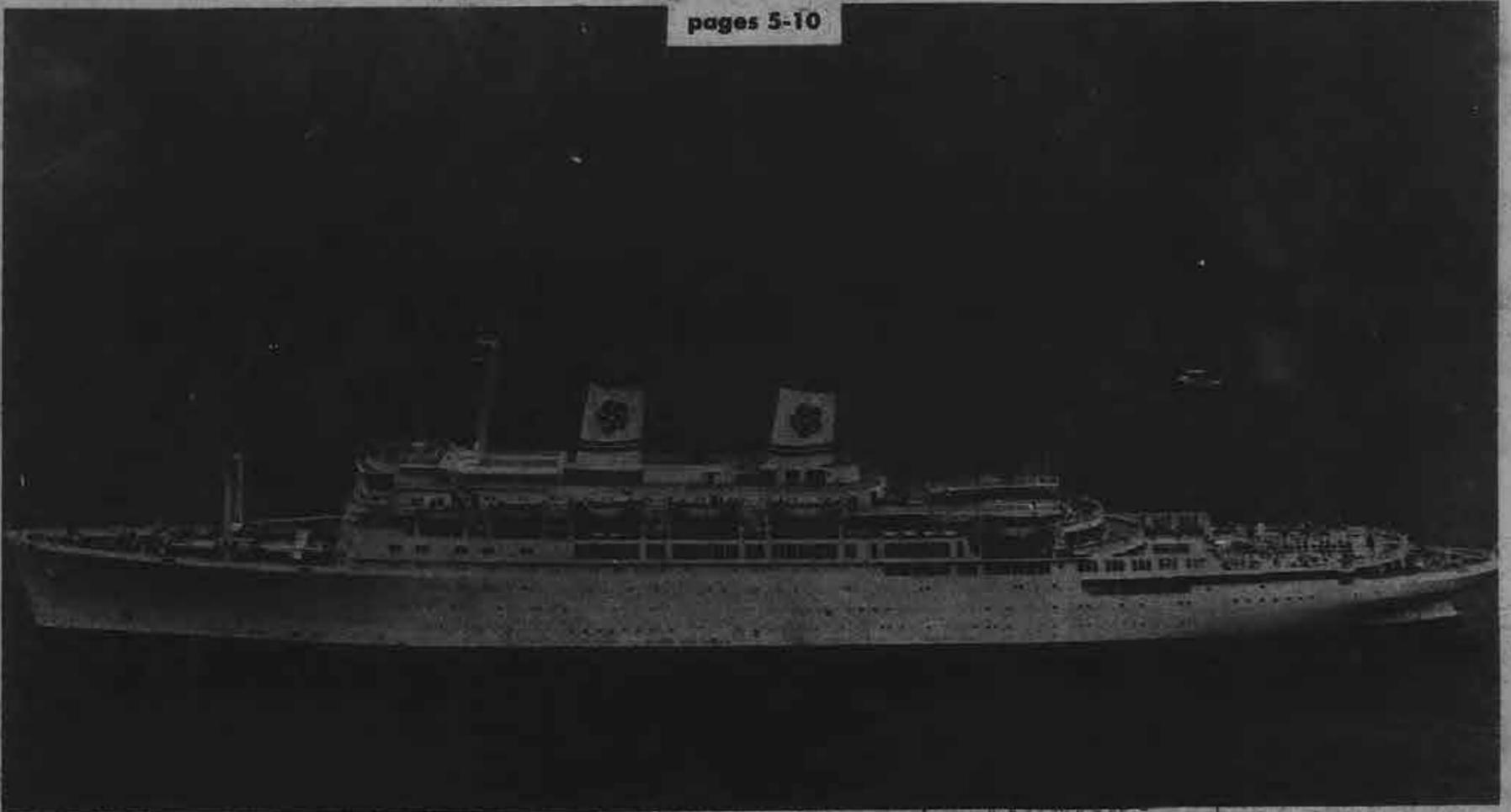


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A New Era



Frank Drozak

MORE than at any time in the history of our Union, we are in a position to nail down a future so strong and so secure that nothing will shake it loose.

We are on the threshold of a new era in American maritime—an era which we, more than anyone else, are helping to usher in.

It is an era that presents unlimited opportunities for us. But it also is an era that will create tremendous demands and responsibilities on each and every member of this Union.

I say this because of the two landmark victories we have achieved in recent weeks.

The first is the crewing by the SIU of the *SS Oceanic Independence* in Hawaii. She's the first American-flag passenger liner to be crewed for new operation in a decade.

Second is the passage into law of the Deep Seabed Hard Mineral Resources Act, better known as the Ocean Mining bill.

The crewing of the *Oceanic Independence* signals the rebirth of an old industry. The Ocean Mining bill signals the birth of a brand new American industry.

Together, they signal opportunity and continued progress for the SIU.

What must be remembered here is that neither of these things were simply handed to us on a silver platter.

It required major efforts on our part to change hope into reality, to change speculation into concrete gains.

We are crewing the *Oceanic Independence* not because we're nice guys, but because we worked at it. We fought to enact the Passenger Ship bill earlier this year, which enabled the *Oceanic Independence* to come back under the U.S. flag. We then cooperated thoroughly with management to help put together a winning coalition that will make the *Oceanic Independence* venture a complete and long lasting success.

It's proper to say that the success of the *Oceanic Independence* will hasten a total revival of the American flag passenger liner industry.

In regard to Ocean Mining, the doors are wide open to us. We fought in Congress for 10 years to get this crucial legislation passed with all important "man-American" provisions intact.

It was not an easy fight. In fact, it was one of our toughest legislative battles ever. But it was worth it. Because by the end of this century, which is not all that far away, there will be at least 20 U.S. flag deep sea mining vessels, and anywhere from 20 to 60 U.S. flag ore carriers involved in the industry.

I am confident that the majority of these vessels will be crewed by the SIU. We have made valuable contacts during our fight for the bill. And we have the facilities in Piney Point for the proper training programs.

This, along with the respect we have gained throughout the industry because of the calibre of professionalism of SIU members, spells a winner to me.

In other words, it's there for the taking. And believe me, brothers, we intend to take.

Don't get me wrong. The crewing of the *Oceanic Independence*, coupled with passage of the Ocean Mining bill alone does not mean the fight is over. It doesn't mean we can now sit back and enjoy.

But it does mean we are moving ahead. It does mean that we continue to be effective in Washington while a lot of other people in maritime are crying the blues about what a lousy Congress and Administration this is. The fact is, that without the support of this Congress and Administration, there would be no *Oceanic Independence* or Ocean Mining bill.

Our programs are working. What we need now to bed it down is more of the same. We have to pour it on—with no let up.

That means continued support of SPAD. It means continuing to keep on top of your profession by constant upgrading of your skills.

These are the things that have brought us this far. And these are the things that will keep us moving ahead, and eventually to our desired goal of ultimate security.

Navy: Private Sector Will Operate SL-7s

THESE are strong indications from the U.S. Navy that the eight SL-7 vessels it is planning to buy from Sea-Land will be privately operated.

SIU President Frank Drozak was given these indications from Assistant Secretary of the Navy John Doyle at a meeting held the end of July in Washington, D.C. Myles Lynk, who represents President Carter, was also at the meeting.

For many months SIU-contracted Sea-Land has wanted to sell these eight vessels because their high fuel consumption makes them uneconomical for the company.

The SL-7's are the fastest, highest capacity containerships afloat. They can reach a service speed of 33 knots. But for some time now the ships have been forced to operate at slower speeds for better fuel efficiency.

The government, which is very concerned right now with defense readiness and the ability to deploy U.S. forces rapidly, feels the ships would be an asset to the Navy.

In letters to the President, to the Maritime Administration, and to various members of Congress, Drozak has explained that the SIU is not opposed to the sale in principle. However, the Union believes that the ships should be privately operated. In this way, American merchant seamen will not lose their jobs.

In order to purchase the vessels, monies must be authorized by the Congress. Conferees from the House of Representatives and the Senate are now studying H.R. 6974, fiscal year 1981 Department of Defense authorization legislation.

As part of that \$52 billion authorization, \$285 million is

allotted for the purchase of the eight SL-7's.

There are approximately 25 conferees who must work out the differences in the House and Senate versions of this legislation. (Then the compromise bill must go back to the Senate and House for another vote.)

On the Senate side, the chairman is John Stennis (D-Miss.) and the ranking Republican is John Tower of Texas. On the House side the conferee chairman is Melvin Price (D-Ill.) and the ranking Republican is Bob Wilson of California.

In letters to the conferees, Drozak noted that the sale should "not serve as a vehicle to increase United States government competition with the commercial merchant marine or otherwise result in unemployment for American seamen who have manned these ships."

He goes on to outline three points which he feels should be met by the Department of Defense:

1) If the vessels are not operated by the Department of the Navy with Navy crews, they should be operated pursuant to existing collective bargaining agreements covering these vessels.

2) The vessels should not be used for the routine transport of cargoes that would otherwise be carried by commercial ships.

3) The proceeds from the sale should be used to construct vessels in the United States.

In the meeting Drozak had with Doyle and Lynk, it seems that the Navy is thinking along the same lines as the Union.

The SIU will continue to closely follow this issue to make sure that the jobs of American merchant seamen are protected.

SIU Pays \$45,000 Bill for Boatman's Twins

YOU never know when you'll need a good medical plan. Just ask SIU Boatman William "Pete" Petersen and his wife Joan.

Shortly after the birth of her twin sons, Mrs. Petersen wrote the SIU to thank it for all that it has done to help the Petersen family and families like them.

Mrs. Petersen's twin sons,

'We At Sea' Author Looking for Copies

Capt. Nick Manolis wrote a well accepted book about merchant seamen in World War II called 'We At Sea'. Now, nearly 35 years later, even he doesn't have a copy.

Manolis feels that some SIU oldtimers might have a copy of his book and be willing to sell it back to him.

So if you have this book and are willing to part with it, get in touch with Capt. Manolis at 17 Battery Place, Suite 1745, New York, N.Y. 10004.

David and Richie, were born premature. Complications arose, which required special medical assistance. The boys were confined for 28 days at the Children's Hospital.

The cost of their stay was \$45,000, not a big deal to a David Rockefeller, maybe, but quite a shock to the Petersens.

The Petersen's were lucky. They receive full medical coverage, including Major Medical, from the Seafarers Welfare Plan. Petersen works for Interstate.

When we think about the Petersen family, we feel good. We think that all seamen should get the best possible deal. The SIU intends to keep it that way.

Mrs. Petersen's letter read as follows:

"My husband William 'Pete' Petersen is an Inland member and works down South. We were recently

blessed with our first children, a set of beautiful twin boys. As twins usually are, they were premature and complications set in. They were rushed from the hospital where they were born to Children's Hospital, where it was touch and go for



The million dollar babies, twins, David and Richie Peterson.

quite some time. They were confined for 28 days at this Hospital.

The overall bills for their delivery and follow-up confinement and care amounted to around \$45,000. What would we have done without the SIU Welfare Plan.

The "twins" are doing great, the bills are all paid and we can only gratefully say a big "THANK YOU."

Again, my husband and I want to express our gratitude and appreciation for what you have done."

ST Washington Is Reactivated for NATO '80 Exercise

MARAD reactivated the *ST Washington* (Hudson Waterways) the ex-*Seatrain Washington*, late last month from the National Defense Reserve Fleet for military support of the annual NATO Reforger '80 exercise for U.S. Armed Forces in Northern Europe.

MARAD says "This is an opportunity to demonstrate that the U.S. maritime industry can carry out assignments pertinent to national security and defense."

The tanker is being readied at the Bender Ship Repair Yard, Mobile. She will take on cargo on Aug. 19 in Beaumont, Tex. for offloading in either a Belgian or Netherlands port.

After that she will take part in a NATO convoy exercise. Then carry Reforger cargo back to Beaumont where she will be deactivated and returned to the reserve fleet.

Oldtimer Remembers 'His Honor' Paul Hall

PAUL Hall commanded "No fighting, men. No violence. I will take care of it all."

And no violence occurred.

Recalling the above incident was oldtimer George C. Jones now of San Francisco who said he "walked the picketline and shook hands with 'His Honor' in a longshore strike in 1954 in Brooklyn, N.Y."

Brother Jones, who boxed in the early '30s under the name of

Frank Conway out of the port of Norfolk, went on: "We SIU men wanted to fight our competitors. But President Paul Hall was on the waterfront with us. 'His honor' stepped in among us, as all great leaders do," and gave the above command.

Jones, who also saved a shipmate from a bad fall when he rode the T-2 *SS William Burden*, continued: "It was then that we SIU men threw away our clubs,

our knives. And one or two men threw their pistols into the East River."

The ex-fighter declared that when the news came that our President Paul Hall had made his last call he said, "...I bowed my head with sorrow!... A great man."

Jones concluded with "...those of us who knew 'his honor' best will love and worship him until the day we die."

House OK's 50% Blue Tickets for Deck Dept.

Bill Still Pending in Senate

WASHINGTON, D.C.—The U.S. House of Representatives recently passed a bill—actively supported by the SIU—which will provide more job opportunities for blue ticket AB's.

The Union fought for a provision in the bill which changes the make-up of the AB complement on deep sea vessels.

Called the Small Vessel Inspection and Manning bill, the legislation is numbered H.R. 5164. A similar bill, numbered S. 2523, is pending in the U.S. Senate.

Currently, most deep sea ships carry five green ticket AB's and one blue ticket AB.

A green ticket AB must have 36 months watchstanding time on deck. A blue ticket AB must have 12 months watchstanding time as an ordinary seaman.

The reason for the five and one

designation on deep sea ships is that current law says that 65 percent of the AB complement must be green ticket AB's.

Under the new provision in H.R. 5164, 50 percent of the deck crew could be green ticket AB's.

The SIU fought for this provision to broaden the job opportunities for the growing number of blue ticket AB's who are available for shipping.

Concerning another part of the bill, the SIU succeeded in changing a provision that would have drastically reduced the qualifications for AB 'Special' in the offshore mineral and oil industry. Under it, a person could have become an AB in six months.

The basic reason behind the six month AB provision was the shortage of qualified AB's in the mineral and oil industry in the Gulf of Mexico. But because 12-hour work days are common in this industry, and considering the proposed education-in-lieu-of

service provisions, the bill would have really been certifying a '100 day' AB.

The SIU contended that the service requirement for AB 'Special' should be increased in the bill to a minimum of 12 months if safe working conditions were to be maintained.

The Union won its point and the House of Representatives passed the bill with a 12-month requirement for AB 'Special'.

The Union is also fighting for the 12-month requirement in the Senate bill.

Another of the bill's provisions which the Union opposes but which passed on the House floor, concerns reduction of the number of AB's. On offshore supply vessels, according to the House bill, the number of AB's could be reduced to 50 percent of the crew's complement. Current law provides that 65 percent of the crew, exclusive of licensed deck officers, must be AB's.

The SIU will continue to fight to have this provision changed.

However, besides the blue ticket-green ticket provision mentioned earlier, other provisions in the bill which the SIU supports include the following:

- Termination of opportunities for companies to operate vessels through bare boat charters. Companies have been able to avoid compliance with certain inspection and manning requirements through these charters.

- Lowering of the minimum age requirement for qualifications as an AB from 19 to 18 years.

- Maintenance of the sea service requirement for 'AB Unlimited' at the current level of three years.

The bill must still come before the full Senate. Then a compromise version of the House and Senate bills would have to be worked out before the legislation went to the President.

GOP Adopts Maritime Plank: Dems Will Too

THOUGH the fireworks over Ronald Reagan's choice for his running mate captured the headlines at the Republican National Convention last month in Detroit, the GOP also made news by voting to support the U.S. merchant marine.

The Democrats are also expected to adopt a maritime plank at their convention in August.

A short maritime plank adopted by the Republican Convention delegates as part of their party's 1980 platform called for "a strong, competitive and efficient Merchant Marine to meet the needs of our international commerce and our national security. We must arrest the significant decline," the maritime statement continued, "in the ability of American-flag shipping to compete effectively for the carriage of world commerce."

Adoption of the pro-maritime statement by the Republicans was largely due to a campaign for the plank led by the SIU and the Maritime Trades Dept. of the AFL-CIO.

Testifying before the Republican Platform Committee in June were MTD Executive Secretary-Treasurer Jean Ingrao and SIU Washington rep Frank Pecquex. The SIU and MTD also successfully enlisted the support of key congressmen and senators

on behalf of maritime.

The maritime plank adopted at the GOP Convention was not as far-reaching or as specific as the proposals submitted by the Union to the Platform Committee. But the Republicans did include promises that "a Republican Administration will...encourage the maintenance and development of an American-flag ocean transportation system staffed with trained American personnel and capable of carrying a substantial portion of our international trade..."

The Republicans also pledged to "promote the development and support of a domestic shipbuilding and ship repair mobilization base adequate to both the commercial and national security requirement of the United States."

Several Republican Congressmen sent letters to their Party's Platform Committee backing adoption of the maritime plank. Rep. Robert W. Davis of Michigan called for a "Republican Commitment to revitalization of the American merchant marine."

Rep. Don Young, a member of the House Merchant Marine & Fisheries Committee stated: "it is imperative that we construct and maintain a viable merchant fleet. In terms of security our merchant fleet acts as an arm of our defense forces by supplying personnel

and equipment in support of military operations. Our Party would be doing a disservice," said the Alaska Congressman, "if it did not support a strong domestic merchant fleet."

Interviewed on the floor of the Convention, Sen. John Warner of Virginia, senior Republican member of the Merchant Marine Subcommittee pointed out that "at the present time we ship more cargo in Soviet ships than we do in U.S. ships.

"We've got to start a fresh, new program," said Warner and make "a fundamental decision that the United States of America is going

to build a merchant marine that's competitive with the rest of the world."

The Democratic National Convention will be voting on adoption of a maritime plank similar to the one adopted by the Republicans when the Democratic Convention convenes in New York City on Aug. 11.

Frank Drozak, president of the SIU and the MTD spelled out the Union's position to the Democrats at Platform Committee hearings in June. That position has the support of many Democratic Congressmen and Senators and is expected to be passed by the full Convention.

Golden Monarch Committee



SIU Patrolman Carl Peth (seated center) chats with Recertified Bosun David Gilmore, ship's chairman of the *ST Golden Monarch* (Westchester Marine) at a payoff on July 14 at Stapleton Anchorage, S.I., N.Y. The rest of the Ship's Committee are (standing l. to r.) AB R. Matos, deck delegate and Engine Delegate Bradley R. Bourcier. Seated (left) is Chief Steward H. H. Fields, secretary-reporter.



REBORN!

SIU Crews *Oceanic Independence*, Marking a New Era for American Flag Passenger Liner Industry

AT 6 P.M. on June 21st, the first passengers began to arrive at Honolulu's Aloha Tower Pier to board the *S.S. Oceanic Independence* and officially launch the only full-service passenger liner to fly the U.S. flag in nearly ten years.

Passengers were greeted with the traditional flower lei and then escorted to their cabins by the ship's SIU room stewards.

As they boarded, the passengers all seemed pleased with the luxurious

appointments the ship afforded them. Besides spacious cabins, the liner boasts two swimming pools and three bars. One is a casual poolside area known as the 'Barefoot Bar'; another is a modern disco; and finally there is the nightclub where live entertainment is presented along with exotic tropical libations.

The ship also has a well stocked and beautifully furnished library and reading room equipped with a piano for those who prefer

a quieter evening relaxing with a good book or sipping fine cognac while listening to old standards, as opposed to the flashing lights and pulsating rhythms of the disco.

Fine Food—SIU Style

Perhaps the most magnificent thing the ship has to offer is its cuisine. Meals are prepared seemingly around the clock by an expert SIU-manned galley crew. The sumptuous dinner menu usually consists of no fewer

than three entrees prepared and served as they would be in the finest continental restaurants.

Indeed the main passenger dining area has the look and charm of an elegant eatery. Its rich, warm gold tones are set off by the shimmering silver service and glistening crystal wine goblets.

Of course, the best part of the ship is something the passengers probably take for granted—she is crewed by

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A side view of the *Oceanic Independence*



Chief Reefeer Engineer Chris Cunningham makes sure reefeer box reading is OK.



Cutting out the cookies is Master-Baker Randy Roberts (right). Chief Cook Bob Richards (left) jovially approves.



Wrench and hammer in hand are (l. to r.) 2nd Reefeer Engineer Greg Blasquez and Machinist Michael Phillips.



Aboard the cruise liner in Honolulu Harbor recently are (left) Rep George McCartney and SIU President Frank Drozak.



Looking out a forward porthole one sees (right) Oahu Is. Diamond Head in the distance.



Three Honoluluans welcome with an "Aloha" the SS *Oceanic Independence* and the SIU crew at her Boat Day debut on Pier 10 on June 15.

Continued from Page 5

the finest sailors in the world, the American men and women of the SIU, without whom this 'loveboat' could not have been made possible.

Generally, only the hotel personnel are visible to the passengers—serving drinks, waiting tables or making up cabins. But, the deck and

engine gangs have more to do with comfort than passengers will ever realize.

Deck, Engine Gangs A-1

There was a lot of overtime put in by these gangs to make sure the *Oceanic Independence* would be ready for her maiden U.S.-flag voyage. Just keeping the plumbing in working order on a ship that

carries 750 passengers and a crew of 300 is no small undertaking.

There are also the problems (which are not allowed to become bigger problems) of maintaining air-conditioning systems and stereo channels in all the cabins; as well as making sure enough ice cubes are on hand for drinks. These chores are

handled dutifully by the plumbers, reefeer engineers and other engine department personnel.

Obviously, it is also their task to keep the ship's two engine rooms running smoothly.

Another factor in passenger comfort is adhering to schedule—and that is no problem on the *S.S. Oceanic*



SIU President Frank Drozak (rear 4th right) and SIU Representative George McCartney (rear 3rd left) pose with the cocktail waitresses of the vessel's three bars. They are (front l. to r.) Janet Brodie, Sandy Gold, Cindy Burns and Barbara Stevenson. In the back row (l. to r.) are Patricia Barry, Anna Aiello, Joanne Tinsley, Janice Matsushima, Lynn Brandt, Alberta Lum, Andrea Conklin and Kelly Gloristar.



Porter Hanalei Hoale vacuum cleans some of the ship's carpeting.



Grilling hamburgers is Assistant Cook Bill Yee.



Fireman-Watertender Ron Gilmette is up to his elbows in engine lube.



Standing by at Table 38 in the dining room is Waiter Neville Monteith.

Independence because of the skill and experience of the SIU deck department.

They ensure rapid and timely arrivals and departures at the liner's ports-of-call which include Hilo and Kona on the big island of Hawaii; Kawiliwili and Kauai and the homeport of Honolulu on Oahu.

Meanwhile, back in the department passengers *don't take for granted* they were treated to a first-come, first-served welcome aboard dinner to which bon voyage guests were also invited. The lavish meal set the tone for the evening and the voyage and was only the first of many gastronomic delights

they would savor. Subsequent dinners were to be served in two separate seatings by appointment.

By the Midnight sailing time the moon was shining brightly over Honolulu Harbor and everyone was truly in a festive Aloha spirit. Streamers connecting passengers to well-wishers

on the dock were snapped as the *Oceanic Independence* was nudged seaward by tugboats.

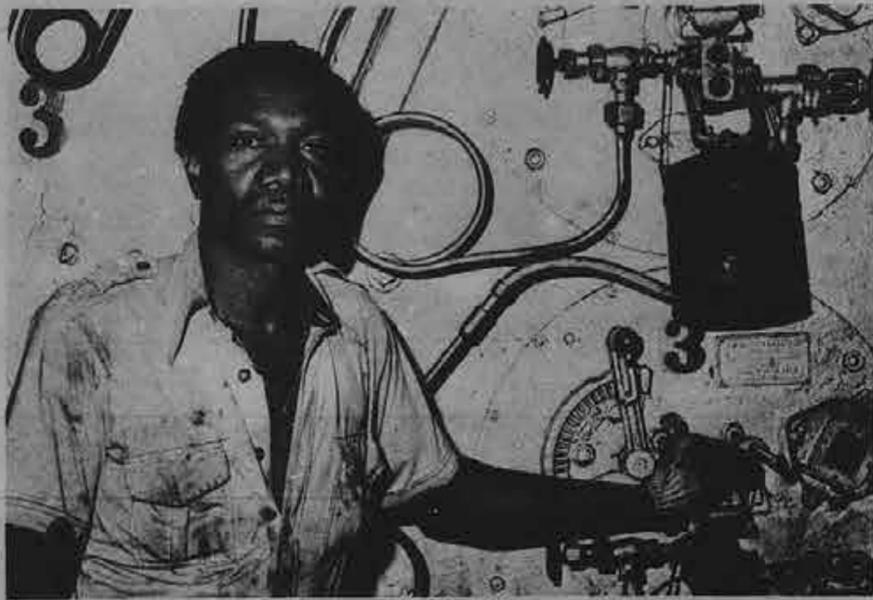
Soft tropical tradewinds and gentle seas only helped to enhance what would obviously become a wonderfully enjoyable, as well as historic cruise among the Hawaiian Islands.



Ship's Plumber Jim White, amid the washers, works on a water faucet fixture.



Lifejacketed (l. to r.) Cocktail Waitresses Andrea Conklin and Barbara Stevenson at lifeboat drill.



Fueling the ship's No. 3 furnace is Fireman-Watertender Hugh S. Woods.



Master-Baker Randy Roberts (right) fills cake pan while Apprentice-Baker Chris Pacheco (left) smooths out cake filling.

Keep Your Eye on that Flower!

LYNN Brandt certainly is a lovely young lady—but don't get any ideas fellahs! Instead, take note of that flower above her left ear. It, like the gestures in a Hawaiian hula dance, has a very definite meaning. In this case it means the lass in question is **spoken for**, that is to say unavailable to the general male public! **So forget it!**

However, should you be in Hawaii and happen upon a waihine with a flower over her right ear, you can take heart—or try to take her heart. A flower over the right ear means she is looking for a beau and is definitely in the market, or on the market as the case may be.

There are other meanings for the flower depending upon where it is placed on the female's cranium. If it is worn at the top of the head the flower signifies that the lady has found a gentleman but is undecided as to his merits.

One other popular interpretation of the flower is that if it is worn at the back of the head the lady, who may be shady, wants you to follow her.



Cocktail Waitress Lynn Brandt shows off her flower



SIU crewmembers load parsnips and stores for 28 days for the *Oceanic Independence's* 750 passengers and 300 Seafarers.



Streamers say bon voyage to the passengers aboard the reborn SS *Oceanic Independence* about to sail on "maiden" trip.



Her anchor almost up, the SS *Oceanic Independence* cruises toward a brighter, most promising new career. Aloha!



SIU Rep George McCartney gives pep talk to the crew of the *Oceanic Independence*.



Among the nuts and bolts is Plumber Jim Anderson.

