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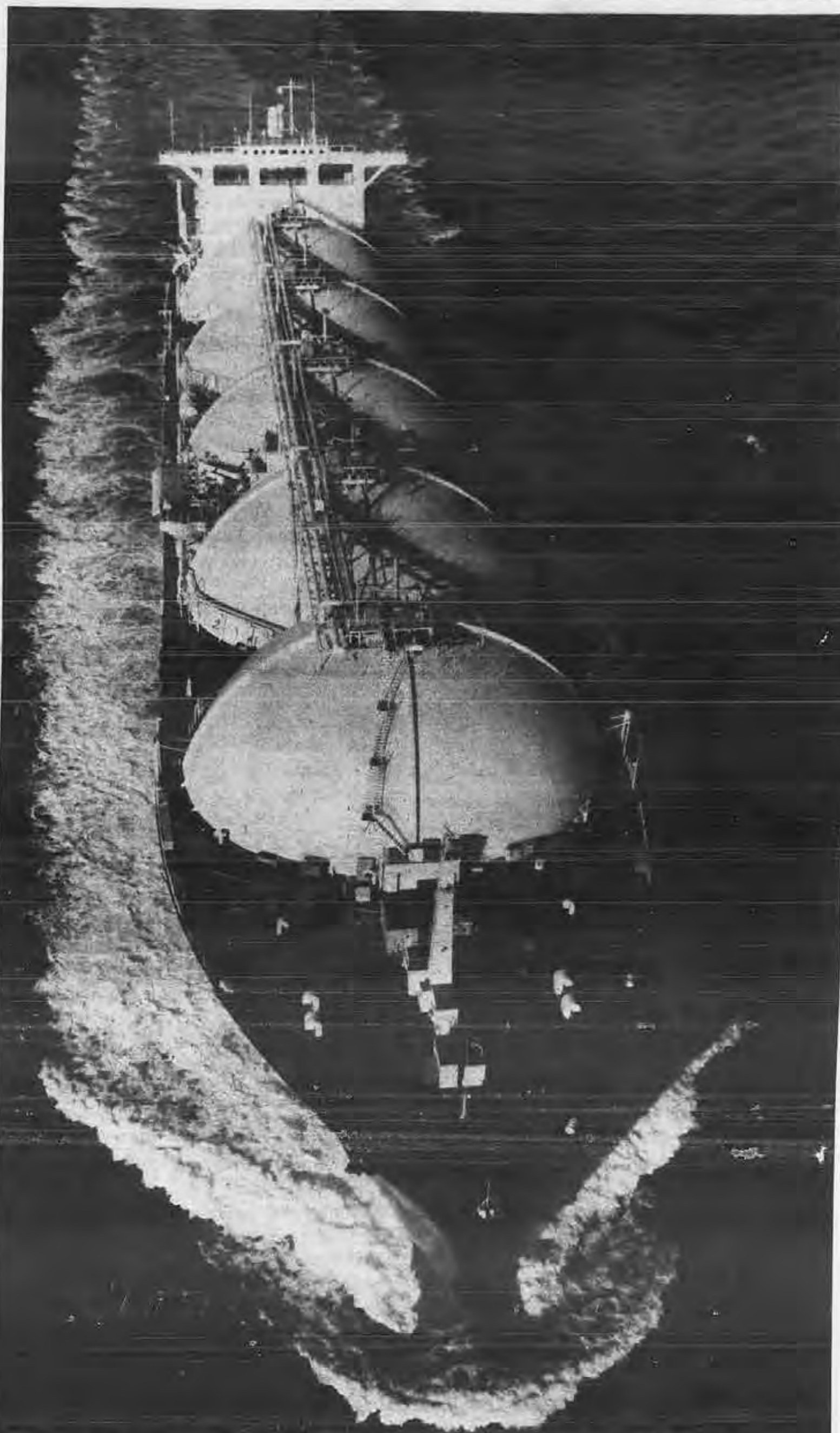


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Maritime Authorizations Bill Passes House

THE House of Representatives finally approved their version of the Maritime Appropriations Authorizations Act for Fiscal Year 1980 late last month after heated debate over amendments aimed at weakening the bill.

The House-approved authorization of \$402 million was recorded two months to the day after the Senate's overwhelming approval of the measure on May 24.

However, since the House and Senate versions of the bill differ in a number of areas, these differences must be worked out in a House-Senate conference committee.

Included in the House funding total is:

- \$101 million for the construction differential subsidy (CDS) program;
- \$256 million for the operational differential subsidy (ODS) program;
- \$16 million for maritime research and development; and
- \$27.9 million for maritime

education and training. The House education and training allocation tops the Senate figure by \$2 million.

McCloskey CDS Amendment Dumped

Funding totals as requested by the Maritime Administration were approved intact. But the critical CDS and ODS programs, which make it possible for American shipbuilders and operators to compete with cut-rate foreign operations, were the subject of an expected attack by Rep. Paul McCloskey (R-Calif.).

Two amendments introduced by the California Congressman were soundly defeated by the full House as they had been earlier by the Merchant Marine Subcommittee during mark-up on the bill.

The first sought to carve \$69 million from the \$101 million targeted for the CDS program. The second would have allowed foreign-built vessels to receive ODS funds and preference cargoes now reserved exclusively for U.S.-built vessels.

The SIU and other maritime and labor and industry groups considered defeat of these two amendments as key to the survival and growth of the U.S. maritime industry.

While McCloskey's damaging amendments were defeated, several other amendments, not in the Senate version, were carried by the House, including:

- an amendment which allows a subsidized vessel operator to temporarily suspend his ODS funding and the restrictions that go with it except for those governing intercoastal and coast-wise trade. This suspension would apply only to vessels less than 10 years old and would have to remain in effect for at least 12 months. The purpose of this amendment is to streamline the ODS program which now forces subsidized operators to serve specific trade routes whether or not there are markets there.
- an amendment which would allow U.S.-documented vessels to transfer operator-owned con-

tainerized cargo between domestic points in the continental U.S. if the cargoes originated or were bound for a foreign port. The provisions of this amendment would apply for a five-year experimental period.

- an amendment providing that no funds can go for construction of a new vessel if the vessel's manning level will be more than 50 percent above the minimum levels determined by the Coast Guard.

- an amendment which would prohibit ODS funds from going to maritime research organizations.

Again, the amendments to the House version of the Maritime Authorizations bill were not included in the Senate version. The differences between the two measures must now be worked out by a joint House/Senate conference committee. Since Congress is in recess for the month of August, no further action on the bill is expected before mid-September, at the earliest.

The PRESIDENT'S Report



Paul Hall

Some Thoughts for Labor Day

LABOR Day has lost a great deal of its true meaning in today's America. People look forward to the Labor Day weekend now, not to Labor Day itself. And although there's nothing wrong with three days of campfires and cookouts, a few minutes of reflection each year on what Labor Day is all about is appropriate.

Our oldtimers will recall that Labor Day wasn't much of a holiday years ago, especially for American seamen. It wasn't much of a holiday simply because there wasn't much to celebrate.

Back then, Labor Day at best was a time when the individual seaman—one who had suffered the abuses and indignities of an unyielding system—would plan for and dream of the day when American seamen as a class of workers would finally arrive.

The seaman of 40 years ago wasn't really looking for much. He wanted a little better working conditions, a little more base wages, compensation for overtime work and a system of hiring through a Union hall.

All of these initial needs and desires have long since been accomplished through the work of the maritime labor movement.

The SIU was an important part of that movement and a major contributing factor to these early achievements.

Since the establishment of our Union, 40 Labor Days have come and gone. In that time, we have made tremendous advancements in all areas of importance to the professional seaman. The seaman of 40 years ago would probably find these advancements astonishing.

Our contracts are comparable to, or higher than most craft unions. SIU members are riding the most modern liners, tankers, tugs and towboats in the maritime industry today. But most importantly, our job security structure is strong, stable and capable of weathering the complex problems of today's U.S. maritime industry.

As we celebrate Labor Day 1979, the temptation is very strong to say that the American seaman, especially the SIU seaman, has finally arrived. It would be easy to say. But it would only be partially true.

You see, it has always been the philosophy and policy of this Union to never stop trying to improve—to never stop looking to a better tomorrow.

If we are to remain a strong and vital organization, we must never come to believe that we are exactly where we should be and exactly where we should stay.

No matter how much we better our wages and contracts, there is always room for greater improvement.

No matter how modern our ships and boats become, there is always something more that can be done to improve life at sea for the individual.

But most importantly, no matter how many jobs we have under contract to this Union, or no matter how secure our job structure seems, we can never stop trying to expand and organize to widen the scope of our representation. We can't stop simply because if we do we will also stop growing. And when you stop growing, the next step is decline.

My point is simply this. The SIU is a strong and growing organization today. We have come a long way as an organization. But to continue to grow and prosper, we must maintain the same levels of interest and intensity that have brought us this far.

Years ago, we carved a strong and responsive Union out of nothing simply because we were determined to do so. Today, as in the past, we need the participation and support of every SIU member in the Union's programs, whether it be organizing, in politics or education.

But most importantly, the SIU membership must stand strong and remain united to continue to advance and achieve as an organization and as a crucial segment of the American workforce.

AFL-CIO Urges: End Virgin Islands Loophole

Also Calls For More Oil For U.S. Tankers, Ban on Alaska Oil Export

CHICAGO—Three strong statements that directly affect the U.S. maritime industry and American seapower were made this month by the AFL-CIO Executive Council at their summer meeting here.

The SIUNA was represented at the meeting by President Paul Hall, who is senior vice president of the AFL-CIO and a member of the AFL-CIO Executive Board.

The maritime proposals were part of the important energy statement issued by the Council. The proposals which affect the maritime industry call for:

- Greater shipment of domestic and foreign oil in U.S.-flag tankers.

- Closing of the Virgin Islands loopholes in the Jones Act.

- Opposition to the sale of Alaskan oil to foreign nations, except where the U.S. has a treaty obligation. Also, opposition to any barter agreements to exchange Alaskan oil for oil from a third country.

The Council's energy statement was aimed at easing the country's fuel crisis. In proposing the use of more U.S. tankers, the Council stated that these ships "have a proven safety record" and "would minimize losses due to accidents."

Talking about closing the loophole in the Jones Act, the Council pointed out that the loophole allows foreign flag vessels to engage in commerce between the Virgin Islands and the U.S. mainland.

The Council noted that "oil accounts for 99 percent of the outbound shipments from the Islands to the U.S. As a result of the loophole, this oil is carried (almost exclusively) in foreign flag ships."

The conclusion of the Council

was that "the loophole encourages dependency on foreign ships for transportation of vital energy resources."

Discussing its opposition to Alaskan oil swaps, the Council said "such 'swaps' only encourage U.S. oil companies to defer or cancel necessary U.S. refinery expansion and pipeline construction and provide no savings to U.S. consumers."

Protection of Alaskan oil was also included in another statement by the Council on renewal

of the Export Administration Act which is now before Congress.

The current export law limits the swap or sale of Alaskan oil. The Council wants to make sure this continues. It observed, "Without continuation of such limitations, Alaskan oil might be sold abroad or swapped in a manner that is detrimental to America's interests at the very time when our nation must develop a program of energy independence."

Atlantic Fishermen Vote to Come Into SIU-AGLIWD

The SIU has once again broadened its scope of representation and expanded its membership as a result of the merger this month of the SIUNA-affiliated Atlantic Fishermen's Union into the SIU's Atlantic, Gulf, Lakes and Inland Waters (A&G) District.

Over the past few months, reports of AFU's desire to merge into the A&G District have been given at the monthly SIU membership meetings.

At the May meetings, it was announced that AFU had made inquiries about the procedures for merger and the willingness of the A&G District to accept such a merger.

The A&G Executive Board informed the AFU that a formal written application must be made. As reported by the *Log* in July, the AFU's application was presented at the July SIU membership meetings. It was also accepted by the SIU

Executive Board.

Acceptance of the AFU's application set the stage for a vote on the merger. AFU members, who submitted mail ballots between July 30 and Aug. 16, voted overwhelmingly in favor of dissolving their union and becoming part of the SIU A&G District.

SIU A&G members in all ports approved the proposed merger by a vote at the August membership meetings. The A&G Constitution did not require a secret ballot referendum by A&G members because the merger does not alter the A&G Constitution in any way.

By voting in favor of the merger, the Atlantic Fishermen accepted the A&G Constitution in full.

An Agreement of Merger, drawn up by the Executive Boards of the SIU and AFU stated: "AFU shall merge into and become an integral part of the A&G." The agreement

also says that shipping and job rights for SIU and former AFU members will remain separate. Those rights will depend on whether a member has sailed in the appropriate unit and for how long.

The AFU, which represented commercial fishermen sailing off the northern coast of the U.S., has been losing jobs due to foreign fishing competition for many years. But as a result of the recent 200 mile coastal limitation on foreign fishing, new jobs in that area are expected to open up. By merging with the A&G District, the AFU felt they would be better able to organize those new jobs.

The merger is also beneficial to the SIU. As the membership of the A&G District increases, the SIU's ability to protect jobs and job security of all members increases along with it.

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3 Newly Acquired APL Ships in Transpacific Run

American President Lines, a West Coast-based company, recently bought three containerships from bankrupt Pacific Far East Lines. All three ships are now in transpacific service and are operating in addition to the company's other 18 ships.

Last July, APL added to its ports of call on the Seattle-Far East run when the five ships in that operation began callin' at Kodiak and Dutch Harbor, Alaska. APL found that Japanese-flag ships were going to Alaska just to pick up the seafood products so plentiful in Alaska waters. Since APL's vessels out of the Northwest use the Great Circle Route to the Orient they pass within a few miles of the Alaska ports.

The company sent its marketing people to Alaska and nailed down shipping commitments for the Orient-bound seafood products.

The latest in the company's new markets has been to step into the West Coast—Guam trade.

APL has announced that their new containerships being built in New Orleans will be powered by diesel, instead of regular bunker oil.

Their new ships will be the first subsidy-built, American-flag ships to use diesel power.

Although diesel fuel costs at least 50% more than bunker oils, the

diesel engine is so much more efficient than the steam turbine, APL figures it may save as much as \$1 million a year for each of the ships.

Farmworkers Urge: 'Don't Buy Non Union Iceberg Lettuce'

The United Farmworkers (AFL-CIO) have sent circulars to more than 57 labor newspapers across the country, including the *Log*, in an attempt to muster national support for their strike against United Brands Co.

The strike, which has been in effect since January of this year, has been particularly violent. Peaceful pickets have been harassed and beaten. One farmworker, Rufino Contreas, was shot and killed. He was only 28 years old.

Circumstances exist which have made it difficult for the Farmworkers to publicize their strike.

Most of the Farmworkers are

recent emigrants to the United States. As such, they are isolated from the mainstream of American society, much like the sailor was when he was involved in the great strikes of the 30's and 40's.

The membership of the Farmworkers Union is concentrated in two main areas, California and Arizona. The products they are picketing, however, are sent to every state in the country.

United Brands, the giant food conglomerate which has refused to deal fairly with the United Farmworkers, has been officially charged with unfair labor practices. The company markets Chiquita bananas and Iceberg lettuce.

Efforts Intensify to Bring Back U.S. Passenger Ships

EFFORTS to revive the once-proud U.S. passenger ship industry are being continued by a wide spectrum of the maritime industry.

Last month, Senator Daniel K. Inouye (D-Hawaii) introduced two pieces of legislation in the Senate which, if enacted, would lead to a revitalization of the American passenger ship trade.

Similar legislation has been proposed in the House of Representatives.

On July 22, representatives from all segments of the maritime industry testified before the House Subcommittee on Merchant Marine in favor of that legislation.

The legislation is comprised of three separate bills, each of which would clarify the status of a specific passenger vessel. The

three ships are the *SS Independence*, the *SS United States* and the *SS Santa Rosa*.

The first bill, H.R. 4814 would direct the Department of Transportation to cause the *SS Independence* to be redocumented as a vessel of the United States, thus allowing it to engage in coastwise trade.

H.R. 441 would allow the *SS United States* to operate in the domestic and/or foreign commerce of the U.S. between foreign ports.

The third bill, H.R. 488, is similar to H.R. 441, except that it involves the *SS Santa Rosa*.

Many of the witnesses who testified before the House subcommittee had already given similar testimony on behalf of the Senate versions of the bills.

Witnesses who appeared be-



Mrs. Jean Ingrao, executive secretary-treasurer of the AFL-CIO Maritime Trades Department, testifies at House hearings in favor of bills to revitalize the U.S.-flag passenger liner industry. Chuck Mollard (center), SIU Washington representative, and Herb Brand (left), president of the Transportation Institute, also came out in favor of the legislation.

fore the most recent House Subcommittee hearings include Chuck Mollard, SIU Washington representative, Herb Brand, president of the Transportation Institute and Mrs. Jean Ingrao, executive secretary-treasurer of the AFL-CIO Maritime Trades Department.

Officials from various government agencies also testified in favor of the three bills.

Mrs. Ingrao, summed up well the concerns of most of the witnesses when she stated:

"Once returned to service, these vessels would provide jobs for American workers at sea; in United States shipyards; and in allied and supportive industries such as the longshore industry...."

In addition, these bills address the concerns expressed by many Americans who have asked the MTD when they can again take cruises on a United States flag vessel that is inspected by the United States Coast Guard and which is operated to United States safety and manning standards . . ."

During the course of the hearings, Subcommittee Chairman John Murphy (D-N.Y.) stated that: "it is imperative that we do whatever is necessary legislatively to permit these passenger vessels in question to once again operate under the U.S. flag in the foreign and domestic commerce of the United States . . . We must not let this opportunity slip by."



The *SS Independence* (above), the *SS United States* and the *SS Santa Rosa* are the focal points of legislation to revive the U.S.-flag passenger ship industry. The legislation would redocument these vessels under American registry.

Energy Crisis, Impending Recession Labor's Top Priorities

CHICAGO—At its summer meeting here, the AFL-CIO Executive Council said that strong measures were necessary to fight the nation's energy crisis.

The Council, among other things, also supported ratification of the SALT II treaty and warned that America is facing the threat of massive joblessness.

Representing the SIUNA at the meeting was President Paul Hall who is also the senior vice president of the AFL-CIO.

The meeting was chaired by AFL-CIO Secretary-Treasurer Lane Kirkland. AFL-CIO President George Meany, recovering from a leg ailment, did not attend.

In its statement on energy, the Council said it agreed with the thrust of the six-point energy program announced by President Carter on July 15, 1979.

"We agree," the Council noted, "with the President's call for conservation, a crash program to develop alternate sources of energy, the Energy Mobilization Board, the Energy Security Fund, and for a

windfall profits tax" on the oil companies.

However, the Council didn't agree with President Carter's decision to decontrol the price of oil. "It will not contribute one iota to resolving the energy crisis, shorten the gas lines or increase supplies."

Control Oil Monopoly

The Council feels that the oil monopoly must be brought under control. It warned that if the oil companies' monopoly "fails to adequately serve the public interest, consideration should be given to nationalization of the industry."

The energy statement also included proposals which would affect the maritime industry. The Council called for: the use of more U.S.-flag tankers; closing of the Virgin Islands loophole in the Jones Act; opposition to the foreign sale or swap of Alaskan oil.

On ratification of the SALT II treaty the Council qualified its support. It would back the treaty if the Senate resolution on ratification contains provisions for development of the MX missile and an early

deadline for warhead reduction.

These stipulations, the Council said, require no changes in the treaty.

Talking about the threat of massive joblessness, the Council said this comes on top of acute problems of inflation and the energy crisis.

The council warned that it's time for the Carter Administration and Congress to start planning and

acting to meet the third recession in a decade.

It added that the keys to solving the problems of inflation and energy are a healthy economic growth and full employment.

The Council dealt with many other issues during its summer meeting. Some of them were: health legislation; social security; housing, and plant closing legislation.

Unemployment Edges to 5.7%

WASHINGTON, D.C.—The nation's jobless rate edged up slightly last month to 5.7 percent changing little from June's 5.6 percent. The rates have remained around this percentage since last August.

Overall, the unemployment picture for both blacks and whites remained unchanged from June. Although for blacks their rate dropped to 10.8 percent from 11.3 percent. Whites' stayed at 4.9 percent. And the teenage rate held steady at 15.3 percent.

With adult males, their rate went up to 4.1 percent from 3.9 percent. Adult women's declined to 5.5 percent from 5.8 percent.

The U.S. Labor Department's Bureau of Statistics said 5.8 million workers in this country were out of jobs in July, an increase of about 74,000 workers jobless from June. The number of workers who lost their last jobs rose by 175,000 last month while the number seeking their first job went down by more than 90,000.

Secretary of Labor Ray Marshall plans to recommend more jobs programs to the Administration if the unemployment rate continues to go higher.

Inland Vacation Plan Hits a High Note

Pays 5,000th Benefit Check In Only 3rd Year of Existence

THE SIU's Industry-Wide Inland Vacation Plan reached new heights this past month with the issuing of its 5,000th benefit check in only its third year of existence.

Since the Vacation Plan first went into effect at one contracted company in August, 1976, the Union's goal has been to extend its benefits to SIU Boatmen throughout the industry.

Each time the number of checks issued under the Plan reached a new high, it indicated another step closer to reaching this important goal.

The Inland Vacation Plan now

has been accepted through collective bargaining by 90 percent of all SIU-contracted inland companies.

The recipient of the 5,000th vacation check was Boatman William Russell, an SIU member since 1954. Russell is Captain on the *Dixie Pirate* (Dixie Carriers).

The long-time SIU member believes in the things a strong union can do for its membership.

Before the Plan started, most Boatmen got the short end of the stick when it came to vacation benefits. Many, like those from some companies on the Rivers and the Gulf, got no benefits at all. Those who did receive some form of company benefit, usually had to take a lot of drawbacks along with it.

For example, they had to work

at least a year to be eligible for the company vacation and could collect only once a year after that. If they left the company, they lost the benefit and had to start from scratch building up eligibility at another company. Moreover, the company benefits were generally small and took years to amount to anything.

