AOTOS "Mariner's Rosette" for saving the life of an elderly passenger. In total disregard for his own safety Salazar dove in after the passenger who'd fallen off a launch and was being swept away in heavy seas.

Brother Salazar shrugged off his heroics with the words: "I've always been a strong swimmer. I'm just happy I was able to lend a hand."

Also awarded the Mariner's Rosette was SIU member **Dottie R. Regrut**, a waitress aboard the Hong Kong-bound *S.S. President McKinley* (APL). Dottie's application of the "Heimlich method" on a passenger who was choking on a piece of food saved the woman's life.



Seafarer Hernando Salazar (left) is congratulated by SIU Executive Vice President Frank Drozak after being presented with the AOTOS Mariner's Rosette for courage, devotion to duty and excellence. Making up the rest of the receiving line at the 10th Annual AOTOS Awards are (rear, l-r): NMU President Shannon Wall, MEBA District 2 President Ray McKay, Frank Drozak and MM&P President Robert Lowen.

In a letter to the Union following Dottie's action, the *McKinley's* captain said "she deserves the highest commendation. Not only that," he added, "she is a great asset to the ship."

In addition to the Mariner's Rosettes, awarded to individual crewmembers, AOTOS Mariner's Plaques were given to 13 U.S.-flag vessels for "outstanding seamanship in rescue operations at sea."

The five SIU-contracted ships

recognized for rescue operations ranging from picking up survivors of downed planes to assisting Indochinese boat people were: *LNG Aries* (Energy Transportation), *S.S. Ponce* (Puerto Rico Marine Management), *S.S. President Roosevelt* (APL), *S.S. Mayaguez* (Sea-Land), and *S.S. Manulani* (Matson Navigation Co.).

The AOTOS awards are just recognition for merchant mari-

ners whose bravery was responsible for saving the lives of others. But it is the day-to-day actions of all Seafarers and their ability to work together as a skilled, capable crew that keeps the U.S. merchant marine afloat.

Following the presentations of Mariner's Plaques and Rosettes the guests who filled the Grand Ballroom of New York City's Waldorf Astoria Hotel looked on as Joseph T. Lykes Jr., collected the silver statuette which is presented each year to the AOTOS award winner.

In his acceptance speech Lykes urged all segments of the U.S. maritime industry to "put aside past differences," to work for the good of the merchant marine.

Specifically he asked the industry to pull together for H.R. 4769 the Omnibus Maritime bill which calls for sweeping changes in U.S. maritime policy. This bill is "the biggest maritime event of the year," Lykes said, adding "it affects everyone."

Listening to Lykes' speech from the dais were SIU Executive Vice President Frank Drozak, Federal Maritime Commission Chairman Richard Daschbach, 1978 AOTOS winner Rep. John Murphy (D-N.Y.) and many other leaders of U.S. maritime labor and industry.



SIU member Dottie Regrut received the AOTOS Committee's "Mariner's Rosette" award for saving the life of a choking passenger aboard the *SS President McKinley*. Dottie was not able to make the AOTOS dinner in New York. However, she was honored for her heroics in ceremonies recently in San Francisco. Above photo shows Dottie (center) holding award she was presented by Tom Patterson, Western regional director of the U.S. Maritime Administration. Others in photo include, from the left: Julius Copeland, chief steward; William Mines, APL port steward; Capt. Peter Treguboff, and Roger Boschetti, SIU patrolman.

Final Departures



Pensioner James Patrick "South Boston Irishman" Conley, 81, passed away in Cerritos (Calif.) Garden General Hospital on Aug. 15. Brother Conley joined the SIU in the port of Mobile in 1957 sailing as a bosun and deck maintenance. He was also a deck and ship's delegate. And he sailed 45 years. Seafarer Conley was elected chairman of a Houston strike committee and helped in organizing drives of Standard Oil tankers in Baytown, Tex. in 1937. And he was a member of the ISU in 1934 and the AFL Riggers Union in 1952. He was a veteran of the U.S. Navy and U.S. Coast Guard before World War II. Born in Cambridge, Mass., he was a resident of Artesia, Calif. Surviving are his widow, Rose; a daughter, Nancy and a granddaughter.



Luciano Millan Herrera, 71, was dead on arrival at Metropolitan Hospital, New York City on Aug. 29. Brother Herrera joined the SIU in 1946 in the port of New York sailing as a 2nd cook. He sailed 42 years. And he walked the picketline in the 1946 N.Y. Longshoremen's beef and the 1961 N.Y. Harbor strike. Seafarer Herrera was born in Rio Grande, P.R. and was a resident of New York City. Interment was in Municipal Cemetery, Rio Grande. Surviving are a son, Jose of New York City and a daughter, Elizabeth.



Pensioner Joseph Suarez Jr., 55, died of heart disease in Charity Hospital, New Orleans on June 28. Brother Suarez joined the SIU in 1949 in the port of New Orleans sailing as a bosun. He was born in Assumption Parish, La. and was a resident of New Orleans. Burial was in St. Louis No. 3 Cemetery, New Orleans. Surviving are his widow, Penny and three sisters, Mrs. Marie E. Burfield, Mrs. Ruby Miller and Mrs. Ethel Adams, all of New Orleans.