Drozak to Crew: 'We Rolled Dice and They Came Up 7'

THERE won't be any gambling on the S.S. *Oceanic Independence* but, don't tell that to Frank Drozak. The SIU's president, speaking before an assemblage of the luxury liner's crew before the ship's maiden voyage, said: "A year ago, Las Vegas would have given odds against us being here but we rolled the dice and came up with a winner."

The roll of the dice Drozak was talking about was the SIU's role in getting the Passenger Ship Bill passed by Congress and signed by President Carter earlier this year.

"Our people in Washington did a fine job to get this bill," Drozak told the crewmembers, "now it's up to you to make it work."

The SIU president was on hand to tour the ship and relate to

the crew just how important their jobs were not only to the future of

the *Oceanic Independence* but to the future of the entire U.S. flag passenger fleet.

"This ship is on your back, you can make it or break it," Drozak said. "If you're successful here, it will mean new life for the U.S. flag passenger ship industry. There are four more ships waiting to be crewed and there's no reason why they shouldn't be crewed by the SIU."

President Drozak then expressed his confidence in the *Independence* crew and turned them to. "I know you're all professional sailors and will do the best job you know how. Now go out and make this 'loveboat' work."

The SIU and the U.S. flag... it's no gamble, it's a natural.



At the mike is SIU President Frank Drozak.

Oceanic Independence Didn't Just Happen: SIU Fought in

It's easy to fall in love with the SIU-contracted *Oceanic Independence* and with the Hawaiian Islands' where the luxury liner calls.

However, it is not so easy to get a passenger ship like the *Oceanic Independence* under the U.S. flag. In fact, there were months of struggling involved before the first passenger ship to sign U.S. articles in ten years actually came into existence.

The SIU had to work diligently in Washington to secure passage

Washington to Pave the Way

of special passenger ship legislation. Position papers were drawn up and presented to the House Merchant Marine Committee. Representatives of the SIU on Capitol Hill spoke diligently and forcefully on the need for legislation to put new life into the non-existent U.S. passenger ship trade.

Finally, through the Union's efforts and through the efforts of

the AFL-CIO Maritime Trades Department and the Transportation Institute the Passenger Ship Bill was enacted several months ago and the *S.S. Oceanic Independence* became a reality.

With passage of this bill the U.S. passenger ship industry can once again become an important source of jobs for American seamen. Indeed, if the *Oceanic Independence* is successful in the

Hawaiian Islands' trade, and all indications point to the positive, then there are four more passenger ships waiting in the wings to begin a new life under the flag of the United States.

As SIU President Frank Drozak said to the crew of the *Oceanic Independence* just prior to their maiden voyage, "we've laid the groundwork for you, now it's up to you to carry the ball. The future of the U.S. passenger ship industry will depend upon how well you do."



Handling the cutlery is Waiter Pat La Valle.



Here's a bird's eye view of the Ship's Committee of the *Oceanic Independence* and SIU officials included. Lining up (l. to r.) are Honolulu Agent Emil Lee Jr., Chief Steward Milton Myers, secretary-reporter; Rep George McCartney, Chief Electrician Herman Ulrich, educational director; President Frank Drozak, Recertified Bosun Tony Palino, ship's chairman; 2nd Reefer Engineer Greg Blasquez, engine delegate; AB Steve Baker, deck delegate; Honolulu Rep Jake Guzik and Cook Charlie Harris, steward delegate.



2nd Reefer Engineer Greg Blasquez checks a reefer box.



SIU President Frank Drozak (left) is with (l. to r.) the ship's Hotel Mgr. Dennis Prescott and SIU Rep George McCartney.



Spraying H₂O on the deck is OS Louis Guarino.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1980

Legislative, Administrative and Regulatory Happenings

Omnibus Maritime Bill Is High and Dry on Congressional Shoals

The so-called "Omnibus Maritime Bill", conceived by former Merchant Marine Committee Chairman John Murphy (D-NY) and befouled by Minority Leader Paul

US-Flag Fleet Declines As Overall Tonnage Rises to New Record

The privately-owned deep-draft fleet of the U.S. merchant marine lost 22 ships during the past year through scrapping and sales to foreign operators, while during the same period overall tonnage of the U.S.-flag fleet climbed to a record 23.6 million deadweight tons.

According to the U.S. Maritime Administration, the number of ships in the U.S. deep-draft ocean and Great Lakes fleets totaled 723 on June 1, 1980. The decline in the number of ships in the U.S. fleet and the rise of nearly one million deadweight tons in overall capacity reflects the larger size of new ships added to fleet during the past 12 months and the comparatively small sizes of the older vessels that were retired from active service.

While the MARAD report shows a total of 723 vessels in the American fleet, the actual number of ships in active service was 689 of which 533 were ocean-going ships of 19.7 million tons.

The MARAD report also showed that as of June 1, 1980 56 merchant ships totaling nearly 2.3 million deadweight tons were under construction or on order in U.S. shipyards.

The shipbuilding orders include 16 tankers, five liquefied natural gas (LNG) vessels, ten intermodal carriers, 11 dry-bulk vessels, two cargo break-bulk ships, and 12 special-type cargo vessels. In addition, three ships are undergoing conversions in U.S. shipyards.

Rep. Ashley Is Chairman Of Merchant Marine Committee in House

Congressman Thomas L. Ashley last month became chairman of the House Merchant Marine and Fisheries Committee.

The Ohio Democrat replaces Rep. John Murphy (D-NY) who temporarily stepped down as chairman under the rules of the House Democratic Caucus until he is cleared of charges contained in an indictment handed down last month by the Federal grand jury in Brooklyn, N.Y.

The indictment is the result of an investigation arising from the so-called "Abscam" conspiracy in which it is alleged that Congressman Murphy and others accepted bribes from Federal agents posing as foreign investors. Congressman Murphy has denied any wrongdoing.

He is running a vigorous campaign for reelection with the full support of the Seafarers International Union.

McCloskey (R-Cal.), is going nowhere.

On July 1, just before the two-week recess, the House Ways and Means Committee agreed to strike all of the tax incentive provisions from the bill, thus killing any support the bill might have received from the American shipbuilding industry.

Earlier, the bill came under heavy attack from both maritime labor and the shipping community.

SIU President Frank Drozak went before the Merchant Marine Committee to strongly protest wording in the proposed bill which would give an agency of the Federal government effective veto control over collective bargaining agreements between maritime unions and shipping operators.

Meanwhile, staff changes in the bill which have been prompted by Rep. McCloskey, do nothing more than water down the incen-

NOAA Begins First Stage To Implement the New Deep Seabed Mining Act

The National Oceanic and Atmospheric Administration (NOAA) late last month outlined the beginning steps it will take to put into action the Deep Seabed Hard Mineral Resources Act. President Carter signed the Ocean Mining Act on June 28.

The SIU, together with the Transportation Institute and the AFL-CIO Maritime Trades Department, had fought long and hard to win passage of this bill.

Among the provisions of this act are guarantees that U.S.-flag ships and mining vessels will be at the mine sites with American crews on board. When deepsea-

bed mining actually begins many hundreds of seagoing and shoreside jobs will open up for American workers.

Specifically, the new Ocean Mining Bill provides that all mining vessels, and at least one ore carrier at each mine site, must be U.S.-flag ships with American seafarers on board.

(FOR A FULL STORY ON THE OCEAN MINING BILL—ITS HISTORY AND ITS IMPACT ON U.S. ECONOMY—SEE THE SPECIAL SUPPLEMENT IN THIS ISSUE OF THE LOG.)

Veteran Seafarers Come to Washington



Twelve more veteran Seafarers went to Washington recently for a first-hand look at the SIU's political action and legislative programs. It was all part of the SIU's continuing education program for its membership. While they were in Washington, the group who are participating in the Steward Recertification Program visited the Transportation Institute, the AFL-CIO Maritime Trades Department, and the U.S. Capitol.

After lunch at the National Democratic Club, they met and talked with Congressman Michael E. Lowry, (D-Washington) who is a member of the

House Merchant Marine and Fisheries Committee, and a staunch supporter of the U.S. merchant mariners. With the stewards on the tour were T.I. Legislative Representative Betty Rocker and SIU Representative Marshall Novack.

During their tour, the group posed for this photo on the steps of the Capitol. Participating in the educational program were Francis Di Carlo, Henry McGowan, Joseph Delise, Edward Caudill, Vincent Chavez, Thomas Navarre, Robert Rutherford, Martin Lourice, Jesse Natividad, Francisco Vega and Carl Woodward.

Virgo, Navy Ship Save 185 'Boat People'

Refugees Kiss Deck After Plucked From South China Sea

FOR more than two weeks in June, 185 Indochinese boatpeople lived a nightmare. Adrift in the South China Sea, the mostly Vietnamese men, women and babies, representing four different boatloads of refugees, had tried to flag down 120 passing ships. None would stop to aid them.

But the nightmare ended for the refugees when the SIU crewed LNG *Virgo* (Energy Transportation), working in tandem with the Navy tanker USNS *Sealift Antarctic*, pulled the boatpeople to safety.

Relieved and grateful for the help of the *Virgo* and the *Antarctic*, many of the refugees knelt and kissed the deck as they were brought aboard. But the boatpeople were unaware that the *Virgo's* SIU crew and the crew of the *Antarctic* had something to celebrate too. The two vessels had acted in the finest tradition of their country, and they had done it the day before the Fourth of July.

The rescue operation actually started three days earlier. The captain of the *Antarctic* received a radio call from the *Virgo*, outbound from Nagoya to Arun. She had 62 refugees aboard and had sighted a boat with 15 more.

The LNG's master requested that the Navy ship pick up the

boatpeople. The *Virgo* was running out of room and a vessel carrying highly volatile liquified natural gas is not the best harbor for refugees, he said.

Under a blazing equatorial sun, the transfer of the refugees as well as the torching of their boat was accomplished and both vessels resumed course. Both the 62 people who had been aboard the *Virgo* and the 15 plucked out of the sea told the same grisly tale of drifting for weeks without food or water and of ship after ship refusing to help them.

By 5:00 p.m. the same night, the *Antarctic* received another call from the *Virgo*. The LNG vessel had spotted a boat with 15 Indonesian refugees aboard. This time, the rescue operation was

more difficult, with heavy rains and winds of over 30 m.p.h. hampering the effort.

Some two hours later, as the *Antarctic* was again making way for Singapore, another call came from the *Virgo*. They had spotted yet another refugee boat, this one with 99 people aboard. Of the total, 27 were children under the age of 12.

The last load of refugees brought the number aboard the *Antarctic* to 185, outnumbering the 26 crewmen by seven to one.

The LNG *Virgo* had played a key role in the rescue of every one of those boatpeople. In addition, on the inbound trip to Nagoya the *Virgo* had picked up another boatload of Indochinese. In their report to the *Log*, dated July 5,

the *Virgo* ship's committee summed up this way: "On our outbound voyage from Nagoya to Arun, this vessel picked up 62 Vietnamese refugees which now brings our total to 99 as on the inbound voyage to Nagoya we had picked up 37. Also we sighted and assisted two more boats with a total of 28 people."

The *Virgo* SIU ship's committee included Bosun Don Hicks, chairman, and Steward L. Jarman, secretary-reporter.

On Independence Day 1980, the crew of the SIU-contracted LNG *Virgo* did their country—and their Union—proud.

Personals

Bill Tomalka

Please contact, Mrs. Earl Tomalka, 19041 Brody, Allen Park, Mich. 48101.

Roy A. Steimer

Please contact, Mrs. Anna (Steimer) Versland, P.O. Box 214, Melville, Mt. 59055. Urgent!

Roger Ellers

Please contact, Douglas Sherman, Route #1, Box 120, Ogdensburg, New York, 13669.

John Henry Rapps

Please contact, Sharon Harper Donham, 7003 Cannon League, Austin, Texas, 78745.

Thomas Lindsey

Please contact, Ms. Myrtle L. Joyce at P.O. Box 917, Wildwood, Florida, 32785.

Andrew Teixeira

Please contact, your niece, Ms. Shirley Folston, 401 Lagunita Drive, Soguel, California, 95073.

Glen Reeves

Please contact, Mrs. Reeves, 565-25, Beaumont, Texas, 77706.

Overseas Ulla Committee



The Ship's Committee of the ST Overseas Ulla (Maritime Overseas) paid off on July 14 at Stapleton Anchorage, S.I., N.Y. They are (standing l. to r.) Chief Steward W. H. Deskins, secretary-reporter; Chief Cook G. Triguero, steward delegate and Chief Pumpman F. D. Prisock, educational director. Seated are (l. to r.) AB J. L. Nixon, deck delegate and Oiler J. Robertson, engine delegate.

"I swore I would never
come home again till
I was a pilot and
could come home
in glory!"

Mark Twain, "Life on the Mississippi"

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Progress Made in Algeria, El Paso LNG Talks

WASHINGTON, D.C.—Substantial progress has been made to break the impasse between Algeria and El Paso Co. over the pricing of Algerian natural gas.

The controversy, which came to a head the end of March, has affected six SIU-contracted LNG ships.

Of the six vessels, all owned by El Paso, four are laid up and two have been sitting in port with crews but no cargo.

But the gap between the two sides seemed to be closing in a meeting held here recently. As the *Log* goes to press more meetings are scheduled.

The discussions are being held between the U.S. Department of Energy (DOE) and Algeria. DOE took over in the spring when negotiations between Algeria and El Paso broke down.

The 900-foot long high technology LNG tankers are the most expensive commercial ships ever built. To have them laid up is a terrible waste.

El Paso is the nation's largest LNG importer. Before a gas cutoff in March by Algeria, the company had been bringing in about 700 million to 800 million

cubic feet of LNG daily to its facilities at Cove Point, Md. and Elba Island, Ga.

Cove Point is the country's first terminal to import liquid natural gas for year-round transmission to customers. The offshore unloading pier cost \$80 million to build. It is connected to the mainland facility by two eight-foot wide tubes containing insulated pipes separated by a six-foot access corridor.

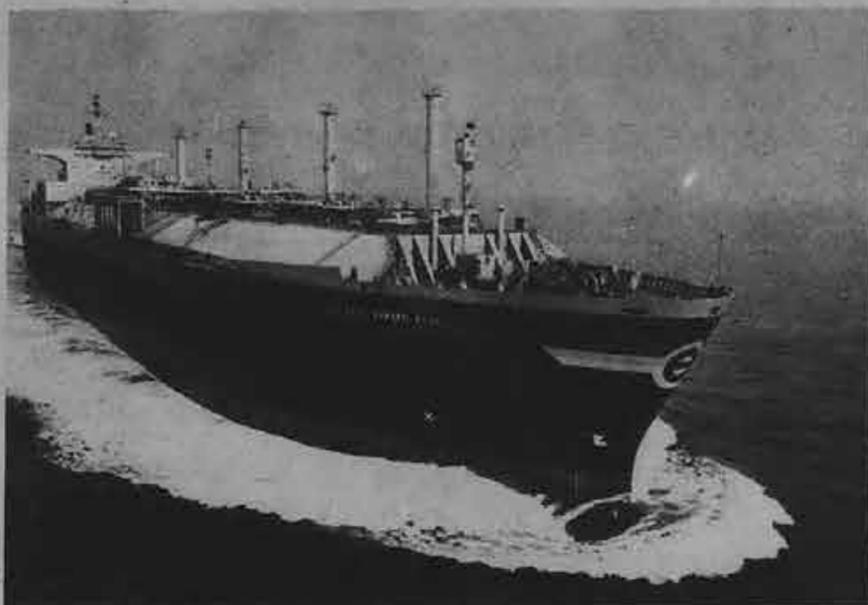
It is estimated that El Paso is losing \$7 million a month from the stoppage of Algerian natural gas.

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

El Paso's contract with the Algerians to carry natural gas was renegotiated last year. It was agreed that the price of Algerian natural gas would be \$1.94 per thousand cubic feet.

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

Meanwhile, however, the Algerian government decided to



The *El Paso Southern* is one of six SIU-manned LNG ships affected by the Algerian problem.

press for an even greater price increase than what had been negotiated. Algeria would like gas prices to be comparable with crude oil prices of the Organization of Petroleum Exporting Countries (OPEC). That meant that instead of \$1.94, the government wanted to up the price to \$6 per thousand cubic feet. Algeria just lowered that demand to \$3.80.

The dispute goes as far back as last October when Sonatrach,

Algeria's state-owned oil and gas company, told El Paso it was not satisfied with the contract renegotiations that raised the price to \$1.94.

In early March, El Paso received a deadline of Mar. 31 to meet Algerian terms. But the company would not pay the higher price.

The outlook is optimistic now that Algeria and DOE may soon reach an agreement.

Norman Tober, "Old Salt," Doorman at N.Y. Union Hall, Dies

Norman Tober, former night doorman at the Union hall in Brooklyn, was not an old man by any means when he died here last month.

But Tober, only 49, in many respects was a landman's idea of what an "old salt" should look like. He was a big man with hefty arms emblazoned with an assortment of colorful tattoos, sailor style.

Norman had been on many ships, including some coal passers, and had sailed to ports all over the world—from Hamburg to Yokohama. He had a pocket full of discharges to prove it but they

showed he never spent a lot of time on any one ship. In that respect he was like a lot of sailors, too.

"I was always a restless kind of guy," he once said. "I always wanted to be going somewhere else...see something different. I never got to be a homesteader...you know, one of those characters who stays on a ship trip after trip."

Maybe Norman was restless because, like many other seamen before him, he had no home ties.

"I have a brother," he told his friends, "but I never hear from him. I don't have any wife or kids...no family really." Johnny Giordano, the day doorman, and Francis

"Buffalo" Stallings and a few others around the Union hall were Norman's family. When Norman died, "Buffalo" took care of the arrangements and received visitors to the funeral parlor with all the care and dignity that anyone would expect from a close member of the family. You might call it "the brotherhood of the sea."

Probably because he had no family, Norman was a voracious reader, sea stories being his favorites, along with westerns and war yarns.

He also made ship models from kits. A model of the *Titanic* for the office of our late President Paul

Hall. A model of *HMS Bounty* for SIU President Frank Drozak and a model of a wartime destroyer for the *Log* office. He put in many hours making a diorama type model of a river steamboat wharf at the entrance to the Union hall.

Norman figured he had made 100 or so models afloat and ashore.

Did he sell some of them and make a few bucks to cover the cost?

"I just made 'em for friends," he explained.

To Norman Tober, as to many thousands of men without families who have made seafaring a way of life, there was nothing more important than a friend.



The Late Norman Tober

Dispatchers Report for Great Lakes

JUNE 1-30, 1980

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	48	10	4	56	61	0	50	21	17
ENGINE DEPARTMENT									
Algonac (Hdqs.)	33	19	1	42	35	0	45	23	12
STEWARD DEPARTMENT									
Algonac (Hdqs.)	7	4	0	23	23	0	6	4	5
ENTRY DEPARTMENT									
Algonac (Hdqs.)	45	81	16	0	0	0	45	84	60
Totals All Departments	133	114	21	121	119	0	146	132	94

**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.

Drozak to N.J. Fed: 'Must Unite to Survive'

SIU President Frank Drozak fired off a strong appeal for unity within the trade union movement in an address to the New Jersey AFL-CIO Convention on July 2.

Drozak made it clear he intended to follow in the paths of Paul Hall and George Meany who "lit the torch of labor and proudly held it high. We can do no less," Drozak stated, "and hope to survive."

"There have been many differences within the brotherhood of trade unions over the years," Drozak told the New Jersey delegates. "But no matter what these differences were, they were never too big to overcome. Because the all-important thing that bound us together in the beginning," he said, "always brought us back together in the end—unity."

Drozak urged the house of labor to stand united in the next crucial months leading up to the national elections.

"We've got to present a united front to both political parties," he said, "and we've got to stick together behind our national AFL-CIO policy of calling for 'An America that Works for Everyone.'"

The Federation's policy, Drozak said, was forged to reflect

the growing concern about the state of the nation's economy expressed by working people through their unions. As presented to both the Republican and Democratic Platform Committees, that policy includes seeking a commitment from both parties to the goal of full employment.

"Full employment," Drozak stated, "is the only economic policy that will effectively fight inflation through the increased production of goods and services."

Full employment is also the key to achieving equal rights and equal opportunity for minorities and women, he said, adding that without a massive U.S. jobs program, "equal employment opportunity" meant nothing more than "an equal chance to stand in the unemployment line."

The AFL-CIO policy plank also stresses an attack on inflation by reducing interest rates, eliminating dependence on imported petroleum, containing hospital costs and increasing the nation's housing supply. Drozak spoke about the fight against inflation as well as the need to work for a comprehensive program to reindustrialize America.

The United States can no longer afford, Drozak cautioned,

"to be a service-based economy dependent upon other countries for finished goods and raw materials. Too much of our technology is exported abroad," he charged. "Too many plants are obsolete."

Coupled with a re-building of the U.S. industrial base, Drozak stressed, must come a change in U.S. trade policies.

"International trade tactics, such as dumping, state-controlled export mechanisms and unfair barriers to U.S. products stifle America's economic growth," he said.

Drozak pointed to the U.S. flag merchant marine as one victim of the misguided trade policies of our government. "These trade policies have resulted," he said, "in our American merchant fleet going from 4,000 vessels in 1948 to 578 in 1980."

But the same trade policies that have crippled the American merchant marine, threaten union workers in every trade throughout the country. "Every union in the AFL-CIO is threatened by foreign imports and unrealistic trade policies," Drozak charged. "Now we must all join together," to counter those policies.

The way to triumph in these struggles, the new SIU president told the N.J. convention, is to fight them with our strongest weapon—unity.

"We owe it to the memberships we represent to stand strong and united," Drozak said. And "we owe it to men like Paul Hall and George Meany. They dedicated their lives to these causes—labor's causes. Because of what they did," he concluded, "we are able to convene here today as free people fighting for better things for free workers."

Ashes of Boatman Jos. Straley Scattered Over Chesapeake Bay



Rev. Dale Cropper conducts services for Boatman Joseph Straley on the *Little Curtis* as his friends and mates look on.

A memorial burial service was held July 9, 1980, for Joseph Daniel Straley, 60, on board the tugboat *Little Curtis*, three miles from Smith Point in the Chesapeake Bay.

Boatman Straley of Baltimore, Md. fought an uphill battle with cancer for a year and a half. Brother Straley was last employed by the Steuart Transportation Company of Piney Point, Maryland.

In his last will and testament, Brother Straley requested that his ashes be placed in the Chesapeake Bay from the vessel he worked on,

the *Little Curtis*. He sailed as Assistant Engineer on this tug.

The service was conducted by Reverend Dale Cropper of the St. George's Episcopal Church. He offered prayers at the service for Brother Straley. Other persons who participated in the service were George Goodwin, Personnel Manager of Steuart's, Marshall Novak, Port Agent for Piney Point and the captain and crew of the *Little Curtis*.

Mrs. Straley is grateful to Steuart Transportation for fulfilling her husband's wishes.

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ITF Wants Bilateralism, Curb on Runaways

Hollywood, Fla.—Attacks on flag-of-convenience shipping practices and support for cargo-sharing agreements between maritime trading partners highlighted the agenda of the 33rd Triennial Congress of the International Transport Workers Federation held here July 17-25.

Representatives of hundreds of trade unions from more than 60 nations throughout the world convened to further the ITF's stated goals "to protect and advance the interests of affiliated members employed in transportation."

SIU President Frank Drozak, who was elected to the Federation's General Council, headed up the SIU's delegation to the ITF congress. The SIU, one of 12 U.S. transportation unions participating in the congress, was

also represented by John Fay, SIU of Canada President Roman Gralewicz, Leo Bonser, Ed Turner and Ed Pulver.

The actions on flag-of-convenience fleets and cargo sharing agreements were brought before the full Federation by the members of the ITF's Special Seafarers' Section, with input from the SIU and other U.S. maritime unions.

That Section was formed "to counter the threat to Seafarer's safety and social conditions posed by the registration of vessels under flags of convenience."

Victory on the key cargo-sharing agreement was hard-won.

Endorsement by the ITF of a resolution which recognizes that "the keystone of any merchant

marine policy is the availability of cargo..." was chalked up as a success by the U.S. and Canadian maritime unions which sponsored it.

"The resolution is a step forward in achieving fair and equitable cargo agreements," SIU President Drozak said. But U.S. maritime unions were disappointed when attempts to broaden the resolution to include support of "bilateral maritime arrangements at the national level" were shot down in the closed Seafarers' Section meeting.

ITF delegates strongly condemned flag-of-convenience practices as they have in the past, scoring shipowners who use flags of convenience as a means of avoiding "their own countries' higher taxes, safety standards,

wages and operating costs."

Flag-of-convenience operators, the Federation charged, deprive their own nationals of "jobs, foreign exchange balances and other economic and national security advantages afforded by a strong merchant marine."

In its most substantive move on the flag-of-convenience issue, the ITF voted on rules to administer the rapidly growing fund which is made up of fines imposed on flag-of-convenience operators for violations of international shipping standards.

The fund, which now has a cache of \$23.5 million, was set up as a corporate entity with its own trustees. It will be used for "occupational, educational, social and welfare assistance to seafarers."

SIU Strikes ACBL: Company Using Union Busting Tactics

THE SIU launched a major strike last month against American Commercial Barge Lines and its integrated affiliated inland waterways companies. The strike began July 14.

Picketlines are up at eight key locations, including: Louisiana Dock in Harahan, La.; Louisiana Dock in Westwego, La.; Louisiana Dock in Cairo, Ill.; Louisiana Dock in Hennepin, Ill.; American Commercial Terminal in Louisville, Ky.; American Commercial Terminal in St. Louis, Mo.; and Louisiana Dock in Wood River, Ill.

These facilities are wholly affiliated subsidiaries of Ameri-

can Commercial Lines, Inc., Inland Waterways Division, which also includes Inland Tugs Co., MAC Towing, Inc., and Jeffboat, Inc.

The Union's picketlines at these locations have hit the company hard. Brother trade unions employed at ACBL's facilities have refused to cross the SIU's picketlines and are showing strong support of the strike.

Thanks especially to the Mineworkers and Boilermakers Local 482 who have honored the picketlines in the true spirit of labor unity, the strike is having a major impact.

ACBL has been trying to replace striking Boatmen with scabs aboard their vessels.

The SIU's strike against ACBL capped nearly six months of good faith efforts by the Union to reach a new contract with the company.

Throughout the six month period, ACBL refused to bargain in good faith with SIU representatives. By all their actions ACBL made it clear that they wanted to bust the fairly elected Union of its employees.

ACBL's union-busting activities caused the National Labor Relations Board to issue a

complaint against the company charging:

- ACBL attempted to and interfered with SIU members' federally protected rights under the National Labor Relations Act;

- ACBL unlawfully sponsored and assisted efforts to aid a phoney union to replace the SIU;

- ACBL discharged and discriminated against approximately 80 Union Boatmen and Bargemen because of their activities and allegiance to their Union;

- ACBL has consistently refused to bargain in good faith with the SIU.