Another important aspect of the Plan is that if a Boatman moves to another job in another company, he still collects benefits every day he worked at his former company. In other words, the SIU Vacation Plan provides complete benefit protection to the member.

Moreover, Boatmen can count on these benefits to increase with each year of their contracts and with each new contract.

In only 3 years, the Union has

made tremendous strides in establishing the Vacation Plan for Boatmen. But still, the best is yet to come.



Boatman Bill Russell, who works for Dixie Carriers in New Orleans, was the recipient of the 5,000th Inland Vacation Plan check.

NMC Studying a Hold Full Of Maritime Legislation

The National Maritime Council is reviewing proposed legislation which, if enacted, would have dramatic repercussions for the entire maritime industry.

In the past two months, a flurry of legislation has been proposed to deal with U.S. maritime problems. The legislation is not an organized attempt to deal with these problems. Rather, it is a series of separate bills offered by a wide spectrum of Congressional and Government figures.

Many of the bills have conflicting views as to what measures must be taken in order to ensure the revitalization of our industry. Only one thing is certain: that whatever the measures are that will ultimately be passed by Congress and signed into law by the President, they will

have far-reaching effects on the lives of SIU members.

The National Maritime Council is an important outgrowth of the SIU-backed Merchant Marine Act of 1970. After passage of that landmark Act, labor and industry officials realized the need for working together towards a common goal—the betterment of the U.S. maritime industry.

The SIU has been an active participant in the NMC since its inception.

There have been three major attempts in the last two months to reorganize the structure of the maritime industry. While all the parties involved profess to have the same goal in mind, they take quite different approaches.

Senator Daniel Inouye (D-

Hawaii) has introduced a series of eight bills which he predicts will lead to a renaissance of the American merchant marine. The NMC has given its whole-hearted support to two of the provisions and is studying the other six to determine just how they would affect American shipping.

The first measure which the NMC endorses would permit liner companies here and abroad to enter into agreements involving general cargo trade between two nations on the basis that the carriers of each country transport at least 40 percent of their bilateral trade. Vessels flying the flags of other countries could compete for the remaining portion of that trade on an unrestricted basis.

The second initiative would streamline the procedures followed by the Federal Maritime Commission in considering liner conference agreements.

M. Lee Rice, vice chairman of the NMC Board of Governors, said that the two bills would "provide the means to preserve the U.S. merchant marine and place the fleet on an equal footing with foreign competition while at the same time maintaining full and free competition."

The other two attempts to reorganize the structure of the maritime industry have come from Rep. John Murphy (D-N.Y.) and from the Maritime Administration. The NMC has set up six subgroups to study the proposals contained in these bills and come up with an evaluation of their worth.

Lakes Seamen Get Aug. 1 COLA Increase

All Great Lakes Seafarers covered by SIU contracts with the Great Lakes Association of Marine Operators (GLAMO) and Kinsman Lines received a 25 cent per hour cost of living increase as of Aug. 1, 1979.

The August COLA is the third which Great Lakes SIU members have received this year. Coupled with the May increase of 21 cents and the March COLA of 13 cents, SIU Lakers have received a total of 59 cents per hour in cost of living adjustments this year.

COLA's are based on hikes in the Consumers Price Index, released quarterly. For every .3 point rise in the Index, Great Lakes Seafarers receive a one cent per hour add-on.

The revised June Index rose to 216.9, topping the previous figures by 7.6. The final adjustment date in 1979 is Nov. 1.

Robert E. Lee Committee



SIU Patrolman Teddy Babkowski (seated center) prepares to write a dues receipt for Engine Delegate Earl Rogers (seated left) at a payoff with a crewmember and the Ship's Committee of the LASH *Robert E. Lee* (Waterman) on Aug. 16 at Pier 7, Brooklyn, N.Y. They are (l. to r.) Chief Cook L. Blanchard, steward delegate; Able-Seaman C. Howell, Chief Steward/Baker A. Blazio, secretary-reporter, and AB Philip Maechling, deck delegate.

Interstate Boatmen Get COLA Hike

Under the terms of the SIU contract with Interstate and Ocean Transport Co. (IOT) of Philadelphia, all licensed and unlicensed Boatmen received a cost of living increase effective July 1.

The 1979 COLA, computed on the basis of a 6.1 percent rise in the Consumer Price Index, comes on top of negotiated wage increases effective the second year of the collective bargaining agreement.

The more than 500 boatmen working under contract to IOT's five subsidiary companies—Mariner Towing, Gellenthin Barge, Interstate Oil, Interstate Barge and International Bulk, will receive a second and final COLA under the terms of their current contract in July, 1980. The IOT agreement expires June 30, 1981.



Headquarters

Notes

by SIU Executive Vice President

Frank Drozak

Steward Recertification: Opportunity of a Lifetime

IN a man's career, a new opportunity to further that career is like a shortcut down a long and windy road.

When you take advantage of the opportunities, you not only bypass some of the rougher stretches along that road, you also shorten the distance to your final career destination.

Letting opportunity go by the boards is like spinning your wheels, or getting onto a treadmill. Your goal might be in sight, but you're not getting any closer.

For Chief Stewards who qualify, the new Steward Recertification Program could be one of those once-in-a-lifetime career opportunities you've been waiting for. Certainly, if you enroll in the program and complete it, you'll be about as close to your career goal as you can get.

What will you have when you complete the program?

You will have the maximum job and financial security possible for you and your family. Chief Stewards who successfully complete the eight-week program will find themselves in a new bracket.

The Steward Recertification Program should prove to be a popular one. One indication of this is the fact that the first class, beginning Sept. 3, is already booked solid. Eight Chief Stewards (the limit for each class) have already decided they're not going to let this opportunity get away.

There will be one more class held this year, starting Nov. 13 at the Harry Lundeberg School in Piney Point, Md. Eight additional classes will be held in 1980 in case you miss out on the first two.

But remember, just like that temporary by-pass, this particular road won't be open forever. Each class will be limited to only eight participants, and the line is already forming. So why wait to sign up?

The opportunities for upgrading, advancement, and improved job security in the SIU are there like never before. The new Steward Program is just one example of this.

If you qualify—if you are a Chief Steward, with "A" seniority, the necessary seetime—then new opportunity awaits you, providing you shift gears and turn down that road that leads up to it.

So make your move now brothers. Reserve a spot in one of the forthcoming Steward Recertification classes, while you still can.

Patriot, 1st of 12 New Sea-Land Diesels Launched

The *Patriot*, the first of Sea-Land's 12 new diesel ships, was launched earlier this month. Her first SIU crew is scheduled to go aboard in December. The launching of the *Patriot* marks a new direction for the U.S. maritime industry, one which is dictated by the energy crisis and skyrocketing cost of bunker fuel.

In just 10 years, fuel prices per metric ton have increased over 10-fold. What's more, they have doubled in the last seven months.

Shopping for fuel is, and will continue to be, one of the most

important aspects of a shipping company's day-to-day operations.

The 12 diesel powered vessels, or D-9's, will use an average of 35 percent less fuel than those vessels equipped with steam turbine engines. That translates into a savings of \$750,000 a year per ship. This is money which will help make Sea-Land more competitive in relation to foreign flag vessels.

The *Patriot* is expected to begin trading early in 1980. The other 11 ships are slated for

launching at the rate of one a month, starting in November of this year. When all 12 ships are in use, 30 percent of Sea-Land's fleet will be diesel powered, as opposed to five percent for the rest of the American merchant marine.

The addition of the twelve vessels is an important step in a \$580 million capital improvement program which includes fleet and terminal modernization. When the *Patriot* and her sisterships are in use, Sea-Land will have a 40 vessel fleet, 85 percent of which will be less than six years old.

Several years ago, two-thirds of Sea-Land's fleet was over 30 years old.

The new ships will utilize 40-foot containers, instead of the 35-foot containers which have long been Sea-Land's trademark. It is expected that this will give Sea-

Land a greater flexibility in its route deployment.

Sea-Land has long been a leader in shipping. It was a pioneer in the field of containerization and is the first American company to try to wrestle with the problems caused by the energy crisis.

The SIU will man all of these new vessels. Not only does this development create more jobs for our members, it presents them with a special challenge.

Diesel powered engines require the presence of QMED's with special diesel training. Members with this training will therefore be in a better position not only to help themselves but to help their fellow shipmates as well.

The Harry Lundeberg School of Seamanship has scheduled upgrading courses in diesel training. The next course is slated to start November 26, 1979.

AB Be One

**Take the
Able Seaman Course
at HLS
It starts November 8**

(Application is in this issue of the Log.)

Golden Dolphin Committee



Recertified Bosun Arthur C. Harrington (center) ship's chairman of the VLCC *Golden Dolphin* (Aeron Marine) here is with a crewmember and the Ship's Committee at a payoff last month. They are (l. to r.) AB K. Hassan; QMED Eddie L. Washington, engine delegate; Chief Cook Rafael Padilla, steward delegate and Chief Steward/Baker Tobe Dansley Jr., secretary-reporter. The tanker paid off at St. James, La. near the port of New Orleans.

No Bull! Taurus SIU's 10th Gas Carrier

"TAURUS the Bull" may be the second sign in the zodiac. But for the SIU, *Taurus* is the name of the tenth LNG ship to be crewed by Seafarers.

She's the seventh built by Energy Transportation Corporation.

Crewed in Quincy, Mass. early this month, the ship went through a few days of trials off Boston before heading to the Far East. Like her six sister ships, the *LNG Taurus* will carry liquid natural gas from Indonesia to Japan.

The SIU is also manning three LNG ships built by El Paso Company.

Over half of the SIU crew on the *LNG Taurus* have already sailed on LNG ships. For instance, the steward department is headed by an LNG veteran, Frank Costango. Brother Costango was on the first LNG vessel crewed by the SIU, the *LNG Aquarius*. He was also on the

LNG Gemini and more recently on the *LNG Libra*. All of those ships were built by Energy Transportation.

Also in the steward department, Patrick Geary, chief cook, has sailed on the *LNG Aquarius* and *LNG Leo*.

One of the three QMEDs on board the *LNG Taurus* is Gerard Bernous who has been on the *LNG Gemini*.

The three quartermasters have each been on a different LNG ship. Brother Joe Morrison was on the *LNG Aquarius*, Lionel Shaw was on the *LNG Capricorn* and Glenn Miller sailed on the *LNG Gemini*.

Two of the AB green tickets, Clarence Burgo and Charles Loveland, were on the *LNG Aquarius*. Seafarer Loveland has also been on the *LNG Leo* as has Ordinary Seaman Robert Tremblay.

The SIU has manned all the

LNG ships that are under U.S. flag. This is largely due to the qualified manpower available in the Union. Men like the above mentioned Brothers went through an LNG course at the Harry Lundeberg School in Piney Point, Md.

Any member wishing to take an LNG course should contact the HLS or their nearest SIU representative.

Like her sisterships, the *LNG Taurus* has some impressive statistics. The vessel is 936 feet long. Her five 8-inch thick spherical cargo tanks rise 40 feet above the deck. Each tank is 120 feet in diameter and weighs 800 tons.

The five tanks can carry 125,000 cubic meters of liquid natural gas at 265 degrees below zero, fahrenheit.

The ship can be loaded and unloaded in 12 hours.

Safety-wise, the *LNG Taurus*

has a double bottom hull; a collision avoidance system; and extensive firefighting system. The latter includes automatic sprinkler apparatus and eight dry chemical Ansul firefighting stations located at strategic points on deck.

The vessel cost over \$100 million to build.

And despite the *LNG Taurus'* namesake, all these facts are no bull.



Most of the SIU crew who took the *LNG Taurus* (Energy Transportation Corp.) on her maiden voyage pose for a photo at Union Headquarters before heading up to Boston for special firefighting training. (The two kids are not shipping out—at least not yet. They're posing with their father, Gerard P. Bernous, QMED). Other members of the first crew included: Bosun Sam Brooks; Quartermaster Glenn Miller, Lionel Shaw, Jr., and Joseph Morrison; Able Seamen Charles Loveland, Clarence Burgo, and Stephen Lupo; Ordinary Seamen Tim McCabe, Kenneth Dominquez, and Robert Tremblay; QMEDs Wilbert Hyder, Jr., and Mark Freeman; Wiper Tomas Caron; Steward/Baker Frank Costango; Chief Cook Patrick Geary; General Steward Utilitymen Raymon Lopez, Aubrey Robinson, and James Moore.



The *LNG Taurus* shown shortly before embarking on her maiden voyage.

Calif. LNG Terminal a Step Closer to Groundbreaking

Plans to build California's first liquified natural gas terminal inched another step closer to reality this month as an Administrative Law Judge of the Federal Energy Regulatory Commission (FERC) recommended approval of the project.

Judge Samuel Gordon approved the plans of two California utilities, Pacific Gas & Electric Co., and Pacific Lighting Corp., to build the marine off-loading and LNG regasification facility at Little Cojo Bay, Calif. In addition, he okayed the companies' proposal to buy 400 million cubic feet of LNG per day from Alaska and another 500 million cubic feet daily from Indonesia.

The daily total of 900 million cubic feet will be shipped to the Little Cojo Bay terminal, regasified there, and moved via pipeline to California consumers.

Despite the FERC judge's approval, ground-breaking on the

facility is still a long way off. The \$1.8 billion project has to be approved by the FERC and the Energy Dept.

A spokesman for FERC said the Commission had adopted "an expedited schedule" to rule on the California terminal. But a final decision from the regulatory agencies is not expected before the end of the year, at the earliest.

State and federal regulatory proceedings on the California facility have already dragged on for five years. Last month, the California Public Utilities Commission reaffirmed an earlier okay of the project. Their approval was based largely on the chosen site of the LNG terminal. Originally planned for a location near Los Angeles, the terminal was re-sited, in accordance with state law, to the remote, sparsely populated area at Little Cojo Bay.

FERC Judge Gordon also

weighed the proposed site heavily in his decision to green light the project. But Gordon, noting that California is dependent for nearly half its energy on natural gas, was swayed by "the pressing need for additional long-term supplies in the California market."

The SIU has long supported development of a U.S. LNG import program which would allow the alternative fuel to play a role in solving the country's energy problems. In addition, a large-scale LNG import program would generate thousands of man-years of employment for American workers in U.S. shipyards and aboard U.S.-flag LNG carriers.

Transport of the fuel via LNG tanker has already been proven safe and efficient. SIU members crewed their tenth LNG carrier this month and the record of Union crews aboard LNG vessels has been exceptional.

But while Asian and African countries are now eager to sell their plentiful supplies of LNG to the U.S., this will not always be the case.

In a statement sent to two subcommittees of the House Merchant Marine & Fisheries Committee, the SIU warned that "Indonesian officials have indicated that they will sell their gas elsewhere if approval is not immediately forthcoming."

In addition, the SIU pointed out that "regulatory delays" on LNG projects "cost American consumers millions of dollars in terms of higher capital and ship and plant construction costs."

Finally, the statement concluded, "the approval of pending LNG import applications and proposed energy projects, such as new refineries, pipelines and tankers are absolutely essential if the U.S. is to achieve its goal of reducing its heavy dependence on imported oil."

C.G. Proposes Unpassable Physicals for Seamen

The U.S. Coast Guard has apparently gone overboard and proposed an unworkable battery of physical tests to measure a seaman's ability to cope with the rigors of his job.

The proposed physicals discriminate against older seamen. And in most cases could only be passed by a young man in perfect physical condition.

The tests and their companion rating scales are part of a complicated formula the Coast Guard has outlined in a draft proposal entitled "Seaman Profile Matching Men to Jobs." The profile proposals, formulated under provisions of the Port & Tanker Safety Act of 1978, were relayed to the SIU, other maritime unions and U.S. shipping companies last month for comment.

SIU President Paul Hall responded to the Coast Guard's request for "preliminary" discussion of their profiling formula.

President Hall did not offer a point-by-point critique of the Coast Guard's draft, calling such discussion "futile" and "premature." However, he blasted the Coast Guard's proposals as a "classic example of proverbial overkill."

"The preliminary draft proposals," Hall wrote, "more reasonably resemble military qualifications akin to astro-

nauts."

No other civilian workers are subjected to anything like the rigorous testing procedures developed by the Coast Guard for merchant seamen. The procedures are designed to determine the fitness of merchant seamen in the areas of: overall strength and stamina; incapacitating diseases or conditions; strength of legs, hips and back; strength of arms, shoulders and neck; vision; hearing and emotional stability.

Some of the testing procedures rely wholly on the "subjective" opinion of the examining doctor. In other cases, the tests require almost acrobatic agility.

The SIU firmly believes that merchant seamen must be in sound health to adequately perform their jobs. As part of the Union's commitment to the safety of both crew and vessel, all SIU members have long been required to undergo a thorough annual physical exam at an SIU clinic. No Seafarer is allowed to ship on an SIU-contracted vessel unless he's ruled "fit for duty" by an SIU physician.

The Union's exam is a "general, complete physical," which already covers most of the points outlined by the Coast Guard, said Dr. Joseph Logue, director of SIU Medical Services. "We feel that the Coast Guard's profile is

Olympians Would Have Trouble Passing



too extensive and detailed to be practical."

In addition, Dr. Logue pointed out that the Coast Guard's profile does not take either age or experience of a seaman into account. "Older seamen who have been shipping for years are, through the aging process, not as agile as when they began shipping," Dr. Logue said.

SIU President Hall suggested to the Coast Guard that they hold a meeting with union and management representatives before taking any further action on their physical profile draft.

After such a meeting, Hall said, working committees should be formed to draft regulations which are both practical and realistic.

Unions Drafting Proposal to Secure V.A. Benefits for Seamen

Maritime labor is continuing its efforts to get merchant seamen awarded veteran's status for time served in military support roles during wartime.

Along with several other AFL-CIO maritime unions, the SIU is helping to draft a well-documented proposal which will form the basis of an application for V.A. benefits on behalf of merchant mariners. (Other maritime unions involved include the Marine Engineers Beneficial Association, the National Maritime Union, the Masters Mates & Pilots and the Radio Operators).

The proposal will be submitted to a three-member Civilian/Military Review Board, convened by the Dept. of Defense. Created under the auspices of the G.I. Improvement Bill of 1977, the Board's function is to decide on a case-by-case basis whether various groups should be awarded veterans status and the benefits that go with it.

Submission of the maritime unions' joint application will be ready by November of this year. This extra time will enable the unions to put together a strongly supported, comprehensive draft proposal.

Preparation of the proposal has been a painstaking process. Extensive research has been necessary to document the five criteria established by the Defense Dept. as the basis of judging whether a particular group should be granted veteran's status.

The DOD's criteria say a civilian group can receive veterans benefits if:

- they received training and acquired a military capability or the services they performed were critical to the success of a military mission;
- the members of the group were subject to military justice, discipline and control;
- they were not permitted to resign;
- they were susceptible to assignment for duty in a combat zone;
- they had reasonable expectations that their service would be considered active military service.

Using data culled from a variety of sources, including a report submitted by the Maritime Administration to the Defense Dept., the maritime unions are building a strong case for veteran's benefits on behalf of seafarers.

Included are facts and figures

proving that thousands of merchant mariners were killed or wounded as a result of war-related service. In addition, the unions cite evidence that many merchant seamen received military training in World War II and participated in defense gunnery manning when no Navy crews were assigned.

The most difficult of the five DOD criteria to substantiate has been the last which says that merchant seamen must prove they had "reasonable expectations" that their wartime service would be

considered active military service.

"Reasonable expectations" is a subjective attitude which can't readily be backed up by facts. But the intent of a speech made by President Franklin D. Roosevelt when he signed the first G.I. bill into law in 1944 was clear. "I trust," FDR said, "that Congress will also soon provide similar opportunities for post-war education and unemployment insurance to members of the merchant marine who have risked their lives time and again during this war for the welfare of their country."

Good Feedin' Galley Crew



Galley crewmembers of the *Cove Engineer* were on tap for a photo recently when the ship pulled into Port Reading, N.J. They are, from the left: Juan Pagan, messman; Mike Kelly, saloon messman; Glen Cyres, B.R.; Charles Miles, steward/baker, and Nazareth Battle, chief cook.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1979

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

Congress is now in recess and will reconvene Sept. 5. Meanwhile, action has been taken recently on a number of legislative matters of particular concern to Seafarers. And further action is expected when the House and Senate get back in session.

• Ocean Mining—House

On July 25, 1979, the House Merchant Marine and Fisheries Committee favorably reported H.R. 2759, the Deep Seabed Hard Mineral Resources Act.

During the markup session, the Committee rejected an amendment offered by Rep. Paul McCloskey (R-Calif.) designed to weaken the U.S.-flag vessel provisions in the legislation by a division vote of 10-7.

As reported by the Committee, the legislation retains the requirements that mining and processing vessels and at least one ore transportation vessel per mining site be documented in the United States.

• Ocean Mining—Senate

On July 30, 1979, the Senate Foreign Relations Committee favorably reported, with amendments, S. 493, the Deep Seabed Hard Mineral Resources Act.

During the markup, a motion by Senators Frank Church (D-ID.) and Jacob Javits (R-N.Y.) to include language from last year's ocean mining legislation requirements that mining and processing vessels be built in the United States was adopted by the Committee. Joining in support of the motion were Senators: Richard Stone (D-FL); Charles Percy (R-IL); Jesse Helms (R-NC) and S. I. Hayakawa (R-Calif.).

In addition to the "build America" provision of the bill, S. 493 requires that mining and processing vessels and at least one ore transportation vessel per mining site be documented under the laws of the United States.

H.R. 2759 and S. 493 have not as yet been scheduled for floor action in the House or the Senate.

• Passenger Vessels

On July 23, 1979, the Subcommittee on Merchant Marine of the House Merchant Marine and Fisheries Committee held a hearing on legislation designed to enable the return of the *S.S. United States*, the *S.S. Independence* and *S.S. Santa Rosa* to active passenger service.

The bills were introduced by Congressmen Daniel K. Akaka (D-Hawaii) and John Murphy (D-N.Y.) respectively. Enactment of this legislation would clarify the ability of a vessel built with construction subsidy funds, as were the *S.S. United States* and *S.S. Santa Rosa*, to operate in the domestic trade after the expiration of the vessels' statutory life of 25 years.