Pensioner Lee Phillip Paupard, 78, passed away on Aug. 6. Brother Paupard joined the Union in the port of Toledo, Ohio in 1951 sailing as a dredge deckhand for the Green Bank Dredge Co. in 1961 and as a dumpman for the Price McClung Co. from 1954 to 1960. He was born in Ohio and was a resident of Toledo. Surviving is a niece, Rosemary Giles of Osseo, Mich.



Maximo Quinde Cruz, 58, died of injuries incurred aboard the *SS Delta Ecuador* (Delta Line) in Arica, Chile on Sept. 2. Brother Cruz joined the SIU in the port of New York in 1959 sailing as an AB. He upgraded to AB at Piney Point in 1959. And he hit the bricks in the 1961 N.Y. Harbor beef and the 1965 District Council 37 strike. He sailed 28 years. Seafarer Cruz was born in Ecuador and was a resident of New York City. He was a naturalized U.S. citizen. Surviving are his widow, Margarita and his mother, Carmen of Guayaquil, Ecuador and New York City.



James Charles Dunlop Sr., 55, died on Aug. 24. Brother Dunlop joined the SIU in 1945 in the port of New Orleans sailing as a bosun. He was a veteran of the U.S. Navy in World War II. Seafarer Dunlop was born in Mobile and was a resident there. Surviving are his widow, Martha; two sons, James of Mobile and Jerry and a daughter, Creda of Mobile.



Thomas Alvin McNeil, 45, died of heart-lung failure in the USPHS Hospital, Brighton, Mass. on Aug. 19. Brother McNeil joined the SIU in the port of Mobile in 1960 sailing as a 3rd cook. He was a graduate of the Andrew Furuseth Training School, Mobile in 1960. Seafarer McNeil was a veteran of the U.S. Army following the Korean War. Born in Megargel, Ala., he was a resident of Mobile. Burial was in Mobile Memorial Gardens Cemetery. Surviving are his widow, Navis; his mother, Mary of Mobile; his father, Bryant of Monroeville, Ala. and his sister, Carolyn, also of Mobile.



Pensioner James Clifford Potter, 54, died of heart failure in the North Carolina Hospital, Chapel Hill on Aug. 18. Brother Potter joined the Union in the port of Norfolk in 1957 sailing as an AB, mate and tug captain for the C.G. Willis Co. from 1953 to 1964. He was a veteran of the U.S. Navy after the Korean War. Born in Lowland, N.C., he was a resident there. Burial was in Lowland Community Cemetery. Surviving are his widow, Mary; two daughters, Ada and Barbara and his parents, Mr. and Mrs. Claude J. Potter.

Pensioner Alfred Edison Howse, 56, died of lung-heart failure in the Cullman (Ala.) Medical Center on July 7. Brother Howse joined the Union in 1944 in the port of Mobile sailing as an AB for Sabine Towing. He was born in Cullman and was a resident there. Cremation took place in the University of Alabama, Department of Anatomy, Birmingham, Ala. Surviving is his widow, Viola of Mobile.



Pensioner Joseph Anthony Leslie, 83, died of cancer in Baptist Hospital, Miami, Fla. on July 12. Brother Leslie joined the SIU in 1947 in the port of Tampa sailing as a bosun and 3rd mate. He sailed 40 years. And he was a former member of the ISU from 1918 to 1930. Seafarer Leslie was born in Poland and was a naturalized U.S. citizen. He was a resident of Miami. Interment was in Woodlawn Park Cemetery, Miami. Surviving is his widow, Mary.



Pensioner As Fario Morris, 69, passed away on Aug. 8. Brother Morris joined the SIU in the port of Galveston in 1951 sailing as a fireman-watertender. He was born in Buoy County, Tex. and was a resident of Portsmouth, Va. Surviving are his widow, Louise; a sister, Mrs. Lucille Leland of Houston and a niece, Zelda Denton also of Houston.



Pensioner Fritz Nilsen, 73, died of a heart attack at home in Brooklyn, N.Y. on July 25. Brother Nilsen joined the SIU in the port of New York in 1953 sailing as a bosun. He sailed for 34 years and on the Robin Line. Seafarer Nilsen walked the picketline in the 1961 N.Y. Harbor strike. He was a veteran of the U.S. Army in World War II. And he was born in Norway. Burial was in Ocean View Cemetery, Staten Island, N.Y. Surviving is a stepdaughter, Doris Lucia of Brooklyn.



Pensioner Thomas Russell Parrett, 63, died of a hemorrhage in Long Beach (Calif.) Memorial Hospital on Aug. 6. Brother Parrett joined the SIU in 1943 in the port of Baltimore sailing as a 2nd cook. He was born in Missouri and was a resident of Long Beach. Cremation took place in the Harbor Lawn Crematory, Costa Mesa, Calif. His ashes were committed to the deep. Surviving is his widow, Ethelyn.