Carter: 'U.S. Flag Will Get 50% of Cargoes'

THE Carter Administration has assured representatives of the maritime industry that a recent decision by the Agency for International Development (AID) to exclude certain aid to Israel from the provisions of the Cargo Preference Act of 1954 does not signify a change in the Administration's commitment to develop and maintain a strong American flag Merchant Marine.

The cargo in question had originally been regulated by the Cargo Import Program, a piece of legislation that gives emergency relief to U.S. allies without jeopardizing American jobs and industries.

Under the terms of the Cargo Import Program, certain valued American allies, such as Israel and Egypt, are given money to purchase badly needed supplies.

The supplies that they buy, however, must be American. Congress felt that it would be improper to let American funds be used to fortify foreign industries. It is one thing to help one's hard-pressed Egyptian and Israeli allies. It is quite another thing to make rich Japanese corporations richer.

To ensure that countries receiving aid under the Cargo Import Program purchase U.S. goods, Congress required that they show proof of purchase.

The trade generated by the Cargo Import Program is considered to be government-generated. It is therefore governed by the Cargo Preference Act of 1954, which requires that 50 percent of all government-generated cargo be carried on American flag vessels.

The Israelis have had trouble with the bookkeeping requirements of the Commodity Program. To accommodate a beleaguered and valued ally, Congress passed a new law, the Cash Transfer Program, which allows Israel to purchase American goods with a minimum of red tape.

Because the Cash Transfer Program does not require proof of purchase, AID has ruled that the U.S. Cargo Preference Laws no longer apply.

AID's decision has been widely attacked by responsible segments of the maritime industry, including the Seafarers International Union, and the Maritime Administration, the section of the Federal government responsible for promoting this

nation's Merchant Marine.

According to the SIU and the Maritime Administration, Congress had no intention of changing the Cargo Preference provisions of the old law. It merely wished to simplify some of the overly complicated bureaucratic procedures.

In a letter to the SIU, Stuart Eizenstat, assistant to the President for Domestic Affairs and Policy, took note of the industry's concern.

Eizenstat also reiterated his support for the U.S. flag merchant marine. He emphasized that the Administration will vigilantly review the effects of the Cash Transfer Program to see that American flag shipping interests are not harmed in any way.

U.S. Dredges 'Guaranteed' Diego Garcia Job

PRESIDENT Carter signed into law the Supplemental Appropriations and Rescissions Bill for Fiscal Year 1980, setting an important precedent for the dredging industry. It is the first piece of legislation to state that a preference should be given to American companies in the dredging of a government generated project. The bill had the active support of the SIU.

Under the terms of the bill, Congress and the President have appropriated \$25 million over a

SIU Supported Precedent Setting Bill

two year period so that badly needed support facilities can be constructed at Diego Garcia, which is one of this country's more important naval bases. Situated in the Indian Ocean, Diego Garcia gives the United States strategic access to Indian, Middle Eastern and African ports.

The language contained in the bill is not as strong as the maritime and dredging industries

would have liked. However, the bill is an important first step.

The House version of the bill had contained strong language in favor of giving U.S. companies preference over foreign competitors.

The Senate version was much less emphatic. The language contained in the present bill is a compromise between these two extremes.

The bill that was signed into

law authorizes the Department of Defense to prepare a program that would assure that American companies be given preference for construction contracting. The major elements of that program include:

- a prequalification procedure for U.S. contractors that assures competition.
- a requirement that firms use U.S. personnel, material and equipment, where appropriate.
- the use of joint ventures to satisfy existing agreements.

Congress Moves to Grease SPR Machinery

CONGRESS, in a carefully worded amendment attached to the recently enacted Synthetic Fuels Legislation, has instructed the Administration to revive the Strategic Petroleum Reserve Program (SPR).

SPR, which was formulated in 1974 in response to the Arab Oil Embargo, never really achieved its stated goal of building an adequate national stockpile of oil. From its inception, SPR was plagued by administrative mismanagement. Court challenges by environmentalists slowed its implementation.

SPR was seriously curtailed in March 1979 after the Iranian Revolution caused a worldwide shortage of oil. Efforts to revive SPR had met with opposition from the State Department, which cited Saudi Arabian disapproval as reason enough to abandon the program.

Last winter, this country had 92 million barrels of oil in reserve, which was barely

enough to replace two weeks' imports. Most other industrial nations have oil reserves of forty days or more.

Congress has given the Administration until October 1st to prepare and begin implementation of a program that would increase this country's Petroleum Reserve by a minimum of 100,000 barrels of oil a day. The Administration is free to devise its own program.

Several options are open to the Administration. Perhaps the most promising is the one involving Elk Hills Naval Reserve in California.

Instead of purchasing extra oil on the world market, which would certainly upset our Saudi allies, the government is considering diverting some of its own supplies to the stockpiles. The Federal Government produces some 100,000 barrels a day at the Elk Hills Naval Reserve.

State Department officials hope that this scheme will satisfy

those hard-liners in Saudi Arabia who threaten to cut their production of oil if the U.S. purchases extra oil on the world market to increase its petroleum reserve.

The Elk Hills scheme would indirectly benefit the maritime industry. The oil produced in Elk Hills is covered by the Jones Act, and would therefore have to be moved in U.S. flag vessels.

Ogden Willamette Committee



SIU Patrolman Carl Peth (standing left center) is with the Ship's Committee and two crewmembers of the ST *Ogden Willamette* (Ogden Marine) at a payoff on July 26 at Stapleton Anchorage, S.I., N.Y. The crewmembers and the committee consists of (standing l. to r.) GSU James Wadsworth, AB Jack Donaldson, deck delegate, and Messman Stuart Schonberger. Seated (l. to r.) are Chief Pumpman Joel Spell, educational director, Recertified Bosun Arthur Campbell, ship's chairman, 2nd Pumpman Dennis Fant, engine delegate and Messman Benny Harrington, steward delegate.

Young Boatman and Brother Die in Scuba Diving Accident

SIU Boatman Jim Gaillard, 22, and his brother Glen, 20, both drowned in a tragic scuba diving accident near Lake City, Fla.

According to local police, the brothers were exploring underwater caves in Ginnie Springs, a popular diving area, when they got separated and their tanks ran out of oxygen.

The young men, both residents of Mount Pleasant, S.C., had been on a camping trip when the accident occurred.

The two were buried in Wilson Cemetery after funeral services at Pentacostal Holiness Church in Mount Pleasant.

Boatman Gaillard worked for the SIU's Marine Contracting and Towing out of Charleston, S.C.

He is survived by his widow, Susan; his parents, James, Sr. and



Boatman Jim Gaillard, Jr.

Emma Gaillard and a brother, David.

The SIU's sincere condolences go out to the family.

Stella Maris To Hold Mariners Ball in N.O.

The newly-renovated Stella Maris Maritime Center in New Orleans, La., is a home-away-from-home for merchant seamen from all over the world as well as for U.S. military personnel.

Located on Governor Nicholls Street, the Center's stated purpose is to "minister to the personal and spiritual needs" of the international seafaring community. They offer basketball, swimming and other recreation, a snack shop and a chapel as well as down-home conversation for seamen and servicemen in an unfamiliar port.

This Fall the Center is reaching out to its many friends and neigh-

bors with an invitation to the First Annual Mariners Ball. Tickets to the Oct. 24 gala cost \$75 per person for a "Mariners Ticket" or \$350 per couple for a seat at the "Captain's Table."

The ball will feature cocktails, entertainment by the Navy Steele Band, a creole-style buffet supper and, of course, high steppin' to a dance band.

The black-tie ball will be limited to 400 guests. So if you're interested in helping out the Center which has helped so many seamen and having "a ball" doing it, contact: The Stella Maris Maritime Center, 3129 State Street Drive, New Orleans, La. 70125.

At Sea & Ashore

Washington, D.C.

The U.S. Maritime Administration (MARAD) has awarded a \$75,000 contract for a study that will develop standards for the automated control of diesel systems.

The study is being undertaken because of the appearance of diesel ships in the American-flag fleet.

MARAD awarded the contract to Seaworthy Engine Systems, Inc. of Essex, Conn. The company will confer with at least five European regulatory bodies in making its report, according to MARAD. It will seek to learn about the standards and specifications that are advocated today in this field among foreign carriers, shipyards, and diesel engine suppliers.

Diesel powered ships have been common among foreign fleets for a number of years.

Tumwater, Wash.

A delay in a Washington state hearing on the Northern Tier Pipeline has occurred as the result of a ruling by an administrative law judge.

The judge, John Von Reis, said that the Northern Tier Pipeline Co. failed to provide enough information to Washington state on the proposed pipeline route under Puget Sound.

State Energy Facility Site Evaluation Council hearings will now be delayed while Northern Tier tries to provide the required information.

The Northern Tier Pipeline, which the SIU has vigorously supported, will run from the deepwater terminal of Port Angeles, Wash. to Clearbrook, Minn. It will be capable of carrying 933,000 barrels of oil a day. The oil will be brought to Port Angeles by tanker from Alaska.

In January President Carter approved construction of the pipeline and in the spring the U.S. government granted Federal right-of-way to the \$1.23 billion project.

However, the pipeline, which will pass through five states, must still obtain private financing and state authorizations before it can proceed.

SS Point Julie

Last month the SIU-contracted *Point Julie* (Birch shipping) was scheduled to deliver 23,000 metric tons of soybean oil to Karachi, Pakistan.

Galveston, Tex.

Construction of the deepest supertanker port in the nation was given the OK last month by the U.S. Army Corps of Engineers.

To be built on Galveston's Pelican Island, the \$330 million berth will be able to handle supertankers of up to 250,000 deadweight tons. It is expected that construction will take two years.

The superport will be built jointly by the Port of Galveston and Pelican Terminal Corporation. Crude oil will be carried by pipeline from the port's two supertanker berths to Texas City, and from there to Beaumont, Houston, and Freeport.

The Corps issued permits for the building of the berths and pipelines. The two 36-inch pipelines will be capable of carrying 50,000 barrels of crude oil an hour from the port to a Texas City tank farm.

Puerto Rico

SIU-contracted Navieras de Puerto Rico has increased its service between the island commonwealth to the Dominican Republic and the Virgin Islands. Under the new schedule the company is offering two roll-on sailings per week to the Dominican Republic. The upgraded Virgin Islands service will be made by a barge with a capacity for 54 40-foot trailers. The barge will make the round trip from San Juan, Puerto Rico to the Virgin Islands three times a week.

San Francisco

American President Lines has begun regular monthly service between the U.S. West Coast and People's Republic of China. It will operate via feeder service from Hong Kong. Since last year, APL has been providing direct service to China on a cargo inducement basis. This service will continue to be available.

Sri Lanka

Five American President Line ships will all be delivering bulk wheat cargoes to Trincomalee, Sri Lanka this month and next month.

The *President Jackson* will leave from the U.S. North Pacific early this month with 15,250 metric tons. The *President Wilson* will also leave from the U.S. North Pacific in mid September with 16,800 metric tons.

Leaving from California in mid August with 18,900 metric tons will be the *President Taylor*. She will be followed in late August or early September by the *President Cleveland* with the same cargo load. Then in mid September the *President Adams* will carry 16,800 metric tons. The SIU has the Steward department on APL ships.

To Old and Young 'Salts' Alike: Cut Intake!

THE description of an experienced seaman as an "old salt" has more than a grain of truth in it these days. Because an ever-increasing number of U.S. seafarers consume a tremendous amount of salt—from three to six times more than the half-teaspoon the body needs daily.

So what's the big deal? Plenty! The amount of salt in your diet is directly related to your blood pressure level. Too much salt over a long period of time makes you a prime candidate for high blood pressure.

High blood pressure, or hypertension, is called the "silent killer" because it strikes without warning. It has no symptoms. It causes no pain.

The only way to know if you have high blood pressure is to have it checked at least once a year.

Once you have it, you have it. There is no cure for high blood pressure. The condition can be easily controlled through medication in combination with a low-salt diet. But if you don't

follow your prescribed treatment routine, your blood pressure will shoot back up again.

If you have untreated high blood pressure, you're an odds-on-favorite for heart attack or stroke.

One way to avoid joining the millions of Americans who have high blood pressure is to cut down on your chances of getting it. And that means cutting down on salt.

Why salt? The chemical components of salt are sodium and chloride. The intake of sodium causes the body to retain water. And when your body is "water-logged" your heart has to work overtime and your blood pressure goes up.

Salting food before tasting it—or over-salting it during a meal is the main reason many people consume too much salt. But it's not the only reason.

A lot of sodium comes to us courtesy of the pre-packaged foods we buy. Canned soups and foods contain plenty of sodium because it's a good preservative and extends the shelf-life of food.

In addition many of the seasonings used to "spice" up cooked food are really sodium in disguise. MSG, used as a meat tenderizer or flavor enhancer, stands for mono-sodium glutamate. Soy sauce, steak sauce, onion salt and garlic salt all contain high levels of sodium.

Another "salty" mistake is made by people who work in hot environments—like ship's engine rooms. **You do not need salt tablets** to counteract the effects of heat. Most food contains enough natural salt to maintain the human body without any help. Even when it's very hot, all that's necessary for good health is to eat regular meals and drink lots of water.

Here are some guidelines to keep in mind to help reduce salt intake:

- Avoid cured and processed

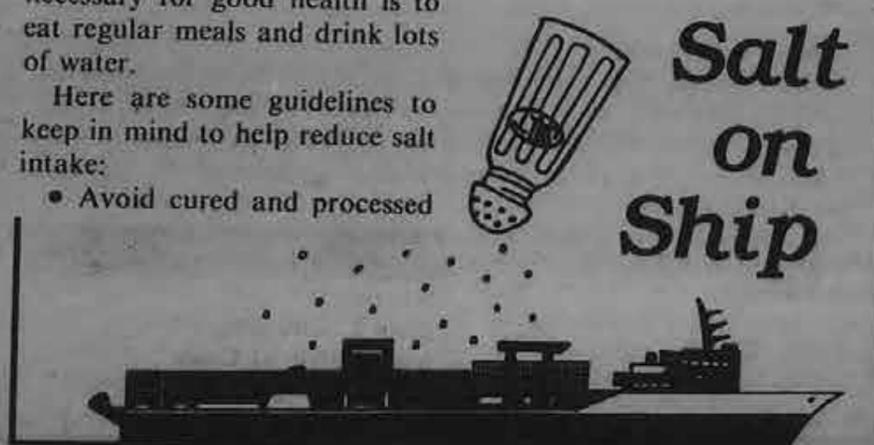
meats like bacon, ham, sausage, corned beef and hot dogs.

- Avoid salty cheeses (especially processed cheeses); canned and dried soups and pickles, olives, potato chips, dips and sauerkraut.

- Use oil & vinegar instead of bottled salad dressings; baked potatoes instead of fries; broiled or plain sliced cold meat instead of breaded meat or packaged cold cuts.

- Try a breakfast steak or hamburger patty instead of ham, bacon or sausage.

- Choose fresh fruit, ice cream or sherbert over pie and cake.



Letters Honoring Paul Hall

Dear Brother Drozak:

On behalf of the officers and members of CWA, I extend to you and to your Union our heartfelt expression of grief and loss in the passing of your late leader, Paul Hall.

For me, personally, it is a loss that cannot be measured. I have looked to Paul Hall for all the years I have been on the AFL-CIO Executive Council as a person whose stature, whose integrity and whose dedication to the labor movement are beyond measure. Organizationally, we at CWA have profited greatly from our association with him—and with the Seafarers International Union—in matters of the utmost importance to organized labor and to the Nation as a whole.

I shall miss him as a friend, a counselor and a wise man whose vision was always on the center of the target. This land of ours has produced few genuine leaders in the past generation. He was one of those. In addition, his very human qualities—compassion, warmth, dedication and determination—inspired all of us who worked closely with him in pursuit of our common goals.

You have reason to be proud of the legacy he has left, and so do we all.

Sincerely,
Glen Watts, President
Communication Workers
of America

* * *

Dear Brother Drozak,

Thank you for your letter of July 1.

On behalf of the ITF's unions throughout the world please accept our profound condolence on the passing of Paul Hall. We had known for some time, of course, that he was grievously ill but it was hard nonetheless to grasp that he had in the end to surrender.

His international activities were marked by those same qualities that made him an almost legendary figure at home; forthrightness, courage, integrity and quick, sharp intelligence which invariably led him to the heart of the problem. To all who knew him he will be long remembered with respect and affection.

On a more personal level, may I say that I first met Paul over twenty years ago when I had a very modest position in the ITF. Then and afterwards, as I moved up the ladder, he never failed to show me great kindness and the impact of that huge personality is indelible.

Yours sincerely,
Harold Lewis
General Secretary
International Transport
Workers Federation

* * *

Dear President Drozak,

On behalf of the other officers and all the affiliates of our State Federation, I wish to express the deepest sympathy and regret which we all feel on the occasion of the death of your great leader, Paul Hall.

I appreciated being able to attend the funeral services last week by reason of your kind invitation.

Paul Hall's career in the labor movement will continue to be an inspiration to all of us, particularly now that American labor is again facing the most serious difficulties in many years.

Fraternally,
John J. Driscoll
President
Connecticut State Labor
Council, AFL-CIO

* * *

Dear Mr. Drozak:

I have learned with much regret of the death of your President and colleague Paul Hall. All of us on the US Law of the Sea Delegation share your sense of loss. We valued highly Mr. Hall's participation in the work of the Advisory Committee and his interest and support of our objectives. We shall miss him.

Would you please convey to your associates my deep sympathy. With kind regards,

Sincerely,
Elliot L. Richardson
Ambassador At Large
Department of State

The departure of Paul Hall leaves one with a feeling of sadness. But knowing he has enriched and added so much more dignity to our lives and that of others is of great solace.

We will all miss Paul.

Fraternally,
P.J. Dorrian—D-256
M.V. Overseas Harriette
(Amsterdam, Holland)

* * *

A special ship's meeting was called aboard the *U.S.T. Atlantic* to pay our respects to our late President Paul Hall when we heard he had passed away. The Chairman (Bosun Donald Fleming) spoke at some length of the many things that Brother Hall did for seamen, especially of his opening the Harry Lundeberg School. Before the opening of the School, a seaman had no place to go to upgrade or improve himself. Thanks to Paul Hall, the School came into being and has helped many of us get ahead.

Fraternally,
Ship's Committee—U.S.T. Atlantic
Chairman, Bosun Donald Fleming F-585
Secretary-Reporter, Clyde Kreiss K-28
Ed. Director, C.R. Lowman L-999

* * *

We have noted with regret the passing of SIU President Paul Hall. A short service was read on the fantail by Captain Schonn for President Hall.

We have confidence and trust that President Frank Drozak will carry on the duties of President Hall. A heavy load for one man to carry but we, the rank-and-file, have confidence in President Frank Drozak. Good luck and God Speed, Frank.

Upon receipt of the telegram informing us of Paul Hall's passing the colors were flown at half mast all during the day. The following short address was delivered in memory of Paul Hall by Capt. Schonn.

"We have come together here to pay our respects to a great person, a great American, Paul Hall. He has passed the final bar on June 22, 1980.

Let us all deep within ourselves try to remember him, just as we knew him, either personally or as a leader of a great American movement and let us observe one minute of complete silence in his memory.

What can we say about Paul Hall?

His physical body is no longer walking amongst us. But that is not important. All life on the physical plane is limited between birth and death. Important is what Paul Hall stood for and what he devoted his life's work to: to help the under-privileged attain a better life in order to achieve a basic ideal of mankind—freedom and liberty for all.

We all are benefitting in one way or another from the efforts he put forth for all of us. Let us try to remember his ideals, that part which was spiritually motivating and driving him, make it our own, and then carry on his efforts in our most honest endeavors. Then we shall see for our own selves, that "Those old sailors never die."

H.W. Schonn, Master—LNG Virgo
LNG Virgo Ship's Committee
Chairman, Bosun Donald Hicks H-694
Sec.-Reporter, Steward L. Jarman J-8029
Ed. Director, J. Salamons

* * *

Just a line to let you and all my Union brothers know that I deeply regretted the passing away of our very dear Brother and friend Mr. Paul Hall.

We have lost a leader as well as a friend and brother. He fought for the rights of seafaring brothers for many years. He fought to get all of us where we are today. I only hope that the fight will continue for the rights of seamen and for more ships under the American flag.

Brother Hall fought long and hard for our maritime industry. He was a native of Alabama and so am I. His integrity and hard work are beyond question by anyone. It is a shame that we don't have more leaders like him in this wonderful nation of ours.

My heart is heavy with sorrow. I know Paul Hall will be missed among our ranks for many years to come.

Fraternally,
A Loyal Union Member (since 1947)
Malcolm E. Smith S-5215

U.S. Flag Must Get Fair Share of Coal Exports

As world oil supplies decline and as the political price of petroleum from OPEC nations becomes too steep to pay, coal has begun to emerge as America's last, best hope. In abundant supply within U.S. territory, development of our coal resources will lessen our dependence on foreign oil suppliers.

Our vast coal reserves will be vital not only to fuel America, but to fire up, once again, foundering U.S. influence with our Western European allies.

Dependent to a great degree on the Middle East for their energy needs, Western Europe's foreign policy has evolved into a policy of least resistance against the actions of their OPEC suppliers. Afraid to antagonize their oil suppliers at the risk of a devastating fuel cutoff, Western Europe has declined wholehearted support of U.S. sanctions against Iran, among other issues.

With this in mind, President Carter went to Italy in June to participate in an economic summit meeting with the leaders of Italy, France, the United Kingdom, Canada, Germany and Japan.

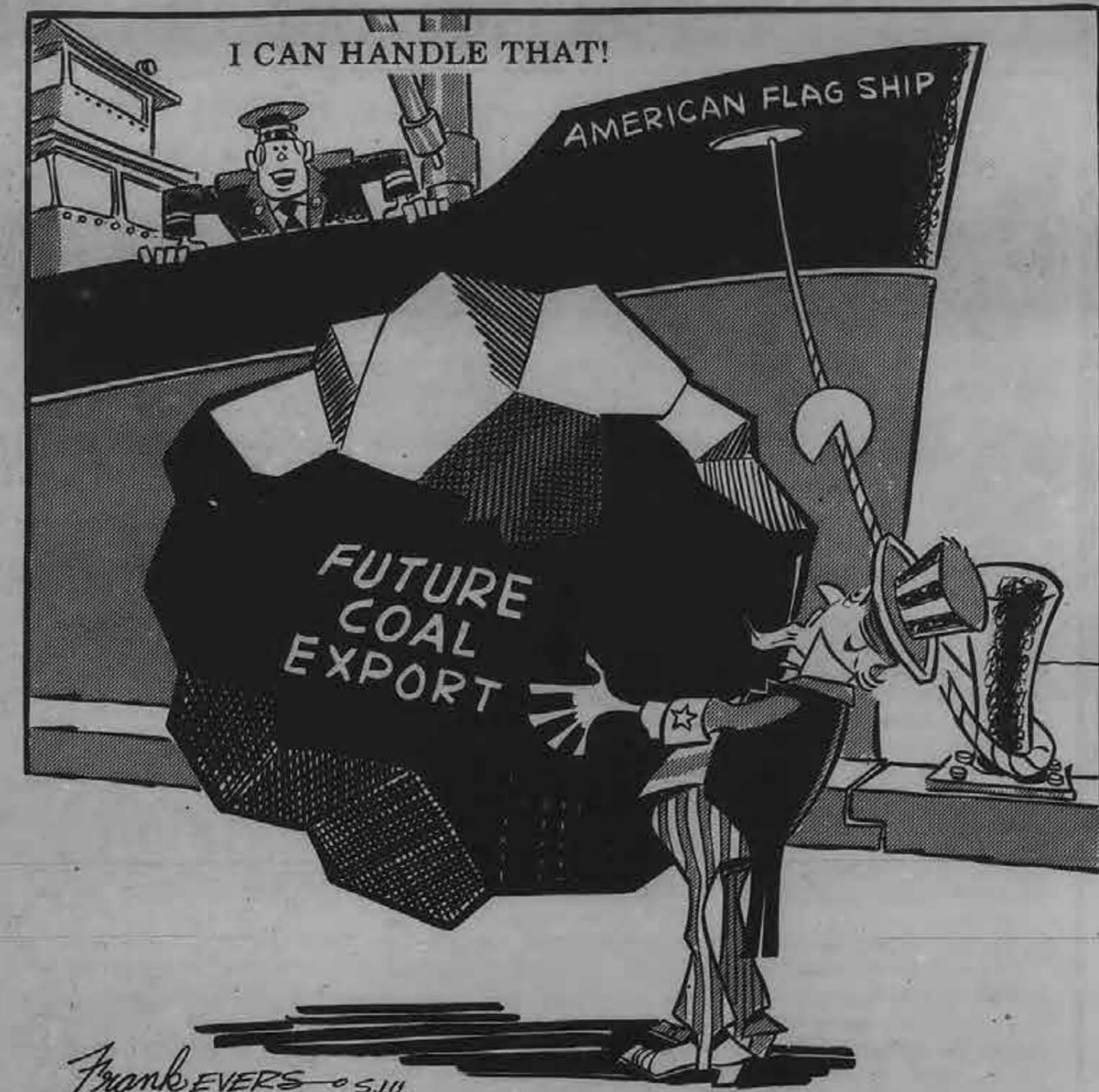
The seven national leaders emerged from the talks united in their intent to conserve oil and increase their use of alternative energy sources, principally coal.

They further agreed that the United States would be the "chief producer and exporter of coal for the international market." And that the Western European nations and Japan would double or triple their purchases of coal from the U.S. within the next 20 years.

To get this ambitious coal program off the ground will mean a hefty outlay of private capital to build and upgrade port facilities and transportation networks here in the United States.

In early July the Carter Administration held briefing sessions with key industry and labor groups including the SIU, to outline the objectives of the U.S. coal program.

They indicated the government is



prepared to help industry cope with the jobs of increased mining of coal; development of adequate handling, storing and transportation facilities; and a significant expansion of ports on the Gulf, East and West Coasts to accommodate deep draft coal carriers.

While it is also obvious that a sizeable bulk fleet will be required to move the coal—as many as 1,000 dry bulk ships of 100,000 dwt by some estimates—the government has not made a single provision to ensure either U.S. shipping or shipbuilding

with an equitable role in the coal program.

We believe it is impossible to justify the outlay of billions of dollars to spur a U.S. coal export program *without including a role for U.S. ships and U.S. seamen in that program.*

While the blessing of increased reliance on our vast American coal resources allows both America and her allies a way out from under the domination of oil producing nations, the blessing backfires if we allow that coal to move on foreign ships.

Without a guarantee that a substantial percentage of our coal exports will move on American-flag vessels, the United States will end up more dependent than ever before on foreign fleets.

With the fortunes of the U.S.-flag dry bulk fleet at an all-time low and with the overall national economy floundering, the proposed U.S. coal exporting program provides us with a timely chance to turn the tide.