H.R. 4814 introduced by Congressman John Murphy (D-NY) would direct the Coast Guard to redocument the *S.S. Independence*, so as to allow the vessel to engage in the coastwise trade.

General Counsel for the Maritime Administration, Constantine Caras, supported all three bills "as important steps toward promoting and developing U.S.-flag passenger and cruise service in our domestic trades."

During a markup session on July 27, 1979, the Senate Commerce, Science and Transportation Committee, chaired by Senator Howard Cannon (D-NV), reported similar legislation to permit these three passenger ships to return to active passenger service.

• Maritime Authorization

On July 27, 1979, by voice vote, the House of Representatives passed H.R. 2462, the Maritime Appropriations Authorizations Act for fiscal year 1980.

As passed, this legislation authorizes: \$101 million for the construction differential subsidy program; \$256.2 million for the operating differential subsidy program; \$16.3 million for research and development; \$25.8 million for maritime education and training expenses and \$35.5 million for Maritime Administration operating expenses.

During floor debate of the legislation, the

House rejected the two amendments offered by Rep. Paul McCloskey (R-Calif.).

They included an attempt to reduce the construction differential subsidy program by \$69 million, and

an amendment to allow foreign-built vessels to obtain operating differential subsidy.

• Outer Continental Shelf

The House Select Committee on Outer Continental Shelf will continue oversight hearings on the implementation of offshore oil and gas development on the Outer Continental Shelf. Rep. John Murphy (D-N.Y.) will chair the oversight hearings.

• Railroad Deregulation

The Transportation and Commerce Subcommittee of the House Interstate and Foreign Commerce Committee will continue field hearings on deregulation of railroads. Rep. James Florio (D-NJ) held a hearing on August 7 in Chicago, Ill.

• Committee Reorganization

The House Select Committee on Committees (that's right!) will hold a meeting to consider proposals to revise committee procedures, rules and jurisdiction. Rep. Jerry Patterson (D-Calif.) will chair the meeting.

Seniority Upgraders Visit Washington For A Look at Political Action in Action

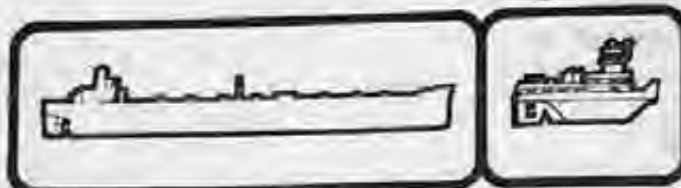


Eleven more Seafarers came to Washington to take a first-hand look at their union's political activities, and to talk with both the SIU's and the industry's representatives about our legislative program. During their day-long visit, the SIU members—who were participating in the 'A' Seniority upgrading program—met with representatives of the Transportation Institute, and later with SIU and AFL-CIO legislative staff at the Maritime Trades Department.

As they posed on the Capitol steps for a photo, they were joined by a strong

supporter of the U.S. Merchant Marine—Congressman William Whitehurst (R-Va.)—who is standing behind SIU Legislative Representative Betty Rocker. Behind the Congressman is SIU Houston Patrolman Hernando Salazar.

Participating in the Washington educational visit were SIU Upgraders Donald Bousson, Gary Cellamare, David Murray, Robert Scrivens, John T. Nathan, Stephen K. Thompson, Joseph Cosentino, Vincent P. Carrao, Mark S. Downey, Rodney Penoe, Thomas Redes and Larry Barker.



Congress Holds Hearings On LNG Facility Siting

The Subcommittee on Coast Guard, Navigation, Oceanography and Merchant Marine held two days of hearings earlier this month on two bills which would set down regulations and restrictions of the location, construction and operation of liquefied gas (LNG) facilities in the United States. The two House bills are H.R. 1414 and H.R. 3749.

Among those testifying were Charles Nalen, Director of Vocational Education at the Harry Lundeberg School; Charles Mollard, SIU Washington representative; and Herbert Brand, president of the Transportation Institute.

Nalen explained the school's educational program of LNG courses for unlicensed seafarers manning U.S.-flag LNG vessels. According to Nalen, the educational programs provide LNG safety training for rated seafarers. These educational standards, Nalen concluded, have provided each seafarer employed onboard LNG vessels the required training to insure continued safe ship operation.

In testimony submitted for the record, Brand expressed support for the objectives

of the proposed legislation. He further stated that the implementation of uniform guidelines for the safe operation of LNG facilities would reduce public anxiety over the implementation of pending projects. Approval of the projects, Brand noted, would result in the replenishment of our energy supplies, reduction in unemployment and the ultimate strengthening of the U.S.-flag fleet.

Charles Mollard commended the Sub-

committee's recognition of the need for a coordinated regulatory approach to the siting, construction and operation of liquefied gas facilities. Mr. Mollard also expressed the belief that "if the United States is to achieve its goal of reducing its heavy dependence on imported oil, the approval of pending LNG import applications and proposed energy projects such as new refineries, pipelines and tankers must be expedited."

US-Flag Fleet Hits 22 Million Tons

The privately-owned ocean-going fleet of the U.S. Merchant Marine totaled 745 ships (550 active) comprising a record 22.8 million dead-weight tons, on Aug. 1, according to figures released by the U.S. Maritime Administration.

Compared to July 1 totals, the number of ships in the U.S. fleet decreased by four vessels, but the overall capacity of the U.S. fleet increased by 1.6 million tons.

The large gain in capacity reflects the larger sizes of the new fleet additions during

the past 12 months, and the comparatively small size of the older vessels removed from the fleet during that period.

The active privately owned fleet as of Aug. 1 totaled 21.6 million dwt.

As of Aug. 1, also, 55 merchant ships totaling nearly 3 million tons were under construction or on order in private American shipyards. The shipbuilding orderbook consisted of 11 tankers, 10 liquefied natural gas (LNG) vessels, 14 intermodal carriers, 10 dry-bulk carriers, 3 cargo-breakbulk vessels, and 7 special-type vessels.

Legislation to Beef Up U.S. Share of Bulk Trade Introduced

Representatives Lindy Boggs (D-LA) and Paul Trible (R-VA) recently introduced legislation which could substantially beef-up U.S.-flag participation in the carriage of dry bulk commodities. The co-chairmen of the Congressional Shipyard Coalition said that it is time to "establish for the United States a policy of bilateralism in our bulk trades."

The U.S. Maritime Administration has introduced similar legislation aimed at aiding our bulk fleet.

On August 2nd, the Louisiana Democrat introduced H.R. 5113, the Maritime Bulk Trade Act of 1979. Rep. Boggs described the measure as a bill "to encourage the movement of bulk cargoes to and from the United States in a manner that provides for an equitable sharing of these cargoes between and among American-flag vessels, the ships of our trading partners and those of third-flag nations."

Mrs. Boggs noted that such bilateral "agreements exist at the present time in certain Latin and South American trades, specifically with Brazil, Argentina, Guatemala, Chile, Peru and Colombia and with the Soviet Union."

This sought after increase in U.S.-flag bulk carriage would be accomplished, according to Rep. Boggs, "through the negotiation of governing international maritime agreements with our bulk commodity trading partners which will reserve at least 40 percent of the bilateral bulk trade to the vessels of each nation." Mrs. Boggs further pointed out that these agreements will become effective upon Congressional approval and will restrict third flag or cross trade carriers to a maximum share of 20 percent of the bilateral trade subject to the waiver procedure.

Rep. Paul Trible characterized his bill as creating "a new and novel approach to the

issue of construction and operating subsidies for U.S.-flag vessels."

The Virginia Republican, co-chairman with Rep. Boggs of the Congressional Shipyard Coalition, stated, "In recognition of the substantial investment already made in many 'Jones Act' vessels, the bill structures the new system of CDS and ODS payments in such a way that the owners decision to operate a vessel in foreign trade or domestic trade will be made on the basis of commercial consideration rather than on the basis of the availability or nonavailability of subsidy in either of these trades."

Rep. Trible further pointed out that the

bill addresses a series of other issues which have impacted adversely upon the bulk sector of the U.S. merchant marine.

He explained, "These include (1) artificial restrictions on the foreign sale of subsidized vessels, (2) prohibition on the use of the Capital Construction Fund in domestic coastwise and intercoastal trades, (3) unreasonable limitations on the ownership and operation of foreign-flag vessels by subsidy recipients, (4) lack of adequate enforcement of the cargo preference laws dealing with government impelled cargo and (5) restrictions on the worldwide trading opportunities of U.S.-flag vessels."

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

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

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

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

**SUPPORT
SPAD**

8 Galley Veterans Set to Get Cooking For New Steward Recertification Program

EIGHT Seafarers have been selected for the first class of the brand new Steward Recertification Program. They will begin the two-month Program on Sept. 3 at the Harry Lundeberg School in Piney Point, Md.

The stewards selected were: **Judson P. Lamb; Herbert Seypes; James Golder; James Higgins; Paul Franco; Charles Rice; Alfred Bodie, and Charles Scott.**

These Seafarers were chosen in the same manner that members are selected for the Bosun Recertification Program. Following the July membership meeting in New York, a meeting was held of rank-and-file stewards who chose a three-man selection committee from among themselves. This Committee then picks stewards for the Program from among the applicants.

The next Steward Recertification class will begin Nov. 12, 1979. In 1980 there will be a minimum of six classes and there may be as many as eight.

The stewards in each class will spend six weeks at HLS and two weeks at Headquarters.

By going through this Program, stewards will be upgrading their work skills. They will also be gaining a greater knowledge about their Union and today's maritime industry.

Both are essential if the steward is to function properly as the

head of his department and as an important member of the ship's committee.

If you have not already applied, you should do so as soon as possible. Just see your SIU Representative or contact the Seafarers Appeals Board.

Qualifications for the Steward Recertification program, as formulated by the Seafarers Appeals Board, include:

- class "A" seniority:
- three years seetime in a rating above 3rd cook or assistant cook with at least one of the three years as chief cook, or;
- four months seetime as 3rd cook, assistant cook or higher, plus four months as cook & baker or higher, plus four months as chief cook with certificates of completion from HLS for each course, or;

- nine months seetime as 3rd cook or assistant cook plus four months as cook & baker plus four months as chief cook with HLS certificates for cook & baker and chief cook courses, or;

- nine months seetime as 3rd cook or assistant cook, plus nine months as cook & baker, plus four months as chief cook with an HLS certificate for the chief cook course.

Steward Department Members!

Apply Now for the Steward Recertification Program

This program gives you the up-to-the-minute skills you need aboard today's vessels:

Learn how to:

- Manage the entire Steward Department
- Control inventory
- Prepare for Public Health inspections
- Type
- Polish your culinary skills
- Plan menus and use food efficiently

It's your ticket to job security.

It'll put you on top in your profession.

AND—you get 110 dollars a week—you can't afford not to attend!

Contact your **Seafarers Appeals Board** to enroll.

Sign up now! Program begins November 12.



Economy Demands Action on Ocean Mining

Congress is once again considering passage of an Ocean Mining Bill, one very similar in tone and substance to legislation proposed last year.

If enacted, the new bill would provide many benefits to the beleaguered American economy, including the creation of badly needed jobs for a host of American workers, especially those employed in the maritime sector.

The bill is being considered at a time when the Law of the Sea Conference has come to an impasse. The Conference was convened nearly six years ago to, among other things, regulate the rich natural resources which lay at the bottom of our planet's oceans.

It was hoped that the Law of the Sea Conference would quickly produce an agreement under which the nations of this world could recover vast mineral deposits considered to be "the common heritage of mankind."

The American economy desperately needs the mineral resources paying the ocean floor.

At the present time the U.S. imports 98% of its manganese and cobalt, 90% of its primary nickel, and 15% of its copper. All these minerals could be obtained from the bottom of the ocean instead of from foreign countries.

Elliot Richardson, the U.S. delegate to the Law of the Sea Conference, has gone on record as supporting interim legislation which would set standards for American participation in the mining of ocean minerals.

Companies have been reluctant to mine resources from the ocean floor because the legal duties and obligations which govern such activity remain unclear. The companies are afraid of risking the enormous investment it would require to undertake such a venture so long as their investment may be jeopardized by a lack of legislatively defined standards.

Last year, the ocean mining legislation which was proposed ran into problems because of time difficulties.

It enjoyed considerable support in

Congress as well as with labor and industry officials. It passed easily in the House. However, it was set aside in the Senate because of the supposedly overwhelming workload which confronted Congress.

It was overlooked even though manganese is an essential ingredient in the production of all iron and steel products. The iron and steel industries are among the most important in this country. Their performance affects every facet of the American way of life.

The legislation was overlooked even though copper plays an important role in the manufacturing of electrical motors, power generators, transformers, plumbing, brakes, radiators, heaters and carburetors.

The legislation was overlooked even though nickel is used in petroleum refining and in the production of gas turbines, aircraft frames, marine and automotive bodies, and ceramics.

And it was overlooked even though cobalt is used to produce industrial magnets, telephones, gas turbines; and plays an important

role in radiation research and treatment.

Congress is again confronted with a seemingly overwhelming workload. It may overlook ocean mining legislation as it has done before. And if it does then the natural resources which would have helped to ease the grave economic problems which confront our nation will lay untouched at the bottom of the ocean floor. These minerals will still have to be imported, and their cost will aggravate an already astronomical balance of payments deficit.

Last year, the U.S. was the only nation to actively consider legislation which would have set interim regulatory standards for an incipient ocean mining industry. This year, however, both Japan and West Germany have been studying the issue. Congressional inaction on this matter is threatening to erode America's competitive edge in an important economic area, and could conceivably deprive many unemployed American workers of increasingly scarce jobs.

Red Tape Has New LNG Projects Tied Up

WHEN Congress returns to Washington in September, they'll be considering legislation which will clear the way for development of alternative energy sources, including liquefied natural gas.

Right now, the U.S. has no clear LNG policy. Lengthy regulatory procedures are required before a company can sign a contract to import the fuel or break ground for an LNG terminal. Many tentative contracts between U.S. companies and Indonesia, Algeria and other major LNG exporters have been buried in regulatory red tape.

The SIU has long supported creation of a U.S. LNG policy as a means of generating both badly needed fuel and employment for Americans. SIU members have been in on the ground floor of LNG transport, crewing a total of ten U.S.-flag LNG carriers over a two year period.

The SIU's well-known commitment to LNG prompted an invitation from Rep. Mario Biaggi (D-N.Y.) to testify on two LNG bills last month. Two days of hearings before the Subcommittee on Coast Guard and Navigation and Oceanography were held on H.R. 1414 and H.R. 3749. Both bills are aimed at streamlining current LNG siting, construction and operation procedures.

Charles Nalen, Director of Vocational Education at HLS

went to Washington, accompanied by SIU members with LNG sailing experience to testify on the Union's LNG training program.

Nalen told the Subcommittee that "a comprehensive understanding of an LNG ship, its cargo and operation procedures," is crucial for a crew aboard an LNG vessel and provides the basis of the Union's LNG program.

He outlined the details of that program which includes instruction in the properties and handling of LNG, its hazards and procedures to follow in an emergency as well as LNG ship construction and firefighting.

"Satisfactory completion of



Lundeberg School Director of Vocational Education Charles Nalen was a key witness at a recent Congressional hearing on coastal storage sites and facilities for liquefied natural gas (LNG).

"I was impressed by the efficiency of the crews on these vessels. I witnessed one at Cove Point, and the care, the precision, the precaution was extraordinary. And I can understand it—I can understand it from the industry's point of view, because they have hundreds of millions of dollars invested."

"But the crew obviously shared that concern and commitment, because they did a phenomenal job. They brought that vessel alongside and you could have cracked an egg between it. That's how delicately and how effectively it was done."

Subcommittee Chairman
Rep. Mario Biaggi

these courses is required for certification from HLS," Nalen said, adding "this certificate is mandatory for employment on-board LNG vessels.

"Since our initial LNG course in early 1974," Nalen noted, "we have graduated 624 Seafarers."

Subcommittee Chairman Biaggi remarked on the safety record of Union LNG crews which he had a chance to observe firsthand during a visit to the LNG receiving terminal at Cove Point, Md. "I was impressed," Biaggi said, "by the efficiency of the crews on these vessels... the care, the precision, the precaution was extraordinary."

Following Nalen's testimony on LNG training, SIU Washing-

ton representative Chuck Mollard told the Subcommittee that the Union considers "importation of LNG as part of a sound overall energy policy.

"LNG is one of the few sources of energy which can be obtained quickly and in large volumes," Mollard stated. In addition, he pointed out that construction of U.S.-flag LNG carriers to accommodate an LNG import program would create employment for shipyard and shipboard workers.

The U.S. needs a "coordinated regulatory approach to the siting, construction and operation of liquefied gas facilities," Mollard. "The SIU supports the adoption of government policies encouraging LNG imports."



Seafarers with experience aboard SIU-contracted liquefied natural gas (LNG) carriers were on hand for a special Congressional hearing on proposed sites for LNG off-loading and storage facilities. The three Seafarers, who were in Washington as part of their union's Seniority Upgrading Program, posed for a photo in the offices of the House Merchant Marine & Fisheries Committee before the hearing. They are Donald Bousson, Larry Parker and Gary Cellamaro.

AFL-CIO Calls Boycott Of Seattle Bank

A boycott of the Seattle-First National Bank has won the unanimous support of the AFL-CIO Executive Council.

Seattle-First National has refused to recognize and bargain in good faith with Financial Institution Employees of America, Local 1182 of the United Food and Commercial Workers International Union.

The bank has refused to bargain since March 1978. It was at that time that Local 1182, formerly an inde-

pendent association, was chartered by the international union.

The bank has ignored findings of unfair labor practices made by the National Labor Relations Board. Directives by the Board to bargain in good faith have been appealed by the bank to the U.S. Court of Appeals.

The SIU supports this boycott and calls upon all union members and their families and friends to cease patronizing Seattle-First National as long as necessary.

Getting to the top
doesn't have to be a
long haul.

We'll help
you get
there
fast—



Move up in the Engine Department. Take the FOWT Course at HLS. It's your first step up the career ladder. It starts November 26. To enroll, contact your SIU Representative or mail the application in this issue of the Log to HLS.

2 More Seafarers Retire With Increased Pension

Though a distance of 1500 miles separates New York, the home of Seafarer Louis E. Lowe, and Brother Charles L. Dandridge's home outside the port of Mobile, the two oldtime SIU members have something in common.

Both Seafarers Lowe and Dandridge retired under the Union's Early Normal Pension Plan this summer. And they share the distinction of being the second and third deep sea SIU members to qualify for the new, \$400 monthly pension.

The two men sailed 125 days after Jan. 1, 1979 before putting in for pension, which qualified them for the \$400 monthly pension.

As of June 16, 1980, the deep sea pension will jump another \$50 per month to \$450. Deep sea SIU members who put in 125 days of seetime after June 16, 1980 will be eligible for the \$450 monthly pension payment.

The new monthly pension rate of \$400 this year and \$450 next year applies to all three types of SIU pensions: Regular Normal, Early Normal and Disability.

But Seafarers eligible to retire under the Union's Early Normal pension (20 years seetime at age 55) can accumulate even more in monthly pension payments under the Early Normal Pension Increments Program.

For every full year (365 days) worked after meeting the eligibility requirements for Early Normal pension, a Seafarer is entitled to a \$25 monthly pension increment, up to a maximum of seven increments.

Both Seafarers Lowe and Dandridge are Early Normal pensioners. And both Lowe and Dandridge continued working after they qualified for Early Normal retirement.

Brother Lowe accumulated six years seetime working on the Sea-Land shoregang after he qualified for Early Normal retirement. That means Seafarer Lowe earned six \$25 increments, bringing his pension up to \$550 per month.

Brother Dandridge continued shipping as AB and accumulated three years employment after he was eligible for an Early Normal pension. So he'll be drawing a

monthly pension benefit of \$475.

By putting in that extra seetime, Brothers Lowe and Dandridge also made themselves eligible for the Early Normal Supplement program. A Seafarer who works at least two years after meeting Early Normal Pension requirements will earn a *lump-sum bonus* of one full year pension payments (12 times the monthly pension benefit).

In Seafarer Lowe's case, his monthly pension plus increments comes to \$550. So his lump-sum supplement check, payable the January following retirement, will be 12 x \$550 or \$6,600.

Brother Dandridge worked three full years after qualifying for Early Normal retirement. His supplement check will total 12 x \$475 or \$5,700.

Another benefit for all SIU pensioners and their dependents comes in the form of continued coverage under the Seafarers Welfare Plan.

Seafarers Lowe and Dandridge will be picking up their first, well-deserved pension very soon.

Brother Dandridge, who join-



Louis E. Lowe



Charles L. Dandridge

ed the Union in the Port of Mobile in 1945, plans to use his leisure time "to get in plenty of fishin'." Dandridge shipped OS in his early years with the Union, working his way up to AB in 1956. He's well satisfied with the benefits he'll be receiving under the pension plan and thinks the improved benefits "are a sure sign of progress by the Union."

Brother Lowe agrees. He said the new monthly pension benefits are "a considerable change from when I started shipping out," adding that he started sailing as a messman on old ISU ships back in 1938.

Seafarer Lowe, who ended his seafaring career as a chief cook, plans to stay in New York, where he lives with his wife, and take it easy during his retirement years.

Ogden Connecticut Committee



Recertified Bosun Elmer Barnhill (third left) ship's chairman of the *ST Ogden Connecticut* (Ogden Marine) leads his Ship's committee and crewmembers at a payoff at Stapleton Anchorage, S.I. N.Y. early this month. With him (l. to r.) are Chief Pumpman Mitch Samuels, educational director; Chief Cook Ray Gonzalez, Wilper Ricky Broadus, engine delegate; Chief Steward Ed Kelly, secretary-reporter; Messmen R. Manuel and T. Tims, Baker J. Mortinger, steward delegate and engine Utility R. Lopez.

N.O. Has New Seamen's Center

Seamen and servicemen will find they have more reason than ever before to get excited about arriving in New Orleans.