Pensioner Edward Louis "Eddie" Kaznowsky, 67, passed away on Aug. 19. Brother Kaznowsky joined the SIU in 1940 in the port of New York sailing as a chief steward. He sailed as a waiter in 1937. Seafarer Kaznowsky sailed 45 years and during the Vietnam War. And he hit the bricks in the 1961 N.Y. Harbor beef. A native of Carteret, N.J., he was a resident of Perth Amboy, N.J. Surviving are his mother, Mary of Perth Amboy; a brother, John of Carteret; a sister, Mrs. Josephine McCann of Perth Amboy and a nephew, Edward Clarity.



Wong Hwa Fah, 56, died on Aug. 20. Brother Fah joined the SIU in the port of New York in 1959 sailing as an AB, 3rd cook and chief steward. He was also a waiter on the American Banner Line. And he was on the Sea-Land Shoregang in Port Elizabeth, N.J. from 1967 to 1979. Seafarer Fah hit the bricks in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. A native of Shanghai, China, he was a resident of New York City. Surviving are his widow, So Chan; a son, Samuel; two daughters, Loretta of Brooklyn, N.Y. and Jeanette; a stepson, Ming Wu Lum and two stepdaughters, Ming Me Ham and Ming Hang Lum.



Recertified Bosun John Joseph Hazel, 54, died on Aug. 17. Brother Hazel joined the SIU in the port of Baltimore in 1959. He sailed 31 years. And he was a graduate of the 17th class of the Bosuns Recertification Program in October 1974. In 1972, he upgraded at Piney Point. Seafarer Hazel was a veteran of the U.S. Navy and the U.S. Army during the Korean War. Born in Leonardtown-Compton, Md., he was a resident of New Orleans. Surviving are his widow, Dorothy; his mother, Mary of Leonardtown and a sister, Mrs. W.L. Tilton of Cheltenham, Md.



Pensioner William Lester Strike Sr., 76, died of heart disease on Aug. 8. Brother Strike joined the SIU in 1947 in the port of New Orleans sailing as a fireman-watertender. He sailed 49 years and was a former member of the ISU. Seafarer Strike was born in Maud Nelson, Norway and was a resident of Mankato, Minn. and Wilmington, Calif. Burial was in Green Hills Memorial Park Cemetery, San Pedro, Calif. Surviving are a son, Seafarer William Strike Jr. of Wilmington; a daughter, Mrs. Carol Lee Gilman of Huntington Park, Calif.; and a sister, Mrs. Hazel V. Forshee of El Monte, Calif.



Pensioner Luke Thomas Williams, 84, died of heart failure at home in Baltimore on Aug. 10. Brother Williams joined the Union in the port of Baltimore sailing as a chief engineer on the tug *Heil* (Curtis Bay Towing) from 1957 to 1958. He worked for the company for 40 years. Boatman Williams was born in Brooklyn Park, Baltimore. Burial was in St. Michael's Cemetery, Ridge, Md. Surviving are his wife of 58 years, Elizabeth; two daughters, Mrs. Theresa Wiley and Mrs. Catherine Frank; two brothers, Ernest and Kenneth Williams and two sisters, Mrs. Alverta Silk and Mrs. Rosalie McCalanham, all of Baltimore.



Pensioner Benjamin Franklin Lowrey, 57, was dead on arrival at the Providence Hospital, Mobile on June 4. Brother Lowrey joined the

SIU in 1941 in the port of New Orleans sailing as a deck engineer. He was also a plumber and machinist. Seafarer Lowrey was born in Mexia, Ala. and was a resident of Megargel, Ala. Burial was in Memorial Gardens Cemetery, Monroeville, Ala. Surviving are his widow, Doris; three sons, Samuel, John and Paul of Goodway, Ala. and a daughter, Peggy.



Jesse Willard Riley "Tex" Ringo, 62, succumbed to pneumonia in the East Poblacion (P.I.) Hospital on June 22. Brother Ringo joined the

SIU in 1941 in the port of Baltimore sailing as a bosun. He sailed 46 years. And he was also a member of the SUP. Seafarer Ringo was born in Texas and was a resident of Olongapo City, P.I. Burial was in Naividad (P.I.) Cemetery. Surviving are his widow, Jacinta; two sons, William and Gilbert; a brother, E.T. Ringo of Lindsay, Okla.; and a sister of Wichita Falls, Tex.



Recertified Bosun Earl Paul McCaskey, 58, died of heart failure in the University of Southern Alabama Medical Center, Mobile on May 19. Brother

McCaskey joined the SIU in 1942 in the port of Mobile. He graduated from the Bosun Recertification Program in May 1974, and completed the HLS LNG Course in 1978. Seafarer McCaskey also attended a 1970 Piney Point Crews Conference. And he was a veteran of the U.S. Navy in World War II. Born in Alabama, he was a resident of Mobile and Pearland, Tex. Cremation took place in the Crematory of Northwest Florida, Pensacola. Surviving are a son, Herbert; a brother, S. G. McCaskey of Whistler, Ala.; two sisters, Mrs. Helen M. McNulty of Mobile and Mrs. Margie Burken of Pearland and a nephew, Scott Hunter, formerly football quarterback for the Green Bay Packers and Atlanta Falcons.