The coal export program is a golden chance to provide shipyard and seagoing jobs for American workers; tens of thousands of additional jobs in related U.S. shoreside industries; an opportunity to renew our sadly deficient national

bulk fleet and the chance to protect our national security by cutting our ties with foreign-flag shippers.

Our coal reserves are one of America's national treasures. But a coal export program which deprives American ships and seamen of a rightful share in that program is a travesty.

The U.S. government would never suggest that the coal needed to meet the terms of the export agreement with our allies be mined by foreign workers. If they did, the American mineworkers would shut the coalfields down.

The government would not suggest that our national ports be built or renovated by foreign laborers. If they did, the U.S. construction trades would make sure those ports didn't get built.

But by their silence on the role of U.S.-built, U.S.-manned ships in a coal export program, our government has suggested that foreign vessels with foreign crews will play a key role in that program.

The job of exporting American coal abroad isn't over at the mouth of the mine. It isn't over at a rail or highway transfer facility. And it isn't over at the water's edge.

It's U.S. coal. And a good portion of it must move on U.S. ships.

August, 1980

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Letters Honoring Paul Hall

Dear Frank Drozak:

I recently learned of the passing of Paul Hall. Needless to say, while I was aware of Paul's desperate illness and his courageous battle and thus was not taken by surprise, but was nonetheless deeply saddened by this tragic loss. It is, of course, a loss felt most deeply by his family to whom he was so devoted, and then a loss to the Union that was his entire life.

For the brief periods of time I spent with Paul and the several isolated legal matters in which I was involved with him and the Union I come to the conclusion that his loss is felt by all people who knew him and have a continuing interest in the vitality and integrity of the United States and its legitimate labor movement.

While my personal involvement with Paul was, as you know, somewhat limited, my awareness of him and his activities and his person since 1970 has been continually increasing as has my admiration and respect. He was no saint, for none of us can assume such a mantle in real life, and yet my knowledge of him through his personality and his acts evokes in my mind the words that Clarence Darrow uttered on the death of his dear friend, Peter Altgeld: "He so loved justice and truth and liberty and righteousness that all the terrors that the earth could hold were less than the condemnation of his conscience."

I know that you feel a personal loss in Paul's passing but you have inherited a mantle which you wear so well. You have my own wishes for continued success in the leadership which you assumed so long ago and my request that you extend to Mrs. Hall and the family my very sincere sympathy on the loss that they have sustained.

Most sincerely,
Jonathan L. Rosner, Esq.
New York, N.Y.

I was saddened to hear of the death of Paul Hall—recognized as one of the greatest labor leaders of this nation. Respected by the labor movement, the maritime industry, business executives and by many of our country's presidents and legislators—past and present, Paul will be missed especially by the seamen for whom he so staunchly fought in the last four decades.

Paul was dedicated to improving conditions for not only the SIU membership which he so ably represented at the negotiating table, in the halls of Congress, at the White House, and in the international labor and business arenas but also for all working men and women, skilled and unskilled, professional and non-professional. As an initiator and builder of ideas, Paul's accomplishments appropriately eulogize his dedication, perseverance and courage—oftentime in the face of extreme adversity. His memory and spirit will live on in the realization of his ideas and dreams and in the enormity of his accomplishments.

While Paul was ill, our SIU Executive Vice President Frank Drozak performed the functions of acting president both capably and admirably. For over a decade, Frank had been Paul's right hand man working with him side by side to the benefit of the SIU membership. In my opinion, Frank is the best-prepared man to carry out the responsibilities of the office of president of the Seafarers International Union. Training and experience have eminently qualified Frank to assume the leadership of the union and tend to the important task of building a healthy U.S.-flag merchant fleet and a still stronger and more effective SIU. We should all stand behind him and give him our strongest encouragement and support—as did Paul—because he has most assuredly earned it.

Fraternally yours,
Anthony Goncalves
G-83
Arlington, Va.

I deeply regret that I was unable to attend the services for our late brother, friend and colleague Paul Hall.

I am thankful that I had the opportunity to have known Paul and to have been associated with him in our great free trade union movement.

He was a true friend, a champion and dedicated fighter for the free trade union movement and a great American.

Please express my deepest sympathy to his family and to the officers and members of the Seafarers International Union.

Fraternally,
Albin J. Gruhn
President
California State Federation of
Labor, AFL-CIO

Frank Drozak, President
Seafarers International Union of North America
675 Fourth Avenue
Brooklyn, New York 11232

Dear Frank:

I am writing on my return yesterday from a trip out of the country, including attendance at the ILO Conference in Geneva, to express my sorrow at the death of Paul Hall. I got to know Paul during my last few years with the Amalgamated in New York, but our friendship continued even more actively during my stay at the Department of Labor 1977-79. Paul at that time—along with the many other responsibilities which he fulfilled for President Meany—was the chairman of the Labor Advisory Committee on international trade, and I depended on him for good advice and the fruits of his experience.

During these years, over the course of many long breakfast and lunch sessions together, in New York and Washington, I came to look forward to Paul's wisdom and good sense, as well as his profound understanding of the labor movement. I had looked forward to continuing that relationship when I came to the IUD. His final illness and passing came as a shock. I know that Paul will be missed by uncounted of his former associates and admirers, among whom I was proud to include myself.

I sorrow for those who were close to him, as well as for his family. Please accept my most sincere sympathy.

Sincerely,
Howard D. Samuel, President
Industrial Union Dept. AFL-CIO

I am profoundly distressed to learn of the death of Paul Hall. He was so long associated with our maritime work and his loss will be keenly felt by all. Please accept my sincere condolences and convey these also to his family.

Francis Blanchard
Director General
International Labor Organization

I am writing this letter to pay my respects and sympathy on the death of our dedicated International President Paul Hall. Paul Hall was truly a great maritime union leader who worked very hard to upgrade the lives of all seamen. His dedication to the true principles of the American maritime and trade union movements and his fearless fight to bring the many pension and welfare benefits to all Seafarers is a legacy in itself.

I for one, who is permanently disabled today, know what Paul Hall has done for the SIU in his long years of association with the SIU. Paul Hall will long be remembered as the man in the maritime trade union movement who dedicated his life so that all seamen could have self-respect and human dignity as they sailed their ships around the world.

My sympathy goes out to his family in their days of bereavement. I consider it an honor for 30 years to have been a member of the SIU—the maritime union that he dedicated his life to.

Fraternally,
Pensioner Paul Capo
Metairie, La.

Paul Hall's death comes as a shock to me. Paul Hall was a great man, a giant among labor activists and a very dear and close personal friend.

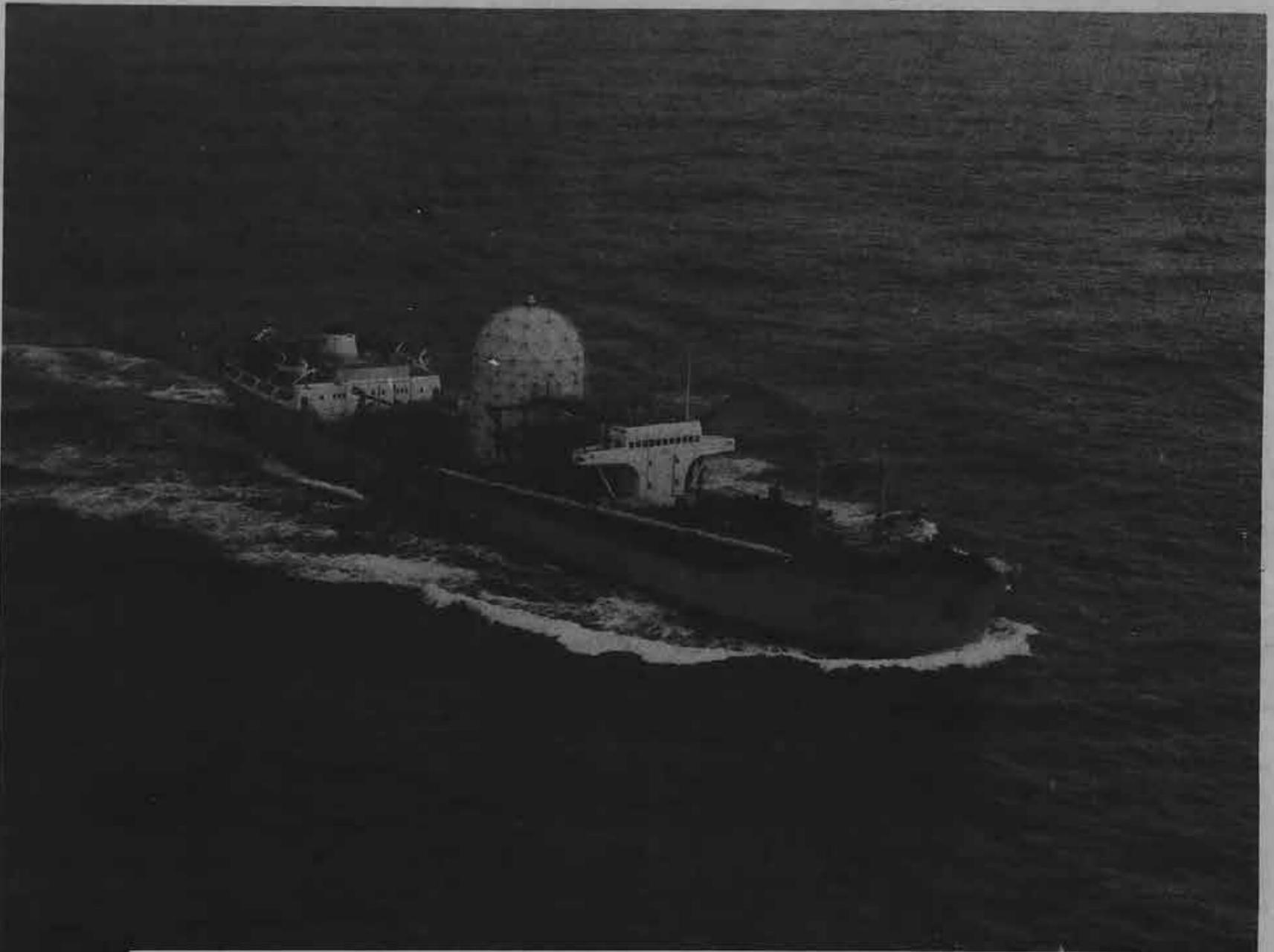
During those early days when public workers didn't have the right to organize, it was Paul Hall and his fellow sailors who linked arms with our members to defend their picket lines and to help them win decency and some of the rights enjoyed by most other American workers. I personally, and AFSCME as an institution, will always feel deep gratitude to Paul Hall and the Seafarers for their unflinching solidarity with our struggle over the years to win union recognition and reasonable jobs and working conditions.

Paul Hall was enormously respected by those in as well as outside the labor movement. Always an innovator, he would offer new ideas to blend with the best of the old. Paul will be remembered for his dedication to preserving our precious labor tradition, and for his leadership in carrying it forward.

We've lost a great American. He will be deeply missed.

Fraternally,
Jerry Wurf, President
American Federation of State,
County and Municipal
Employees

Ocean Mining Bill



Signed Into Law

Legislation Guarantees Use of U.S. Flag, U.S. Manned Mining Vessels and Ore Carriers

IN a stunning victory for the jobs and job security of U.S. seamen, President Carter signed the **Deep Seabed Hard Mineral Resources Act** into law last month with its crucial "man American" provisions intact.

Almost 10 years in the making, the Act has been a top legislative priority of the

SIU since 1971 because it green-lights a **brand-new deep seabed mining industry** and ensures a **key role for U.S. seamen in that industry.**

The **Deep Seabed Hard Minerals Resources Act**, passed by overwhelming voice vote in the Senate on June 23 and in the House two days later, went to the

President's desk on June 28.

Under the terms of the Act, U.S. mining consortia can begin retrieving the manganese, cobalt, copper and nickel-packed nodules that blanket the ocean's floor. The United States is almost entirely dependent on imports of those four minerals which are crucial

components in our national defense industry. Enactment of the **Hard Mineral Resources Act** into law makes it possible for the U.S. to become largely self-sufficient in those key minerals by the turn of the century.

While national security considerations played a part

Continued on Page 22

Enactment of Measure Brings SIU's 10-Year Fight To Victorious End

Continued from Page 21

in the Union's tireless lobbying for the Act, it was the prospect of gaining ground-level entry for Seafarers in the new-born ocean mining industry that was the key to the SIU's support.

The Union's decade-long fight to create and protect jobs for U.S. seamen in ocean mining paid off. The Ocean Mining legislation that left the President's desk included three "man-American" amendments which:

- require that all mining and processing vessels used in the commercial recovery of deep seabed minerals be U.S.-documented and U.S.-manned;

- require at least one ore carrier per mining site be U.S.-documented and U.S.-manned;

- make any U.S.-documented vessel used in deep seabed mineral recovery,

processing or transportation eligible for operating differential subsidy (ODS) and construction differential subsidy (CDS) programs of the Merchant Marine Act of 1936.

In a letter to Carter dated July 3, SIU President Frank Drozak hailed the chief executive for signing the Act.

"This legislation," Drozak said, "represents a significant milestone in our mutual effort to revitalize the U.S. flag Merchant Marine. By requiring that at least one ore carrier per ocean mining site be an American ship," Drozak continued, "this legislation will provide a tremendous boost to our maritime industry and our maritime employment."

"Similarly," he added, "the requirement that mining and processing vessels be American-flag vessels will guarantee that American workers receive a

fair share of the economic opportunities created."

Drozak ended by commending Carter for his "commitment to a strong U.S.-flag merchant marine and your concern for American workers in all facets of the maritime industry."

Though support for U.S. ocean mining legislation had been steadily mounting over the last 10 years, passage of the Act was a Congressional coup against diverse pressures and obstacles.

Over the past 18 months alone the Act was reported out of no fewer than five Senate committees, four House committees and a variety of subcommittees on both sides of Congress.

Pressure from the U.N. Conference on the Law of the Sea, which has been trying to reach agreement on an international ocean mining treaty, ran strongly against adoption of U.S.

ocean mining legislation.

It was only when U.S. Ambassador to the Law of the Sea Elliot Richardson gave his go-ahead to the 1980 version of the Act that the final stumbling block to whole-hearted Congressional support of the measure was cleared.

Under Richardson's recommendation the Act says that licenses for deep seabed exploration will be issued beginning July 1, 1980 but that permits for "commercial recovery" will not be authorized until Jan. 1, 1988. This timetable allows the U.S., said White House Press Secretary Jody Powell, to "reaffirm this nation's commitment to both a Law of the Sea Treaty and orderly development of a U.S. ocean mining capability."

The Act, Powell added, "will fill the gap created by ...our need for minerals on

Continued on Page 23



SIUNA Vice President John Yarmola testifies at hearings on ocean mining legislation at a subcommittee on Foreign Affairs in the House of Representatives in the fall of 1979. Many of the seats in back of him are filled with SIU members.

Industry Means Jobs for American Seamen

the one hand and the slow deliberate process of international lawmaking on the other."

However, in spite of the stated timetable for the start

of actual mining, U.S. seamen may be working in this industry as early as next year.

Sen. Warren Magnuson (D-Wash.) clarified the time

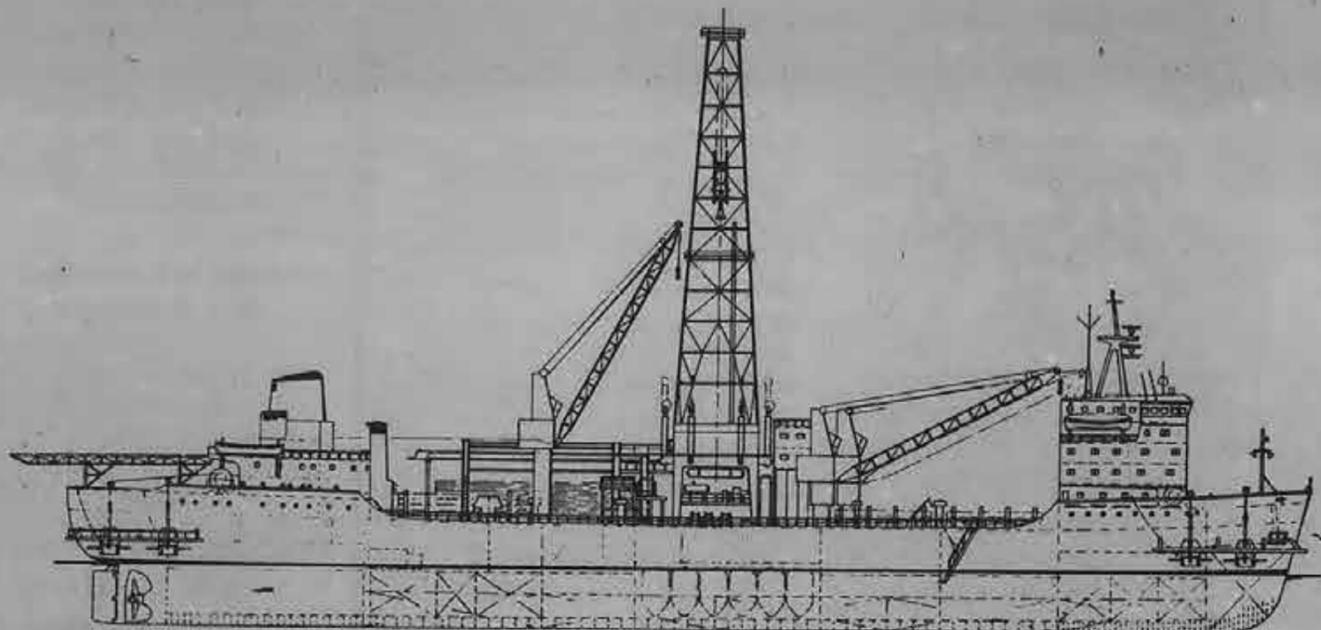
provisions when he spoke on the Senate floor prior to the vote on the bill. "The mining consortia intend to put into operation, at various times between 1981 and 1988,

recovery operations on a very large scale, but not at the full operating rates planned for ultimate production.

"These large interim operations," Magnuson continued, "will be for the purpose of testing full-sized mining ships and related equipment for periods of time which are less than full-time operation."

The Deep Seabed Hard Minerals Resources Act which was ultimately signed by the President was an amended version of the original House bill (HR 2759). On June 23, the Senate considered H.R. 2759, added 16 amendments to it, passed it and sent it back to the House. The House passed the amended version on June 25.

Schematic of Ocean Mining Ship



What's Down There on the Ocean Floor?

NESTLED snugly in some of the deepest recesses of the ocean lies a treasure of immense proportions. It is a treasure that has been nurtured throughout the eons by the chemical and organic phenomena of nature.

This treasure of the deep is millions upon millions of manganese nodules that pave the ocean floor like an eternal black cobblestone highway.

The nodules are highly valued because of the extractable minerals locked in their round, dark potatoe sized bodies.

The nodules have a high content of the four minerals—nickel, copper, cobalt, and manganese—considered basic and essential to the economy and productivity of industrialized nations.

For instance, nickel is used in petroleum refining and in the production of gas turbines, aircraft frames, marine and automotive bodies, and ceramics.

Copper is used in the manufacture of electric motors, power generators, transformers, plumbing, and automotive brakes, radiators, heaters, and carburetors.

Cobalt is used for the production of industrialized magnets, telephones, gas turbines and radiation research and treatment.

Manganese, probably the most important of the four minerals, is basic to all iron and steel products.

Recent research projects have estimated that the near infinite supply of nodules contain 15 billion tons of nickel, 8 billion tons of copper, and 5 billion tons of cobalt. These statistics far exceed the known land-based resources of these minerals.

Research has also shown that the heaviest concentration of the nodules lie two to three miles deep in the Pacific Ocean, mostly near undersea volcanoes.

Despite all the research, though, it is still only speculation as to how the nodules grow. One theory is that a nodule starts to grow around some particle, such as animal remains or pumice. Then somewhat like a pearl, it grows slowly through some sort of chemical and organic activity.

Unlike a pearl, though, which grows in years, it is estimated that the nodules grow only a few millimeters per million years.

But one thing is sure. The nodules do grow. And according to one estimate, they are forming at the rate of 10 million tons a year. This is an extremely small figure when compared to estimates which claim the Pacific Ocean alone contains 1.5 trillion tons of the nodules.

Up until 1872, no one even knew that the nodules existed. At that time, one of Her Majesty's ships dredged a few off the ocean floor and brought them back to England as conversation pieces.

It wasn't until 15 years ago that anyone gave much serious thought to bringing the nodules to the surface in large amounts and extracting the minerals housed inside.

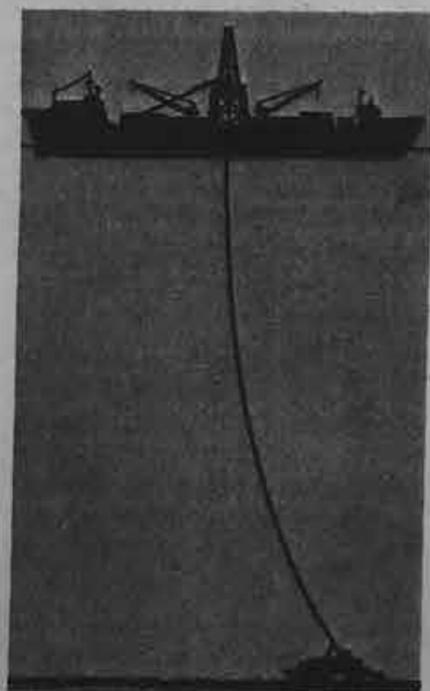
However, the increasing demand for these minerals in an ever growing industrialized world has given birth to a potentially massive new industry—**ocean mining**.

Thanks to the SIU's support of the Ocean Mining Bill, this industry will finally get into full swing. And SIU members can look forward to jobs on ocean mining ships and ore carriers.

Besides being the biggest consumer of these minerals, the U.S. is also the biggest importer of the essential substances. In fact, the U.S. is almost totally dependent on foreign imports for these minerals.

Right now, the U.S. imports 98 percent of its manganese, 98 percent of its cobalt, 90 percent of its primary nickel and 15 percent of its copper.

Considering that the nation's economy depends on the uninterrupted flow of these



minerals, the fact that we are so dependent on the outside world for them is a very disturbing fact.

Consortiums of mainly American companies have pumped millions into the research of developing an ocean mining and processing capacity. Several ocean mining vessels and processing plants are already operating successfully on an experimental basis.

Their research has shown that the full development of an American ocean mining industry would enable the U.S. to become completely self sufficient in the four essential minerals by the year 2000.

Rep. John Murphy Supported Bill Every Step of the Way

THE SIU's decade-long effort to win passage of the crucial Deep Seabed Hard Minerals Resources Act was not a single-handed battle.

Credit is due to Congress as a whole for voting the measure in and to the President for signing it into law.

But even more credit is owed to those Congressmen and Senators who have stood by this legislation—and most especially, its "man American" provisions—through 10 long years.

Sen. Spark M. Matsunaga (D-Hawaii) introduced the original 1980 Ocean Mining bill which was passed by the Senate last Dec. 14. In the House, the measure was nurtured by Rep. John Murphy (D-N.Y.).

It is not surprising that Rep. Murphy was a chief advocate of the Ocean Mining legislation. Throughout his 18-year Congressional career the New York representative has been a vocal and consistent supporter of a strong U.S.-flag merchant marine.

Murphy's record on labor bills in general has been a good one



John Murphy (D-NY) reflecting his belief that American workers must have a share in the jobs created by U.S. industry.

Speaking on the "man

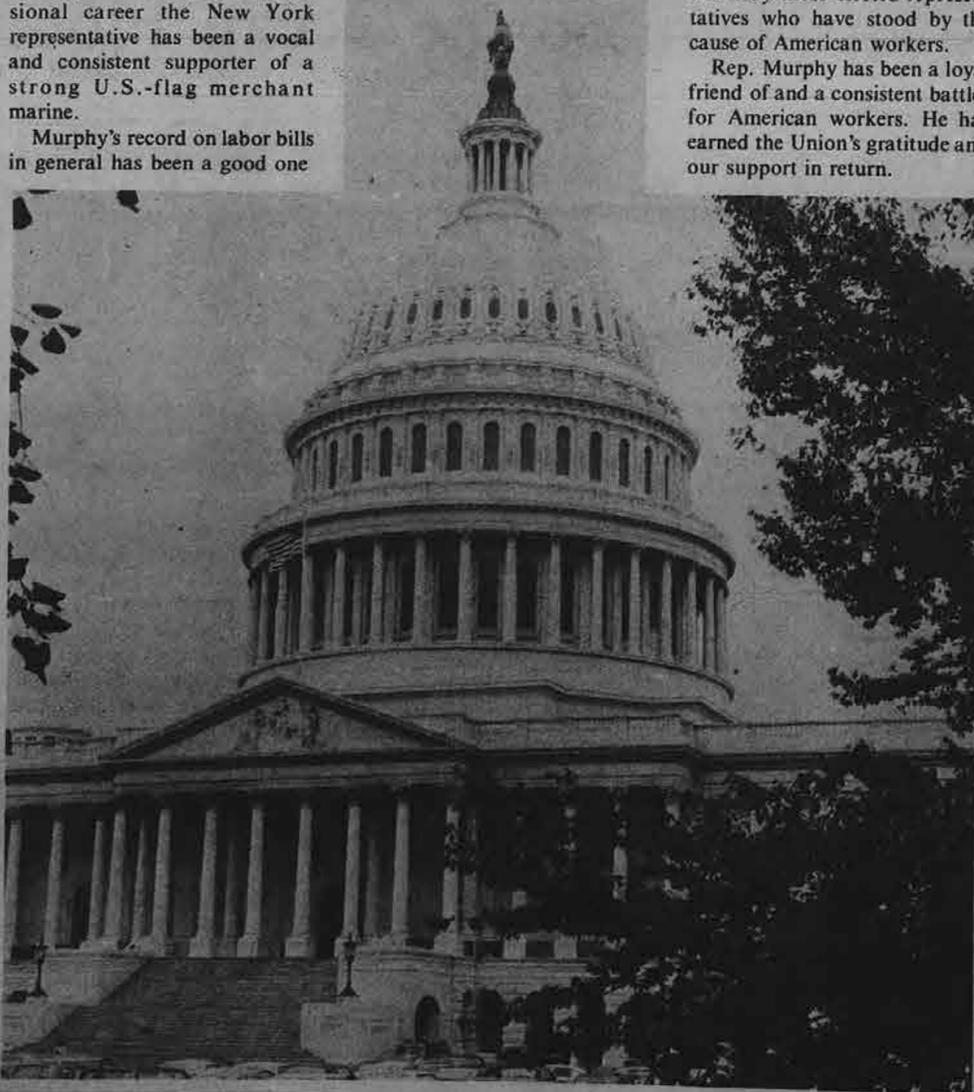
American" amendments to the Ocean Mining bill, Murphy illustrated this belief when he said: "If U.S. permittees are required to document their mining vessels in the United States, all of the tax dollars resulting from U.S.-flag vessel operations will accrue to the U.S. Treasury and hundreds of new American jobs will be created..."