Always a favorite place to drop anchor, the great city on the Mississippi now boasts a new maritime center located in the heart of the French Quarter. Here, seamen can make use of modern recreational facilities, including a gymnasium, swimming pool, game room, lounge and library. The center also has a small chapel, and will provide a place to send and receive letters and telephone messages.

The Stella Maris Maritime Center is housed at 609 Governor Nicholls

Street. The building, a former recreational center for French Quarter youths built in 1948, was recently renovated at a cost of \$350,000.

The man primarily responsible for the center's opening is the Rev. Donald F. Grady who serves as director and rector at Stella Maris. Father Grady is no stranger to the needs of seamen, having served as port chaplain in Boston and Portland, Me. before coming to New Orleans three years ago to serve as chaplain for the Archdiocese of New Orleans Apostle of the Sea.

The new center will offer space for clergy of a number of religions to hold services including the Greek Orthodox and Dutch Reformed churches, as well as the Roman Catholic Church.

The operation of the center will be overseen by Col. Jack R. Booth, USAF, (Retired) which will be served by a staff of five. Volunteers are also expected to help the center provide its valuable service to seamen.

Tug Diplomat Joins SIU Manned Interstate Fleet

A 118-foot long boat has been added to the SIU-contracted fleet of Interstate Oil Transport (IOT).

The boat is the *Diplomat*. Acquired this year by IOT, the boat was built in 1978 and was formerly known as the *Lampco VI*.

She's 195 gross tons and has a beam of 34 feet. Her work area will be the Delaware Bay and River and other parts of the East Coast.

The *Diplomat* will be towing the tank barge *Interstate 138*. This barge holds 130,000 barrels of oil.

Since the barge is not quite ready, the *Diplomat* is now working in the U.S. Gulf Coast.



SIU Boatman Kenny Guth, relief captain, sailed the tug *Diplomat* (IOT) from the Algiers Iron Works Shipyard at Algiers, La.

Alcoholism is a disease.

It can be treated.

At Sea & Ashore

San Francisco

A winning combination of six lookouts aloft, alert Seafarers at the rail, a curious radio operator and a brilliant feat of seamanship by the 40-year veteran captain of the containership *SS Transchamplain* (Matson) all helped the ship's 3rd mate survive a million-to-one shot chance—to be picked up afloat alone in the middle of the shark-infested Pacific Ocean.

By rights, 3rd Mate Gudmundur "Lucky" Sivertsen, 60, should be in Davy Jones' Locker today a couple of hundred miles off Guam Is.

Instead, after he was reported missing overboard an hour later and 26 to 27 miles away from the ship by the vessel's radio operator—who had seen the mate clad in his underwear and socks on deck early in the afternoon of July 25—did Capt. Elmer Gibbons, 64, sound the alarm and count the crew on the stern.

Despite wind, currents and choppy seas which lowered the rescue odds against spotting a man's head in the water, the master maneuvered the 523-foot, 7,674 gross ton converted tanker into a "Williamson Turn" looping turnabout "which puts the ship right back (along her course track) into a reciprocal, riding in her own wake.

"I ordered the ship searched and every available man (six) aloft as lookouts," the captain said. Then "I notified the Coast Guard at Guam (the ship was about a half day out of Guam enroute to Oakland). They had a plane over us just about the time we reached the man.

"I couldn't calculate the odds against finding him . . . The water temperature was 86 degrees. Suddenly there were six of the men all hollering at once 'There he is.'

"And there he was floating on his back which is best not to attract the sharks. We got a boat over to him and got him aboard but we had trouble getting the boat back because of the seas.

"We treated him for sunburn, then let him sleep through the night. He was a bit sick from all the sea water he'd swallowed, but he was back on duty the next day."

"Lucky" Sivertsen.

ST Columbia

The *ST Columbia* (Ogden Marine) sailed up to the Lake Superior port of Duluth, Minn. early last month to payoff and pickup a cargo of grain for delivery in Tunisia, North Africa. However, a grain millers strike there halted all loading of grain aboard ship. So the crew was sent home and the vessel tied up. No end is in sight for the end of the beef.

M/V Lionheart

The Coast Guard has given the nod to extend use of the *M/V Lionheart* by Coordinated Caribbean Transport as a temporary U.S. flag vessel, so she can continue her voyages to Ecuador until Oct. 31. She is manned by SIU members.

By then, CCT expects to have integrated tug barges available so the *Lionheart* could be withdrawn.

Chester, Pa.

Puerto Rico Maritime Shipping Authority's (PRMSA) R/O R/O trailership the *Ponce* will be converted for a 40 percent more carrying capacity at the Sun Shipyard here at a cost of \$29 million. It should be completed in 18 months after start of conversion.

A 90-foot midbody, spar deck and new boilers will be added, allowing stowage of 390 40-foot trailers and 126 autos.

VLCC Maryland

The 265,000 dwt *VLCC Maryland* (IOM) starting in the middle of this month will make six voyages in the Alaska North Slope to Panama Canal oil trade during the next six months. She is the lone subsidy-built U.S. tanker on the run now.

Tobago, W.I.

A Greek-flag supertanker, the 292,666 dwt *VLCC Atlantic Empress*, which collided with the Liberian-flag supertanker, the 210,257 dwt *VLCC Aegean Captain* late last month off Trinidad, sank in flames off this island early in August.

The crash generated the "world's biggest oil spill" from tankers. However, the *Aegean Captain* survived.

SS President Hoover

The former PFEL ship, the renamed *SS President Hoover* (American President Line) has returned to the trans-Pacific run.

Her sisterships, the ex-PFEL ships, *SS President Grant* and the *SS President Tyler* (both APL) will go into service soon.

Southern Thailand

Armed stowaways aboard an oil tanker heading for here escaped with 2,000 gallons of diesel fuel in what Thai security and oil officials called the only known hijacking of an oil tanker.

Philadelphia

Container handling in this port increased by 22 percent in the first four months of this year. About 51,700 containers were moved. The rise is partly attributed to the long tugboat strike in the port of New York.

ST Cove Engineer

Late this month, the *ST Cove Engineer* (Cove Shipping) will haul for the MSC 10,000 tons of special fuel from the port of Norfolk to the U.S. Navy's base in Guantanamo Bay, Cuba.

Soviet Union

The Soviets have already bought almost 8-million metric tons of U.S. grain for delivery during the fourth year of the five-year U.S.-U.S.S.R. grains agreement, says U.S. Secretary of Agriculture Bob Bergland.

The agreement ends on Sept. 30, 1981 but Russia wants to modify the treaty so she can buy more corn.

Somalia and Mauritius Is.

American ships will carry half of the 32,700 metric tons of U.S. grains worth \$10.7 million sold to Somalia, East Africa during fiscal 1979 under U.S. Public Law 480.

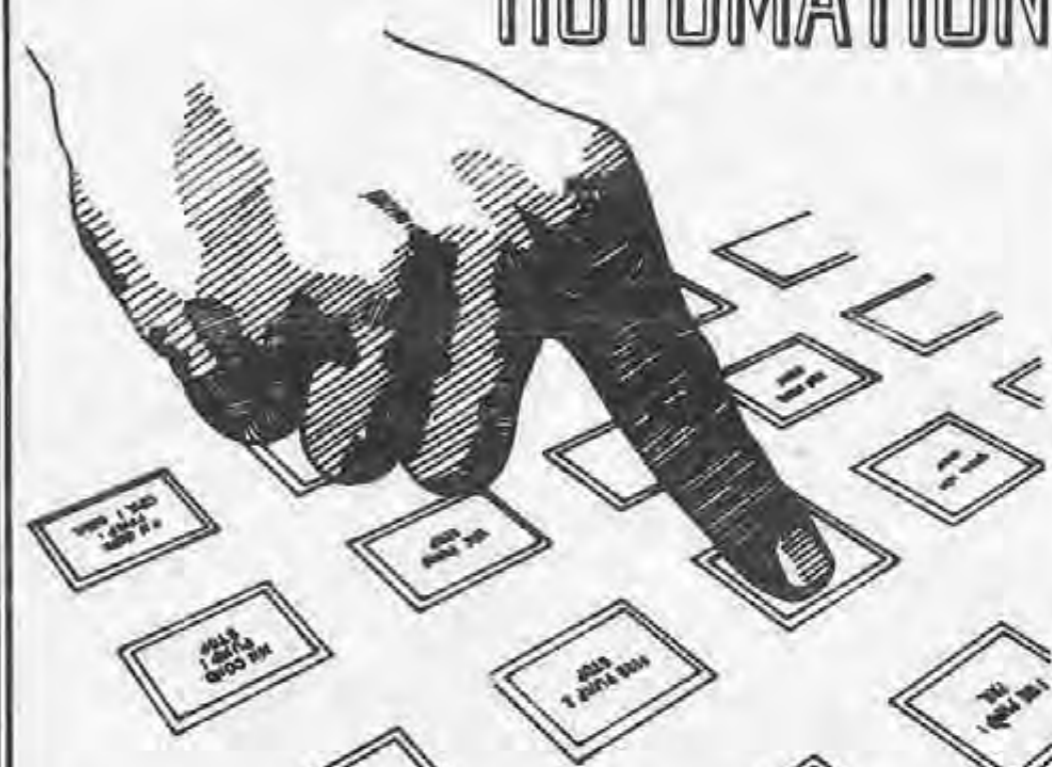
Our ships will also carry half of the 10,000 metric tons of U.S. rice worth \$2.8 million sold to the Mauritius Is. in the Indian Ocean by Sept. 30 under the above law.

Alaska's North Slope

Alaskan crude oil could flow in two years to the Upper Midwest, East and the West as the National Governors Assn. last month unanimously backed a Northern Tier Pipeline Co.'s plan to build a 1,500-mile line from Port Angeles, Wash. to Clearbrook, Minn. with connections to Buffalo, N.Y., Denver, Colo., and Salt Lake City, Utah. The line could move 700,000 to 933,000 barrels daily.

Secretary of Interior Cecil Andrus will submit recommendations on the plan to the White House by mid-October for the President's decision.

AUTOMATION



To crew U.S.-flag ships today, you've got to keep up with technology. So keep your job secure. Learn shipboard automation. Take the automation course at HLS. It starts Nov. 12. To enroll, contact your SIU Representative or mail the application in this issue of the Log to HLS.

Carter and Family Take Trek on Delta Queen



Throngs of supporters greeted the President just about wherever SIU-manned *Delta Queen* tied up along the Mississippi.

President Carter took a week long trip down the Mississippi River on the beautiful *Delta Queen*, a paddle wheel steam boat manned by SIU members. Accompanying him were his wife Rosalyn and his daughter Amy.

The trip was described by Jody Powell, Carter's press secretary, as being a "working-vacation". When asked what that meant, Powell noted that Carter had devoted much of his time to informing the American public on the energy crisis.

The *Delta Queen* is one of two overnight passenger steam boats still in existence. The other boat, the *Mississippi Queen*, also is manned by SIU members.

The week-long excursion was described as being "pleasant". The Carters remained onboard the 188 passenger vessel overnight each night and spent their days relaxing with the other tourists who signed up for the regularly scheduled voyage.

The riverboat made scheduled stops in Iowa, Wisconsin and Missouri. There had been some controversy prior to the start of the trip as to proposed restrictions on photographers assigned to covering the President. But that was settled amicably.

Reactions from the crew are not yet available.

More Power to Eddie Gilabert, New Mechanical Engineer

When Edward Gilabert was very young he used to go with his father, recently-retired Seafarer Ventura Gilabert, down to Port Elizabeth. Eddie remembers being awed by the huge cranes and unloading booms aboard the container ships his father shipped on as AB. And though his desire to go to sea like his dad faded with time his fascination with things mechanical persisted.

So when Eddie won the SIU's four year, \$10,000 college scholarship in 1975, his choice of the mechanical course at Polytechnic Institute in Brooklyn, N. Y. was a natural.

With his college training completed this past June, young Gilabert is ready to start his mechanical engineering career with a job at American Electric Power. "The company is a big electric utility which has both coal burning and nuclear power plants," Eddie explains. "I'll be working as a designer in the boiler section doing piping and steam analysis."

"Power is a big thing right now," he remarked, "and I want to get in on the ground floor of the move to develop a more efficient coal burning process."

Though Eddie is sure he's made the right career choice, he's not sure whether he'll stay with the mechanical side of engineering or move to management. So he's spending the time between college graduation and the first day of work in September



Eddie Gilabert

taking a couple of courses in management.

He also plans to continue his schooling and get a Masters degree. But whether he opts for a Masters in Mechanical Engineering or in Management depends on which direction his job takes.

"I have a very practical outlook towards the future," Eddie said. "I love the technical side of engineering but I know the real money is in management."

Gilabert spends his free time both playing and watching sports. He played intramural baseball and basketball in college and he also

likes skiing. Another hobby is building wooden models of—what else—ships.

Eddie said his father was "all for" his plan to become a mechanical engineer. "And my dad was very proud that my grades from high school were good enough to receive the SIU's scholarship."

"The scholarship was truly a blessing," Eddie added. "I don't

know if I could have reached the status I'm at now without it."

Seafarer Ventura Gilabert retired last year at the age of 65, after 30 years as an SIU member. Born in Spain, Pensioner Gilabert has been taking it easy at his Brooklyn home since his retirement.

The SIU wishes both father and son the best of luck in the years ahead.

American Heritage Committee



At a payoff early this month at Stapleton Anchorage, S.I. N.Y. are Patrolman Teddy Babkowski (seated left) and the Ship's committee of the VLC *American Heritage* (Apex Marine). Seated (l. to r.) are Recertified Bosun Ray Todd, ship's chairman and AB Willie Butts, deck delegate. Standing (l. to r.) are Chief Cook Ted Aldridge, steward delegate; Chief Steward Marvin Deloatch, secretary-reporter; QMED Doug Laughlin, engine delegate and Chief Pumpman Glenn Watson, educational director.

An HLS Entry Grad in '76, He's Now a Pilot on the Dixie Rebel

SIU Boatman John Norris, who is 23 years old, works as a pilot for Dixie Carriers as a result of the Transportation Institute Towboat Operator Scholarship.

"If it wasn't for the Scholarship Program," Boatman Norris said, "I wouldn't have gone for the license."

Norris complimented "the good people handling the Program at the Harry Lundeberg School in Piney Point, Md."

He also pointed out that the Program's "boathandling time makes it easier when you get back on a boat."

He noted that "in some places you can get a license in two weeks. But you have to pay for it. You don't get the experience you do at the School."

Brother Norris is quite familiar with the Harry Lundeberg School. He was an entry trainee there in 1976. Before that, he worked at the School since he was living nearby.

Boatman Norris plans to go back to HLS for the Celestial Navigation and Radar Courses.



Boatman John Norris

Norris also pointed out that the Scholarship Program gave him the flexibility to move from one company to another. When he entered the Program, he was sailing as a utility tankerman for National Marine.

As a pilot for Dixie Carriers, Brother Norris works aboard the *Dixie Rebel*. The boat runs along the intracoastal canal from New Orleans to Houston.

Born in Washington, D.C., Boatman Norris makes his home in Maryland.

Maritime Overseas Holding Unclaimed Wages for 72

The Maritime Overseas Corporation has notified Union Headquarters that the company is holding unclaimed wages for a total of 72 Seafarers (as printed below).

To receive these monies, a Seafarer should write to the following address: Paymaster, Maritime Overseas Corporation, 511 Fifth Ave., New York, N.Y. 10017.

J. P. Sanchez	W. F. McKinnon
B. C. O'Toole	J. Garrett Jr.
C. J. Gallagher	O. Gatlin Jr.
J. M. Resthino	S. Crader
Wm. Watson	J. Burk
P. L. Guerra	N. Battle
S. Wolfson	F. Henry
G. Moore	C. Hargraves
B. Hutchins	J. Womack
L. Smith	Wm. Gray
P. Stevens	J. McCoy
P. Rodriguez	D. Johnson
R. Guerrero	H. J. Green
W. Bays	J. D. Gerretsen
L. Judy	B. Abad
J. McKenzie	I. Roman
J. Williams	H. Thomas
J. Rounor	J. Parrish

The company requests the following information from those claiming their wages: 1.) vessel/s upon which employed; 2.) rating/s sailed; 3.) dates employed; 4.) social security number.

Following are the names of the 72 Seafarers who have unclaimed wages being held by the company:

R. Schemm	A. Cruzado
T. Luketich	H. Brass
T. S. Crowley	J. Greenfold
L. Philpoe	L. Nelson
R. Opper	R. Orano
R. H. Clifford	F. Reynolds
Arno Larsen	J. P. Wimmer
T. L. Stanley	R. C. Mobley
S. Conner	S. Yoicai
R. A. Hill II	S. Murray
F. Moore	I. Jones
H. Chamberlin	J. Hardin
B. Warren	F. Feliciano
D. Fleming	D. Gomez
L. Thomas	J. Recile
Geo. Rub	T. Rios
G. Nickum	G. Peters
J. Smith	R. Gorsu

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



UPGRADING



**It builds your future
It builds your security**

LNG—October 15, December 10

Diesels for QMED's—November 26

QMED—October 1

FOWT—October 25, November 26

Reefer Maintenance—October 1

Welding—November 12

AB—November 8

Automation—November 12

Quartermaster—October 15

First Class Pilot—October 8

Steward—October 15, November 12, December 10

Chief Cook—October 29, December 10

Cook and Baker—October 29, December 10

Lifeboat—September 27, October 11, 15; November 8, 22; December 6, 20

Tankerman—September 27, October 11, 15; November 8, 22; December 6, 20

Steward Recertification—November 12

To enroll, see your SIU Representative or contact:

Vocational Education Department

Harry Lundeberg School

Piney Point, Maryland 20674

Phone: (301) 994-0010

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

UPGRADING

It pays

Do It Now!

SIU Boat Victorious in 1979 Intl. Tug Race



SIU Deckhand Michael Bencher was pretty confident before the race that he and the rest of the *James Hannah's* crew could bring their boat to victory. Turned out that confidence wasn't misplaced.



SIU Deckhand Kevin Guild got a taste of what to expect from the weather and the river during pre-race warmup aboard the *James Hannah*.



You can't win 'em all—but that doesn't mean you have to like it. SIU Deckhand William Gregel helped bring the tug *Maryland* (Great Lakes Towing) to a third place finish in this year's race. But Gregel would have been happier duplicating the win the *Maryland* pulled off in 1977.

CARRYING a swell of five to six feet behind her, the SIU-crewed tug *James A. Hannah* (Hannah Inland Waterways Co.) sped to a first place finish in the 1979 International Tugboat Race in Detroit last month.

The victory was no surprise to the five hard-working SIU crewmen aboard the tug. Deckhand Michael Bencher had confidently predicted, "we're going to win it!" during the pre-race warm-up.

But crewmembers including SIU deckhands Bencher, Donald Radebaugh, Don Fultz and Kevin Guild and cook Louis Travillian had to hustle to pull off the win. Competition from the field of 17 American and five Canadian tugs was stiff as the boats churned up a five mile stretch of the Detroit River traveling at about 15 mph.

Another SIU-contracted tug, the *Maryland* (Great Lakes Towing) earned the third place trophy. And last year's race winner, the *Barbara Ann*, placed second.

The annual tugboat race is the midway point in the week-long International Freedom Festival. Jointly sponsored by the cities of Detroit, Mich., and Windsor, Ontario, Canada, the Festival is a yearly tribute to the friendship and cooperation between the two North American neighbors.

The Festival is now in its nineteenth year. But the tugboat races had to be suspended for seven years due to a lack of boats in the area. They were resumed in 1977 when the SIU-contracted tug *Maryland* won the championship cup.

American tugs are familiar with victory on the race course. Though Canadian boats captured the win in the first two



'On your mark!' Tugs wait for the starter's signal on the five-mile stretch of the Detroit River which serves as the race course.



What would have happened if... Would the outcome of the race have been any different if last year's race winner, the tug *Barbara Ann* (left) and this Canadian tug hadn't brushed together shortly after the start of the race?

competitions, the International Tugboat Race has had an American winner ever since.

The tugboat race increases in popularity every year, judging by the ever-increasing field of con-

testants and the size of the cheering crowds. This year, 160,000 spectators lined the riverbanks between Detroit and Windsor to root for the hometown boys.



Making sure everything's ship-shape before racetime are SIU Boatmen Kevin Guild (left) and Don Fultz. The two deckhands coiled the *James Hannah's* mooring lines before heading for their starting position.



The winner and champion of the 1979 International Tugboat Race, the SIU-contracted *James A. Hannah*. The tugboat race draws American and Canadian competitors and hundreds of thousands of spectators every year.

LETTERS



TO THE EDITOR

Recalls Tough Days Before SIU

In 1938, I started working on non-union tugs and towboats which all went out of business and left me with nothing.

In 1957 E. E. Saunders went out of business and I bounced from job to job, all non-union. Finally, I was lucky enough to land a union job on Sept. 15, 1964, with National Marine Service. I saw the company grow from roughly seven boats to the present 17 under the SIU banner, making more and better job opportunities for me every year that I was with them.

Over the years my wife and I have had various illnesses and I can't say how much the SIU and our Welfare Plan meant to us.

Just last year when I was unfit for duty with a severe heart attack, my wife had to go into the hospital for major surgery. Since I wasn't working, I had no money coming in. The SIU picked up her bill to the tune of \$2,854.00. Without it we would have been lost. Over the years I have received the best service in the world from the SIU.

My only regret is that I didn't start with the SIU in 1938. From 1938 until 1957—some 19 years of my life—I received nothing.

Brothers, you didn't get anything but a kick in the rear from non-union companies. I only worked for National Marine approximately 13 years with roughly 10 years employment time.

Now I am going to receive a deferred vested SIU pension. Along with my Social Security I can live on it. Compare 13 years with an SIU contracted company with 19 years non-union or elsewhere.

I appreciate all the union has done for me, and send my best to all my old buddies out there. I wish I could still work, but the doctors have put me in drydock.

Brothers, we have the best, the SIU.

Sincerely and Fraternaly,
John Wise
Pensacola, Fla.