Pensioner James Archibald Mitchell, 61, died of natural causes in Bellevue Hospital, New York City on May 25. Brother Mitchell, joined the SIU in

1947 in the port of New York sailing as a third cook. He sailed 28 years. Seafarer Mitchell was born in Port Auxbasque, Newfoundland, Canada. And he resided in New York City. Burial was in Ocean View Cemetery, Staten Island, N.Y. Surviving are his widow, Wanda and a daughter, Marilyn.



Angelo Ali, 53, died of a heart attack aboard the *SS Delta Sud* (Delta Line) in Santos, Brazil on June 26. Brother Ali joined the SIU in the port of Norfolk in 1955 sailing as an AB and cook for 34 years. He was a veteran of the U.S. Navy in World War II. Born in Bayonne, N.J., he was a resident of Metairie, La. Burial was in Holy Cross Cemetery, North Arlington, N.J. Surviving are his widow, Blanche Lucia; his parents, Mr. and Mrs. Salvatore and Caroline Allegro; three brothers, Anthony, Samuel and Charles; two sisters, Mrs. Nancy Sparacello and Mrs. Rose Carpenter, both of Bayonne; seven nephews, nieces and six great-nephews.



Pensioner George Taylor, 82, died of natural causes in the Metropolitan Hospital Medical Center, New York City on June 23. Brother Taylor joined the SIU in 1939 in the port of New York sailing in the steward department for 54 years. He hit the bricks in the 1961 N.Y. Harbor beef. Born in Jamaica, B.W.I., he was a naturalized citizen and a resident of New York City. Burial was in Fair Lawn (N.J.) Cemetery. Surviving are his widow, Emmaline and a niece, Guin Michaels of New York City.

Brother Taylor joined the SIU in 1939 in the port of New York sailing in the steward department for 54 years. He hit the bricks in the 1961 N.Y. Harbor beef. Born in Jamaica, B.W.I., he was a naturalized citizen and a resident of New York City. Burial was in Fair Lawn (N.J.) Cemetery. Surviving are his widow, Emmaline and a niece, Guin Michaels of New York City.



Stephen J. Kokoruda Jr., 55, died of a heart attack on arrival at the Cleveland Metropolitan General Hospital on Apr. 18. Brother Kokoruda joined the Union in the port of Cleveland in 1958 sailing as a dredge deckhand for Dunbar and Sullivan from 1958 to 1975 and for Merritt, Chapman and Scott in 1961. He was a veteran of the U.S. Army in World War II. Laker Kokoruda was born in Johnstown, Pa. and was a resident of Cleveland. Burial was in Riverside Cemetery, Cleveland. Surviving are his widow, Margaret; two sons, Donald and David and three daughters, Susan, Diane and Jean.

Brother Kokoruda joined the Union in the port of Cleveland in 1958 sailing as a dredge deckhand for Dunbar and Sullivan from 1958 to 1975 and for Merritt, Chapman and Scott in 1961. He was a veteran of the U.S. Army in World War II. Laker Kokoruda was born in Johnstown, Pa. and was a resident of Cleveland. Burial was in Riverside Cemetery, Cleveland. Surviving are his widow, Margaret; two sons, Donald and David and three daughters, Susan, Diane and Jean.



Pensioner Fred Murphy, 80, passed away at Sailors Snug Harbor, Sea Level, N. C. on June 4. Brother Murphy joined the SIU in 1941 in the port of San Pedro, Calif. sailing as a deck engineer and third assistant engineer during World War II for the Calmar Steamship Co. He also sailed during the Korean War. He sailed 47 years. Seafarer Murphy was born in Missouri and was a resident of Norfolk. Surviving is a niece, Violet Cochrane of Jay, Okla.

Brother Murphy joined the SIU in 1941 in the port of San Pedro, Calif. sailing as a deck engineer and third assistant engineer during World War II for the Calmar Steamship Co. He also sailed during the Korean War. He sailed 47 years. Seafarer Murphy was born in Missouri and was a resident of Norfolk. Surviving is a niece, Violet Cochrane of Jay, Okla.



Thomas William Berry, 40, died aboard the *SS Thomas Nelson* (Waterman) off Jeddah, Arabia on Aug. 15. Brother Berry joined the SIU in the port of New Orleans in 1969 sailing as a QMED, deck engineer, 2nd electrician, pumpman, machinist and engine delegate. He was a survivor of the sinking of the rammed *SS Yellowstone* (Waterman) off the Straits of Gibraltar in May 1978. Seafarer Berry attended Piney Point in 1977-78 and the SIU-MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. He was a veteran of the U.S. Navy in 1956 and was in the U.S. Army Reserves from 1973 to 1975. Born in Tuscaloosa, Ala., he was a resident of Goodsprings, Ala. Surviving are his widow, Loretta of Mobile; his mother, Mrs. Ruby P. Christian of Goodsprings; a stepfather of Birmingham, Ala.; two stepsons, Dwaine E. and David Baker and two stepdaughters, Patricia and Cheryl.