Congress must not sanction, Murphy added, "exporting millions of dollars in tax revenues thousands of American jobs and the mining technology that Americans have spent millions to develop."

Congressman Murphy is now running a strong campaign to win re-election to New York's 17th Congressional District.

That re-election campaign has the committed and active support of the SIU. The Union has always stood by those elected representatives who have stood by the cause of American workers.

Rep. Murphy has been a loyal friend of and a consistent battler for American workers. He has earned the Union's gratitude and our support in return.



Senator Howard Cannon:

"By requiring land-based processing in the United States... American workers will have new job opportunities."

Senator Warren Magnuson:

"In addition, a minimum of one ore carrier will be documented under U.S. laws. This requirement... is to insure that there is at least minimum control over the transportation of these mineral resources to the U.S."

Senator Frank Church:

"This legislation will provide new jobs at sea and on land for American workers."

Senator Ernest Hollings:

"The other issue of concern to me... a provision that mining and processing vessels be built in the U.S. Representatives of the mining industry have sent letters assuring that construction would be in the U.S. and that the provision was unnecessary. I accept those assurances."

Senator Warren Magnuson:

"... mining and processing vessels be built in the U.S. However, I wish to stress that the acquiescence in the House version on this issue was conditioned on the U.S. companies involved providing firm commitments that they planned on building these vessels in our shipyards."

Senator Warren Magnuson

"I have supported such requirements for 15 years."

Senator Ted Stevens

"Using American vessels is a safety valve against a foreign embargo and protects our national security."

Senator Howard Cannon

"Such a provision is important in order to provide that the economic benefits arising from ocean mining ventures operating under United States legislation accrue to the United States."

Senator Frank Church

"American technology should be utilized to assure that economic benefits accrue to the United States. If we keep giving everything away, we will lose our stature in the world. Our trading partners are cutting us off at the knees."

Senator Henry Jackson

"Ocean mining promises to be a stimulus for significant new private investment, and for the creation of many new employment opportunities in the United States."

Senator Spark Matsunaga

"I am convinced of the need for the bill to contain language protecting American jobs."

Key Supporters in Senate



Henry Jackson (D-WA)



Frank Church (D-ID)



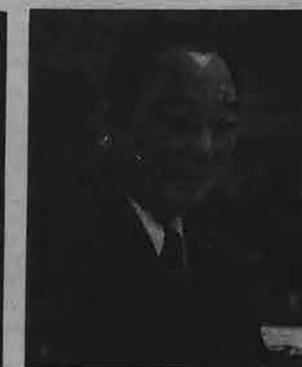
Jacob Javits (R-NY)



John Warner (R-VA)



Warren Magnuson (D-WA)



Spark Matsunaga (D-HI)



Howard Cannon (D-NV)

Key Supporters in House



Ed Derwinski (R-IL)



Barber Conable (R-NY)



Robert Lagomarsino (R-CA)



Clement Zablocki (D-WI)



John Breaux (D-LA)



Al Ullman (D-OR)



Thomas Ashley (D-OH)

Ninety-sixth Congress of the United States of America

AT THE SECOND SESSION

*Begun and held at the City of Washington on Thursday, the third day of January,
one thousand nine hundred and eighty*

An Act

To establish an interim procedure for the orderly development of hard mineral resources in the deep seabed, pending adoption of an international regime relating thereto, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Deep Seabed Hard Mineral Resources Act".

SEC. 2. FINDINGS AND PURPOSES.

(a) FINDINGS.—The Congress finds that—

(1) the United States' requirements for hard minerals to satisfy national industrial needs will continue to expand and the demand for such minerals will increasingly exceed the available domestic sources of supply;

(2) in the case of certain hard minerals, the United States is dependent upon foreign sources of supply and the acquisition of such minerals from foreign sources is a significant factor in the national balance-of-payments position;

(3) the present and future national interest of the United States requires the availability of hard mineral resources which is independent of the export policies of foreign nations;

(4) there is an alternate source of supply, which is significant in relation to national needs, of certain hard minerals, including nickel, copper, cobalt, and manganese, contained in the nodules existing in great abundance on the deep seabed;

(5) the nations of the world, including the United States, will benefit if the hard mineral resources of the deep seabed beyond limits of national jurisdiction can be developed and made available for their use;

(6) in particular, future access to the nickel, copper, cobalt, and manganese resources of the deep seabed will be important to the industrial needs of the nations of the world, both developed and developing;

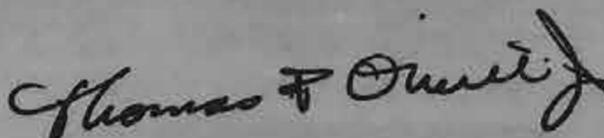
(7) on December 17, 1970, the United States supported (by affirmative vote) the United Nations General Assembly Resolution 2749 (XXV) declaring inter alia the principle that the mineral resources of the deep seabed are the common heritage of mankind, with the expectation that this principle would be legally defined under the terms of a comprehensive international Law of the Sea Treaty yet to be agreed upon;

(8) it is in the national interest of the United States and other nations to encourage a widely acceptable Law of the Sea Treaty, which will provide a new legal order for the oceans covering a broad range of ocean interests, including exploration for and commercial recovery of hard mineral resources of the deep seabed;

H.R. 2759—34

SEC. 404. ACT NOT TO AFFECT TAX OR CUSTOMS OR TARIFF TREATMENT OF DEEP SEABED MINING.

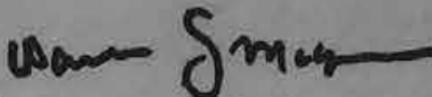
Except as otherwise provided in section 402, nothing in this Act shall affect the application of the Internal Revenue Code of 1954. Nothing in this Act shall affect the application of the customs or tariff laws of the United States.



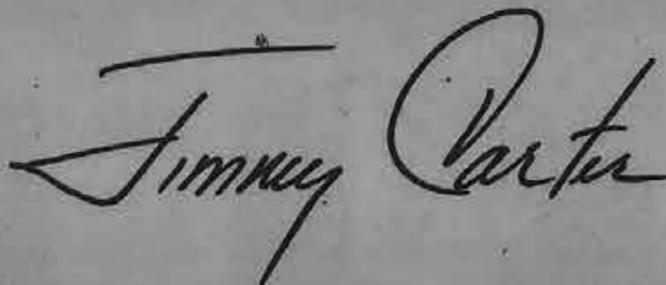
Speaker of the House of Representatives.

APPROVED

JUN 28 1980



President of the Senate *pro Tempore*



After President Carter signed the landmark Ocean Mining Legislation, SIU President Frank Drozak fired off a letter of thanks to the President for his support, especially of the bill's provisions protecting U.S. flag and U.S. jobs interests in this brand new industry. Here is a reprint of that letter.

The Seafarers International Union

OF NORTH AMERICA • AFL-CIO

675 FOURTH AVENUE • BROOKLYN, N.Y. 11232 • (212) 499-6600

FRANK DROZAK
President



July 3, 1980

**The President
The White House
Washington, DC 20500**

Dear Mr. President:

I wish to commend you for your support of the Deep Seabed Hard Minerals Resources Act (P.L. 96-283). The legislation which you signed on June 28 will provide the framework by which the United States can begin to develop the mineral resources of the deep seabed which are vitally important to the industrial economy and security of this country.

Equally important, this legislation represents a significant milestone in our mutual effort to revitalize the United States-flag merchant marine. As you know, the dry bulk segment of our fleet numbers only a handful of vessels and carries less than two percent of our dry bulk foreign trade. By requiring that at least one ore carrier per ocean mining site be an American ship, this legislation will provide a tremendous boost to our maritime industry and maritime employment. This in turn will lead to greater United States self-sufficiency in both the supply and transport of strategically important minerals.

Similarly, the requirement that mining and processing vessels used pursuant to Public Law 96-283 be American-flag vessels will guarantee that American workers receive a fair share of the economic opportunities created.

The Seafarers International Union has actively supported the enactment of ocean mining legislation for the past nine years. We are especially pleased that you have signed this legislation into law and that you agreed its provisions relating to the use of American vessels are important to the security and economic interests of the United States. Your action clearly evidences your commitment to a strong United States-flag merchant marine and your concern for American workers in all facets of the maritime industry.

I look forward to working with your Administration again on matters of mutual concern.

**Sincerely,
Frank Drozak
President
Seafarers International Union**

Ocean Mining Means Jobs

Passage of the Ocean Mining Bill paves the way for development of a brand new maritime industry.

This industry **could very easily have gone totally to foreign workers** had it not been for the SIU's persistent efforts in Washington to protect American interests.

The fight was a long one, nearly 10 years. But nothing ever comes easy in the never ending battle to keep our merchant fleet moving ahead.

All the work, all the minor setbacks and all the frustration of running into numerous legislative roadblocks along the way has been worth it. Because the effort has paid off.

The bottom line is clear. The brand new Ocean Mining industry means jobs—**jobs for American seamen, jobs for the construction trades and jobs for shipbuilders.**

The jobs will not appear right away.

The industry will slowly build itself up, and the jobs will come.

By the end of this decade, the industry should be in full swing. And by the end of the century, the **Ocean Mining industry will be interwoven in the permanent fabric of the American job structure.**

Here is a look ahead at what the Ocean Mining industry will bring to American seamen by the year 2000:

- **20 deep sea mining vessels flying the American flag, crewed by American seamen.**
- **60 ore carriers to service the mining ships (3 ore carriers for one mining vessel). At least 20 of those ore carriers will be**

American flag, American crewed.

- **Each mining vessel will carry a crew of approximately 150 to 170 seamen.**
- **Each ore carrier will carry the normal complement for a dry bulk vessel.**

These are conservative estimates. The actual number of jobs for U.S. seamen **could be far greater.**

The future is what it's all about. The SIU has always looked to the future **to insure that SIU members would always have jobs to go to and real job security.**

Our fight for the Ocean Mining bill is a good example of how hard work and a little foresight can pay off in the best way possible—**jobs.**

Ocean Mining Ship 'Governor Ray'



SPAD Keyed Ocean Mining Victory

WASHINGTON, D.C. is the center of power in this country. Whatever happens there affects everyone.

This Union does not ignore facts. If Washington, D.C. is where the power is, that's where we want to be. **That's where we have to be.**

The recently enacted Ocean Mining Bill is just one more example of why this Union has to maintain a presence in Washington.

The SIU has been working for years to help get the Ocean Mining Bill passed. Not just any Ocean Mining Bill, but one that would protect the rights of seamen.

The bill that was just

passed contains stringent "crew American" provisions. **Those provisions would not be there had this Union not fought every inch of the way to have them included.**

Elliot Richardson, the

head of the American delegation to the Law of the Sea Conference, opposed the concept of "crew American." So did a number of other powerful, highly placed politicians.

But we beat them. We

would never have been able to do so without the support of concerned seamen who donated to SPAD.

SPAD is more than just four letters. It is the seaman's lifejacket.

Without SPAD, we would not be in Washington. Were we not in Washington, we wouldn't be able to get legislation like the Ocean Mining Bill passed.

It is estimated that the Ocean Mining Bill will result in thousands of extra maritime jobs by the end of the century.

You made it happen by your contributions to SPAD.





Dispatchers Report for Deep Sea

JUNE 1-30, 1980

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	5	2	4	2	0	0	12	7	6
New York	121	38	7	114	61	2	159	60	15
Philadelphia	13	8	2	8	13	2	23	6	2
Baltimore	25	10	4	14	8	2	47	15	8
Norfolk	19	6	7	6	10	1	33	12	16
Tampa	10	10	2	13	8	2	12	10	7
Mobile	13	5	0	16	4	0	24	7	2
New Orleans	88	25	5	64	34	0	135	34	11
Jacksonville	25	10	3	21	8	4	53	20	4
San Francisco	36	8	2	35	10	3	78	20	11
Wilmington	24	12	14	22	6	7	44	18	16
Seattle	34	7	6	71	39	12	46	10	25
Puerto Rico	12	1	0	18	7	2	12	3	0
Houston	61	21	8	58	25	0	114	38	15
Piney Point	3	1	0	3	13	0	0	0	0
Yokohama	4	0	0	1	0	0	9	1	0
Totals	493	164	64	466	246	37	801	261	138
ENGINE DEPARTMENT									
Boston	3	4	1	1	2	0	5	6	4
New York	95	32	8	69	29	1	158	70	14
Philadelphia	8	6	1	8	10	0	8	8	2
Baltimore	21	4	3	12	6	2	37	11	5
Norfolk	10	8	2	2	0	0	25	14	4
Tampa	7	6	2	11	5	3	12	9	3
Mobile	15	5	0	5	6	0	29	9	0
New Orleans	81	25	3	53	28	1	112	41	6
Jacksonville	22	5	2	28	8	2	29	12	4
San Francisco	25	13	0	20	16	0	65	21	1
Wilmington	9	8	2	6	0	1	15	12	10
Seattle	17	9	3	26	17	3	32	17	8
Puerto Rico	13	6	0	15	5	0	14	5	0
Houston	59	17	5	41	25	2	78	20	9
Piney Point	0	2	0	1	7	0	0	0	0
Yokohama	0	2	0	2	2	0	0	0	0
Totals	385	152	32	300	165	15	619	255	70
STEWARD DEPARTMENT									
Boston	2	1	0	0	1	0	3	4	0
New York	41	25	6	38	30	3	76	38	10
Philadelphia	8	0	1	4	9	3	6	2	1
Baltimore	11	3	0	10	3	1	16	6	1
Norfolk	13	4	3	5	6	2	19	8	5
Tampa	3	1	0	6	7	3	4	1	2
Mobile	8	2	0	7	2	0	19	5	0
New Orleans	32	15	0	27	19	1	62	16	2
Jacksonville	17	3	0	22	11	0	24	3	1
San Francisco	11	5	6	12	8	0	29	11	18
Wilmington	8	3	5	2	3	4	22	4	12
Seattle	14	2	5	20	12	11	20	6	10
Puerto Rico	11	3	0	2	12	1	15	4	0
Houston	20	0	0	27	12	0	53	4	2
Piney Point	0	8	0	0	30	0	0	0	0
Yokohama	0	0	0	0	2	0	0	1	0
Totals	199	75	26	182	167	29	368	113	64
ENTRY DEPARTMENT									
Boston	0	4	4				5	11	5
New York	33	111	71				37	257	173
Philadelphia	4	19	5				5	28	6
Baltimore	9	22	6				15	54	13
Norfolk	3	25	10				7	53	25
Tampa	3	9	4				5	10	9
Mobile	6	12	3				11	31	5
New Orleans	33	49	17				40	81	36
Jacksonville	11	38	14				19	67	27
San Francisco	19	21	14				32	49	63
Wilmington	6	21	41				10	51	140
Seattle	6	17	11				7	35	43
Puerto Rico	9	13	2				13	20	7
Houston	14	41	21				22	74	48
Piney Point	1	39	0				0	0	0
Yokohama	0	0	0				1	2	0
Totals	157	441	223				229	823	600
Totals All Departments	1,234	832	345	948	579	81	2,017	1,452	872

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

Shipping in the month of June was good to excellent in all A&G deep sea ports, as it has been for the last several years. A total of 1,608 jobs were shipped last month to SIU-controlled deep sea vessels. Of these, only 948 or slightly more than half, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good to excellent for the foreseeable future.

Directory

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& Inland Waters
United Industrial Workers
of North America

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

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SIU's Message on U.S. Maritime

SIU President Frank Drozak recently appeared on the weekly radio program, **Labor News Conference**, in Washington, D.C. The show is distributed nationwide through the Mutual Broadcasting System, and is picked up weekly by more than 300 stations across the country.

It has long been the SIU's belief that the general American public is simply not aware of the problems facing the American merchant marine, much less the importance of our industry to this nation's economy and security as a world power.

President Drozak's appearance on **Labor's News Conference** has helped in a big way to "get the word out" about U.S. maritime.

Therefore, reprinted below is the complete text of President Drozak's answers to a barrage of questions concerning our industry.

Interviewing Drozak were **Stuart Lytle**, military affairs correspondent for the Scripps-Howard Newspapers, and **Jerome Cahill**, labor correspondent for the *New York Daily News*.

LYTLE: Mr. Drozak, how bad is the condition of the maritime industry today? We hear that it's in bad shape.

DROZAK: Well it certainly is in bad shape—it has declined greatly from the 70's, when we had 1100 ships in operation, to the point of fewer than 550 today.

And there are no bright lights out there either.

Congress has been talking about the need for a maritime program, the Administration has been talking about that too—but, the Navy and the Defense Department have said that we would be in terrible shape today to try to supply our people in the Mideast, if there were an outbreak there.

The industry is in very bad shape.

CAHILL: Legislation is pending in Congress now to do something about that. When you say there are no bright lights out there, does that mean that you are not optimistic that Congress is going to move on this legislation?

DROZAK: I'm not very optimistic—there are many problems in dealing with that piece of legislation—many obstacles to revitalizing the American Merchant Marine.

In my opinion, it would put that effort in a holding pattern—it would provide replacement of some of the present ships, but it would not give us the expansion program that is needed for this country.

CAHILL: Well, how big an expansion program are we talking about, in terms of ships, or dollars, or employment?

DROZAK: We need an on-going expansion program—a program that would not decrease the number of available ships, but would increase the number and size of the ships and provide the type of ships that would be needed for national defense—which is a very important factor.

Most of the ships today would not qualify, without a complete conversion job. The military has had to pull ships from the private sector and spend billions of dollars on conversions to meet the needs of the military, which, again, draws from the private segment of the U.S. maritime industry.

LYTLE: The Navy and the other armed services—and the Rapid Deployment Force are now focusing on the Middle East. They are building or loading ships to place in the Indian Ocean and such. Do you see this as a turnaround for the military that would have a spin-off benefit for your industry?

DROZAK: No, I don't.

The military should stick to building warships, and they should let private industry build and supply the needed cargo ships—supply ships—as they did during World War II, the Korean War, and the Vietnam War. They have always turned to the private segment—to the American Merchant Marine—as the fourth arm, to transport the needed supplies. But, for some reason, segments of the government have gotten involved in doing it themselves, they are drawing from the military personnel that they need.

The Navy and the military should train military personnel—train them for battleships and other warships—and let the private segment handle the cargo and build the type of cargo ships that would be needed to handle it.

CAHILL: Why is it that the American Merchant Marine seems to have such a tough time competing with the overseas shipping companies?

DROZAK: Well, I don't think they would have a tough time competing if they were given a fair and equal opportunity.

To put it another way, give parity with the maritime industries of other countries.

CAHILL: What do you mean by "parity"?

DROZAK: Well, the laws of this country that govern the industry restrict U.S. shipping companies from doing certain things that other countries



SIU President Frank Drozak, center, who also serves as president of the AFL-CIO Maritime Trades Department, is interviewed by Jerome Cahill, left, of the *New York Daily News*, and Stuart Lytle, of the Scripps-Howard Newspapers on Labor News Conference. The radio show was aired on over 300 radio stations nationwide recently.

allow their fleets to do—I don't like to get into it, but such things as rebating.

All of the countries the U.S. competes with allow this. They also give their maritime industries certain tax incentives and tax breaks, which this country does not give.

So, you're really comparing apples and oranges.

Other countries also require that a quota of their cargo be carried on ships under their flag—the United States does not.

CAHILL: Why is that? Is it an ideological problem? Are we hung up on the free enterprise system?

DROZAK: Yes, I think we're hung up on the free enterprise system, and I think that the people of this country—because it was founded as a free-trading nation, free enterprise—do not want to accept the concept that changes are necessary.

We're still living under the laws of 200 years ago—when the country was founded.

Free enterprise and free trade are good, providing everyone else accepts them.

But, it seems to me that the U.S. is the only country accepting those principles—and none of the other nations do, so, we are free-trading only one way.

LYTLE: What recommendations would you have for Congress and the Administration, specifically, to turn the situation around?

DROZAK: Cargo is the answer—along with bilateral shipping, parity in building and construction of ships—and the military should reorganize to meet its needs for fighting troops and ships, and allocate the cargoes to private shipping companies.

That would help both the military and the private maritime industry.

The Navy has a problem of recruiting. They've had ships laid up because they didn't have sufficient crews to sail those ships. Those ships could be allocated to private operators.

That would help the private operators, and it would also give the nation needed security by way of backup for the military.

LYTLE: You're talking about supply ships?

DROZAK: That's right, supply ships.

LYTLE: Should we get into a conflict today, how long—with the situation like it is—how long would it be before we had a merchant marine that could really meet the military needs? I mean, are we talking about years or months?

DROZAK: Unfortunately, we're talking about years.

To build a ship it would take three years, with the facilities we've got in this country. We would be in very bad shape, because of the decline of the shipyards.

We—this country—has to decide whether or not it wants a shipbuilding program, whether or not it wants a maritime industry.

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If it does, then we have to make up our minds that we're going to do the things that all the rest of the countries are doing, and that we're going to support that approach.

CAHILL: Well, the Administration's position seems to be that we want a maritime industry, but we are worried that if we do too much in the way of subsidies, we'll be adding to inflation, the cost of living, and so forth.

DROZAK: Well, I disagree with that and whoever figured it out.

If you are building—if this country had a building program, a maritime program—an effort to build ships for this country, ships that are needed to protect this country, I think, that would help ease inflation, it would improve employment throughout the country.

Most people probably think that a ship is built in a shipyard. It is not. A ship is built in every state of these United States. A solid and sufficient shipbuilding program would put thousands and thousands of people to work. The flow and turnover of those dollars would be of great help to the economy. For example, look at what happened in Brooklyn when the Brooklyn shipyard was closed down. A \$4 million payroll was taken out of that small city. You can walk down the streets and see the effects—the stores that were closed, boarded up. And that has had an impact on everyone.

A solid shipbuilding program would take people off the unemployment and welfare rolls and put them to work—on payrolls.

The government would be saving and, at the same time, creating jobs.

In our opinion, it would be a no-cost improvement of employment in this country.

LYTLE: Other major forms of transportation—rail, air, and highway—get government subsidies. Does the shipbuilding industry get any subsidies? And if not, why not?

DROZAK: The only subsidy that shipbuilding gets is through the appropriations of the Maritime Administration's Construction Subsidy, which is allocated to the employment of people.

But, as for subsidies for the shipyards, no, they get none.

LYTLE: Do the ship-builders get anything?

DROZAK: The ship-builders may get some, but it is very little—it's not enough to keep up with the advanced equipment.

LYTLE: How does it compare with the foreign government subsidies for their ship-building industries?

DROZAK: There's no comparison—we're down at the bottom.

CAHILL: You mentioned the employment impact of a program to put the maritime industry on its feet. How many jobs has the industry lost over the last decade or so?

DROZAK: Well, in the last 25 years, this industry has lost more than 50 percent of its employment—tens of thousands of jobs.

CAHILL: So, it's down to what level, would you say?

DROZAK: There are about 30,000 jobs in the whole maritime industry—seagoing jobs.

CAHILL: And, it had been 60,000?

DROZAK: Yes, 60,000 to 75,000—100,000—and at one time, we had more than 250,000 jobs. Those were jobs directly on ships. Add to that the shipyards and other components—manufacturers—and you are talking about a lot of people who could be employed—who once were employed.

CAHILL: Well, in the course of losing all of those jobs, we also lost some pretty glamorous passenger service that, I think, most Americans regarded as part of their way of life. Is there any prospect that we'll see American flag passenger ships back in service on the East Coast?

DROZAK: Well, I hope so—it's possible.

First, we are going to try one—and we think that we'll make it go—on the West Coast—that will be the Independence.

We've trained the crews for the Independence, and we think that we can do the job that is necessary to encourage the return of U.S. passenger service.

If this effort is successful, certainly, I would look forward to seeing the North Atlantic with passenger ships, again. But, it would be under what we call a "new deal"—everybody is saying the Eighties are hopeful, and we're looking to the Eighties as a new deal for passenger ship service.

CAHILL: The Independence, I understand will be operating in the Hawaiian Islands?

DROZAK: Yes—that's correct.

CAHILL: How large a ship is that?

DROZAK: She's 850 passengers.

CAHILL: That's really a first class vessel?

DROZAK: Yes it is—and it's going to give first class service—I'm confident of that.

CAHILL: When you say that you are looking for a "new deal" on the passenger service, what do you mean?

DROZAK: Better qualified people, better trained people.

We have made a careful study of manning for operating the ship and servicing the passengers aboard the ship.

At one time, there was feather-bedding aboard these ships, and, we think that played a part in the decline—along with mismanagement.

When government, management and labor were involved in the operation of the passenger ships the government was paying the bills and nobody seemed to care.

No subsidy is involved in this ship.

We have trimmed the fat to the point that it will be successful—we're confident of that.

CAHILL: I wonder if we could turn to a more immediate problem—the recession that is hitting a lot of workers, particularly in the Midwest—the auto industry and the steel industry? Has that had any effect on your people?

DROZAK: Yes, it has—and it will continue to have effect, because products are not moving—products that would normally be moving on what we call the "Ship American" program.

Most of these industries had a sympathetic feeling, and tried to ship a portion of their cargo on American flag ships, understanding their relationship with our foreign competitors.

Therefore, with the auto and steel industries dropping off, that automatically had an impact on us.

And that drop off certainly will have more impact on us in the future.

CAHILL: Does it appear to be as bad as the '74-'75 situation?

DROZAK: It's about the same right now—pretty much the same.

LYTLE: Why does the maritime industry have so much trouble getting what it wants through Congress and the White House?

DROZAK: There are a lot of reasons.

The Ship Sale Act of 1946 had an impact. That helped establish what we call the "flag of convenience" for American corporations—allowing them to invest in foreign countries and evade the tax laws of this country. That became a very profitable thing for corporations—particularly for the big oil companies. Then the aluminum and steel industries picked it up.

They pay no taxes in this country for operating these "flag of convenience" ships, shipping their commodities on those ships.

As for the wages and the operations of those ships, I don't think those have any real bearing.

The tax loopholes are the incentive for the 800 such ships now sailing under the "flag of convenience" proposition.

LYTLE: One of the countries that had the biggest number of "flag of convenience" ships was Liberia. With the recent revolution down there—and the strife—the word is that some of these shipowners may be looking elsewhere. Have you seen any evidence of that?

DROZAK: I have heard that they are looking for other countries—that they are looking at the Bahamas, Bermuda, and other countries where a good relationship could be established with this country—the United States—to transfer these flags out.

They don't feel comfortable—and certainly, this country shouldn't feel comfortable.

CAHILL: Will the prospects of the U.S. maritime industry improve during the 1980 political campaign? Do you think that the presidential candidates have an understanding of your problems?