Welfare Plan Was Big Help

I sincerely wish to thank everyone concerned, the Union and the Seafarers Welfare Plan for the quick and exceptional help they extended to me when my husband, Seafarer Willard Mask, became ill and then passed away. I realize only a thank you is not nearly enough but I will say it again, thanks to a wonderful Union and the Seafarers Welfare Plan.

Sincerely,
Mildred Mask
Inglewood, Calif.

Looking for CCC Alumni

Many of us wondered what happened to the three million men who served in the Civilian Conservation Corps from 1933 to 1942. So last summer, some 500 former members of the CCC from 39 states met at the VFW hall in West Sacramento, Calif. and organized the National Association of Civilian Conservation Corps Alumni to keep alive the memories and deeds of the CCC. I would appreciate hearing from any *Log* readers who may have worked in CCC projects.

Fraternaly,
Jack Vincent
1709 Michigan
West Sacramento, Calif. 95691

SIU Member Almost a Lawyer

In May 1975, I was awarded a \$10,000 Seafarer's college scholarship. I halted my sailing career when I got the award. The scholarship has allowed me to continue in school for four years, and has given me freedom from financial need to earn the college grades necessary to be admitted to a good law school.

During the four years since the award, I have completed college and two years of study at the College of Law of the University of Iowa. I will receive a Juris Doctor degree next year.

I want to thank the SIU membership, the officials, and the Trustees of the Scholarship fund for making it possible to go from one year of high school to seven years of college.

The education program of the SIU and in particular the "Charlie Logan Scholarship Program" is the finest anywhere. I hope that my experiences with the program will encourage other Seafarers to take advantage of the educational opportunity we have in the SIU. I also hope they will help to eliminate any hesitation some may have because of age and previous lack of education.

Fraternaly,
Danny McDonald, M-1495
Cedar Rapids, Iowa

Sends Word of Thanks

Many thanks to the SIU and the Seafarers Welfare Plan for the efficient way they handled my claim when I became disabled. It's been a privilege and pleasure to have sailed with this great Union.

Fraternaly,
Arthur J. Heroux, Retired
RFD, Hiram, Me. 04041

This QMED can count on a great future.



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

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

It starts November 26.

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

Sign up now!

Contact HLS or your SIU Representative.

Vacationing Congress Leaves Plenty on the Burner

WHEN the dog days of summer turn the nation's cities into sweltering sweat boxes, Congress gets busy—packing.

As the sun rises on the first week of August, the corridors of Congress are about as populated as Death Valley. This year, our Representatives and Senators, taking the fastest way out of Washington, have left critically important legislation pending in their wake.

The President's sweeping energy platform, the nation's number one topic of conversation a month ago, now gathers dust in House and Senate committee rooms.

Another energy bill, one which would effectively prohibit the export of Alaskan oil, was passed by the Senate last month. Similar legislation is still pending in the House. But current restrictions on Alaskan oil exports end Sept. 30.

So, if the House does not vote almost immediately on this measure when they get back from vacation, the resulting delay could push past the cut-off date. That could leave the oil companies free to export Alaskan crude to Japan and bring in foreign replacement supplies.

Such a swap would deprive American consumers of the largest domestic oil reserve our nation possesses. And since both ends of an Alaskan oil swap would have a foreign link, the crude could be shipped in and out of the U.S. on foreign-flag tankers.

Carter's energy program and the question of Alaskan oil are both, fundamentally, consumer issues which touch on U.S. maritime. But there are other



bills still waiting for Congressional action which have a direct and important bearing on the U.S. merchant fleet.

The Maritime Appropriations Authorizations Act for FY 1980, passed in two different versions by the House and Senate, needs action by a joint conference committee. Maritime funding is

the only major budgetary item which has yet to be sent to the President for signature.

An Ocean Mining bill which includes crucial job provisions for U.S. seamen is another example. The legislation would require that mining and processing vessels, as well as at least one ore transportation vessel per mining site, be U.S.-flag.

But the bill has a long way to go in the Senate and an even longer trip in the House where it still has to clear two committees before it can be voted.

The snail's pace at which key maritime bills move through Congress brings home, once again, the vital importance of developing a cohesive, U.S. maritime policy.

While the maritime-related bills now before Congress are important, each must make its own way through parliamentary procedure. Each separate bill takes its chances before committee after committee with no assurance of passage in the end.

We need a government policy committed to revitalizing the sagging American-flag fleet. A

policy that restores the U.S. merchant marine to both a viable commercial and national defense capability.

Formulation of such a policy is as much our responsibility as merchant seamen and as American citizens, as it is the responsibility of our legislators.

The SIU works day after day in Washington on behalf of the interests of the membership. Those activities are important. But they're no substitute for a little pressure from the people who count the most with elected representatives—their voting constituents.

Every postcard, every letter, every telegram from an SIU member to his Congressmen and Senators makes a difference. And a letter signed by an entire crew of a U.S.-flag merchant vessel carries that much more clout.

We can rail at Congress all we want for abandoning Washington with so much critical business left untended. But when it comes right down to it, the responsibility for rousing them to action on a U.S. maritime policy is ours.

LOG

August, 1979

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Doyle Ellette



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Felix R. Bonfont



BOSUN RE-CERTIFICATION PROGRAM

THE second of three Bosun Recertification classes to be held this year got underway Aug. 6 at the Harry Lundeberg School.

The 12 bosuns in the Program will spend a month at the HLS in Piney Point, Md. and a month in Union Headquarters.

In January 1979 the Seafarers Appeals Board reinstated the Bosun Recertification Program for three classes to be held in 1979.

The SAB temporarily suspended the Recertification Program in June 1976. At that time 402 bosuns had been recertified.

Since then, because of retirement, death, or other reasons the need has arisen for more recertified bosuns.

Twelve bosuns went through the first class which ran from May 7 to June 30. The second class runs until early October, and the third class will go from Oct. 8 through Nov. 30.

This Program is essential because of the important role that the bosun plays aboard ship. He's the top unlicensed man in the deck department. He is also the Union's representative aboard ship.

In both these jobs the bosun must be well informed in order to do his work in the best possible manner.

With the new technology aboard many of the SIU's contracted vessels, it's important for the bosun to be up-to-date on these shipboard changes.

Also, as the Union's ship's chairman it's essential that the bosun be knowledgeable about today's maritime industry. He can then pass on his information to his Union brothers. In this way—through a more educated membership—the Union grows in strength.

Photos of the 12 bosuns in this class are carried on these two pages.



Vic Ardowski



Ruel Lawrence



The second of three classes of the Union's Bosuns Recertification Program to be held this year started at the Harry Lundeberg School in Piney Point, Md. on Aug. 6. The 12 SIU bosuns participate in a variety of training sessions which help them fulfill their crucial shipboard roles as ship's chairmen.



HLS Director of Vocational Education Charlie Nalen (standing) leads a discussion with the 12 bosuns on how to conduct a shipboard Union meeting.



Dispatchers Report for Deep Sea

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

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

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

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

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

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

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

BUFFALO, N.Y. 290 Franklin St. 14202
(716) TL 3-9259

CHICAGO, ILL. 9383 S. Ewing Ave. 60617
(312) SA 1-0733

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

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

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

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

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

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

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

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(504) 529-7546

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

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(502) 443-2493

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(215) DE 6-3818

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

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

SAN FRANCISCO, Calif.
1311 Mission St. 94103
(415) 626-6793

SANTURCE, P. R. 1313 Fernandez, Juncos,
Stop 20-00909
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SEATTLE, Wash. 2505 1 Ave. 98121
(206) MA 3-4334

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

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

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

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

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

West Coast Stewards Halls

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

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

JULY 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	11	5	2	8	1	1	11	6	1
New York	121	54	11	90	85	13	166	45	6
Philadelphia	9	2	0	5	4	1	16	3	0
Baltimore	30	6	5	28	7	4	36	8	2
Norfolk	26	6	7	28	12	3	19	9	8
Tampa	11	15	4	5	10	7	18	7	3
Mobile	34	6	0	27	4	0	30	6	2
New Orleans	77	19	10	67	46	10	129	25	9
Jacksonville	33	8	4	34	17	2	54	13	2
San Francisco	53	10	3	44	11	7	72	10	4
Wilmington	21	8	2	8	2	1	49	15	10
Seattle	49	9	12	32	14	15	65	11	20
Puerto Rico	27	0	1	21	5	3	18	2	0
Houston	64	18	6	72	45	10	90	19	12
Piney Point	7	0	0	9	12	0	0	0	0
Yokohama	1	0	1	0	1	1	2	0	1
Totals	574	166	68	478	276	78	775	179	80
ENGINE DEPARTMENT									
Boston	1	2	1	0	2	0	3	5	1
New York	103	47	5	87	69	5	132	48	6
Philadelphia	9	3	1	9	5	1	14	4	0
Baltimore	24	12	0	16	5	0	32	19	1
Norfolk	24	5	8	20	9	3	21	5	4
Tampa	10	4	0	5	6	5	10	2	1
Mobile	18	6	0	13	10	0	31	4	0
New Orleans	52	23	3	37	20	2	114	32	0
Jacksonville	34	10	3	17	12	3	39	11	2
San Francisco	47	13	3	42	13	2	51	13	1
Wilmington	11	4	4	0	3	0	18	8	7
Seattle	28	10	3	22	9	4	43	12	3
Puerto Rico	11	2	0	11	6	1	16	2	0
Houston	57	18	9	50	32	16	72	20	8
Piney Point	0	0	0	2	1	0	0	0	0
Yokohama	0	0	1	0	0	0	1	0	1
Totals	429	159	41	331	202	42	597	185	35
STEWARD DEPARTMENT									
Boston	3	0	1	2	3	0	3	0	2
New York	50	21	3	64	52	5	63	26	5
Philadelphia	2	3	2	4	7	2	4	2	1
Baltimore	12	5	0	14	7	1	20	5	0
Norfolk	11	2	1	11	5	3	16	4	0
Tampa	7	2	0	4	1	3	11	2	2
Mobile	13	0	0	8	4	3	20	2	0
New Orleans	30	5	0	28	20	4	54	5	2
Jacksonville	20	3	0	12	18	1	27	3	1
San Francisco	24	5	4	24	9	16	30	4	4
Wilmington	11	2	4	0	2	2	14	4	7
Seattle	15	1	5	16	5	10	16	3	5
Puerto Rico	6	3	0	10	5	2	12	3	1
Houston	30	3	1	45	22	18	54	5	7
Piney Point	3	4	0	3	22	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	237	59	21	245	182	70	344	68	37
ENTRY DEPARTMENT									
Boston	2	5	1				2	11	3
New York	30	133	73				40	182	191
Philadelphia	2	21	0				5	30	2
Baltimore	12	24	18				20	34	33
Norfolk	5	32	11				3	25	13
Tampa	2	11	12				3	13	6
Mobile	5	10	2				9	20	3
New Orleans	20	51	19				37	69	43
Jacksonville	7	32	6				15	41	17
San Francisco	21	22	32				32	35	39
Wilmington	1	12	32				7	35	101
Seattle	17	33	29				16	43	49
Puerto Rico	8	14	4				15	23	8
Houston	19	55	29				16	62	37
Piney Point	4	29	0				0	0	0
Yokohama	0	1	1				1	1	2
Totals	155	485	269	0	0	0	221	622	547
Totals All Departments	1,395	869	399	1,054	660	190	1,937	1,054	699

*"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 remained extremely good last month in virtually all ports as a total of 1,904 Seafarers shipped through SIU Halls to SIU-contracted deep sea vessels. It's important to note that only 1,054 of these jobs were taken by "A" seniority people. Shipping has been good to excellent for deep sea SIU members for several years now. And the outlook for the future is more of the same. It all means one very important thing for SIU members—job security.



Piney Point

Contract negotiations were underway at the Steuart Petroleum Co. The contract expired on Aug. 1. The *Log* will run a complete rundown on the contract when it is wrapped up.

Norfolk

Negotiations are continuing on contracts at both the Cape Fear Towing Co. and the Stone Towing Co. both of Wilmington, N.C. SIU representatives from Norfolk are handling the negotiations.

* * *

Contract negotiations were progressing at the newly-organized Swann Launch Co. here.

New Orleans

Crescent Towing here has added two more modern harbor tugs fully-reconditioned to its fleet of 17 to service the lower Mississippi River from Southwest Pass to Baton Rouge, La.

The tugs *Terence J. Smith* and the *Marion Smith* will sail from Algiers Point, New Orleans.

Set to sail this month, the 350-ton tug *Marion Smith* measures 106 feet powered by a 2,400 h.p., 16 cylinder EMD diesel engine. Six of the Crescent tugs are in this power range.

In December, the 450-ton tug *Terence J. Smith* will go into service. She measures 119 feet with a 4,000 h.p. 16 cylinder GE diesel.

Baltimore

Docking two ships a week at the Cove Pt., Md., LNG facility is the busy Tug *Cape Henry* (Curtis Bay).

Great Lakes

Launched this month was the 58,000-ton tanker barge *Hannah 5801* (Hannah Marine) at the Equitable Shipyards, Madisonville, La.

The 350-foot long barge has a molded beam of 60 feet. She'll carry petroleum and chemical products. She also has a double hull and has 10 tanks to hold up to three different segregated cargoes.

Tennessee-Tombigbee Waterway

Foes of the Tennessee-Tombigbee Waterway lost another round in court last month to stall further construction.

Their injunction was denied by Federal Judge William Keady who ruled: "The granting of an injunction at this stage in the litigation would cause an immediate stoppage of work on a project of widespread importance."

Recently the U.S. Senate okayed more funding for the project pending U.S. House of Representatives' approval.

Illinois River

Modern day pirates along the Illinois River in northeast Oklahoma are kicking up a storm in the water.

Resort owners along the river report that the pirates push logs and stumps into the river, then hide along the tree-lined banks until canoeists crash into the flotsam and overturn. With that they dive in to grab cameras, camping gear, ice chests, wallets, watches and any other valuables that fall from the canoes.

U.S. Inland Waterway System

A Mid-America ports study says the volume of cargo on the nation's 15,000 miles of inland waterways will double by the year 2000, requiring the building of 1,000 new cargo-handling facilities like docks and terminals worth \$9.5 billion.

Lake Pontchartrain

A new towboat, the *Angela M* is on charter to Radcliff Materials this month for use on Lake Pontchartrain. The red, white and blue towboat was built by Gulf Outlet Marine Repair Service, New Orleans.

She measures 60 feet long, holds 8,000 gallons of fuel for a pair of GM diesel engines putting out 800 hp. She also has two 40-ton 10 hp hydroelectric deck winches.

C.G. Answers Court Case Charging Incompetency

The Coast Guard has filed a legal rebuttal to the SIU's charges that they have inadequately enforced U.S. vessel inspection and safety laws.

The Union's charges were spelled out in a 52-page lawsuit filed in U.S. District Court on May 31, 1979. In addition to the Coast Guard, the suit named several other government agencies for failing to act "in accordance with their Congressional mandate to promote the safety of life and property at sea."

Cited as defendants along with the Coast Guard were: Secretary of Transportation Brock Adams; Coast Guard Commandant Admiral John B. Hayes; Secretary of Labor Raymond Marshall; Secretary of HEW Joseph Califano, and U.S. Surgeon General Julius Richmond.

The co-defendants rebuttal, filed on their joint behalf by a federally appointed attorney, sets the stage for what promises to be a long legal battle.

Right now, legal counsel for the SIU has begun the lengthy process of compiling proof in the form of documents and expert opinions to substantiate the point-by-point charges against the Coast Guard. Those charges include:

- allowing U.S.-flag vessels to sail undermanned, making even routine maintenance of a vessel difficult. In addition, insufficient manning forces seamen to work "unreasonable amounts of overtime," and creates crew shortages in case of emergency, injury or death.

- failure to enforce the 3-watch standard required by law aboard all deep sea merchant vessels and the 2-watch standard required on tugs and barges on voyages of less than 600 miles;

- allowing unsafe and unhealthy working conditions aboard U.S. vessels, including excessive noise levels, offensive odors and fumes, unsafe cleaning equipment and inadequate fresh air breathing apparatus used for tank cleaning;

- allowing some American vessels to sail with crew quarters which are improperly ventilated, in an unclean and unsanitary condition and not equipped with proper plumbing;

- allowing some U.S. vessels to skirt compliance with many of the safety requirements of vessel inspection and certification laws.

Though the Coast Guard and other government agencies named in

the lawsuit have been notified by the SIU time and again of these and other health and safety hazards to U.S. seamen, little has been done to correct them. The Union therefore saw no choice but to seek a Court order stating that all U.S.-registered vessels must be "seaworthy and fit for navigation and that working conditions and equipment be safe and fit for intended use."

In addition, the SIU wants the

Court to compel the Coast Guard to "take all necessary measures to ensure the effective enforcement" of U.S. health and safety laws.

Because of the far-reaching and complicated nature of the Union's charges and the Coast Guard's rebuttal, a final ruling on the case could be as long as two years away. The *Log* will keep SIU members informed of all developments as they occur.

Notice to Members On Shipping Procedure

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

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

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

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be

given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

Also, all entry rated members must show their last six months discharges.

Further, the Seafarers Appeals Board has ruled that "C classification seamen may only register and sail as entry ratings in only one department."

SECURITY IN UNITY



Robert Wayne Scrivens



Seafarer Robert Wayne Scrivens, 21, graduated from the Harry Lundeborg School of Seamanship Entry Trainee Program in 1976. He upgraded to FOWT there the next year. Brother Scrivens has his lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. He has sailed as a ship's delegate. Born in New Orleans, he lives and ships out of that port.

John Nathan



Seafarer John Nathan, 20, graduated in 1975 from the Lundeborg School. There he earned his GED diploma and upgraded to fireman-watertender in 1978. Brother Nathan has the lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Born in Plymouth, Mass., he lives in Middletown, N. J. and ships out of the port of New York.

Stephen K. Thompson



Seafarer Stephen K. Thompson, 27, began sailing with the Union in 1974 following his graduation from Piney Point. He upgraded to AB there in 1977. Brother Thompson has his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. He resides in Baltimore and ships out of that port city.

Larry A. Barker



Seafarer Larry A. Barker, 26, graduated from the HLS Entry Trainee Program in 1971. He upgraded to fireman-watertender there. Brother Barker has his lifeboat, cardio-pulmonary resuscitation and firefighting tickets. A resident of Covington, La., he ships out of the port of New York.

Mark Downey



Seafarer Mark Downey, 27, started sailing with the SIU in 1968 as an OS (now AB) from his birthplace and present shipping out port, New Orleans. Brother Downey after a six-year hitch with the U.S. Navy during the Vietnam War as a 2nd class mine man at the Navy's Ammunition Depot, Earle, N. J., where he helped to set up and fire the fireworks for New York's Bicentennial "Operation Sail." He has a state pyrotechnic license. He has the lifeboat, firefighting and cardio-pulmonary resuscitation tickets from HLSS.

Rooney Pence



Seafarer Rooney Pence, 23, started sailing with the SIU in 1974 after graduating from the HLS. He upgraded to fireman-watertender there in 1977. Brother Pence has his lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Born in Houston, he ships out of that port.

Don Bousson



Seafarer Don Bousson, 25, graduated from Piney Point in 1977. The next year he upgraded to AB and took LNG training there. He has sailed on the LNG El Paso Southern and LNG Arzew (both El Paso Marine). Brother Bousson has the first aid, lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. He ships out of the port of New York.

Vincent P. Carrao



Seafarer Vincent P. Carrao, 23, graduated from the HLS Trainee Program in 1977. In 1978, he upgraded to fireman-watertender. He hopes to get his QMED rating soon. Brother Carrao has the lifeboat, firefighting cardio-pulmonary resuscitation tickets and has taken the LNG Safety Course. A native of Brooklyn, N. Y., he lives there and ships out of the port of New York.

Joseph F. Cosentino



Seafarer Joseph F. Cosentino, 26, graduated from the HLSS in 1975. He upgraded to AB there in 1978. And he has the lifeboat, firefighting and cardio-pulmonary resuscitation tickets. A native of Baltimore, he sails out of that port.

Gary Cellamare



Seafarer Gary Cellamare, 24, graduated from the Lundeborg School in 1977. Brother Cellamare got his FOWT rating in 1978. He got his LNG endorsement, sailing on the LNG Aquarius (Energy Transportation). Next year he hopes to get his QMED rating. He has his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. He lives in and ships from the port of New York.

Thomas Redes



Seafarer Thomas Redes, 24, is a 1977 HLSS Entry Trainee graduate. The next year he upgraded there to AB. Brother Redes also completed the LNG Course there sailing on the LNG Leo (Energy Transportation) maiden voyage out of Quincy, Mass. He has lifeboat, firefighting, cardio-pulmonary resuscitation, first aid and tankerman endorsements. A resident of Long Island, N. Y., he ships out of the port of New York.

A MESSAGE FROM YOUR UNION

Apply Now for an HLSS Upgrading Course!

HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)

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

Address _____
(Street)

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

Deepsea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Social Security # _____ Endorsement(s) or License Now Held _____

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

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

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

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

SIGNATURE _____

DATE _____

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



The Lakes Picture

Frankfort

Repair work has begun on the *Arthur K. Atkinson*, Michigan Interstate Railway Co.'s car ferry which has been inactive since 1974. The car ferry's shaft has been removed and is being sent out for repairs in Philadelphia. When repairs are completed, the shaft will be reinstalled in the *Atkinson* and the vessel will then be sent to the shipyard in Frankfort for hull work. The renovation is being funded through a joint grant from the states of Michigan and Wisconsin. The *Atkinson* is expected to return to service by the end of the year. She'll join the SIU-contracted company's two active car ferries, the *City of Milwaukee* and the *Viking*, which are currently making runs to Kewaunee and Manitow.

Duluth

A strike by Local 118 of the American Federation of Grain Millers has kept all grain ships tied up at the port of Duluth for the past four weeks. SIU-crewed Kinsman Lines vessels, normally used for grain carriage, have been hauling ore during the strike. The grain millers are striking most of the grain elevators in Duluth.

The Duluth Port Authority has reported that waterborne cargo moving through the twin ports of Duluth-Superior for the 1979 shipping season through June 30 were 6 percent above last year's totals. Movement of general cargo was up by about 15,000 tons over last year. That increase is attributed to a larger number of government generated PL-480 shipments to developing nations.