Brother Berry joined the SIU in the port of New Orleans in 1969 sailing as a QMED, deck engineer, 2nd electrician, pumpman, machinist and engine delegate. He was a survivor of the sinking of the rammed *SS Yellowstone* (Waterman) off the Straits of Gibraltar in May 1978. Seafarer Berry attended Piney Point in 1977-78 and the SIU-MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. He was a veteran of the U.S. Navy in 1956 and was in the U.S. Army Reserves from 1973 to 1975. Born in Tuscaloosa, Ala., he was a resident of Goodsprings, Ala. Surviving are his widow, Loretta of Mobile; his mother, Mrs. Ruby P. Christian of Goodsprings; a stepfather of Birmingham, Ala.; two stepsons, Dwaine E. and David Baker and two stepdaughters, Patricia and Cheryl.



Edward Alfred Wagner, 52, died aboard the *SS Tamara Guilden* (Transport Communications) at sea enroute to the port of Philadelphia on July 12. Brother Wagner joined the SIU in the port of New York in 1955 sailing as a bosun. He sailed 29 years. Seafarer Wagner was a veteran of the U.S. Army in World War II. Born in Philadelphia, he was a resident there. Burial was at sea. Surviving is his mother, Margaret of Philadelphia.

Brother Wagner joined the SIU in the port of New York in 1955 sailing as a bosun. He sailed 29 years. Seafarer Wagner was a veteran of the U.S. Army in World War II. Born in Philadelphia, he was a resident there. Burial was at sea. Surviving is his mother, Margaret of Philadelphia.



Pensioner Christos "Chris" Ioannis Polichronakis, 59, died in Piraeus, Greece on June 19. Brother Polichronakis joined the SIU in the port of New York in 1960 sailing as a fireman-watertender. He sailed 28 years. Born in Greece, he was a resident of Piraeus. Surviving are his widow, Nachi; a son, Christos; his parents, Mr. and Mrs. Ioannis and Frini Polichronakis and a brother, Alexander Polichronakis, all of Piraeus.

Brother Polichronakis joined the SIU in the port of New York in 1960 sailing as a fireman-watertender. He sailed 28 years. Born in Greece, he was a resident of Piraeus. Surviving are his widow, Nachi; a son, Christos; his parents, Mr. and Mrs. Ioannis and Frini Polichronakis and a brother, Alexander Polichronakis, all of Piraeus.



Pensioner William Lee Rackley, 64, died of a heart attack in Bayonne, N.J. on June 15. Brother Rackley joined the SIU in 1946 in the port of New York sailing as a chief steward. He sailed 41 years and for the American Coal Co. in 1957. Seafarer Rackley was on the picketline in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Born in Wilmington, N.C., he was a resident of Bayonne. He was buried wearing his Union button. Surviving are his widow, Charlotte; a son, William and two daughters, Mary Lee and Beverly.

Brother Rackley joined the SIU in 1946 in the port of New York sailing as a chief steward. He sailed 41 years and for the American Coal Co. in 1957. Seafarer Rackley was on the picketline in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Born in Wilmington, N.C., he was a resident of Bayonne. He was buried wearing his Union button. Surviving are his widow, Charlotte; a son, William and two daughters, Mary Lee and Beverly.



Pensioner William Henry Walter, 59, died on July 28. Brother Walter joined the SIU in the port of Baltimore sailing as a chief pumpman. He was also a machinist. And he was a veteran of the U.S. Navy in World War II. Born in Baltimore, he was a resident there. Surviving is a sister, Mrs. Bertha Anzengruber of Baltimore.

Brother Walter joined the SIU in the port of Baltimore sailing as a chief pumpman. He was also a machinist. And he was a veteran of the U.S. Navy in World War II. Born in Baltimore, he was a resident there. Surviving is a sister, Mrs. Bertha Anzengruber of Baltimore.



Pensioner Garvis Franklin Hudson, 63, succumbed to cancer in the University of Southern Alabama Medical Center, Mobile on Aug. 6. Brother Hudson joined the SIU in the port of Mobile in 1951 sailing as a fireman-watertender. He was born in Mississippi and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Ruby; a stepson, William Marty and a stepdaughter, Mae Torpel.

Brother Hudson joined the SIU in the port of Mobile in 1951 sailing as a fireman-watertender. He was born in Mississippi and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Ruby; a stepson, William Marty and a stepdaughter, Mae Torpel.



J.W. Carr, 48, died aboard an IOT vessel in Puerto Rico on Aug. 9. Brother Carr joined the SIU in the port of Houston in 1970 sailing as a wiper and AB. He attended the Andrew Furuseth Training School in the port of Baltimore in 1958. Seafarer Carr was a wounded U.S. Army veteran of the Korean War. Born in Julip, Ky., he was a resident of Williamsburg, Ky. Surviving are his widow, Joanna; his father, Drew of Williamsburg and a sister, Mrs. Evelyn Parker of Cincinnati, Ohio.

Brother Carr joined the SIU in the port of Houston in 1970 sailing as a wiper and AB. He attended the Andrew Furuseth Training School in the port of Baltimore in 1958. Seafarer Carr was a wounded U.S. Army veteran of the Korean War. Born in Julip, Ky., he was a resident of Williamsburg, Ky. Surviving are his widow, Joanna; his father, Drew of Williamsburg and a sister, Mrs. Evelyn Parker of Cincinnati, Ohio.