DROZAK: They should—we've been talking about it for 30 years—it's old history.

But, regardless of what anyone may say, the President of the United States must make the decision relative to the national defense of this country. It is in need of revitalization and building up the Merchant Marine. Call it a political move, if you will, but I don't view it as such.

I view it as something that this country has to have, unless we want to sacrifice ourselves—to be caught with our pants down, unable to protect ourselves.

The proof of the pudding is that the Defense Department and Navy have said that we're caught short.

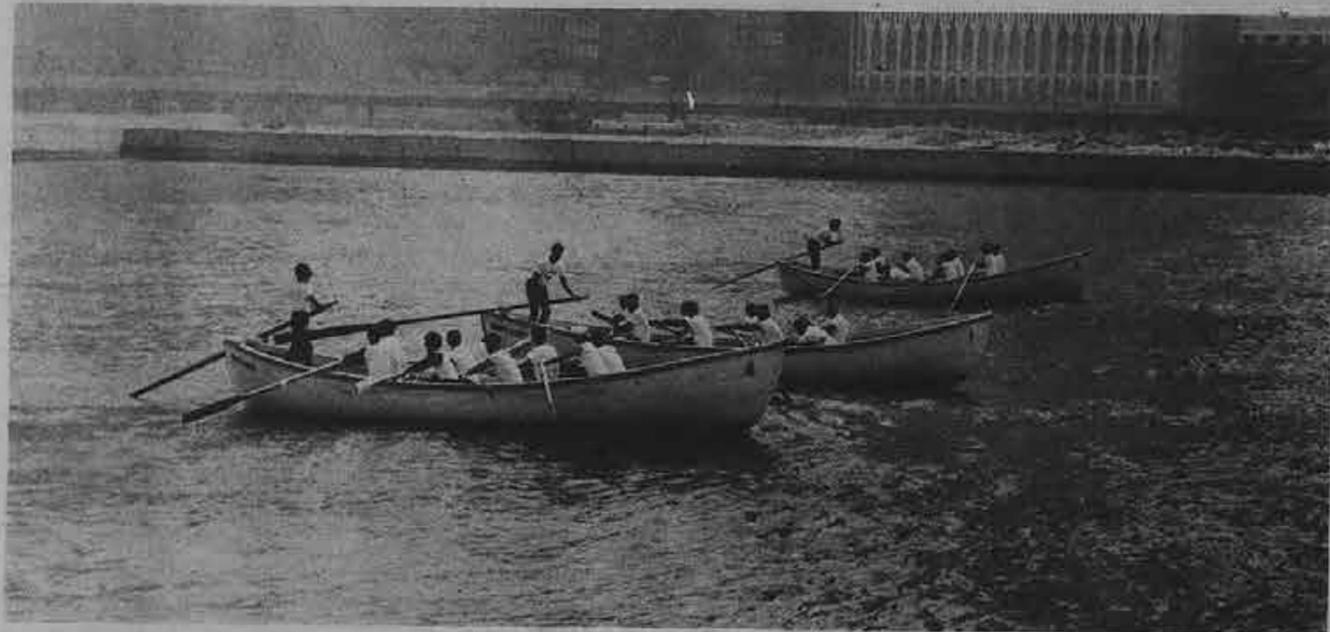
So, regardless of whether it's Jimmy Carter or whoever, somebody has to grab the ball and run with it—somebody has to call some shots, make some solid decisions.



HLS Lifeboat Coxswain Kevin Hearnd psyches himself up before the big race.



With the N.Y.C. Marine Firehouse and Fireboat 1 as a backdrop at Pier A, the HLS lifeboaters push off for the race.



Lined up for the start of the first heat in front of the World Trade Center are (foreground) the U.S. Navy lifeboat (middle) the HLS boat and the NMU boat (back)

Lundeberg

Race Dedicated To Memory of Paul Hall

THE 27th Annual International Lifeboat Race was held in New York City on July 5, with the Seafarers International Union as defending champion. It looked like it might be a repeat performance of last year's race, a race that saw the SIU's Harry Lundeberg School of Seamanship beat out the field, including the seasoned team from London's Royal National Lifeboat Institute (RNLI).

But, after getting walloped by



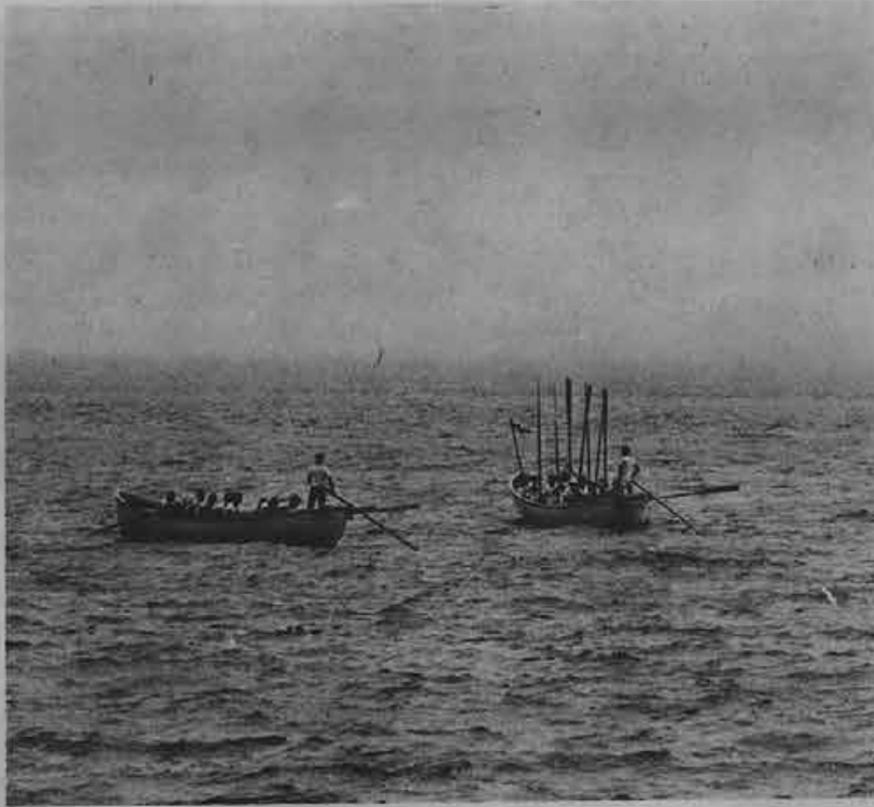
In the mile-long first heat, the HLS boat pulls away from the NMU and U.S. Navy contingents.



Jubilant after coping the first heat, HLS Coxswain Hearnd (2nd right) and Coach Harry Coyle (left) are interviewed by the press.



Crossing the finish line in the final heat a close second on July 5 in N.Y. Harbor is the HLS 8-oarsmen crew in front of the Statue of Liberty.



The victors (right) in the 27th annual boat race, London's Royal National Lifeboat Institute (RNLI) team raise oars in salute to the grit of the HLS runnerups (left).

Kids Nipped in Int'l Lifeboat Race

the young Seafarers last year the RNLI team was back this year—with a vengeance.

The team from the SIU—composed of trainees from the Lundeberg School's class #307—easily outdistanced the National Maritime Union (again) and the U.S. Navy team in the first heat. In the second heat the RNLI breezed by their competition—the Australian Volunteer Coastguard and a team from the U.S. Coast Guard. So, after demolishing their respective opposition in preliminary heats, it was, once again, the HLSS pitted against the RNLI in the finals.

Sometimes there's a fine line between victory and defeat, especially when given two teams of superlative ability. It was, perhaps, the RNLI's desire to even the score after last year's defeat that tipped the scales this year in their favor.

In any case, it made for an exciting and classic race, characterized by good sportsmanship before, during, and after. The race itself was not decided until near the end of the mile-long course between New York's Twin Towers and Battery Park.

When the horn sounded, setting the final race in motion, it became apparent that the RNLI had gotten the jump on the SIU. But the Seafarers pulled for all they were worth, showing their true grit as competitors and boathandlers to regain the lead further on down. Then the brawny, older members of the RNLI team, hell bent on evening

the score, slowly pulled ahead to cross the finish line first.

After crossing the line, the RNLI team raised their oars in salute to the courageous young Seafarers who had run a fine race, if in a losing cause.

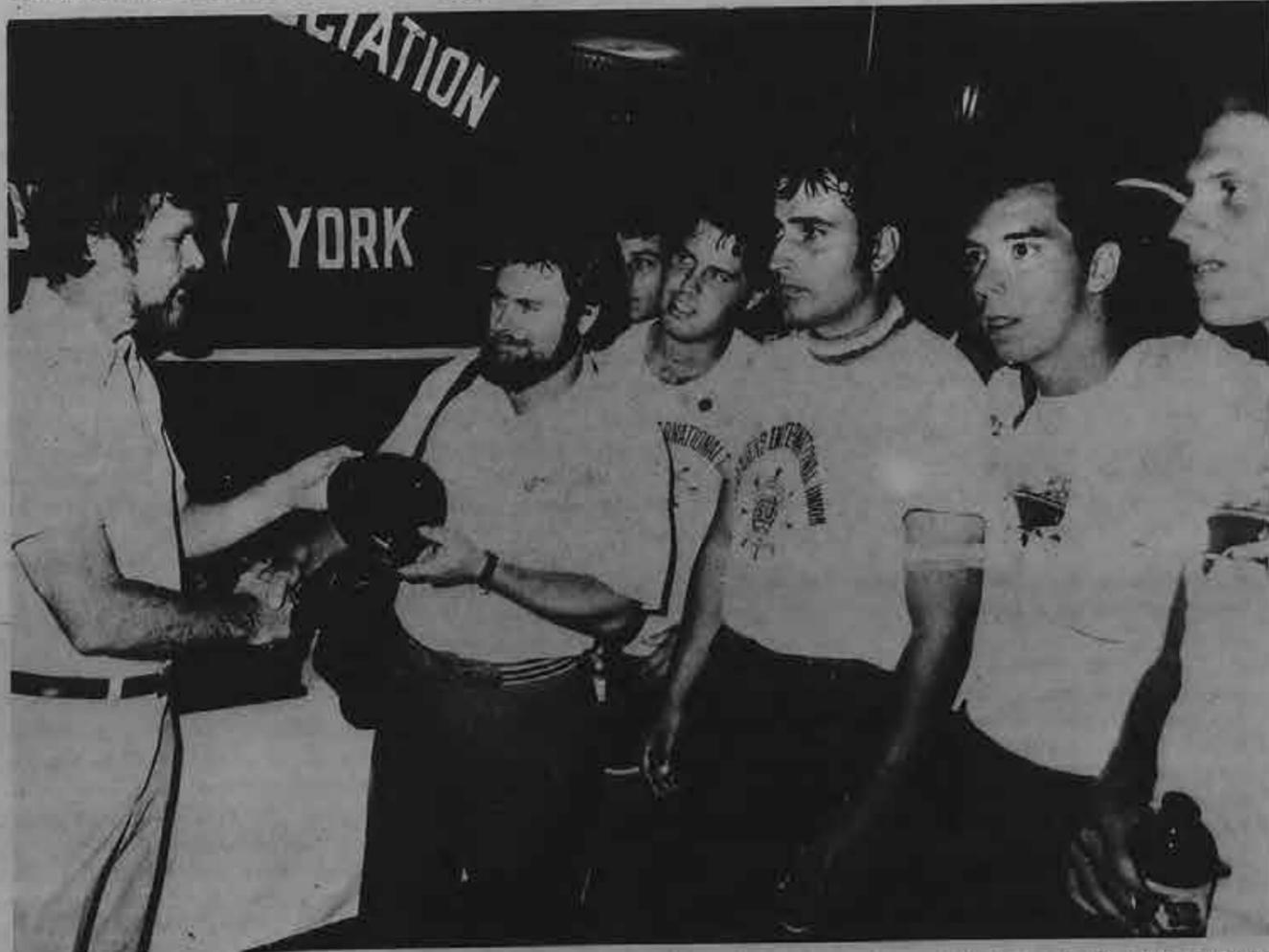
The performance of the SIU's Harry Lundeberg School of Seamanship in this year's race—a strong second place finish—was once again a clear indication of the emphasis put on training and education by the SIU.

The School of Seamanship was very much the dream and creation of the SIU's beloved and long-time President, Paul Hall, who passed away in June. He lived to see the School's name become the first engraved on the new International Lifeboat Race Cup, last year.

And the Seafarers who gave their all, and skillfully, in this year's race, can rest assured that he was smiling down on them as they crossed the line.



The HLS was the first winner last year of the N.Y. International Lifeboat Race Cup shown here.



Nick Cretan (left) executive director of the sponsoring N.Y. Maritime Assn., presents second place plaque to HLS Coach Coyle and team. The winning RNLI came in second last year. They beat the U.S. and Australian Coast Guards in their heats this year.



SEA-LAND LIBERATOR (Sea-Land Service), May 11—Chairman, Recertified Bosun J. Pulliam; Secretary J. Utz; Educational Director W. Drew; Deck Delegate V. Peters; Engine Delegate J. Kouvardas; Steward Delegate D. Boone. No disputed OT. Chairman noted that the company furnished movies and they will stay aboard vessel for six months. All crewmembers should know their duty for fire and boat drills. The current Logs are aboard and should be read so you will know what is going on in the Union. The new crewmembers from Piney Point were welcomed, and commended for the work they are doing. It was advised that all should take advantage of opportunities at Piney Point. Observed one minute of silence in memory of our departed brothers.

AMERICAN HERITAGE (Apex Marine), May 4—Chairman, Recertified Bosun Leo Paradise; Secretary M. Deloatch; Educational Director C. Merritt; Engine Delegate Gary Hughes. \$30 in ship's fund. No disputed OT. Chairman urged all young men who are eligible to upgrade themselves at Piney Point. He also noted that the ship was going to Jacksonville shipyard for repairs for a few days and the crew will be paid off and laid off for a few days. The crew agrees that this is the best feeding ship in the fleet and they will never get these kind of gourmet meals on any other ship. A thank you to Chief Steward Marvin Deloatch.

COASTAL CALIFORNIA (Coastal State Gas), May 11—Chairman Paul Grepo; Secretary Jimmy Bartlett; Educational Director Tom Hartman; Steward Delegate C. Martin. No disputed OT. \$3.25 in ship's fund. Chairman noted that things were running very well and that all members should read the Log thoroughly to see what our membership is doing. Discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port San Francisco.

SEA-LAND BALTIMORE (Sea-Land Service), May 11—Chairman, Recertified Bosun Robert C. Gorbea; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Deck Delegate Vincent Ratcliff; Steward Delegate S. Jackson. No disputed OT. \$15.25 in ship's fund. Chairman reported that the repair list was posted. Advised all members to read the Log so they will be more informed on what is going on in the Union. Everyone was glad to see in the Log that Paul Hall was honored as Mr. New York Harbor. Noted the importance of donating to SPAD. A vote of thanks to the crew for moving the stores on the ship because the meat boxes were broken. Observed one minute of silence in memory of our departed brothers. Next port Philadelphia.

PACIFIC (Interocean Mgt.) May 4—Chairman John Higgins; Secretary S. Kolasa; Educational Director Heywood S. Butler; Steward Delegate H. Cross. \$34 in ship's fund. No disputed OT. Chairman reported that there was mail in Durban—stores in Capetown, S.A.—payoff in Aruba or Curacao. Chairman appealed to all crewmembers to leave the living quarters clean for the next crew. A special vote of thanks to the ship's chairman and all department delegates for a job well done in helping to make this a good trip. The SIU crew on this ship is the finest yet. Observed one minute of silence in memory of our departed brothers. Next port Aruba.

SEA-LAND DEFENDER (Sea-Land Service), May 4—Chairman, Recertified Bosun John Carey; Secretary D. L. Thompson; Educational Director George A. Roy. No disputed OT. \$5 in ship's fund. Secretary extended a welcome aboard to Mr. David Creig, engine instructor from Piney Point. Mr. Creig will be with us until we arrive in Yokohama. Educational Director reminds us that anyone wishing to upgrade should make application to Piney Point. Mr. Creig agreed, pointing out the advantages of early attendance at Piney Point classes. A vote of thanks to the steward department for a job well done.

SEA-LAND McLEAN (Sea-Land Service), May 30—Chairman, Recertified Bosun E. D. Christiansen; Secretary Leo Dekens; Educational Director W. L. Sutton. No disputed OT. Chairman noted that the ship will arrive in Seattle on Sunday morning and there will be a Coast Guard inspection on Sunday and Monday. The ship sails at 1700 hrs. Monday and will arrive in Oakland approximately 1500 hrs. Wednesday. Educational Director suggested that the new men going to sea should be better educated on safety. Next port Seattle.

SEA-LAND LEADER (Sea-Land Service), May 18—Chairman, Recertified Bosun R. Palmer; Secretary W. Fitch; H. R. Guymon. No disputed OT. Chairman reported that one man paid off ship at Yokohama due to an accident and was hospitalized on April 24. This was reported to Frank Boyne at Yokohama hall. Secretary reported that everything was running smoothly. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

SEA-LAND HOUSTON (Sea-Land Service), May 17—Chairman, Recertified Bosun Julio Delgado; Secretary T. Macris. No disputed OT. Chairman noted that it has been proven again that knowledge pays good dividends. Thanks to the teaching at Piney Point about LNG ships we are manning more LNG ships than anyone else. A vote of thanks to the steward department for a job well done. Next port New Jersey.

SEA-LAND EXCHANGE (Sea-Land Service), May 11—Chairman, Recertified Bosun Verner Poulsen; Secretary Jesse Thrasher Jr.; Educational Director Roger B. Gahletts. \$250 in ship's fund. No disputed OT. Chairman advised members the importance of doing a good job while the ship is conducting fire and boat drill. It's for their own safety and could save a lot of lives by knowing and doing their job well. Educational Director advised all crewmembers of the opportunities of upgrading at the Harry Lundeberg School and the benefits of the Seafarers Welfare Plan. A vote of thanks for a job well done by the steward department. Also to the deck and engine departments and delegates for keeping the ship running smoothly.

OGDEN MERRIMAC (Ogden Marine), May 28—Chairman, Recertified Bosun Thomas Walker; Secretary Wheeler Washington; Educational Director E. Wallace. Some disputed OT in engine and steward departments. It was noted that the working conditions in the engine room are unsafe. The ladders are greasy. There is oil on the decks. One man was injured while working in the engine department. Decks in all rooms and plumbing are in bad condition.

SANTA MERCEDES (Delta Steamship), May 3—Chairman, Recertified Bosun John Stout; Secretary Marvin Garrison; Educational Director William Slusser; Engine Delegate Charles Barnes; Steward Delegate J. Hatfield. \$273.27 in ship's fund. No disputed OT. Chairman noted that any crewmember that does not have their lifeboat ticket or their firefighting ticket should get one at the first opportunity. The crew would like to give a vote of thanks to the Chief Purser, Jim Ott for bringing his video tape machine down for all to watch. Thank you Jim Ott.

OVERSEAS ARCTIC (Maritime Overseas), May 5—Chairman, Recertified Bosun J. C. Donovan; Secretary E. Hoitt; Educational Director N. Trahan. Some disputed OT in steward department. Chairman discussed the importance of donating to SPAD and the benefits available at Piney Point for all members including those with reading, writing and language problems. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

GOLDEN DOLPHIN (Apex Marine), May 25—Chairman, Recertified Bosun Frank Rodriguez; Secretary W. Wroten; Educational Director Lee Stantinos; Deck Delegate Roy Williams; Engine Delegate Bob Torgersen; Steward Delegate Juan Ramos. No disputed OT. Chairman reported that the "No Smoking" rule will be strictly enforced below "B" deck. Anyone caught smoking will be reported to the mate on watch as all hands lives are endangered by such careless behavior. Secretary reported that a letter was received from Frank Drozak in reply to complaint about ships mail. Letter was posted in the crews recreation room. Discussed the importance of donating to SPAD. The ship's committee is to meet with the Captain to insure that the tanks are completely gas free before welding is performed. Next port La Salina.

WILLIAMSBURGH (Cove Shipping), May 25—Chairman, Recertified Bosun Juan Vega; Secretary Cesar F. Blanco; Educational Director MeNamara; Deck Delegate C. L. Hickenbotam; Engine Delegate Oliver N. Myers; Steward Delegate Ah Lee King. \$23.26 in ship's fund. No disputed OT. Chairman reported that work has been done on the laundry washers and dryers thanks to the time and effort of QMED Oliver Myers. Well done! Next port Valdez.

PISCES (Apex Marine), May 4—Chairman, Recertified Bosun A. T. Ruiz; Secretary J. Reed; Engine Delegate C. Turney. Secretary reported that a letter was received from Frank Drozak about the repair list that was turned over to the patrolman in Jacksonville, Fla. The current issue of the Log was received and should be read by all. Next port Baltimore.

SEA-LAND FINANCE (Sea-Land Service), May 10—Chairman, Recertified Bosun R. O'Rourke; Secretary A. Reasko; Educational Director A. Hacker. No disputed OT. Chairman reported that all schools are open at Piney Point and the steward has the applications for same. Discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

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

SANTA CLARA
BORINQUEN
ULTRAMAR
POTOMAC
SEA-LAND EXPLORER
ROSE CITY
THOMAS EDISON
SEA-LAND COMMERCE
COVE ENGINEER
SEA-LAND ECONOMY
SEA-LAND PATRIOT
LNG LEO
SANTA BARBARA
SEA-LAND GALLOWAY
COVE SPIRIT
OVERSEAS VIVIAN
DELTA MAR
SEA-LAND PRODUCER
COLUMBIA
SEA-LAND SEATTLE
BEAVER STATE
SEA-LAND ANCHORAGE
DEL CARIBE
SEA-LAND MARKET
GOLDEN ENDEAVOR
DEL ORO
SEA-LAND PACER
CAROLINA
DEL MUNDO
SEA-LAND CONSUMER
LNG VIRGO
OVERSEAS NATALIE
POET
SANTA CRUZ
ALLEGIANCE
SEA-LAND JACKSONVILLE
DEL CAMPO
COVE TRADER
MONTPELIER VICTORY
BROOKS RANGE
SEA-LAND VENTURE
THOMAS LYNCH
OGDEN LEADER
SEA-LAND PIONEER
DEL MONTE
OVERSEAS HARRIETTE
POINT JUDY
LNG TAURUS
SEA-LAND LONG BEACH

Pensioner's Corner



Bayard Edward Heimer, 64, joined the SIU in the port of Jacksonville in 1962 sailing as a QMED since 1977. Brother Heimer also has the LNG ticket. He upgraded to fireman-watertender in 1973. Seafarer Heimer is a retired New York City firefighter (20 years) and a former member of the Uniformed Firefighters Assn. He is a wounded veteran of the U.S. Navy (Sp. F. 1st/Cl.) in World War II when his ship, the *USNS Sonoma* was sunk by a Japanese kamikaze plane. Heimer also had two years at New York University and the University of Alabama. Born in Jersey City, N.J., he is a resident of Atlantic Beach, Fla.



Joseph A. Milukas, 66, joined the SIU in the port of New York in 1956 sailing as a fireman-watertender for 30 years. Brother Milukas is a veteran of the U.S. Army in World War II. He was born in Mahanoy City, Pa. and is a resident there.



Edward Mann Gray, 65, joined the Union in the port of Norfolk in 1972 sailing as an engineer for Allied Towing from 1967 to 1977 and as an oiler on the tug *Maryland Clipper* (NBC Line) from 1965 to 1967. Brother Gray was born in Manteo, N.C. and is a resident of Norfolk.



Joseph Selbourn Williams, 62, joined the Union in 1960 sailing as a deckhand for McAllister Brothers in 1956. Brother Williams also worked as a carpenter. He was a former member of the UAW. Brother Williams is a veteran of the U.S. Navy during World War II. Born in Hopewell, Va., he is a resident of Norfolk.



Alick Clifton Helgren, 62, joined the Union in the port of Houston in 1957 sailing as a deckhand on the tug *W. Douglas Masterson* (G&H Towing) from 1952 to 1980. Brother Helgren is a veteran of the U.S. Air Forces in World War II. He was born in Kenedy, Tex. and is a resident of Corpus Christi, Tex.



Leslie Dundee Buruse, 61, joined the Union in the port of Detroit in 1960 sailing as an oiler and watertender for 28 years. Brother Buruse is a veteran of the U.S. Army's 801st Military Police (MP) Bn. in World War II. He was born in Manistique, Mich. and is a resident there.



Neil Lincoln Kunze, 57, joined the Union in the port of Buffalo, N.Y. in 1959 sailing as a fireman-watertender. Brother Kunze sailed 27 years. He is also a welder. Laker Kunze is a wounded veteran of the U.S. Army in World War II's European Theater of Operations (ETO). Born in Duluth, Minn., he resides there.



Alvin Albridge Marx, 67, joined the Union in the port of Detroit in 1961 sailing as a tug fireman-watertender, deckhand and oiler for Dunbar and Sullivan and Kiewit from 1970 to 1980 and for the Great Lakes Dredge and Dock Co. in 1959. Brother Marx is a veteran of the U.S. Air Forces in World War II. He was born in Cheboygan, Mich. and is a resident of Port Huron, Mich.



Ben Edward Edge, 65, joined the Union in the port of Norfolk in 1962 sailing as a chief engineer for the Cape Fear Towing Co. from 1969 to 1980 and as a deckhand for the Stone Towing Co. from 1954 to 1958. Brother Edge was also a machinist for the Coastal Motors Co. He was a former member of the UMW District 50 from 1958 to 1962. Boatman Edge is a veteran of the U.S. Army during World War II. Born in Bladen County, N.C., he is a resident of Wilmington, N.C.



Graham Taylor Sr., 65, joined the Union in the port of Philadelphia in 1963 sailing as a mate for Cargo Carriers from 1955 to 1959 and tankerman and captain on Marine Towing's *Barge 36* (IOT) from 1961 to 1980. Brother Taylor attended the 1978 Piney Point Educational Conference. He was a former member of the NMU and Local 333. Boatman Taylor is a veteran of the U.S. Army in World War II. Born in North Carolina, he is a resident of Princess Anne, Md.



Thomas 'Tommy' Wesley Winston, 67, joined the Union in the port of New Orleans in 1961 sailing as a cook on the towboat *Austin Pharr* (Mobile Towing) from 1946 to 1960. Brother Winston also sailed for Mobile Towing from 1962 to 1980. He sailed on the towboat *Jimmy Colle* (Colle Towing) from 1960 to 1962. Boatman Winston is a veteran of the U.S. Army in World War II. A native of Pearlinton, Miss., he is a resident of Mobile.



Bernard A. McLearnay, 65, joined the Union in the port of Detroit in 1961 sailing as a porter for the American Steamship Co. Brother McLearnay was a former member of the UAW Local 7. He was born in Toronto, Canada and is a resident of Detroit.