Algonac



When Seafarer Alvin Wobser (above left) starts something, he sticks with it. Laker Wobser chose a seafaring career and stuck with it for 30 years. And when he took a job as a conveyorman aboard the SIU-contracted steamer *John A. Kling* (American Steamship) he stayed with her for 15 years. Brother Wobser retired under the SIU's Early Normal Pension last year. He recently returned to the Algonac Union hall to pick up his pension supplement check (which he became eligible for after working two additional full years—730 days of seetime—after qualifying for Early Normal Pension at age 55 with 20 years of seetime). Above, SIU Algonac Welfare administrator Dave Rebert (right) presents a check for \$5,400.00 to Brother Wobser.

SIU Algonac rep Jack Bluit was named the Union's representative on the Tug/Barge Task Force formed by the Michigan Department of Transportation. The Task Force, which also includes representatives from MEBA-District 2, several railroads, the Upper Peninsula

Shipbuilding Co., and the Wisconsin Department of Transportation, held their first meeting in Lansing, Mich., on July 27. The group's primary function is to examine the feasibility of a proposed tug/barge operation on the Lakes and to recommend any construction changes for the proposed tug and barges before construction begins. The Task Force has until Jan. 2, 1980 to complete their report.

American Steamship Co.'s 72-year-old steamer *Joseph S. Young* has been sold for scrap. She's been inactive for the past two years.

Negotiations are still under way with the railroad which operates the SIU-manned car ferry *Chief Wawatam*. SIU reps expect the talks to be wrapped up by the end of August. The state of Michigan, which heavily subsidizes operation of the vessel, has authorized a study on the cost of converting her from coal to diesel. The *Chief Wawatam* in operation for 68 years, is the last hand bomber on the Great Lakes.

Chicago

The House Merchant Marine & Fisheries Committee, chaired by Rep. John Murphy (D-N.Y.) held oversight hearings in Chicago last month on the problems confronting Great Lakes ports. Port and shipping officials as well as government representatives testified on the need for increased U.S.-flag service on the Lakes and called for more federal subsidy money for the region.

Rear Adm. Roy F. Hoffman, municipal director of the port of Milwaukee, told the Committee that "U.S.-flag operators on the Great Lakes have received only one percent of the operating differential subsidy doled out to subsidized American steamship lines."

Mayor Jane Byrne of Chicago said, "it is a national scandal that our country does not utilize this great means to conserve energy and transport products efficiently." The Chicago mayor charged Congress with the responsibility of implementing a program to assure "substantial usage of the Great Lakes by U.S. carriers."

Mayor Byrne, and many others who testified during the hearings, endorsed the shipping season extension program. Another point which was brought up was the need to end railroad rate structures which discriminate against Great Lake ports.

(NOTE: Some of the information on the Chicago oversight hearings was sent to the *Log* by Seafarer Paul J. Franco, who was shipping as steward aboard the *Willamette* (Ogden Marine). We thank Brother Franco and remind all Lakes Seafarers that the *Log* appreciates any information they'd like to contribute.)

St. Lawrence Seaway

U.S. and Canadian Seaway officials have announced closing dates for the St. Lawrence Seaway and new regulatory procedures governing the closing. The regulations, similar to those instituted last year, will be imposed to provide for an orderly end to the navigation season.

Dec. 1 begins this year's 'closing period,' which will end when the last vessel transits the Seaway's Montreal-Lake Ontario section.

Vessels must report for final transit at designated call-in points on the St. Lawrence River by Dec. 15. Those vessels that miss the Dec. 15 cutoff will be allowed to transit the St. Lawrence River locks only if conditions permit. Late vessels will be required to pay penalties ranging from \$20,000 to \$80,000.

A new reporting procedure this year requires all inbound vessels entering the Seaway at Cap St. Michel or departing upbound from any point in the Montreal-Lake Ontario section, to declare the farthest points of their destination by Dec. 1.

Smooth Sailing

The two SIU-contracted ferries that run between Bob Lo Island's amusement park and the Michigan mainland run every day during the busy summer tourist season. The *M/V Ste. Claire* and the *M/V Columbia* (Bob-Lo Co.) even make moonlight cruises on starry summer nights. Bob Enochs is the SIU steward on the *Ste. Claire*. He wrote the *Log* to tell us "we have a fine bunch of officers and crew aboard this vessel." Brother Enochs is especially proud of his galley crew including 2nd cook Ray Meeham and crew messmen Bob Fenton, Mike Ghezeli, Marty Tight and Al Shahati.

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

Saga of the R/V Anton Bruun, Research Ship

This article is the first of a series by 'Saki Jack' Dolan, a retired Seafarer, dealing with one of the SIU's more unusual contracted vessels from years past, the R/V Anton Bruun.

by Jack 'Saki Jack' Dolan

HAVING just registered to ship at the SIU Hall in Brooklyn, I was approached by my old buddy Joe Di Giorgio (now secretary-treasurer).

"Hey! Saki Jack," said Joe, "I have a good job for you; you must fly out tonight to Bombay." The year was 1963.

Well, this was nothing new to me, as Joe had sent me all over the world at one time or another to join ships. I had never said 'no' to my good friend Joe, so, by 9 p.m. the same night 'Saki Jack' was out at the airport waiting for a flight to Rome on Air-Italia, then on to Bombay via Air-India (the worst plane ride in the world). This was on a Thursday.

The following Saturday I joined the R/V Anton Bruun (formerly the Presidential Yacht Williamsburg) in Bombay, India, as Chief Steward. The ship had been operating out of Bombay for the past six months, and would continue to do so for another six months.

I went aboard, but most of the crew, including the Captain, were ashore. I found the Chief Steward's foci and made myself at home.

A few crewmembers were having a friendly dice game back aft on the poop-deck. A new Ordinary Seaman that had come over with me joined the friendly game of chance and proceeded to win himself a bundle (\$6,000). His gear was still by the gangway, which he promptly claimed and took a taxi back to the airport and a plane home. He didn't even wait to collect his one day's pay. This was not an unusual occurrence on the Anton Bruun, I was to find out later.

When the master finally came back from ashore, I told him the story, and he said: "Well, it's nothing new, I'll order another OS from New York."

We continued to operate out of Bombay, India, and one incident in particular comes to mind.

There was a very friendly taxi-

driver called Ali Babba or some such friendly name. And he usually worked for any of the crew that happened to be going ashore at the time.

Over the months, Ali Babba was very much trusted by all the crewmembers, especially the officers. He used to go and exchange their dollars on the black-market for extra rupees. This went on for some months until one fair day they entrusted him with several thousand dollars. That was the last anyone saw of Ali Babba. I later heard something about an Ali Babba having a fleet of taxis in Calcutta.

We continued to run out of Bombay for six months, and then moved on down to Durban, South Africa, Mombasa, Kenya and several small ports in Madagascar.

The captain was in very bad shape when I came aboard, and used to cry on anyone's shoulder that would listen to him. He would guzzle at least a case of beer every day, this being evident by the empties in his garbage can daily.

He was upset that the scientists were in charge of the vessel. They told him where they wanted to go each day to perform their scientific endeavors. This went on for quite a spell, and finally came to a head off the coast of Madagascar one morning about 3:00 a.m., when the captain decided to have Fire and Boat Drill. The next day he was sent home and the chief mate was put in charge until we returned to Durban, South Africa.

Sharks, Deadly Fish

We moved on up into the Indian Ocean to Port Louis, Mauritius Islands. By the by, the Indian Ocean is full of sharks of every description. This I knew not before this cruise. We caught sharks, and the scientists aboard put a marker into their fin, and threw them back into the water for further study. They must have marked several thousand over the months.

The steel net we trawled with back



Killer sharks and other deadly fish and snakes were among the daily "catch" pulled aboard the Anton Bruun during research voyages in the Indian Ocean back in the early 60's. 'Saki Jack' can be seen holding shark fin (far right).

aft was brought on board with a small crane called a 'cherry picker'. This net was usually full of sharks, and a variety of deadly poisonous fish and snakes.

The scientists aboard usually had a ball, what with the two large scientific laboratories on board to work in, and nets full of fish and snakes to dissect. They were really busy from dawn to dark and later.

One thing I will say; marine scientists are really dedicated men and women. We usually had several lady-scientists on board, and they came from all over the world.

Each evening after work the chief scientist would have a cocktail party in the Officer's Salon from 6 p.m. till midnight. I and my gang would serve the food and drinks (six hours OT daily, not bad).

This was really an OT ship, all you wanted in all three departments, seven days per week, at sea and in port. In fact there was more in port if you wanted it, but most of the gang beat it ashore including yours truly.

My foci truly looked like an old fashioned 'Hock-Shop.' This was due to the no-limit poker game in the crew messhall each night. Over half the crew owed me, and it was hard to collect cash. I was paid off with guitars, accordions, radios, phonographs, binoculars, paintings, (and I mean—several of each), for over a year, I couldn't lose in the game, and finally I quit playing for good. It really took up too much of my valuable time and interfered with my drinking (I at the time was a firm candidate for AA).

Our Chief Engineer, Mr. Grasty (Nasty Grasty, as we called him behind his back) was out of Chester, Pa. He was always after our good

Chief Electrician Dave Manafe, whom he referred to as that 'Rag-head'.

Dave was a hard worker and also the ship's only interpreter (being able to converse in several languages, including Gaelic). At one port we entered several times in Madagascar, no one ashore spoke a word of English, only French, and Dave was the sole crewmember with the capacity to speak French. We used him daily in our dealings with the local ship's chandler.

A company of Irish soldiers was stationed here during WW II, and a good percentage of the local natives spoke Gaelic. Dave the electrician had a ball conversing with them during our stay.

While at Madagascar, one night ashore we ran into a company of French legionnaires. We had a slight run in with these sweet, lovely soldiers. Besides being good soldiers, they are very good thieves as well, as we were sure as hell to find out. Many of us lost our watches, cash, and jewelry, as well as our teeth. We missed the last launch to the ship, and had to sleep in a new sewerpipe, that was laying on the beach waiting for installation. It was a windy and cold night, and there was no other shelter.

The scientist collected many species of local coral, rock, birds, and fishes.

After spending about two weeks here, we sailed off for the Mauritius Islands in the Indian Ocean (the land of the famous, or infamous 'dodo-bird', the bird that could not fly).

You will read all about the dodo-bird in the next chapter. Also about our luau. Also our visit to the British 'Nafi Base' on Gann Island.



'Saki' Jack, right, is shown seated forward on the Anton Bruun somewhere in the Indian Ocean along with Jimmy "Sparks" Conners.

Senate Confirms Samuel Nemirow As New Maritime Administrator

Samuel B. Nemirow has been confirmed by the Senate as Assistant Secretary of Commerce for Maritime Affairs after having been strongly endorsed by nearly every sector of the maritime industry. He succeeds Robert Blackwell, who resigned recently after years of dedication to the U.S. merchant marine.

Numerous witnesses appeared before the Senate Merchant Marine and Tourism Subcommittee to express their great admiration for Nemirow's skills, both as a lawyer and as an administrator.

During the course of the confirmation hearings, Nemirow himself, stressed his desire to contribute to the well-being of the maritime industry. He maintained that "progress is needed in a concerted and cooperative effort if we are to implement a national, cohesive

maritime policy toward revitalizing this industry." He added that he was "dedicated to a strong, healthy, viable and competitive maritime industry operating in a most efficient manner."

Nemirow said that one of his top priorities would be to conclude a shipping agreement with the People's Republic of China, whereby American ships would be guaranteed a fair share of cargoes moving between the two nations.

SIU Supports Nemirow

Testifying on behalf of Mr. Nemirow during the hearings, was SIU Washington Representative Chuck Mollard.

Mollard stated that: "The SIU is convinced that Sam Nemirow is the right man for the job. This nomination is another step toward enhanc-

ing the maritime progress of the United States. We're confident that he has the ability and the strength to do a good job."

Herb Brand, president of the Transportation Institute, a non-profit maritime research and educational organization, noted: "The challenge to our merchant marine industry in these uncertain times are manifold and difficult... Mr. Nemirow is clearly a skilled public servant who thoroughly understands the problems of the maritime industry and is eminently qualified to deal with these problems by virtue of his perceptiveness, knowledge and temperament."

Sen. Daniel K. Inouye, (D-Hawaii) and chairman of the subcommittee before which Nemirow appeared, expressed his firm support of the appointment.

Nemirow, 37, held various posts

within the maritime administration prior to his appointment to this position, including general-counsel and deputy assistant secretary.



Samuel Nemirow

SIU's Joe Sacco Elected V.P. of Texas AFL-CIO

SIU Houston Port Agent Joe Sacco last month was unanimously elected vice president of the Texas State AFL-CIO.

He was elected to the two-year term at the Texas AFL-CIO Convention.

Brother Sacco's predecessor as the Texas Labor Federation's vice president was former SIU Vice President Paul Drozak, who died of cancer in March of 1978 at the age of 50.

The Texas AFL-CIO dedicated its convention to Paul Drozak that year.

In talking about his own election, Joe Sacco told the *Log*, "I'm following in the footsteps of one of the most dedicated maritime labor leaders this country has ever seen. I've pledged to do my best in this job and I'll try to live up to the high standards set by Paul Drozak."

Sacco was nominated for the vice presidency of the State Labor Federation by Maynard White, president of the Harris County Central Labor Body.

Besides being SIU port agent and vice president of the Texas AFL-CIO, Sacco is secretary-treasurer of the West Gulf Port Council of the AFL-CIO Maritime Trades Depart-

ment. He is also on the Executive Board of the Harris County Central Labor Body in Houston.

Sacco's participation on these labor councils enables him to help

Texas workers. But in particular, by having a voice on these labor bodies he can watch out for the best interests of SIU members in the Texas area.



SIU Houston Agent Joe Sacco was elected vice president of the Texas AFL-CIO.

Deposit in the SIU
Blood Bank—



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Safety First When Entering Tank or Confined Space

Death is a hard teacher. Unfortunately, sometimes it takes a tragedy to motivate people to exercise safety.

The safety procedures which must be followed by seamen working in confined spaces, like cargo holds in tankers and barges, are straightforward measures. But they are often left unused. As a result, confined space accidents have become one of the most common killers in the maritime industry.

Several recent accidents which occurred in confined spaces aboard ship have brought the issue to the forefront once again. The latest incidents were reported by the Coast Guard in Proceedings of the Marine Safety Council. And the title of the article—"Confined Space Accident Fatalities—Again!"—tells the whole story.

In one case, two marine surveyors were in the process of inspecting a barge. They were warned that the void spaces and tanks on the fourth deck had not been tested for oxygen content. But the surveyors entered those spaces anyway. And they didn't wear any protective equipment.

Within a few seconds after climbing down the ladder into the tank, the first surveyor lost consciousness and fell 14 feet to the tank's bottom.

A nearby shipyard worker, summoned to the surveyor's aid, rushed into the tank and also lost con-

sciousness. Like the surveyor, he wore no safety gear. By the time local firemen pulled the two men from the tank, the first was dead and the second suffered after-effects indicative of brain damage.

Both men collapsed because the level of oxygen in the tank was not adequate to sustain life. A test of the oxygen level in the tank, taken after the accident, revealed the oxygen level was only six percent. Normal air contains 21 percent oxygen by volume.

"An enclosed space atmosphere containing between six and 12 percent oxygen is deadly to human life," the Coast Guard said, "primarily because... unconsciousness can occur so quickly that there is not time to escape. A man breathing air containing only 13 to 15 percent oxygen," the CG added, "will also be seriously affected. But because one of the symptoms of oxygen depletion is a feeling of euphoria or happiness, the affected man may not realize he's in trouble."

The continuing incidence of confined space tragedies points out, again, that safety procedures must be followed when entering any confined space aboard ship. In addition to the danger of low oxygen levels a tank may contain toxic vapors which could be fatal to someone exposed to them, or could contribute to serious disease over the long term.

The number one rule for any seaman entering a confined space is—never assume the area is safe.

Even if a tank's atmosphere has been checked for toxic vapors and certified "safe for men," remember: if the tank has been closed to circulation it may not contain enough oxygen. A tank that has been inerted will have a very low oxygen content.

Any seaman entering a tank which is unsafe, or which he thinks may not contain a sufficient level of oxygen must wear safety equipment. Observing these simple safety precautions could save a life:

- Wear a self-contained breath-

ing apparatus which provides respiratory protection. This piece of equipment is a must if the level of toxic chemicals in the tank is hazardous or if the tank's oxygen level is low.

- Wear a harness and attached life-line tended by at least one person outside the tank. If you get into trouble, a tug on the line could save your life as well as the lives of those there to help you.

- Wear protective clothing when entering a tank where the concentration of toxic chemicals is unknown or dangerous. Protective clothing will prevent skin irritation and should be removed immediately after leaving the tank.

Mena Clan Has Home in SIU



Pete Mena Sr. is SIU top-to-bottom and so are his sons. From the left are Gerry, 22, Ron, 24; Pete Sr. himself; Jeff, 20 and Paul, 17.

KNOW YOUR RIGHTS

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

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

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

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

NEWARK (Sea-Land Service), June 10—Chairman, Recertified Bosun Dennis Manning; Secretary C. M. Modellas; Educational Director A. N. Zhivarin. No disputed OT. Chairman discussed the "Headquarters Notes" column in a recent issue of the *Log* by SIU Executive Vice President Frank Drozak. The title of the column was "Take Advantage of Our Benefits." The many benefits the SIU provides for its members was discussed. Also noted was the President's Report in this issue entitled "The Future Is Never Secure." This report gave us a summary of how our Union functions and how it survives. It also gave us the good news and the bad news. It talked about the battle of the Maritime Authorization Bill which is very critical to our industry because it sets the amount of government grant money the industry will receive for the next fiscal year. The good news such as the merging of the Marine Cooks & Stewards Union with ours. The finest educational opportunities offered for all seamen in the Harry Lundberg School in Piney Point and the strong leadership and a solid hard working membership which count the most. To express it briefly there is an old saying that goes "United We Stand, Divided We Fall." So, therefore, we must all work together to participate in all areas where our union functions if possible. If we want to win the fight we must remember the importance of SPAD. It is up to all members to hold on to what we already have and to keep the integrity of the SIU. Next port, Seattle.

SEA-LAND BALTIMORE (Sea-Land Service), June 3—Chairman, Recertified Bosun Jose L. Gonzales; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Deck Delegate Leonard Grove. No disputed OT. \$15.25 in ship's fund. Chairman requested that a list of the repairs that had to be done be submitted as soon as possible. Discussed the importance of donating to SPAD. Educational director advised that if anyone needs any help, just ask for it. A vote of thanks to the steward department for a job well done. Next port Portsmouth.

SANTA MERCEDES (Delta Steamship), June 22—Chairman, Recertified Bosun Egon D. Christiansen; Secretary Samuel N. Smith; Educational Director Bobby E. Stearman; Deck Delegate Thomas W. Lasater; Engine Delegate James E. Roberts. \$221.45 in ship's fund. No disputed OT. Chairman reported that a telegram was received from Paul Hall in regard to the 7½ percent raise in pay and that effective in December we will receive a cost of living increase. While in the shipyard all the showers for the steward department were painted and ninety percent of the rooms and the deck and the engine rooms will get painted before returning to the States. Quite a discussion was held on renting movies. There would have to be a special collection made for this item as it is very expensive. Next port Balboa, Panama.

DELTA ECUADOR (Delta Steamship), June 23—Chairman T. Neilsen; Secretary J. Carter; Deck Delegate Jose Ortiz. Some disputed OT in deck and engine departments. Chairman held a discussion on upgrading and the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.



JEFF DAVIS (Waterman Steamship), June 17—Chairman, Recertified Bosun G. E. Annis; Secretary R. Collier; Educational Director W. C. Stevens; Deck Delegate Larry A. Jordan; Engine Delegate A. Gega; Steward Delegate A. Zanca. Some disputed OT. Treasurer reported that there was \$2,398.87 in the treasury for movies and drinks at the start of the voyage. We rented 35 movies and purchased ten. The chairman showed a total of 184 movies so far this voyage. Collected \$2,407.00 as of June 16, from donations, sale of drinks (soft) and arrival pools. Balance on hand \$8.13. Read wire received from Paul Hall in regards to raise and motion made to accept and concur. Letter received from headquarters in regards to crew mail in reply to wire sent by ship's chairman. It was further requested that the ship's chairman contact headquarters upon arrival in regards to the poor mail service by the Waterman New York office in forwarding mail to crew. A vote of thanks to the steward department and especially to the baker for fine food and extras put out. Next port New York.

DELTA AMERICA (Delta Steamship), June 17—Chairman, Recertified Bosun Stanley Jandora; Secretary J. Kundrat; Educational Director G. Roy; Engine Delegate John D. Linton. Chairman complimented the men on the job well done in lightening the vessel so it could be pulled off the reef. No disputed OT. Report to *Log*: "The men held up pretty good while on the reef considering it took fourteen days to get off. Everyone is very happy about getting to New Orleans."

COVE COMMUNICATOR (Cove Shipping), June 19—Chairman, Recertified Bosun J. Michael; Secretary E. Dale; Educational Director J. Emidy; Deck Delegate M. R. Henton; Engine Delegate C. C. Williams; Steward Delegate Alphonse Johnson. No disputed OT. Chairman reminded all members of the importance of upgrading and getting books as they become eligible. Chairman and crew would like to say thank you to all the officials that took part in getting the air conditioners and TV. We really appreciate it. A vote of thanks to the steward department for a job well done. Next port, Houston.

DELTA SUD (Delta Steamship), June 10—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial; Engine Delegate E. Welch; Steward Delegate Theodore Macris. \$71 in the ship's fund. No disputed OT. Chairman reports that we had an accident free trip last time out so lets hope everyone can get by this one safe and sound too. We should be getting some new *Logs* in one of the ports along the way. When you have read them, return them to the lounge so others can read it too. A vote of thanks to the steward department for a job well done.