Pensioner Erling H. Nelson, 75, passed away on Apr. 19. Brother Nelson joined the Union in the port of Chicago in 1961 sailing as a deckhand and dredge-man for the Great Lakes Dredge and Dock Co. from 1925 to 1969 and for the Merritt, Chapman and Scott Corp. Laker Nelson was born in Oslo, Norway, was a naturalized U.S. citizen and was a resident of Chicago. Surviving are his widow, Nellie; a son, the Rev. Henry Nelson of Kenosha, Wis. and two daughters, Mrs. Evelyn M. Linne and June of Chicago.

Brother Nelson joined the Union in the port of Chicago in 1961 sailing as a deckhand and dredge-man for the Great Lakes Dredge and Dock Co. from 1925 to 1969 and for the Merritt, Chapman and Scott Corp. Laker Nelson was born in Oslo, Norway, was a naturalized U.S. citizen and was a resident of Chicago. Surviving are his widow, Nellie; a son, the Rev. Henry Nelson of Kenosha, Wis. and two daughters, Mrs. Evelyn M. Linne and June of Chicago.



Lester Edwin Sutherland, 62, died of cancer in Sarasota, Fla. on Apr. 30. Brother Sutherland joined the Union in the port of Buffalo in 1965 sailing as an AB and wheelsman for the Gartland Steamship Co. from 1965 to 1966, for McKee Sons and the American Sand Co. from 1970 to 1976. He sailed 23 years. Laker Sutherland was a veteran of the pre-World War II U.S. Navy. Born in Detroit, Mich., he was a resident of Sarasota. Cremation took place in the Hawkins Crematory, Sarasota. Surviving are his widow, Katleen; two sons, Lester Jr. and Patrick and three daughters, Susan, Janet and Linda.

Brother Sutherland joined the Union in the port of Buffalo in 1965 sailing as an AB and wheelsman for the Gartland Steamship Co. from 1965 to 1966, for McKee Sons and the American Sand Co. from 1970 to 1976. He sailed 23 years. Laker Sutherland was a veteran of the pre-World War II U.S. Navy. Born in Detroit, Mich., he was a resident of Sarasota. Cremation took place in the Hawkins Crematory, Sarasota. Surviving are his widow, Katleen; two sons, Lester Jr. and Patrick and three daughters, Susan, Janet and Linda.

24 New ABs—Count 'Em!



Recently the Lundeberg School graduated these 24 ABs. Included in the photo are (front to back l. to r.) D. Drinan, W. Burton, T. Lignos, K. Bluiitt, H. Blount, J. Micklos, T. Hagen, K. Nilsen, A. Caulder, E. Gerena, E. Hawks, B. Thurber, P. Wilisch, B. Wilson, J. Limoli, S. Benjamin, B. Holloway, D. Derby, L. Strammen, S. Kayser and S. Gateau.

Trio Ready to Cook and Bake



Showing off their Piney Point Cook and Baker Course diplomas are graduates R. McElwee, K. Thatcher and J. Wagner.

A Slew of Celestial Navigators



Also last month we had eight Seafarers graduate from the Celestial Navigation Course at the HLS. In front are (l. to r.) Juan Diaz, Tony Colon, Luis Ramos and Al Hilt. In back are (l. to r.) Jim Larkin, Robert Candelario, Charlie Teller and Bob Hoffman.

10 More SIU LNGers



QMED William "Flatop" Kollowitch (front left) got his LNG endorsement recently with (front l. to r.) M. Coyle, E. Sierra, T. Navarre and R. Hines. Also hitting the books at the Point for the course were (back l. to r.) K. Linah, J. Garner, R. Bowen, P. Wolf and F. Mears.