Gordon Sandborg, 64, joined the Union in the port of Alberta, Mich. sailing as a fireman-watertender. Brother Sandborg is a veteran of the U.S. Army in World War II. He was born in Manistee, Mich. and is a resident of Frankfort, Mich.



John Edward Renski, 65, joined the SIU in the port of Philadelphia in 1954 sailing as a fireman-watertender. Brother Renski sailed 30 years. He is a veteran of the U.S. Navy in World War II. And he is also a poster printer. Seafarer Renski was born in Philadelphia and is a resident of Riverside, N.J.



Recertified Bosun Alfred Howard Anderson, 61, joined the SIU in 1939 in the port of Norfolk sailing as a bosun 38 years and as an AB five years. He sailed 44 years. Brother Anderson graduated from the Union's Recertified Bosuns Program in March 1974. He was born in Norfolk and is a resident there.



Howard York Whitely, 64, joined the SIU in 1948 in the port of New York sailing as a cook. Brother Whitely was born in New York City and is a resident there.



Roscoe Lampton Alford, 61, joined the SIU in the port of Mobile in 1954 sailing as a chief steward. Brother Alford was a former member of the MAW in 1954. He was born in Louisiana and is a resident of Harahan, La.



Francis 'Frank' Edward Burley, 58, joined the SIU in the port of Houston in 1964 sailing as a chief steward. Brother Burley sailed 29 years. He remembers back when shipboard food was full of "bugs and filth" and if you were ill and required medical care, the "mate gave you Epsom salts." Many a time he was "stranded in a foreign port without a place to rest his weary head." If you protested, you got a "size 12 boot in the mouth." Seafarer Burley attended the 1972 Piney Point Educational Conference. He is a veteran of the U.S. Navy in World War II. A native of Dover, N.H., he is a resident of Springs, Tex.



Andres C. Castelo, 62, joined the SIU in 1948 in the port of New York sailing as a fireman-watertender. Brother Castelo hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in the Philippine islands and is a resident of Brooklyn, N.Y.



Harry Miller Hagerman, 65, joined the SIU in the port of Seattle in 1966 sailing as an AB and inland master pilot for 46 years. Brother Hagerman was born on Samish Lake Is., Wash. and is a resident of Seattle.



Elbert Junious Hogge, 62, joined the SIU in 1938 in the port of San Juan, P.R. sailing last as a Recertified Bosun. Brother Hogge sailed 45 years and walked the picketlines in the early maritime beefs. He graduated from the Union's Recertified Bosuns Program in September 1973. Seafarer Hogge was born in Virginia and is a resident of Wicomico, Va.



Simon Johannsson, 69, joined the SIU in the port of New York in 1962 sailing as a Recertified Bosun. Brother Johannsson sailed 45 years. He was in the scow captains' union from 1957 to 1961 sailing for the Traprock Co., Nyack, N.Y. In 1954-5, he was an AB in Scandinavia. Seafarer Johannsson was on the picketline in the 1962 N.Y. Harbor beef. He graduated from the Union's Recertified Bosuns Program in February 1976. A native of Isaford, Iceland, he is a resident of Hampton, Va.



Abel Nolton Trosclair, 65, joined the SIU in the port of New Orleans in 1956 sailing as a deckhand for the Crescent Towing Co. in 1946. Brother Trosclair sailed 42 years. He was a former member of the MAW Local 365. Seafarer Trosclair is a veteran of the U.S. Army during World War II. Born in Morgan City, La., he is a resident of New Orleans.



The Lakes Picture

CHICAGO

A STRIKE by 700 commission cab drivers and 400 garage workers, all members of Local 777 of the Democratic Union Organizing Committee, an SIUNA affiliate, was avoided with an eleventh hour contract settlement last month.

A unanimous strike vote was taken on May 28, when the Yellow and Checker Cab Co.'s. refused to negotiate a new contract for the commission cabbies. Claiming financial losses, the two companies wanted to convert their entire operation to leased cabs.

Since 1975, the two companies have been slowly reducing their commission cab fleets through attrition. Commission drivers, all of whom are Union members, split their metered fare receipts with the company. The company absorbs all gas and repair costs as well as the costs of the Union members' benefit plans.

The lease drivers rent their cabs from the company for \$43 a day. Lease drivers are responsible for all costs and they pocket all receipts.

The vast majority of the lease cab drivers had pledged their support for the commission drivers job action. Though the lease drivers are not required to join the Union, many of them are dues-paying Union members.

On the eve of the walk-out, Local 777 President Spencer Austin said "there are 700 dedicated drivers out there who have been driving all their lives on commission and now the companies are saying 'rent the cabs or get out.'"

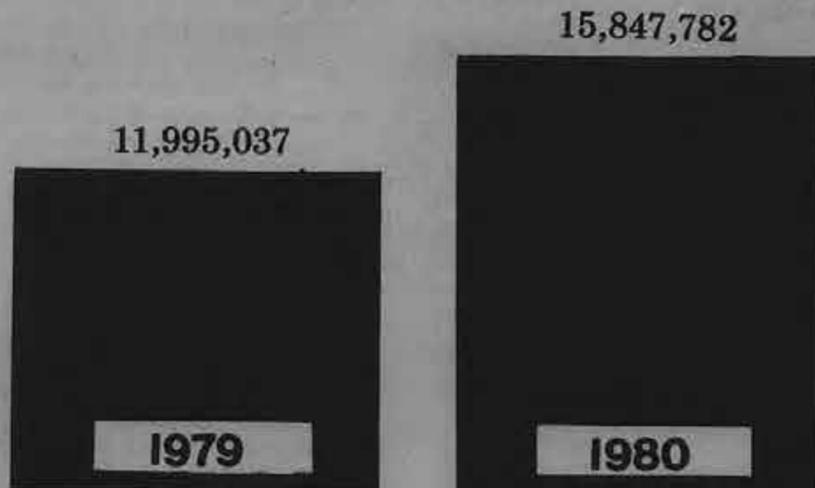
The strike was avoided when an agreement was worked out in an emergency meeting with Chicago Mayor Jane Byrne on June 3. Part of the settlement allowed the cab companies to sell advertising space on the backs of their cabs. This would offset the companies' costs and allow continuation of the commission cab fleet. The pact was ratified by a 193-121 vote.

On June 11, a week after drivers okayed their new contract, the 400 union garage workers ratified their new contract. Mechanics, porters and washers, who are covered under a separate agreement from the drivers, approved 24 percent in wage hikes and COLA's over three years.

DULUTH

The dredging of Duluth's inner harbor is going to have to wait at least a year. In response to the Administration's attempts to balance the federal budget, the U.S. Army Corps of Engineers struck the \$185,000 allocated for the project for this year.

CARGO TOTALS



The Lakes Carriers Assn. figures on Great Lakes bulk commodity shipments for the month of April are ahead of the 1979 figures. A total of 15,847,782 net tons of iron ore, coal and grain moved through Great Lakes ports in April 1980, as opposed to 11,995,037 for April, 1979. This year's early opening of the St. Lawrence Seaway was the reason for the increase.

ALGONAC

WHEN word came down that the Republican National Convention would be held in Detroit the week of July 18, that economically pressed city looked forward to the crowds of conventioners, and the money they'd spend in the area.

The SIU-contracted Bob-Lo Co., which runs two passenger ferries (the *Columbia* and the *Ste. Claire*) between the mainland and an amusement park on Bo-Lo Island, was also gearing up for the convention trade. In addition to its regular summertime schedule, the company had planned a series of evening cruises featuring entertainment by top-name performers.

But the booming business expected for the ferries and for the city in general has not materialized. In fact, Bo-Lo notified Algonac Port Agent Jack Bluitt that they were laying up their vessels for the duration of the Convention.

Not only didn't the evening pay off, the company's regular trade has been severely blunted because security for the Convention is so tight, no one is being allowed into downtown Detroit without a pass. The biggest crowd the Bo-Lo ferries drew since the start of the Convention were the 40 FBI men and the Navy divers who were sent to check out the vessels.

* * *

The battle by the SIU, MEBA-Dist. 2 and others to keep the state of Michigan from spending any more of Michigan's precious tax dollars to salvage the near-bankrupt C&O carferries is continuing. The C&O recently received \$700,000 in subsidies from the state to enable them to keep operating through 1980. Now the company wants the state to buy their two aged carferries for a pricetag of \$23 million.

"If C&O abandoned those two vessels," said Algonac port agent Jack Bluitt, "they would be scrapped for less than \$100,000!"

Bluitt, MEBA-Dist. 2 and other opponents of the C&O subsidies are trying to convince local lawmakers that the subsidies are unfair to Michigan residents. The state has already cut its budget twice, axing education, aid to senior citizens and other social programs. Additional funding for the C&O is "a waste of taxpayers money," Bluitt said.

The C&O RR has been looking to abandon the carferries for years, a plan that would have left the SIU-contracted Ann Arbor carferries as the only ones operating in the region. The SIU carferries would then have been used to pick up cargoes along the C&O's routes. But recently the C&O did an abrupt about-face and are now looking for aid to continue the carferries.

* * *

Union reps have wrapped up contract negotiations with Arnold Transit which operates seven SIU-crewed passenger ferries from St. Ignace to Mackinac Island. The new contract calls for 20 percent in wage increases over two years. Arnold is only running five out of their seven boats this year; each vessel carries a five-man crew.

* * *

Early lay-ups of Great Lakes vessels are continuing. SIU-contracted American Steamship laid up the *John J. Boland*, the *Roger M. Keyes* and the *St. Clair* last month. The company has laid up a total of six vessels out of an active fleet of 19. All Great Lakes fleets have been equally hard-hit and observers are predicting that by Thanksgiving, 75 percent of the entire U.S. Great Lakes fleet will be laid up.

* * *

The SIU-contracted dredge *Sugar Island* (North American Trailers Corp.) was spotted below Detroit where she's working on a dredging project.

* * *

SIU reps have filed applications for Trade Adjustment Assistance (TRA) benefits for about a dozen SIU Great Lakes brothers who were sent ashore when their vessels laid up due to lack of cargoes. TRA benefits are paid by the Federal government to workers whose layoffs were a result of foreign competition.

In the application for the laid off SIU Great Lakes seamen sent to the U.S. Dept. of Labor, the Union showed that the layoffs were tied to an influx of foreign imports. For example, the tremendous amount of foreign steel being brought into the U.S. has reduced the demand for American-produced steel. This, in turn, reduces cargo for U.S.-flag Great Lakes vessels.

Union reps are now awaiting a response from the Labor Dept. on the TRA applications. TRA aid can run as high as \$259 a week.



AB Werner Becher checks the paint locker aboard the LASH William Hooper (Waterman).



Here's a shot of the ship early last month in port of New York.



On deck in N.Y. Harbor is the vessel's Recertified Bosun Ewing Rihn.

SIU Takes Over Another LASH, William Hooper



Chief Steward Don Collins (left) gets set to serve up the entree as Chief Cook Charles Colston looks on.

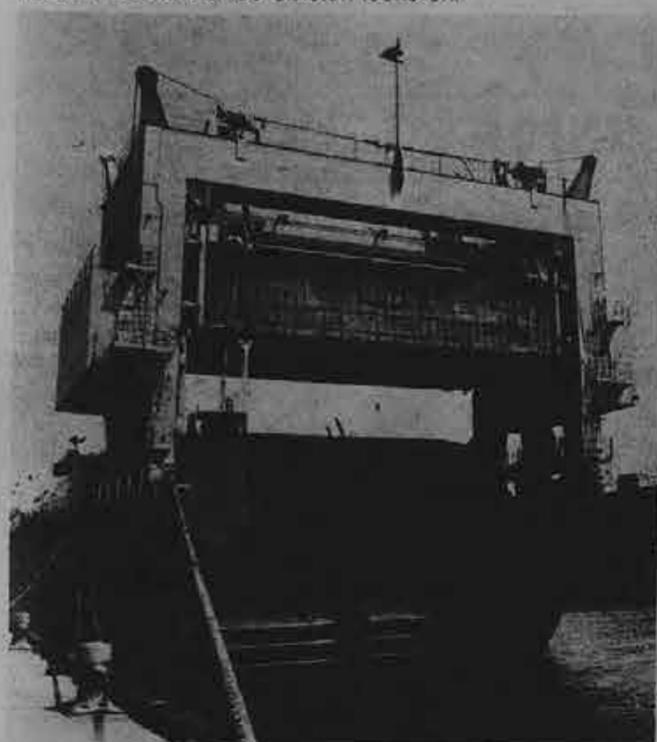
THE LASH *William Hooper* (Waterman Steamship) made its first trip to New York Harbor under the SIU banner arriving in the port on July 9. The vessel was crewed in New Orleans and departed that city on a coastwise trip. Previously, the ship had been known as the *Green Harbour* and was crewed by the NMU. Waterman took the ship over from Central Gulf Lines, another New Orleans based shipping outfit, on June 30.

The *Hooper* will sign foreign articles in New York and set sail for the Middle East. Bos'n E. Rihn said "it will be hot as hell out there this time of year...but, at least this ship's well air-conditioned and it will be easy to sleep at night." Let's hope the bos'n is correct because the *Hooper* won't see its home port of New Orleans again until the 27th of September making a straight shot back from Singapore.

The LASH vessel was built in 1974 at Avondale Shipyard in New Orleans, the same place Waterman's other LASH ships were built and is in fact identical to them. Welcome home sis!



Others in the deck crew are (l. to r.) OS S. Wyre and AB G. Glennon.



Here's the stern of the *William Hooper* where the barges are picked up from the water by the loading apparatus.



Monitoring the engine room's control board is QMED R.E. Bernadas.



Pensioner Elmer Clayton Danner, 74, succumbed to heart failure in the Blue Ridge Haven West Convalescent Center, Camp Hill, Pa. on Mar. 2. Brother Danner joined the SIU in 1938 in the port of Philadelphia. He was born in Harrisburg, Pa., and was a resident of Camp Hill. Surviving are two sisters, Mrs. Loraine D. Jennings and Mrs. Virginia Bruaw, both of Harrisburg.

Pensioner Simon Guy Lott, 81, passed away from heart failure in the Central Gardens Convalescent Hospital, San Francisco on Feb. 1. Brother Lott started sailing on the West Coast as a waiter in 1935. He sailed 50 years and on the *SS Mariposa* during WW 2. Lott was born in Mississippi and was a resident of San Francisco. Burial was in Visalia (Calif.) Public Cemetery. Surviving is a sister, Mrs. Addie E. Ross of Long Beach, Calif.

Pensioner William "Willie" Ray Edwards Jr., 61, died of heart-lung failure in the Seattle USPHS Hospital on Mar. 23. Brother Edwards joined the MC&S Union in the port of Seattle in 1956 sailing first on the West Coast in 1944. He was born in Louisiana and was a resident of San Francisco. Burial was in St. Mary's Cemetery, Jonesville, La. Surviving are his widow, Zelada Pearl; three sons, Ray, Reynard and Randolph and a daughter, Vida.

Pensioner Victor C. Perez, 82, passed away from natural causes on Feb. 29. Brother Perez joined the MC&S Union in 1930 in the port of San Francisco sailing as a cook for the Grace Line in World War II and the Pacific Far East Line from 1950 to 1965. He sailed 33 years. A native of Puerto Rico, he was a resident of San Francisco. Burial was in Woodlawn Memorial Park Cemetery, Colma, Calif.



Philip Bernard Cogley, 58, died of arteriosclerosis on the *SS Philadelphia* (Sea-Land) at Pier 3, Seattle on Jan. 26. Brother Cogley joined the SIU in

the port of Baltimore in 1958 sailing as a fireman-watertender and ship's delegate. He sailed 31 years. Seafarer Cogley was born in Yale, Mich. and was a resident of Clarkston, Mich. Burial was in Gethsemane Cemetery, Portland, Ore. Surviving are his parents, Mr. and Mrs. James and Elizabeth Cogley; two brothers, Charles of Drayton Plains, Mich. and John McHugh of Auburn Heights, Mich. and two sisters, Mrs. Anne E. Ashby of Auburn Heights and Mrs. Rita Ramsey of Milwaukee, Ore.



Pensioner Warren William Cullen Sr., 66, succumbed to lung failure on Feb. 20. Brother Cullen joined the Union in the port of Philadelphia in

1961 sailing as an oiler and engineer for Curtis Bay Towing Co. and Independent Towing Co. from 1956 to 1976. He was born in Wilmington, Del. and was a resident of Philadelphia. Burial was in Holy Sepulchre Cemetery, Cheltenham, Pa. Surviving are his widow, Blanche and two sons, Warren Jr. and Thomas.



Ralph Collier, 50, died of heart-lung failure in the New Orleans USPHS Hospital on Feb. 5. Brother Collier joined the SIU in the port of San Francisco in

1955 sailing as a chief steward. He sailed for 32 years. Seafarer Collier received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Antinous*. He was a veteran of the post-Korean War U.S. Army. Born in Mobile, he was a resident of New Orleans. Interment was in Oaklawn Cemetery, Mobile. Surviving are his widow, Gloria; two sons, Ralph Jr. and Paul; a daughter, Linda of Mobile; a stepson, Charles Phillips and a stepdaughter, Terrilynn Phillips.



John Cambio Rounds, 53, died of heart failure aboard the *ST Allegiance* (Inter-Ocean), in Lake Charles, La. on Sept. 14, 1979. Brother Rounds

joined the SIU in the port of New York in 1954 sailing as a chief pumpman. He sailed for 32 years. Seafarer Rounds was a veteran of the U.S. Navy in World War II at Jacksonville, Fla. Born in Stafford Springs, Conn., he was a resident of Tomball, Tex. Interment was in the U.S. National Cemetery, Houston. Surviving are his widow, Mac of League City, Tex.; a son, Thomas of Tomball; a daughter, Mary; a stepson, Henry; his parents, Mr. and Mrs. Delmore and Mary Rounds of Stafford Springs, and a sister, Mrs. Faith Young of Windsor Locks, Conn.



Pensioner Cleophas Wright, 54, died of a heart attack in the New Orleans USPHS Hospital on Jan. 6. Brother Wright joined the SIU in

1947 in the port of New York sailing as a bosun and cook. He sailed 37 years and received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Del/Alba* (Delta Line). Seafarer Wright was born in Mississippi and was a resident of Caledonia, Miss. Surviving are his widow, Annie; a son, James; two daughters, Patricia and Blondie Lucrecia; a stepdaughter, Brenda; his mother, Mrs. Fleta V. Wright of Drew, Miss.; a sister, Mrs. Audrey M. Steadman of Drew and a sister-in-law, Mrs. Betty A. Kidd of Columbus, Miss.

William Thomas Ray, 52, died in Castro Valley, Calif. on June 25, 1978. Brother Ray joined the SIU in the port of San Francisco in 1956 sailing as a 3rd cook for Sea-Land. He was a member of the SUP from 1945 to 1956. Seafarer Ray was a veteran of the U.S. Armed Forces. A native of Alabama, he was a resident of Hayward, Calif. Cremation took place in the Irvington Memorial Crematory, Golden Gate Cemetery, Fremont, Calif. Surviving are his mother, Alice of Morgan, Tex. and his father, Frank of Hayward.



Pensioner Hans Richardson, 83, passed away in Moncton, New Brunswick, Canada on Nov. 21, 1979. Brother Richardson joined the SIU in the port

of New York in 1950 sailing for 57 years as an AB. He walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Richardson was born in Holla, Norway and was a resident of Brooklyn, N.Y. Burial was in the Shaw Brook Cemetery, Moncton. Surviving is his sister, Mrs. Sigrid Jensen of Moncton.



George Frederick Tobin Jr., 42, died of a hemorrhage in the Parker Clinic, Guayaquil, Ecuador off the *SS Delta Africa* (Delta Line) on

Dec. 26. Brother Tobin joined the SIU in the port of Seattle in 1966 sailing as a tankerman and AB. He was born in Honolulu, Hawaii and was a resident of Seattle. Cremation took place in the Borthwick Mortuary, Honolulu. Surviving are his widow, Irma; three sons, George Jr., Gerald and Michael; a daughter, Jewelye and his mother, Leatrice of Kaneohe, Hawaii.

Pensioner Albert E. Erickson, 75, died of pneumonia in the San Francisco General Hospital on Nov. 14, 1978. Brother Erickson sailed from the West Coast in 1939 and in WW 2. He sailed as a room steward for the Matson Line and on the *SS Lurline*. Born in Michigan, he was a resident of San Francisco. Cremation took place in the Pleasant Hill Crematory, Sebastopol, Calif. His ashes were flown to Travers City, Mich. for burial. Surviving is a nephew, John P. Sargent of Midland, Mich.

Pensioner Bill Jackson, 57, died of heart failure in the H. D. Chope Hospital, San Mateo, Calif. on Dec. 16, 1979. He started sailing on the West Coast in 1946. Brother Jackson sailed 30 years. He was born in Mississippi and was a resident of Alameda, Calif. Burial was in Evergreen Cemetery, Oakland, Calif. Surviving are his widow, Makleen; two sons, Samuel and Kevin and three daughters, Felicia, Regina and Christiana of Richmond, Calif.

A MESSAGE FROM YOUR UNION

I CAN HANDLE IT!

DRUGS

NARCOTICS ARE FOR LOSERS

IF CAUGHT YOU LOSE YOUR PAPERS FOR LIFE!

THINK ABOUT IT!

Letters Honoring Paul Hall

I was saddened to learn of Paul Hall's death and share the sorrow felt by those who respected him and who now mourn him.

It was my privilege to have met Paul Hall at least 30 years ago. In passing years he developed into a giant in the labor movement dedicated to improving the professional and social status of the seaman. He was a man's man, a humanitarian.

Sincerely,
Ted David

I knew Paul Hall from the days he was shaking up the financial establishment by making speeches in the Wall Street area, hanging from lamp posts!

From the dreary Stone Street days till the present one point has been overlooked. Paul never lost the "common touch" for want of a better phrase. If he knew you, there was always time for a greeting and a few pleasantries.

So despite all that he did—building the Union by his drive and personality and ability—that is how he will be remembered by one person at least. The word "Giant" is over-used today, but in labor circles he certainly was one.

Fraternally,
Ed O'Rourke
Bay Shore, NY

On behalf of the Food and Beverage Trades Department, I would like to express our most sincere regrets on the passing of Paul Hall.

Paul was greatly admired and respected for the leadership and courage he displayed. His strength and foresight will always serve as an example to those who strive to further the mission of the labor movement.

With regards

Sincerely and Fraternaly,
Robert F. Harbrant
President
Food and Beverage
Trades Department, AFL-CIO

Dear Mr. Drozak:

I would like to express my sympathy for the passing of Paul Hall, President of the Seafarers International Union of America. I had the privilege, during the 70's, of getting to know Paul as a member of the Labor-Management Committee. I, also, had the opportunity of working closely with many good staff people from your union on special projects for the Committee.

We were always impressed with the fact that Paul had with him a briefing book on issues that was quite comprehensive. The only other member of the Committee who also had a briefing book was Reg Jones. I was assigned to do the staff work for Reg and the other management members of the group.

Paul's grasp of issues, both domestic and international, was a wonder to behold. He understood politics, economics, foreign policy and international trade like few men in this country do. His solutions were usually practical and not just short-term mandates.

If you have an opportunity to convey these thoughts to his immediate family, I would appreciate it.

Sincerely,
Mark J. D'Arcangelo

We join with you and the Seafarers International Union in mourning the loss of a good and trusted friend, President Paul Hall. Brother Hall was both a great trade unionist and a wonderful human being. We will miss his wise counsel and his interest in the work of the A. Philip Randolph Institute.

Please extend our condolences to Brother Hall's family and to the members and officers of the SIU.

Sincerely,
Bayard Rustin
Chairman of the board
Norman Hill
President
A. Philip Randolph Institute

Please offer my condolences to the family and friends of Paul Hall. He has dedicated his life to us.

Harry Huston, H-288

The Sailors Union of the Pacific wishes to express its deep regret on the passing of your president, Paul Hall, on June 22, 1980. President Paul Hall was a real hard worker and a tough fighter for the cause of labor. A man who devoted his life to the welfare of seamen to better SIU International, MTD and promoted the cause of working people within the AFL-CIO. He was a seaman of the old school yet a man of vision to the future needs of the maritime industry. His courage and his personal integrity will be missed. Steady as she goes.

Paul Dempster
president
secretary-treasurer
Sailors Union of the Pacific

"The death of Paul Hall is a sad loss for all of us who knew at first hand his unswerving belief in the need for a strong American merchant marine.

"For more than 30 years Paul Hall worked, and worked successfully, to build the Seafarers Union and to make it a powerful voice speaking out for the development of a better, more realistic maritime policy for our nation.

"On behalf of the Marine Engineers, I offer a salute of farewell to Paul Hall, a good friend and trusted colleague, and we offer our deep condolences to his family and to his union."

Jesse Calhoon, President
National MEBA

We at Harbor Festival join you, your membership, and the Hall family in your bereavement over the loss of this wonderful man.

Our organization will, in the near future, make a modest contribution to the American Cancer Society on behalf of Paul Hall and the SIU.

Our harbor and our very lives will be diminished by his absence and our only consolation is that his great contribution will live on in our hearts.

With sincere regrets,
Frank O. Braynard
Harbor Festival Foundation

We are greatly saddened by the death of our longtime friend, Paul Hall. His passing is a serious loss to the labor movement.

Please convey our sincere sympathy to your Executive Board and membership.

Fraternaly,
Frank E. Fitzsimmons,
general president
International Brotherhood of
Teamsters

We are shocked to learn of the death of President Paul Hall. We express our heartfelt condolences on the loss of this great leader on behalf of our union members. Please convey our deepest sympathy to his bereaved family.

Doi and Kihata of
All Japan Seamens Union

On behalf of the officers and members of the International Longshoremen's Association, AFL-CIO, I extend our sincere condolences and profound sympathy on the passing of Brother Paul Hall.

His wisdom, strength, and guidance to all of us in the labor movement will forever last as a memorial and will remind the workingmen and women around the world of his dedication to these principles.

Please extend our sorrow to all the family on this great loss.

Fraternaly,
Thomas W. Gleason,
international president
ILA, AFL-CIO



Mobile, Ala.

The newly acquired SIU-contracted tug *Sandy Point* (Crescent Towing) has been renamed the *Lillian Smith*, according to Mobile Port Agent Tom Glidewell. Her crew includes: Charles Tucker, captain; William Broadus and Pete Burns, engineers; William Esqueere, AB, and Jack Fillingim, cook.

Still pending in the courts is the dispute between Tan-Tex Towing Co. and the Union. The SIU organized workers at Tan-Tex but the company has refused to negotiate a contract.

The U.S. Congress has appropriated the necessary money to continue construction of the **Tenn-Tombigbee Waterway**, a very important project for this southern port.

The half-completed \$2 billion, 232-mile Waterway will eventually end in Mobile. That will bring a large increase in the amount of cargo passing through the port.

This huge project will require more excavation than was needed for the Panama Canal.