CONNECTICUT (Ogden Marine), June 18—Chairman, Recertified Bosun J. R. Broadus; Secretary E. Kelly; Educational Director F. Perkins; Deck Delegate J. W. Mullis; Engine Delegate C. Taylor; Steward Delegate J. Mortinger. Some disputed OT in engine department. Chairman held a discussion on Paul Hall's report in the *Log* and suggested that all members should read his report. A vote of thanks to the steward department for a job well done.

EL PASO ARZEW (El Paso Marine), June 24—Chairman, Recertified Bosun B. Browning; Secretary Huston; Educational Director E. Delande; Deck Delegate Richard D. Fanning; Engine Delegate Bob Hemming. Some disputed OT in deck department. The crew is very happy about the deck lunches put out by the steward department around the poop deck pool. More are planned if the weather permits. Captain MacElrevey complimented the crew on keeping a happy ship. Report to *Log*: "The Arzew Zoo, meets at the pool. This is the nickname for us, we are doing what sailors since time have dreamed of. Swimming, sunning and eating off the top of the hog. Bob Black, chief cook and Willie Palmer, baker get the honors for Texas style Barbecue and Char-broiled steaks at these meetings. All hands pitch in to serve and clean up. It is great." Next port, Cove Point, Md.

SEA-LAND ECONOMY (Sea-Land Service), June 9—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director H. Dehadaway; Deck Delegate B. Jarratt; Engine Delegate E. D. Bain; Steward Delegate H. Mobley. \$155 in movie fund. No disputed OT. Chairman read and explained the telegram that was received from Paul Hall. Also discussed the advantages of upgrading for those who are qualified. The chairman asked all members to try to show a little more courtesy in showing the new men coming aboard the ropes, especially watch standing and gangway procedures on safety. Next port, Port Everglades.

NEW YORK (Interocean Mgt.), June 3—Chairman, Recertified Bosun Joseph Bourgeois; Secretary C. Scott; Deck Delegate L. C. Arnold. No disputed OT. Chairman discussed the importance of SPAD as the way to keep a strong Merchant Marine voice in Congress. Also urged all members to apply as soon as possible for upgrading at Piney Point especially for the LNG as this is a new and growing field. The *New York* tied up in Cape Town, South Africa on April 12. It was the largest ship ever to pull into that port. The SIU was well received in the Cape Town Times. Request the Union's assistance in obtaining more and better quality movies, due to the fact that this ship has very little port time.

ULTRASEA (Apex Marine), June 17—Chairman H. Bouganim; Secretary Roy R. Thomas. Some disputed OT in engine department. The chairman gave a talk on the Bosun Recertification Program and urged all those who qualify to apply. Also on the importance of donating to SPAD and to read the *Log* to keep up with all Union activities. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Odessa, Russia.

OVERSEAS HARRIETTE (Maritime Overseas), June 10—Chairman, Recertified Bosun T. Barnes; Secretary Floyd Mitchell Jr.; Educational Director Keith D. Craig; Engine Delegate G. Thompson. No disputed OT. Chairman reported that everything is running smooth. Members requested chairman to see if he can get new movies or more of a variety for T.V. cassette. Observed one minute of silence in memory of our departed brothers.

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

**SAM HOUSTON
SEA-LAND FINANCE
SEA-LAND PRODUCER
SANTA MAGDALENA
LIONHEART
COVE SAILOR
DELTA URUGUAY
COVE RANGER
ROSE CITY
DELTA MEXICO
JACKSONVILLE
DELTA VENEZUELA
THOMAS NELSON
MAUMEE
OVERSEAS VALDEZ
MOUNT WASHINGTON
SEATTLE
BAYAMON
DELTA MAR
ARECIBO
DELTA COLOMBIA
BROOKS RANGE
TAMPA
ULTRAMAR
ATLANTIC
OGDEN WILLAMETTE
DELTA NORTE
OGDEN CHARGER
MERRIMAC
DELTA ARGENTINA
SEA-LAND PIONEER
STONEWALL JACKSON
TAMARA GUILDEN
SEA-LAND CONSUMER
SEA-LAND GALLOWAY
STUYVESANT
BORINQUEN
OGDEN CHAMPION
MONTPELIER VICTORY
COVE EXPLORER
OVERSEAS JOYCE
ZAPATA RANGER
TEX
GOLDEN MONARCH
BOSTON
SEA-LAND VENTURE
COUNCIL GROVE
SEA-LAND PACER
SEA-LAND PIONEER
OVERSEAS ULLA
OVERSEAS ANCHORAGE
ZAPATA PATRIOT
EL PASO SOUTHERN
MONTICELLO VICTORY
ALEUTIAN DEVELOPER
AMERICAN HERITAGE
CANTIGNY**

Helpin' to Cook



Assistant Cook Charles Wharton shows his diploma.

The
Harry
Lundeberg

School
of
Seamanship

Ready to Cook and Bake



All set to cook and bake are new Cook and Bakers (l. to r.) R. McElwee, K. Thatcher and J. Wagmer.

Firemen-Watertenders Set to Stoke Up New Careers



New SIU firemen-watertenders in a graduation photo at the HLS, Piney Point, Md. are (front l. to r.) B. Malachek, J. Trauth, D. Camacho, P. Olson, D. Keppard and L. Miller. The middle row (l. to r.) has R. Schumaker, T. Burke, R. Cromuel, A. Taylor, P. Boyd, T. Cate, J. Koesy and C. Piper. Bringing up the back row (l. to r.) are R. Bright, R. Batchelor, R. Larsen, W. Cooksey, E. Smith, J. Miller, T. King and R. Waem.

HLS Launches Night Classes for Independent Study

There are many ways for a seafarer to improve his skills at the Harry Lundeberg School. A seafarer or boatman can take a vocational course at HLS to increase his work skills. There are also academic programs to help the student with his personal education in reading, math or english.

Several evenings each week, classrooms on the schoolship *Charles S. Zimmerman* are open to all students at HLS. There are no formal classes held. The student decides what he wants to learn about. The teachers then develop a program just for the student to meet his needs.

Among the classes that are open are the math and reading areas. Mrs. Kathy Brady, one of the evening class teachers, commented, "There are several areas that students ask about. Some are interested in working on basic grammar skills and others want to add to their vocabulary." Students enrolled in

advanced classes may need help with their math skills. This help will make it possible for them to work on navigation problems a little easier, for example.

The classes are conducted on an independent-study basis. In other words, the teacher will give the seafarer or boatman something to work on. Then, she will check with him frequently to monitor his progress, answer his questions and make sure he understands this new information.

Enrollment in the evening class program is voluntary. No students are required to attend. Many seafarers and boatmen take advantage of these classes. One upgrader said, "Because of the extra help I got from the teachers in the evening classes, I did better on my study problems for the celestial navigation class."

All seafarers and boatmen who are students at HLS are welcome in

the evening classes. If you want to improve on a skill, visit the math or reading rooms aboard the *Zimmerman*. The teachers can help you

while you are enrolled in another program at the Lundeberg School. Success is bound to follow you to your classes.



The Lundeberg School now has night classes for those wishing to improve academic skills.

Legal Aid

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

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

NEW YORK, N.Y.

Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tele. #(212) 279-9200

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

John Paul Jennings, Henning
and Walsh
100 Bush Street, Suite 1403
San Francisco, California 94104
Tele. #(415) 981-4400

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

BOSTON, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Are You Getting Dishpan Hands?

Well, get yourself out of the soap suds!
Upgrade in the Steward Department
at HLS.

Chief Steward—October 15, November 12
Chief Cook—October 29
Chef and Baker—October 29

Sign Up Now!

See Your SIU Representative
or
Contact HLS



Dispatchers Report for Inland Waters

JULY 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	4	16	1	0	2	0	7	21	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	1	0	0	0	3	2	3
Mobile	4	1	0	0	0	0	14	1	1
New Orleans	1	4	12	0	1	15	2	7	16
Jacksonville	1	6	0	0	2	2	0	7	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	2	8	0	0	1	4	15	31
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	4	0	0	2	0	1	9
Houston	4	7	4	3	4	3	4	11	11
Port Arthur	3	4	23	1	8	27	5	3	9
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	7	35	25	7	20	16	5	33	24
Piney Point	0	40	0	0	42	0	0	0	0
Paducah	0	21	98	3	15	49	1	11	130
Totals	26	136	176	14	94	115	45	112	236
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	1	0	0	1	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	2	0
New Orleans	0	0	0	0	0	0	0	0	1
Jacksonville	0	0	2	0	0	2	1	1	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	1	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	0	1	0	0	3	2
Port Arthur	0	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	1	1	0	0	0	0	1	2
Totals	1	1	6	0	1	3	3	8	12
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	0	0	2	0	0	1	1	0	1
Jacksonville	0	0	1	0	0	1	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	1	2	1	3	0	0	3	5
Piney Point	0	2	0	0	2	0	0	0	0
Paducah	1	3	18	0	0	7	1	3	25
Totals	2	6	25	1	5	9	5	6	37
Totals All Departments	29	143	207	15	100	127	53	126	285

*"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.

**Help
A
Friend
Deal
With
Alcoholism**



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

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

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

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

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

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

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



Richard George Sohl, 50, joined the SIU in the port of New York in 1955 sailing in the deck department. Brother Sohl sailed 28 years. He was graduated from the Piney Point Quartermaster Course in 1978. Seafarer Sohl is a veteran of the U.S. Navy in World War II serving as an aircraft dispatcher. Born in St. Albans, Queens, N. Y., he is a resident of West Park, N. Y.



Thomas Edwin Freeman, 65, joined the SIU in the port of Houston in 1960 sailing as a fireman-water-tender, junior engineer and pumpman. Brother Freeman sailed 36 years. He was a former member of the SUP sailing on Navy tankers. And he is a wounded veteran (Purple Heart medal) of the U.S. Navy while serving on the destroyer *U.S.S. Newcomb* in the Battle of Okinawa. Seafarer Freeman was born in Illinois and is a resident of New Orleans.



Louis Ricker Brown, 63, joined the Union in the port of Mobile in 1961 sailing as an AB for the Red Circle Transport Co. from 1961 to 1969. Brother Brown also sailed deep sea and was a member of the NMU. He is a veteran of the pre-World War II U.S. Navy. Boatman Brown was born in Montgomery, Ala. and is a resident of Theodore, Ala.



Eric E. Harmel, 63, joined the Union in the port of Baltimore in 1960 sailing as a deckhand for Harbor Towing from 1959 to 1962 and for Curtis Bay Towing from 1962 to 1979. Brother Harmel is also a machine operator. He was born in Germany and is a naturalized U.S. citizen. Boatman Harmel is a resident of Baltimore.

Pensioner's Corner



Monroe J. Jackson, 62, joined the Union in the port of New Orleans in 1956 sailing as an oiler for Crescent Towing in 1945. Brother Jackson was born in Burricid, La. and is a resident of New Orleans.



John Q. Wise, 62, joined the Union in the port of Mobile in 1965 sailing as a captain for A. P. Ward Co. from 1957 to 1964 and for National Marine Service as captain of the *National Eagle* from 1964 to 1979. Brother Wise attended Piney Point's Vessel Operator Management and Safety Program in 1976. He was born in Enterprise, Ala. and is a resident of Pensacola, Fla.



William Arthur Hamlin Jr., 65, joined the SIU in the port of New York in 1955 sailing as a general utility. Brother Hamlin sailed 27 years. He was born in Syracuse, N. Y. and is a resident of Holly Hill, Fla.



Willie Edward Tomlinson, 59, joined the SIU in the port of Baltimore in 1962 sailing as an AB. Brother Tomlinson sailed 29 years. He is a wounded veteran of the U.S. Navy during World War II. Seafarer Tomlinson was born in Meredithville, Va. and is a resident of Baltimore.



Marion Haskell Maynard, 63, joined the SIU in the port of Galveston in 1952 sailing as a chief cook. Brother Maynard was born in Plano, Tex. and is a resident of Dallas, Tex.



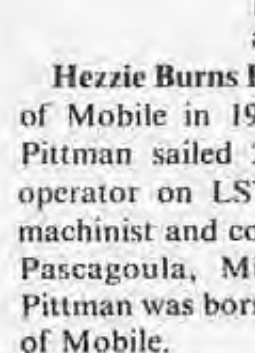
Sverre Leknes, 49, joined the SIU in the port of Philadelphia in 1956 sailing as a bosun and dredge tender. Brother Leknes sailed 29 years. He was born in Haugesund, Norway and is a resident of Rockaway, N.J.



Simon Garoyoa, 62, joined the Union in the port of Baltimore in 1956 sailing as a deckhand for Baker-Whiteley. Brother Garoyoa is a former member of the National Maritime Union. He was born in Guernica, Spain, is a naturalized U.S. citizen and is a resident of Baltimore.



Sherrill Grey Campen, 64, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Norfolk, Baltimore and Carolina Line (NBC) from 1942 to 1979. Brother Campen also sailed deep sea as a 1st assistant engineer during World War II. He is also a member of Marine Engineers Beneficial Assn. (MEBA) District 2. Boatman Campen was born in Lowlang, N.C. and is a resident of Chesapeake, Va.



Hezzie Burns Pittman, 65, joined the SIU in the port of Mobile in 1956 sailing as a pumpman. Brother Pittman sailed 28 years. He was an engine room operator on LST's and on the steaming crew as a machinist and coppersmith for the Ingalls Shipyards, Pascagoula, Miss. from 1952 to 1955. Seafarer Pittman was born in Foxworth, Miss. and is a resident of Mobile.

Oldtimer Willy Manthey, 50 Years a Seaman, Calls It a Day at 73

With his white beard, his Turk's head wrist bands, and his earrings, he looks like he belongs to the sea, but to an era older than ours. One, perhaps, where wooden whaling ships went on four-year voyages.

His name is Willy Frank Manthey and at the age of 73 he's decided to end his seafaring career as an able seaman. Brother Manthey retired last month on an SIU pension after sailing for 50 years.

As a boy of 12 or 13, young



On receiving his first pension check at the June membership meeting in New York, Brother Willy Manthey called the SIU "the best maritime union."

Manthey began working on the waterways of Europe aboard his father's barge. The barge carried coal, cabbage, and grain.

Though the barge work gave Manthey his start on the water, it wasn't always a pleasant job. Brother Manthey remembered that "kids would throw rocks at us."

Born in Poland, Manthey's first deep sea ships were Northern European. That was around 1930 and Manthey was working "down below" as a coalpasser.

He had a yearning to see different places and would wait for a ship going to a particular area.

"Sometime" in the 1930s, Seafarer



It was a little darker, but even in the early 1940s Willy Frank Manthey sported a beard. He's shown here (on the right) when he was a gunner's mate in the Navy during World War II.

Manthey came to the U.S. When World War II broke out he went into the U.S. Navy and became a gunner's mate.

In the Navy from 1941 to 1946, Manthey took part in the invasion of Okinawa.

Manthey joined the Union in the port of Baltimore in 1946. If he found a good ship he would stay aboard for five or six years.

He sailed out of a number of ports over the years with a variety of SIU-contracted companies. Some of them no longer exist, like Robin Lines, Smith & Johnson, Bull Line, and Shepherd Line.

After all those years of sailing,

Manthey says he plans "to take it easy" now in his retirement.

One feels, though, that Brother Manthey is not ready to settle down right now. He may still have a few years of traveling ahead of him. And maybe by then he'll be willing to tell us about that earring. When asked about its origin, Brother Manthey simply said, "that was a long time ago and I'm not ready to talk about it yet."



About ten years ago while in Africa, Brother Manthey had this classic portrait taken.

Penguins, Icebergs, Wildlife and Killer Whales

by Seafarer Bill Todd, Chief Steward

I WOULD like to call to your attention a recent voyage of the *USNS Maumee* to McMurdo Station in the Antarctic.

As secretary-reporter, I found the trip interesting. And as a seaman for the past 27 years, it was a once in a lifetime trip.

The *Maumee* has made a number of trips to the Antarctic over the years.

In the trip this year to McMurdo, we carried heating oil for our bases. We also carried JP-4 and bunkers for the Coast Guard ice breakers.

The United States, along with 15 other nations, have signed a treaty providing that the Antarctic Continent is to be used for international scientific research with total freedom in the pursuit of research and an exchange of the results. There are no boundaries, as such, for these scientists and there is a free flow of personnel and material.

Upon our arrival at McMurdo Sound, there was a delay due to one of the ice breakers having problems. The *USCGC Glacier* had to break a



Even in "summer," the Antarctic is quite cold as can be seen in this photo as huge icebreaker leads the way for the *Maumee*.

channel for her and then resume the task of breaking a larger channel for the *Maumee*.

We circled at dead slow ahead for eight days. In the process re-fueled the *USCGC Polar Star* so that she could return to Seattle for needed repairs. We steamed in circles because of ice floes.

While circling we had a magnificent view of Mt. Erebus. There was an ever changing view as the sun was

perhaps 20 degrees above the horizon, 24 hours a day. Mt. Erebus is one of two active volcanos on the Antarctic continent.

As the days went by, we were becoming more concerned that we would be unable to get to the base as this was at their year end and temperatures were dropping. As a result, Captain Henry Church was picked up by helicopter to view our route to determine if we could get through to McMurdo Station. He felt that we could.

The Coast Guard cutter *Glacier's* motto is "follow me." When our channel was cut, we did just that. We were so close behind that we felt that it would be possible to jump from our bow to her stern.

After arriving, the crew enjoyed movies, beverages, and recreation at several of the military clubs. All seemed to have a good time visiting with the researchers and hearing stories of the sub-continent.

A few chowed down at the Personnel Building where all are welcome. It was a change of scenery and food, which helped to break up the monotony of a long trip.

Many of the crew made souvenir purchases at the ship's store. All trip long, "T" shirts were a big item from various places visited.

Mike Parker, OS, was fortunate to be escorted through the beautiful ice caves, which are within walking

distance of Scott Base, about three miles from Mc Murdo. From the sun filtering through the ice, Mike said that it looked as though there were millions of diamonds sparkling on the overhead.

Scott Base belongs to New Zealand. It is manned by about 70 people this year and 13 are "wintering over." They are in the process of erecting a large building for the housing of scientific and laboratory facilities. The "Kiwis" are naturally friendly and drinking is a great pastime. This is attributed to the low humidity, but they love their pint.

McMurdo is much larger than Scott Base with roughly 1,000 men during the summer and with about 70 "wintering over" this year. They maintain the base and facilities during the harsh winter.

There were a great number of crewmembers taking photographs of our trip, the ports that we visited, Emperor penguins, icebergs, wildlife, birds, the killer whales. It was a sightseer's paradise. The majestic mountains, the glaciers; it was all quite beautiful and unspoiled.

The ship was unloaded in record breaking time and was duly noted by a wireless from Admiral Johnson with MSC complimenting the Captain and crew on their performance in getting this vital cargo to its destination. To quote, "the *Maumee* has done it again."



Seafarer Bill Todd

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Sept. 4	2:30 p.m.	7:00 p.m.
Philadelphia	Sept. 4	2:30 p.m.	7:00 p.m.
Baltimore	Sept. 5	2:30 p.m.	7:00 p.m.
Norfolk	Sept. 6	9:30 a.m.	7:00 p.m.
Jacksonville	Sept. 6	2:00 p.m.	
Algonac	Sept. 7	2:30 p.m.	
Houston	Sept. 10	2:30 p.m.	7:00 p.m.
New Orleans	Sept. 11	2:30 p.m.	7:00 p.m.
Mobile	Sept. 12	2:30 p.m.	
San Francisco	Sept. 13	2:30 p.m.	
Wilmington	Sept. 17	2:30 p.m.	
Seattle	Sept. 21	2:30 p.m.	
Piney Point	Sept. 8	10:30 a.m.	
San Juan	Sept. 6	2:30 p.m.	
Columbus	Sept. 15		1:00 p.m.
Chicago	Sept. 11		
Port Arthur	Sept. 11	2:30 p.m.	
Buffalo	Sept. 12		
St. Louis	Sept. 14	2:30 p.m.	
Cleveland	Sept. 13		

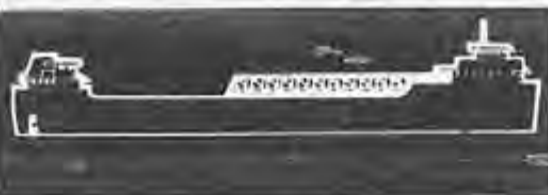
SIU's Duluth Hall Has New Location

In order to better service the Great Lakes membership, the SIU Union Hall in Duluth, Minn., has moved to a new location.

As of August 10, the Union Hall will be located in Suite 705 of the Medical Arts Building, 324 West Superior Street, Duluth, Minn., 55802. The Hall's phone number will remain the same at (218)-722-4110.

The spacious new Union Hall has another advantage for SIU members. It's on the same floor of the Medical Arts Building as the U.S. Public Health Service doctor.

SIU reps remind all Union members that all Union business in Duluth is now being handled at the new Hall.



JULY 1-31, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Algonac (Hdqs.)	53	19	16	60	92	18	41	10	13
Algonac (Hdqs.)	40	14	10	42	49	7	27	11	13
Algonac (Hdqs.)	9	3	6	25	20	5	9	0	6
Algonac (Hdqs.)	41	116	37	0	0	0	25	56	91
Totals All Departments	143	152	69	127	161	30	102	77	123

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

Dispatchers Report for Great Lakes

Final Departures



William Waverly Webb Jr., 23, died on Apr. 22. Brother Webb joined the SIU following his graduation from Piney Point in 1974 where he was an

assistant bosun. He sailed in the steward department. Seafarer Webb was born in Cheverly, Md. and was a resident of Hyattsville, Md. Surviving are his parents, Mr. and Mrs. William and Faye Webb of Hyattsville.



Earl Lee Osborne, 47, died on May 27. Brother Osborne joined the Union in the port of Philadelphia in 1961 sailing as a mate,

captain and pilot for Curtis Bay Towing from 1949 to 1979. He was born in Philadelphia and was a resident there. Surviving are his widow, Martha; a son, Earl Jr. and a daughter, Victoria.