They Do Pumproom Maintenance



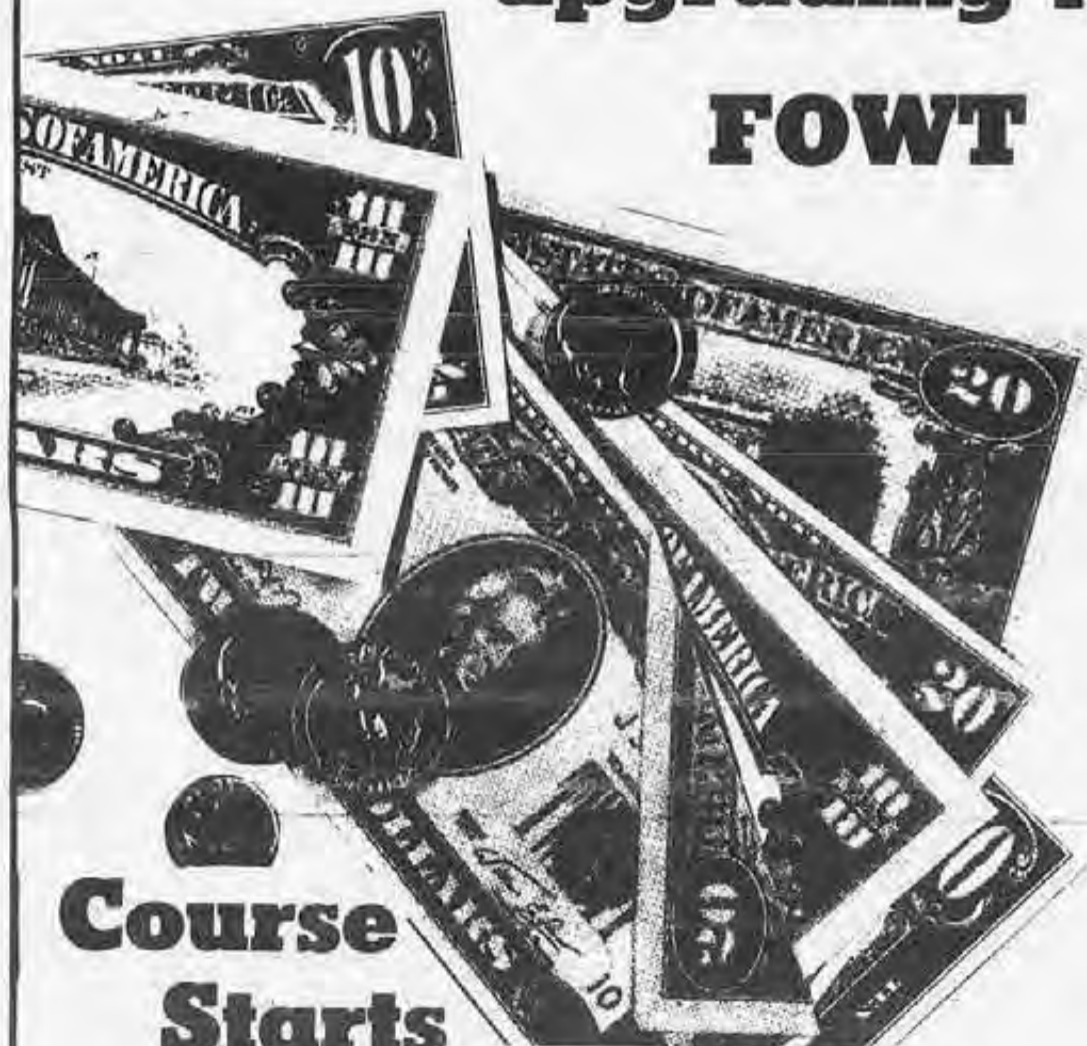
Here's a recent graduating class of the Pumproom Maintenance Course at the Point. They are (l. to r.) A. Black, B. Eckert, L. Johns, P. Crow and R. Mullen.

Four New Welders



Last month Welding Instructor M. Lilly (left) poses with the HLSS graduating class of (l. to r.) R. Mullen, B. Eckert, R. Hiler and V. Carraro.

Here are some very
good reasons for
upgrading to
FOWT



Course
Starts

November 26

To enroll, contact the
Harry Lundeberg School.

(An upgrading application is in this issue of the Log.
Fill it out and mail it today!)



Lee M. Cook



Seafarer Lee M. Cook, 24, graduated from the Harry Lundberg School of Seamanship (HLSS) Entry Trainee Program, Piney Point, Md. in 1976. He upgraded to FOWT there in 1977 and QMED this year. Brother Cook has his firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) training. Born in Hyannis, Mass., he lives in Brighton, Mass. and ships out of the ports of Boston and New York.

James P. Dernbach



Seafarer James P. Dernbach, 24, is a 1973 graduate of the HLSS. There he upgraded to FOWT in 1978 and to QMED earlier this year. He holds the lifeboat, firefighting and CPR endorsements. Brother Dernbach also attended college. A native of Milwaukee, Wisc., he lives in Miller Place, N.Y. and ships from the port of New York.

Harry Kinsman, Jr.



Seafarer Harry Kinsman, Jr., 23, is a 1977 graduate of the Lundberg School. Brother Kinsman upgraded to FOWT in 1978 and to QMED this year. He also has his LNG endorsement. He has his firefighting, lifeboat and CPR endorsements. A native of Tampa, he lives in Zephyr Hills, Fla. and ships out of the ports of Tampa and Jacksonville.

Evan Jones III



Seafarer Evan Jones III, 27, graduated in 1977 from the HLS. He upgraded to AB there in 1978 and had Quartermaster and LNG training in 1979. Brother Jones was a gunfire control technician in the U.S. Navy from 1970 to 1974. He earned his CPR, firefighting and lifeboat training. And he studied chemistry in college, plays the guitar and canoes. Born in Cleveland, Ohio, he lives and ships out of the port of Houston.

David M. Drinan



Seafarer David M. Drinan, 26, began sailing in the deck department with the SIU in 1978 after his graduation from the HLS. This year he upgraded to AB and LNG. From 1972 to 1974, he was in the U.S. Navy. He has studied mechanical (power) engineering. Brother Drinan was a former member of the United Rubber Workers Union. He has the firefighting, lifeboat and CPR tickets. Born in Boston, Mass., he lives in Woburn, Mass. and ships from the port of Boston.

Robert J. "Buffalo" Orloff



Seafarer Robert J. "Buffalo" Orloff, 21, graduated from Piney Point in 1977. He was an "outstanding student" there. Last year he upgraded to FOWT. And he has the CPR, firefighting and lifeboat tickets. Brother Orloff studied college chemistry and has built boats and done commercial fishing. Born in Sheepshead Bay, Brooklyn, N.Y., he lives there and ships out of the port of New York.