New Orleans, La.

The Congressional delegation from Louisiana responded very positively to the SIU's call for support of an amendment to the Rail Act of 1980, according to SIU Port Agent Gerry Brown.

The amendment, which was introduced in the U.S. House of Representatives by Glenn Anderson (D-Calif) would eliminate Rail Act provisions that are detrimental to the inland waterways.

Brown noted that Congresswoman Lindy (Hale) Boggs (D-La.) said she would "never go against anything that has a positive affect on the waterways industry."

Port Arthur

Don Anderson, SIU port agent, reports that shipping for Boatmen is excellent in this port. The tugs are kept busy and jobs are available.

He also notes that Sabine Towing has two new tugs coming out in the next few months. Neither of them have been named yet.

Sabine does shipdocking and towing work in ports as well as in canals and on the deep sea.

Washington, D.C.

A stepped up leasing program for offshore oil and gas wells has been approved by U.S. Interior Secretary Cecil Andrus. The new program provides for 36 offshore lease sales through 1985. This is a 20 percent increase over what Andrus had recommended last year.

The schedule released by Andrus includes eleven sites in the Gulf of Mexico, six in the Atlantic, four off the California coast, ten off Alaska, and five that will reoffer leases where no bids were received in earlier sales.

An attorney with the Natural Resources Defense Council, said her group objected to the Andrus decision, however, and will consider court action to block some of the leases.

A bill has been introduced in the U.S. House of Representatives which authorizes the President to proclaim the seven calendar days beginning Oct. 5, 1980 as National Port Week.

Tampa, Fla.

A public hearing was held earlier in the summer on deep-draft navigation improvements in the Tampa Harbor area.

The Jacksonville Engineer District conducted the hearings to discuss the findings on the subject made in a recent Army Corps of Engineers' study.

The study was authorized by the U.S. Senate Public Works Committee. It came about as the result of concern expressed by the Tampa Port Authority and others about inadequate depths and widths in the Alafia River and Big Bend Channel.

Texas Coast

Surpassing the 1977 record, waterborne commerce passing through ports along the Texas Gulf coast reached an all-time high of 334.3 million tons in 1978. The 1977 record had been 315.3 million tons.

Commerce moving along the Gulf Intracoastal Waterway, according to the Galveston, Tex. District Engineer, remained essentially constant over the previous year at 66.2 million tons.

The greatest increase in tonnage recorded by the larger ports was at Freeport. That port showed a 42 percent increase from 15.3 million tons to 21.7 million tons. Freeport is followed by Port Lavaca-Point Comfort where commerce climbed by 20 percent to 4.7 million tons.

Beaumont showed an eight percent increase, rising to 52.8 million tons; Port Arthur rose to 33.5 million tons. And Houston commerce jumped by seven percent to 111.9 million tons.

Detailed information on movements, commodities and vessels at ports and harbors on waterways on the Gulf coast will be published in October. Copies of "Waterborne Commerce of the United States—Calendar Year 1978—Part 2" may be purchased by writing to the District Engineer, U.S. Army Engineering District, P.O. Box 60267, New Orleans, La. 70160.

AUTOMATION



To crew U.S.-flag ships today, you've got to keep up with technology. So build your job security now. Learn shipboard automation. Take the Automation course at HLSS. It starts September 15. To enroll, contact the Harry Lundeberg School of Seamanship or fill out the application in this issue of the *Log*.



Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Sept. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Sept. 9	2:30 p.m.	7:00 p.m.
Baltimore	Sept. 10	2:30 p.m.	7:00 p.m.
Norfolk	Sept. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Sept. 11	2:00 p.m.	—
Algonac	Sept. 12	2:30 p.m.	—
Houston	Sept. 15	2:30 p.m.	7:00 p.m.
New Orleans	Sept. 16	2:30 p.m.	7:00 p.m.
Mobile	Sept. 17	2:30 p.m.	—
San Francisco	Sept. 18	2:30 p.m.	—
Wilmington	Sept. 22	2:30 p.m.	—
Seattle	Sept. 26	2:30 p.m.	—
Piney Point	Sept. 13	10:30 a.m.	—
San Juan	Sept. 11	2:30 p.m.	—
Columbus	Sept. 20	—	1:00 p.m.
Chicago	Sept. 16	—	—
Port Arthur	Sept. 16	2:30 p.m.	—
St. Louis	Sept. 19	2:30 p.m.	—
Cleveland	Sept. 18	—	—
Honolulu	Sept. 11	2:30 p.m.	—

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

Legal Aid

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

NEW YORK, N.Y.

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

Philip Weltin, Esq.

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

ST. LOUIS, MO.

Gruenberg & 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

GLOUCESTER, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Hero Bosun Saves Dangling Shipmate from Death

The crew of the S.S. *Poet* has voted a hearty thank-you to its Bosun, Eddie Rocky Adams, who saved fellow shipmate Ray Thaxton from serious injury, perhaps even death.

While cleaning the tanks onboard the *Poet*, Thaxton lost his balance and fell through the scuttle hole. Instead of falling to the bottom of the lower hold, he was able to grab hold of the platform with one arm.

Adams was nearby. He ran to Thaxton, who was hanging onto the platform for dear life. Adams speedily grabbed Thaxton and pulled him to safety.

Thaxton's arm had been seriously injured. He could not have held on for much longer.

Adams's timely action has inspired everyone onboard. The men on the S.S. *Poet* were so

moved by their Bosun's heroism that they sent the following letter to the *Log*:

"It is the unanimous opinion that credit and recognition be extended to Bos'n Eddie Rocky Adams. His alertness and

spontaneous action saved tank cleaner Ray Thaxton from injury or probable death...

It is with pride that we have men of this quality, concern and dependability in our Brotherhood of the Sea."

Monticello Victory Committee



Bosun Frank Smith (left) ship's chairman of the ST Monticello Victory (Victory Carriers) leads the Ship's Committee of (l. to r.) AB James Rogers, deck delegate; Chief Steward Charles Ussin, secretary-reporter; Cook/Baker Rayfield Crawford, steward delegate, and QMED Herman Bergeron, engine delegate at a payoff on May 12 at Stapleton Anchorage, S.I., N.Y.

Dispatchers Report for Inland Waters

JUNE 1-30, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	6	2	0	0	0	10	11	4
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	0	1	0	0	1	8	1	2
Mobile	0	3	0	0	0	0	4	3	1
New Orleans	3	3	2	2	1	5	7	5	4
Jacksonville	0	0	0	0	0	0	2	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	5	2	2	0	1	0	9	8	9
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	3
Houston	4	2	2	3	6	2	6	5	10
Port Arthur	24	4	5	27	2	2	23	7	20
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	8	2	0	4	4	2	18
Piney Point	3	1	0	3	1	0	0	0	0
Paducah	3	2	43	0	0	2	14	7	125
Totals	49	23	66	37	11	16	87	49	196
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	2	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	0	0	0	0	0	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	1	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	1	0	0	1	2
Port Arthur	0	0	1	0	0	0	0	0	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	1	0
Paducah	0	1	2	0	0	0	2	1	2
Totals	1	2	5	0	1	0	5	3	8
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	1	0	1
Baltimore	1	0	0	0	0	1	0	0	0
Norfolk	0	0	0	0	0	0	1	0	2
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	1	0	0	1	0	0	1
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	1	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	1	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	1	0	0	0	0	0
Houston	0	0	0	1	1	0	2	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	2	0	0	1	0	0	3	0	1
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	5	0	0	0	2	3	14
Paducah	1	1	5	4	1	2	11	3	19
Totals	6	2	6	4	1	2	11	3	19
Totals All Departments	56	27	77	41	13	18	103	55	223

*"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.

SUMMARY ANNUAL REPORT FOR SIU-PACIFIC DISTRICT-PMA PENSION PLAN

This is a summary of the annual report for the SIU-Pacific District—Pacific Maritime Association-Pension Plan, Employer Identification No. 94-6061923, for the year ended July 31, 1979. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Former members of the Marine Cooks and Stewards Union are covered by the PMA Plan.

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$16,184,187.00. These expenses included \$972,372.00 in administrative expenses and \$15,211,815.00 in benefits paid to participants and beneficiaries. A total of 10,480 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$113,499,572.00 as of the end of the plan year compared to \$114,002,073.00 as of the beginning of the plan year. During the plan year, the plan experienced a decrease in its net assets of \$502,501.00. This decrease included unrealized depreciation in the value of plan

assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of the assets acquired during the year. The plan had total income of \$17,206,951.00, including employer contributions of \$9,048,926.00, losses of \$950,058.00 from the sale of assets, earnings from investments of \$9,094,977.00, and miscellaneous income of \$13,106.00.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

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

1. an accountant's report;
2. assets held for investment;
3. transactions in excess of three (3) percent of plan assets; and
4. actuarial information regarding the funding of the plan.

To obtain a copy of the annual report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison Street, San Francisco, California 94105 (415) 862-8363. The charge to cover copying costs will be \$4.00 for the

full annual report, or \$0.10 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, and/or statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room, N4677
Pension and Welfare Benefit
Programs
Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216

Personals

Joseph Cichomski

Please contact, Genevieve Cichomski, 197 24th Street, Brooklyn, N.Y., 11232.

James L. McBride

Please contact, your father, W. L. McBride, 7245 Cranston Dr., Affton, Mo., 63123.

Francis Monpeiro

Mother is ill. She is being taken care of by Ramesh. Please contact Ramesh or George, Tel. (201) 354-8136 or write George at 222 Melon Place, Elizabeth, N.J.

James Ahern

Please contact your old shipmate, Walter Stovall, 4635 Oakley Avenue, Cleveland, Ohio 44102. Tel. (216) 631-7476.

Harold Meeder

Please contact, your wife between 7:00 a.m. and 3:00 p.m. Tel. (405) 247-6611. Urgent!

Glenn Reeves

Please contact Mrs. Reeves at 565 25th, Beaumont, Texas 77706.

Aubrey Moore Jr.

Please contact your daughter, Carol Moore. Tel. (817) 265-9380.

SIU Retirees

Robert Wolk, Conrad Library, Seaman's Church Institute of N.Y., 15 State Street, N.Y., 10004 Tel. 269-2710 Ext. 216, is seeking to contact those retirees who served on commercial sailing vessels prior to WW II for the purpose of a historical project. Compensation offered if material is used.

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:

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.

Seniority Upgraders

Paul R. Biletz



Seafarer Paul R. Biletz, 26, graduated as a trainee from the HLSS in 1973. In 1974 he upgraded to FOWT there and in 1978 got his QMED certificate through the School. Brother Biletz has the CPR, firefighting, and lifeboat tickets. He lives and ships out of the port of Philadelphia.

Robert C. McCoy



Seafarer Robert C. McCoy, 29, graduated from the HLSS in 1973. He upgraded to FOWT in 1978. Brother McCoy holds the lifeboat, CPR, and firefighting certificates. He lives and ships out of the port of New Orleans.

Otilano Morales



Seafarer Otilano Morales, 47, sails in the deck department as an AB. He graduated from the LNG course at the HLSS in 1979. Brother Morales holds the CPR and first aid certificates. Born in Ponce, Puerto Rico, Seafarer Morales ships from the port of New York.

Michael Murdock, Jr.



Seafarer Michael Murdock, Jr., 24, is a graduate of the trainee program at the Harry Lundeburg School of Seamanship in Piney Point, Md. He upgraded to AB there in May of 1979. Brother Murdock has the firefighting and cardio-pulmonary resuscitation (CPR) tickets. A native of Suffolk County, Long Island, N.Y., Seafarer Murdock ships out of the port of New York.

Stephen N. Pollock



Seafarer Stephen N. Pollock, 28, started sailing in 1975 on the SIU-contracted paddle-wheel steamboat, *Delta Queen*. He graduated from the HLSS in 1978 and received his AB ticket there in 1979. Brother Pollock also took the "Special Tankerman" course for bargemen at the School. He holds the CPR, firefighting, and lifeboat endorsements. Seafarer Pollock lives in the Los Angeles, Calif. area and ships out of the port of Wilmington, Calif.

Sal Cino



Seafarer Sal Cino, 22, graduated from the HLSS entry program in December of 1977. He also received his high school equivalency (GED) diploma through the School. In 1979, Brother Cino upgraded to AB. He holds the lifeboat, firefighting, and CPR tickets. Born in Brooklyn, N.Y., Seafarer Cino ships out of the port of New York.

Christopher DiOrio



Seafarer Christopher DiOrio, 24, graduated from the HLSS trainee program in 1977. He upgraded to AB at the School in 1980. Brother DiOrio holds the CPR, lifeboat, and firefighting certificates. Raised in Deer Park, Long Island, N.Y., Seafarer DiOrio now lives in Copague, Long Island, N.Y. He ships out of the port of New York.

David Michael Dunklin



Seafarer David Michael Dunklin, 26, graduated from the HLSS entry program in 1977. He received his FOWT endorsement in 1979. Brother Dunklin also holds the lifeboat, firefighting, and CPR endorsements. A native of New Orleans, La., he resides in Metairie, La. and ships out of the port of New Orleans.

Marc Steven Oswald



Seafarer Marc Steven Oswald, 24, graduated from the HLSS in 1976. He also received his third cook endorsement that same year. In 1978 he got his FOWT certificate and in 1980 he received his welding endorsement. Brother Oswald also holds the firefighting, lifeboat, and CPR tickets. Seafarer Oswald, who lives in New Jersey, ships from "any and all ports."

Arthur Graifer



Seafarer Arthur Graifer, 20, graduated from the HLSS in 1978. In that same year he upgraded in New York to FOWT. Brother Graifer holds the CPR, firefighting, and lifeboat certificates. Born in Newark, N.J., Seafarer Graifer lives in Union, N.J. He ships out of the port of New York.

Notice On Shipping Procedures (Deep Sea)

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

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

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

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all sea-

men 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."

IT PAYS TO BE ABLE
TO KEEP THINGS COOL



If you know how to keep things cold, you'll always be needed aboard ships that carry refrigerated containers. So take the Maintenance of Shipboard Refrigerated Systems course at HLSS. It begins September 29.

When you finish your class, you get a certificate of completion from HLSS — your ticket into the booming job market aboard U.S.-flag ships for seafarers with reefer maintenance skills. To enroll, fill out the application in this issue of the Log or contact HLSS.

UPGRADING



**It builds your future
It builds your security**

LNG — September 15

QMED — September 25

FOWT — September 25

Marine Electronics — September 29

Refrigeration Systems Maintenance
and Operations - September 29

Diesel Engines — September 15

Automation — September 15

Transportation Institute Towboat Operator
Scholarship Program — September 29

First Class Pilot — October 6

AB — September 11

Lifeboatman — September 11, 25, October 9

Tankerman — September 11, 25, October 9

Assistant Cook — throughout September

Cook and Baker — throughout September.

Chief Cook — throughout September

Chief Steward — throughout September

To enroll, contact:
Vocational Education Department
Harry Lundeberg School of Seamanship
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
It pays
Do It Now!

A Top-Notch Tankerman



Gregorio Blanco graduated from the Tankerman course at HLS—and has the certificate to prove it!

Lundeberg School



A Look at Two Asst. Cooks



Recent graduates of the HLS Asst. Cook course are M. Fitzgerald (l) and J. Padilla.

Headin' for Sea—FOWT's



Graduates of a recent FOWT course at the Harry Lundeberg School are (front row, l-r) R. Lopez, P. Thomas, M. Stein, T. Kirk and T. Harper. Second row, l-r are: D. Frazier (course instructor), R. Dulude, M. Ruggiero, K. Menz, B. VanWyck, D. Runci, M. Brown and L.I. Carter. Back row, l-r W. Carlin, T. Donoghue, R. Kautman and J. Golden.



Students in the Quartermaster course practice first aid and CPR.

By taking the Quartermaster course, seafarers learn the practical skills to assist a Deck Officer.



Course Prepares Seafarers to Work on Bridge

Attention Deck Department Seafarers! You don't have to work as an AB forever. You can move to the bridge of the ship by taking the Quartermaster course at the Harry Lundeberg School of Seamanship.

The new vessels being built today are larger and have more technical equipment. Because of these changes, several companies under the contractual agreement with the SIU are employing Quartermasters. These seafarers work as assistants to the watch officer on the bridge of a ship.

If a seafarer has acquired an Unlimited AB Any Waters ticket, he can take the Quartermaster course at HLSS. This is the best way for an AB to get ahead and prepare for the goal of being an officer. His responsibilities include helping the navigator steer, standing gangway watches in port, position

finding and ballasting the ship.

The four week program at HLSS prepares the seafarer to do the job of Quartermaster. The students practice the use of the magnetic and gyro compasses, aids to navigation, radar, loran, fathometers and Radio Direction Finder (RDF). Review of deck seamanship, knots and splices is also given.

Students learn bridge publications and instruments. With this knowledge, the seafarers can assist the person who is navigating the ship.

There have been several seafarers who have taken advantage of the Quartermaster course at HLSS. One Brother said, "The class is a stepping stone in my education. I hope to become an officer someday." Instructor Captain Abe Easter commented that he en-

joys teaching seafarers who want to get ahead. Captain Easter has many years of experience on the bridge of large ships. He passes his knowledge on to his students.

At the completion of the four week program, all students receive a Certificate of Graduation from the Harry Lundeberg School of Seamanship.

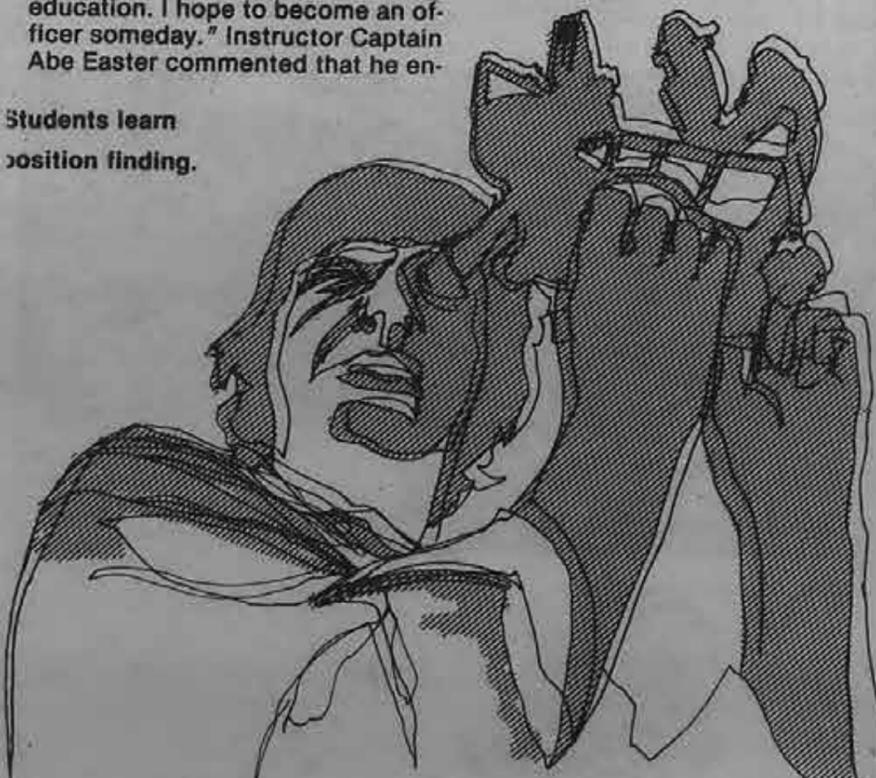
If you are an Able Seaman and are looking for a better paying position, contact HLSS, Vocational Education Department, Piney Point, Maryland 20674. The next Quartermaster course will begin on October 13. Take the time today to fill out the application in this issue of the Log for the Quartermaster course.



Students learn position finding.



The Quartermaster course includes classroom and practical training in aids to navigation including chart reading.



If you can handle navigation and operate radar, you can look to a better future. You can move up in the deck department. You can work aboard the most advanced ships in the U.S. fleet. You can be a Quartermaster.

Sign up today to take the Quartermaster Course at HLS

That Cargo *Has* to Move!



SIU-contracted tanker

...and you're the one to do the job.

A Pumpman is the qualified Seafarer, the valuable worker, and the responsible person who moves the energy supplies of America. You can be the Pumpman with the help of the Pumproom Maintenance and Operations course offered at the Harry Lundeberg School of Seamanship.

By learning pumpman skills, you can answer the need for well trained pumpmen on the tankers of the maritime industry. If you have worked as a QMED or Second Pumpman you are eligible to take the Pumproom Maintenance and Operations course. The program has been expanded by the staff at HLSS to give SIU members even more pumpman skills to do the job. The six week program includes welding, deck machinery and maintenance, basic lathe operations, and cargo handling. Through this course you can gain the know-how and skills you need to get that job as Chief Pumpman.

Each part of the Pumproom Maintenance and Operations course is designed with your job needs in mind. In the welding section, you'll learn arc welding, flame cutting, basic pipe welding and steel fabrication. With these skills you can make the brackets you need for piping system supports. Among the equipment you will become familiar with during the course are centrifugal and reciprocating pumps, the anchor windlass, cranes and hoists, and constant tension winches.

All of the important details that you need to know for the Pumpman job are also covered in the course. Knowledge of hydraulics and pneumatics will help you control the deck machinery. You learn the



Students in the Pumproom Maintenance course practice basic deck machinery maintenance.



preparations for loading and discharging, tank cleaning, ballasting, inert gas systems, and load on top systems.

Safety practices are stressed in all areas of the Pumproom Maintenance and Operations

Left. The expanded Pumproom Maintenance and Operations course includes (top) welding techniques and (bottom) lathe operations. This program gives seafarers the skills to be qualified Pumpmen.

course. Anti-pollution techniques are especially important in the cargo handling section of the program. By learning all of the safety features of a vessel, you will

become a more responsible worker.

At the completion of the Pumproom Maintenance program, each student has the skills to do the pumpman job. With this knowledge, the seafarer gains many benefits. He is moving the fuel of America, he has better job security and he is earning more pay.

If you are interested in learning more about the job as Pumpman on a tank vessel, contact the Harry Lundeberg School of Seamanship and sign up for the Pumproom Maintenance and Operations course. The next class is scheduled to begin on November 10. Write or call the school today and take advantage of the opportunities waiting for you at HLSS.

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

Why Not Apply for an HLS Upgrading Course Now!

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) _____

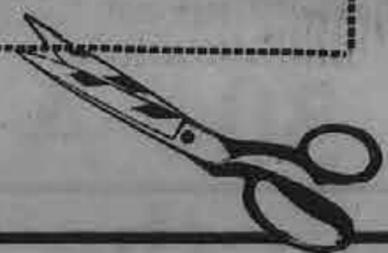
- | <u>DECK</u> | <u>ENGINE</u> | <u>STEWARD</u> |
|---|---|--|
| <input type="checkbox"/> Tankerman | <input type="checkbox"/> FWT <input type="checkbox"/> Oiler | <input type="checkbox"/> Assistant Cook |
| <input type="checkbox"/> AB 12 Months | <input type="checkbox"/> QMED - Any Rating | <input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

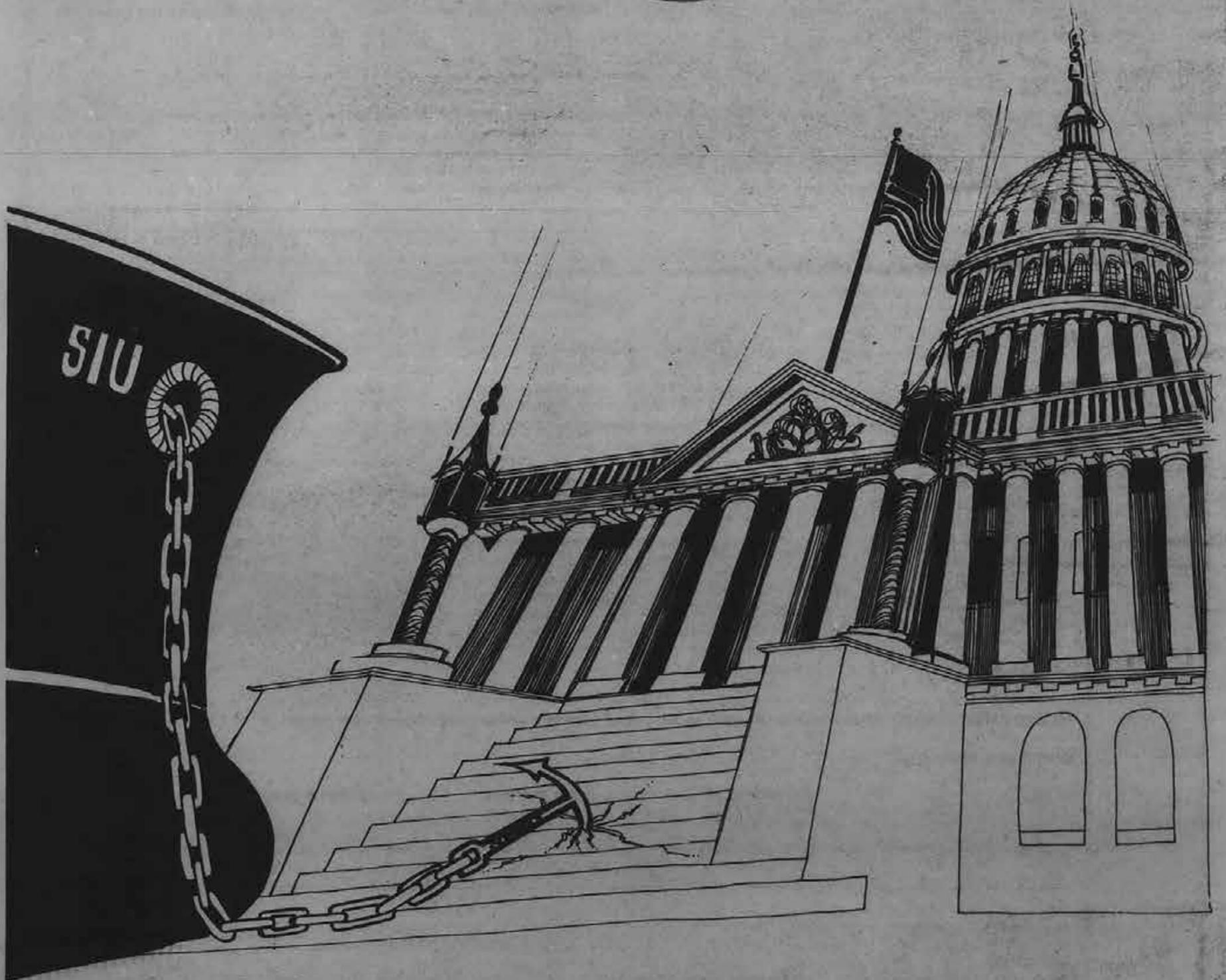
RETURN COMPLETED APPLICATION TO:
 LUNDEBERG UPGRADING CENTER,
 PINEY POINT, MD. 20674



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