Mark S. Rizzo



Seafarer Mark S. Rizzo, 24, graduated from the Piney Point Entry Program in 1976. In 1977 he upgraded to AB at the School. Brother Rizzo has his lifeboat, firefighting and CPR tickets. Born in Brooklyn, N.Y., he lives there and ships out of the port of New York.

James O'Meara



Seafarer James O'Meara, 25, is a 1977 graduate of the HLS Trainee Program. There he was a "great student." In 1977 he upgraded to FOWT, and LNG and QMED this year. Brother O'Meara was a former member of the Retail Clerks Union. He has a boat operators license and has the firefighting, lifeboat and CPR endorsements. A native of Washington, D.C., he lives in Edgewater, Md. and ships from the port of Baltimore.

William O. Johnson



Seafarer William O. Johnson, 53, started sailing as an AB with the SIU in 1974 from the port of Mobile. Actually he began sailing in the U.S. merchant fleet in 1951 serving in the Navy in World War II. Brother Johnson was a former member of the NMU and Ironworkers and Boilermakers Unions. He earned his firefighting, lifeboat and CPR tickets. Born in Vredenburgh, Ala., he lives in Mobile and ships out of that port city.

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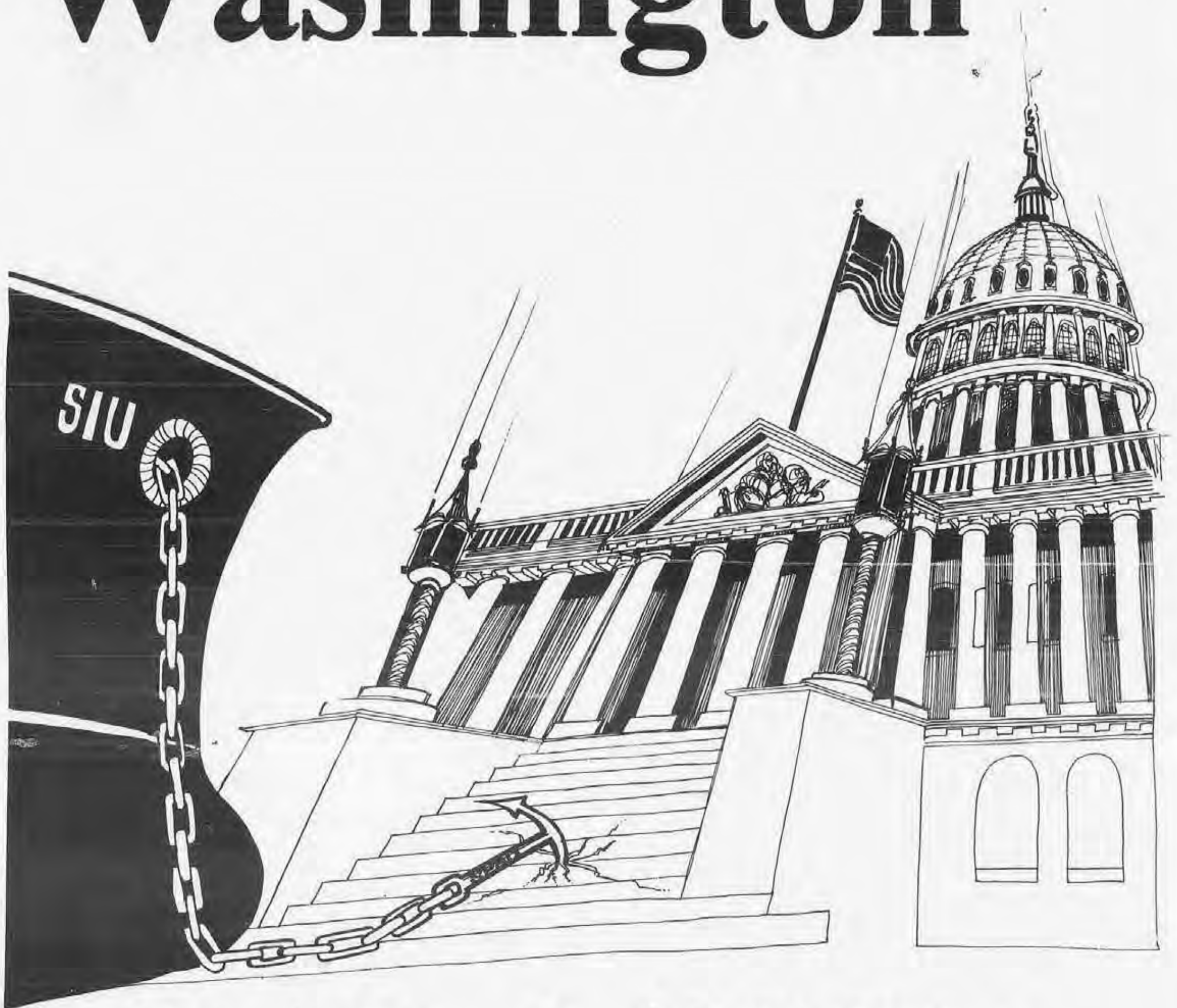
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