Nicholas Sarivas Arquiza, 56, died in April. Brother Arquiza joined the SIU in the port of San Francisco in 1968 sailing as a 3rd cook. He was a

veteran of the U.S. Army in World War II. Born in the Philippines, he was a resident of San Francisco. Surviving are his widow, Polly of Cavite, P.I.; two sons, Nelson and Eliezer and two daughters, Arlene and Jocelyn.

Cecil M. Merriman, 49, died on Mar. 15. Brother Merriman joined the Union in the port of St. Louis in 1973 sailing as a lead deckhand for Inland Tugs. He was a veteran of the U.S. Marine Corps from 1947 to 1968. Boatman Merriman was born in Paragould, Ark. and was a resident of Jonesboro, Ark. Surviving is his mother, Sue of Jonesboro.

Victor Bratcher, 65, died of heart disease in Doctors Hospital, Phoenix, Ariz. on Mar. 1. Brother Bratcher joined the Union in the port of Paducah, Ky. in 1977 sailing as a cook for Inland Tugs and the American Barge Co. that year. He was born in Kentucky and was a resident of Phoenix for the last seven years. Cremation took place in the Greenwood Crematory, Phoenix. Surviving is his widow, Virginia.

William H. Faison, 55, died on Apr. 20. Brother Faison joined the Union in the port of Mobile in 1973 sailing as a deckhand and chief engineer on the tug *Gobbler* (Radcliff Materials) from 1971 to 1979. He was a former member of the Teamsters Union, Local No. 991. Boatman Faison was born in Covington County, Ala. and was a resident of Saraland, Ala. Surviving are three sons, Thomas of Mobile, Kevin and Richard; two daughters, Donna and Angela and a sister, Mildred of Pensacola, Fla.



Pensioner Eddie Aurelio Patingo Sr., 66, died of heart failure in the Chalmette (La.) General Hospital on June 1. Brother Patingo joined

the SIU in 1948 in the port of New York sailing as a chief cook and chief steward. He sailed 31 years. Seafarer Patingo was born in the Philippines and was a naturalized U.S. citizen. He was a resident of Chalmette. Burial was in St. Bernard Memorial Gardens Cemetery, Chalmette. Surviving are two sons, Benito and Eddie Jr. and four daughters, Hilda, Marie, Louise and Gloria.



Roy Marvin Ayers, 60, joined the SIU in 1947 in the port of Baltimore sailing as a chief steward. Brother Ayers is a

veteran of the U.S. Army in World War II. He was born in Georgia and is a resident of Chalmette, La.



Pensioner Roy Forrest Wade, 69, passed away on May 25. Brother Wade joined the Union in the port of Detroit in 1960 sailing as an AB.

He sailed for 29 years. Laker Wade was a wounded veteran of the U.S. Navy in World War II. Born in Michigan, he was a resident of Manistee, Mich. Surviving are his widow, Margaret; a daughter, Mrs. Kathryn Schultz of Manistee and his father, Henry of Muskegon, Mich.



Pensioner Thomas Jefferson Donaldson, 87, passed away on Apr. 6. Brother Donaldson joined the SIU in 1947 in the port of New Orleans sailing as

deck engineer. He sailed for 34 years. Seafarer Donaldson was a veteran of the U.S. Army in World War I. A native of Alabama, he was a resident of Houston. Surviving are a son, Charles, of Houston and two daughters, Louise, and Mrs. Mildred D. Griffin, both of Mobile.

Abe Gordon, 61, died on Apr. 15. Brother Gordon joined the SIU in 1940 in the port of Baltimore sailing as a wiper and as a "glory hole steward" on the *SS Alcoa Clipper* (Alcoa Aluminum) in 1948. He hit the bricks in the 1946 general maritime beef. Seafarer Gordon was born in Baltimore and was a resident of Lexington, Ky. Surviving are his father, Aaron of Baltimore and a sister, Mrs. Merrian Yageman of Owints Mills, Ind.

Pensioner Archie Lionel Hogge, 77, succumbed to heart failure in Chesapeake (Va.) General Hospital on May 4. Brother Hogge joined the Union in the port of Norfolk in 1961 sailing as a mate for Curtis Bay Towing from 1951 to 1968. He was born in Virginia and was a resident of East Chesapeake, Va. Interment was in Chesapeake Memorial Gardens Cemetery. Surviving are his widow, Beulah and a son, Thomas.



Martin Joe Irwin, 56, was dead on arrival of heart disease at Worcester (Mass.) City Hospital on May 18. Brother Irwin joined the SIU in the port of

New York in 1968 sailing as an AB. He sailed 37 years. And he was a veteran of the U.S. Navy in World War II sailing on the *USS Simpson*, *Arcturys*, *Montague* and *Wichita*. Seafarer Irwin was born in Boston and was a resident of Shrewsbury, Mass. Interment was in St. John's Cemetery, Worcester. Surviving are a son, Martin, Jr. of Worcester and his mother, Mrs. Mary E. Fleming of Shrewsbury.



Pensioner Gideon Ashury Allen, 69, died on May 28. Brother Allen joined the SIU in 1938 in the port of Baltimore sailing as a deck

engineer and fireman-watertender. He sailed 43 years. Seafarer Allen was a veteran of the pre-World War II U.S. Navy. Born in Texas, he was a resident of Long Beach, Calif. Surviving is his widow, Mae; a son, Edward; and two sisters, Mrs. Lurline Holden of Texas, and Mrs. Delores Debben of Kansas City.



Donald Maurice Anderson, 46, died on June 11. Brother Anderson joined the SIU in the port of Houston in 1953 sailing as a cook. He sailed 31 years.

Seafarer Anderson was born in Hinckley, Minn. and was a resident of Seattle. Surviving are his father, Frank and two brothers, Harold and Leonard, all of Seattle.



Ferris Joe Antone, Jr., 53, died of a heart attack on the *SS Alex Stephens* (Waterman) on the high seas west of the Azores on May 3. Brother Antone

joined the SIU in the port of Jacksonville sailing as an AB from 1978 to 1979. He also sailed inland for Caribe Tugboat, Jacksonville in 1977 and for IOT in 1976. Seafarer Antone was a veteran of the U.S. Navy during World War II. He was born in Duval County, Fla. and was a resident of Jacksonville. Surviving are his widow, Elizabeth; a daughter, Toni and his mother, Opal, of Jacksonville.



Pensioner Samuel F. Rusk, 65, died on May 6. Brother Rusk joined the Union in the port of Philadelphia in 1957 sailing as a

cook and steward for Taylor and Anderson from 1973 to 1975. A native of Gloucester City, N.J., he was a resident there. Surviving are his widow, Gertrude; two brothers, Thomas of Maplewood, R.I. and Edward of Gloucester City and a sister, Mrs. Mary Shaw of Gloucester City.



Patrick Mike Graham, 26, died in Houston on June 12. Brother Graham joined the SIU in the port of New York following his graduation from

Piney Point in 1974 where he was a bosun. He also sailed for Waterman as an AB. Seafarer Graham was a 1978 Union scholarship winner and a freshman at Southwest Texas University. Born in Jonesboro, La., he was a resident of League City, Tex. Surviving is his father, George of League City.



Russell Maze-lion Grantham, 53, was lost at sea off the *SS Delta Brasil* (Delta Line) on May 19. Brother Grantham joined the SIU in 1944 in the port of

Mobile sailing as a bosun. He was a veteran of the U.S. Army in the Korean War. A native of Alabama, he was a resident of Bonifay, Fla. Surviving are his widow, Evelyn; his father, Mazelion of Noma, Fla. and his mother, Bertha of Columbus, Ga.



George David Hanback, 21, died in Pine Plains, N.Y. on Dec. 25, 1978. Brother Hanback joined the SIU following his graduation from Piney Point

in 1974. He sailed as an AB. Seafarer Hanback was born in North Tarrytown, N.Y. Burial was in Evergreen Cemetery, Pine Plains. Surviving are his parents, Mr. and Mrs. Burt (recertified bosun) and Alice Hanback of Pine Plains; five brothers (one a Seafarer) and three sisters.



William Clyde Hughes Jr., 40, died on Apr. 21. Brother Hughes joined the SIU in the port of New Orleans in 1967 sailing as an AB. He was an "A"

seniority upgrader at Piney Point in 1967 and attended the 4th Union Educational Conference there. Seafarer Hughes was a Andrew Furuseth Training School grad. And he was a veteran of the U.S. Army's Air National Guard from 1966 to 1969. He was also an artist. Born in Crockett, Tex., he was a resident of Springs, Tex. Surviving are a son, William Clyde III; two daughters, Shelley and Holley and his parents, Mr. and Mrs. W. C. Hughes.

Walter Nathan Thomas, 62, died on May 23. Brother Thomas joined the Union in the port of Detroit in 1972 sailing as a 2nd cook. He was born in Iron Mt., Mich. and was a resident of Carleton, Mich. Surviving is his widow, Georgina.

Joe Frank Adcock, 43, died of a heart attack on May 31. Brother Adcock joined the SIU in the port of Norfolk in 1978. He sailed as an AB on the *USNS Potomac* (Hudson Waterways) last year and the *SS Cove Sailor* (Cove Shipping) this year. Seafarer Adcock was born in Truscott, Tex. and was a resident of Virginia Beach, Va. Surviving is his widow, Imogene.



Thomas Richard Rafferty, 55, died of heart disease in West Jersey Hospital North on July 11. Brother Rafferty joined the Union in the port of Philadelphia in 1961 sailing as a mate, captain and pilot for the Independent Towing Co., Philadelphia from 1957 to 1979. He was a Piney Point upgrader in 1973. Boatman Rafferty was a veteran of the U.S. Navy in World War II. Born in St. Paul, Minn., he was a resident of Camden, N. J. Interment was in St. Paul. Surviving are two sons, Richard and Thomas of Camden and two daughters, Donna and Janet.



Jeffrey Logan Shaffer, 25, was dead on arrival at the Atlantic City (N.J.) Medical Center on May 12. Brother Shaffer joined the Union in the port of Wilmington, Calif. in 1979 sailing as an assistant engineer and engine utility on the tugs *Feather River* and *San Joaquin River* (Crowley) last year. He was a veteran of the U.S. Navy from 1971 to 1975. Boatman Shaffer was born in Lincoln, Neb. and was a resident of Virginia Beach, Va. and Ridgecrest, Calif. Surviving are his widow, Debra and daughter, Shonda Kay.

George Roberson died on July 6. Brother Roberson sailed as a deckhand on the dredge *Albatross* (Radcliff Materials) from the port of Mobile this year.

Joseph Leroy Blalock, 58, succumbed to cancer in Pennsylvania Hospital, Philadelphia on June 28. Brother Blalock joined the Union in the port of Philadelphia in 1976 sailing as a cook for Mariner Towing on the tug *Mariner (IOT)* from 1973 to 1978. And on the tug *Valour* last year, too. He was a member of the NMU from 1958 to 1960. Boatman Blalock was a veteran of the U.S. Navy during World War II. A native of Chattanooga, Tenn., he was a resident of Philadelphia. Burial was in the Christ Sanctified Holy Church Cemetery, Perry, Ga. Surviving are his widow, Jewell; two sons, U.S. Army Sgt. 1/C Roy B. Blalock of Gaithersburg, Md. and Jeffrey Blalock; two daughters, Mary and Julie and a brother, Eugene E. Blalock of Virginia Beach, Va.

Pensioner Arthur Raymond, 78, passed away on July 8. Brother Fraser joined the Union in the port of Baltimore in 1956 sailing as a deckhand. He was born in Arizona and was a resident of Baltimore. Surviving is his widow, Sadie.

Raymond Bedair, 49, died on Jan. 8. Brother Bedair joined the Union in the port of New Orleans in 1972 sailing as captain and pilot for National Marine Service, Houston from 1972 to 1976. He also sailed for Gulf Canal Lines from 1965 to 1972. Boatman Bedair was a former member of the NMU United Marine Division. He attended Piney Point's Vessel Operator's Management and Safety Course in 1976. Born in Texas, he was a resident of Groves, Tex. Surviving are his widow, Vera of Winnfield, La.; a stepson, Roger D. Green and his mother, Mrs. E. E. Swain of Rockland, Tex.



Pensioner Antonio Aguilar Garcia, 79, passed away from natural causes in the Lutheran Medical Center, Brooklyn, N.Y. on May 9. Brother Garcia joined the SIU in 1938 in the port of New Orleans sailing as a chief steward. He sailed 41 years. Seafarer Garcia was born in the Philippines and was a resident of Brooklyn. Burial was in Pinelawn Memorial Park Cemetery, Long Island, N.Y. Surviving is his widow, Eula.



Pensioner Carl Hoogenwerf, 77, passed away on June 13. Brother Hoogenwerf joined the Union in the port of New York in 1960 sailing as a deckhand for the New York Central Railroad from 1924 to 1967. Boatman Hoogenwerf was born in Belgium-The Netherlands, was a naturalized U.S. citizen and was a resident of Fairview, N.J. Surviving are his widow, Germaine and a daughter, Mrs. John (Dorothy) de Sena of Fairview.



Johnnie Lee Jackson, 67, died of heart failure on arrival at the South Alabama Medical Center Hospital, Mobile on Feb. 2. Brother Jackson joined the Union in the port of Mobile in 1958 sailing as a chief steward for Mobile Towing from 1958 to 1979 and for the Southern Oyster Shell Milling Corp. in 1958. He was born in Plateau, Ala. and was a resident of Mobile. Burial was in Oaklawn Cemetery, Mobile. Surviving are his widow, Daisy Bell and a brother, George of Mobile.



Pensioner Joseph Louis La Padula, 82, died of lung failure in Jersey City, N. J. on June 11. Brother La Padula joined the Union in the port of New York sailing as a deckhand and bridge-man for the Pennsylvania Railroad Marine Division from 1919 to 1962. He was also a welder for the Staten Island (N.Y.) Shipbuilding Corp. Shipyard from 1917 to 1919. Boatman La Padula was a member of the Masters, Mates and Pilots Union from 1947 to 1960. Born in New York City, he was a resident of Jersey City. Surviving are his widow, Geraldine; two sons, John and Joseph Jr. and three daughters, Mrs. Carmella Piserchia, Mrs. Mary Barata and Mrs. Barbara Brady.

Albert Brenizer, 42, died on June 2. Brother Brenizer sailed as a deckhand for the American Commercial Barge Line (ACBL). He was born in Fayetteville, Ill. and was a resident of Normandy, Mo. Surviving is his widow, Carlee.



Pensioner Alvin Lewis, 62, died of a heart attack in the Moorehead City (N.C.) Nursing Home on Mar. 20. Brother Lewis joined the Union in the port of Philadelphia in 1957 sailing as an AB and pilot for NBC Lines from 1963 to 1969 and for Harbor Towing. He sailed 20 years. Boatman Lewis was a veteran of the U.S. Army. Born in Merrimac, N.C., he was a resident of Oriental, N.C. Burial was in Lukens Cemetery, Carteret County, N.C. Surviving are his father, Dexter and a sister, Mrs. Fannie Pittman, both of Oriental.



Pensioner Dewey Parsons, 77, succumbed to cancer in the Swanholm Nursing Home, St. Petersburg, Fla. on May 8. Brother Parsons joined the SIU in 1939 in the port of Tampa sailing as a bosun. He sailed for 44 years. Seafarer Parsons was born in Grand Cayman, B.W.I. and was a resident of St. Petersburg. Burial was in Royal Palm Cemetery, St. Petersburg. Surviving are a brother, Cal of Grand Cayman Is. and a nephew, C. Parsons of Cayman.

Pensioner Steve Kardanis, 74, died of natural causes in the Bronx (N.Y.) Municipal Hospital on May 14. Brother Kardanis joined the Union in the port of Milwaukee, Wis. in 1958 sailing as a fireman-watertender. He sailed 21 years on the Lakes. Kardanis was born in Leros, Greece and was a resident of the Bronx. Burial was in Riverview Cemetery, Martins Ferry, Ohio. Surviving are his widow, Thelma and a son, Harry K. Karathanasis of Martins Ferry.

Pensioner Edwin Gabriel Mitchel, 68, died of heart-lung failure in the New Orleans USPHS Hospital on Apr. 11. Brother Mitchel joined the SIU in 1946 in the port of New Orleans sailing as a chief steward and chief cook for 31 years. He was a veteran of the U.S. Coast Guard in World War II. A native of New Orleans, he was a resident there. Interment was in St. Louis Cemetery, New Orleans. Surviving is his widow, Virginia.

Pensioner Blas Torres, 61, died of a heart attack in Carolina, P.R. on Apr. 19. Brother Torres joined the SIU in 1944 in the port of New York sailing as a fireman-watertender. He was born in San Juan, P.R. and was a resident of Rio Piedras, P.R. Surviving are his widow, Matilde; three sons, Miguel, Manuel and Jose and a daughter, Mrs. Mercedes Torres.

James Oltman Wall, 53, died of natural causes on Mar. 16. Brother Wall joined the Union in the port of Houston in 1957 sailing as a deckhand, chief mate, captain and pilot for G & H Towing from 1953 to 1979. He also worked for Curtis Bay Towing and Dixie Carriers. He was a veteran of the U.S. Navy in World War II. Boatman Wall was born in Alexander, N.C. and was a resident of Arcadia, Tex. Surviving are his widow, Betty; two sons, Kenneth and Michael and a daughter, Martha.



Elmer James Hebard, 65, died on July 14. Brother Hebard joined the Union in the port of Detroit in 1950 sailing as a fireman-watertender for the Huron Cement Co. He was born in Port Huron, Mich. and was a resident of River Rouge, Mich. Surviving is a sister, Mrs. James (Ione) Siemen of Port Huron.

Leo Watts, 59, died on Apr. 10. Brother Watts joined the SIU in the port of New Orleans in 1951, sailing on the Delta Line in 1965. He was a resident of Livingston, La. Surviving are his widow, Bertha; a daughter, Susan and his parents, Mr. and Mrs. Fred M. And Gertrude Watts of Livingston.

Wayne D. Mundy died on Mar. 8. Brother Mundy sailed as an AB on the tug *Vigilant* and for Dixie Carriers, Harvey, La. last year. He shipped out of the port of New Orleans. Surviving is his widow.

Leo J. Meyer, 50, died on May 19. Brother Meyer joined the Union in Port Arthur, Tex. in 1970 sailing as a pilot and captain on the tugs *National Mariner*, *National Gateway* and *National Progress* (National Marine) from 1970 to 1979. He was a graduate of the Lundeberg School's Vessel Operator Management Safety Program in 1976. Boatman Meyer was a former member of the Master, Mates and Pilots Union. He was born in Guttenburg, Iowa and was a resident of Garver, Ia. Surviving is his widow, Louise.

Pensioner Henry Sawyer, 68, died of lung failure in the Norfolk USPHS Hospital on Mar. 8. Brother Sawyer joined the Union in the port of Baltimore in 1959 sailing as a chief cook and deckhand for Harbor Towing from 1958 to 1976. Boatman Sawyer was a former member of the Teamsters Union, Local 24 from 1945 to 1948. He was a veteran of the U.S. Army before World War II. Born in Hickory, Va., he was a resident of South Mills, N.C. Burial was in Chesapeake (Va.) Memorial Gardens Cemetery. Surviving are two nephews, Paul I. Powers Jr. and D. C. Harris, both of Chesapeake.

Gary Cole Eickelmann, 32, died of a head injury in Mercy Hospital, Baltimore on Apr. 12. Brother Eickelmann joined the Union in the port of Paducah, Ky. in 1977 sailing as a mate for Northern Towing from 1977 to 1978. He also sailed as a deckhand for Orgulf Transportation. Boatman Eickelmann also worked as a welder for the SIU-affiliated United Industrial Workers Union's (UIW) Louisiana Dock Co., New Orleans this year. He was born in Herrin, Ill. and was a resident of Benton, Ill. Burial was in Harrison Cemetery, Christopher, Ill. Surviving are his widow, Elizabeth; a son, Richard and his parents, Mr. and Mrs. Cecil and Bella Eickelmann.

Steamboatin'

"STEAMBOAT's a'comin'!" Gone are the days when young boys and girls ran through the streets of such river towns as New Orleans, Cairo, and St. Louis, spreading the news at the approach of an old-time steamboat with that once-common cry.

But much of the aura and excitement surrounding "steamboatin'" still lingers along the Mississippi, thanks to the 53-year-old *Delta Queen* and her younger and bigger sister the *Mississippi Queen*.

The *Queens* are the only overnight steam-paddlewheel excursion boats still operating on the U.S. inland waterways, and both are SIU-contracted.

The three-year-old, 379-foot *Mississippi Queen* was in St. Louis recently for a 14-hour stopover, and it was there, amongst the hustle and bustle that surrounds such an event even today, that the *Log* finally caught up with her.

Passengers (she can carry upwards of 400 of them) were coming and going, accompanied by friends and relatives who were on hand to greet them, or give them a good old-fashioned send-off. All manner of supplies was being delivered and piled up either at the foot of the gangway, or on the boat's foredeck.

Some of the 125 crewmembers were, in turn, busy transferring these supplies down below, while others greeted passengers, made repairs, prepared food, cleaned up, and generally readied the *Mississippi Queen* for the next leg of her river journey (destination: St. Paul, Minn.).



Framed by the St. Louis Arch—"Gateway to the West"—is the steam caliope of the *Mississippi Queen*. Also known as a "steam pianna", it lends an air of authenticity to river excursions—especially when steam's up and the "pianna man" is playin'!



Gracing one of the *Mississippi Queen's* spiral staircases are maids, from top to bottom, Donna Gudger, Zandra Bienaime, and Carol Cruys.



John Prados, utilityman on the boat, is from Evansville, Ind.



John Prados is a utilityman on the *Mississippi Queen*.



Larry Brubaker, maitre d' on the *Mississippi Queen*, hails from Middletown, Ohio.



Virginia-born Donna Gudger now calls New Orleans, and the *Mississippi Queen*, home. She's been a maid on the paddle-wheeler for over a year.

Alive and Kickin' on Mississippi

It didn't take much imagination to picture how it might've been, a hundred years earlier, on the occasion of a steamboat's

departure from that same St. Louis waterfront. Because, in many ways, that's how it actually was.

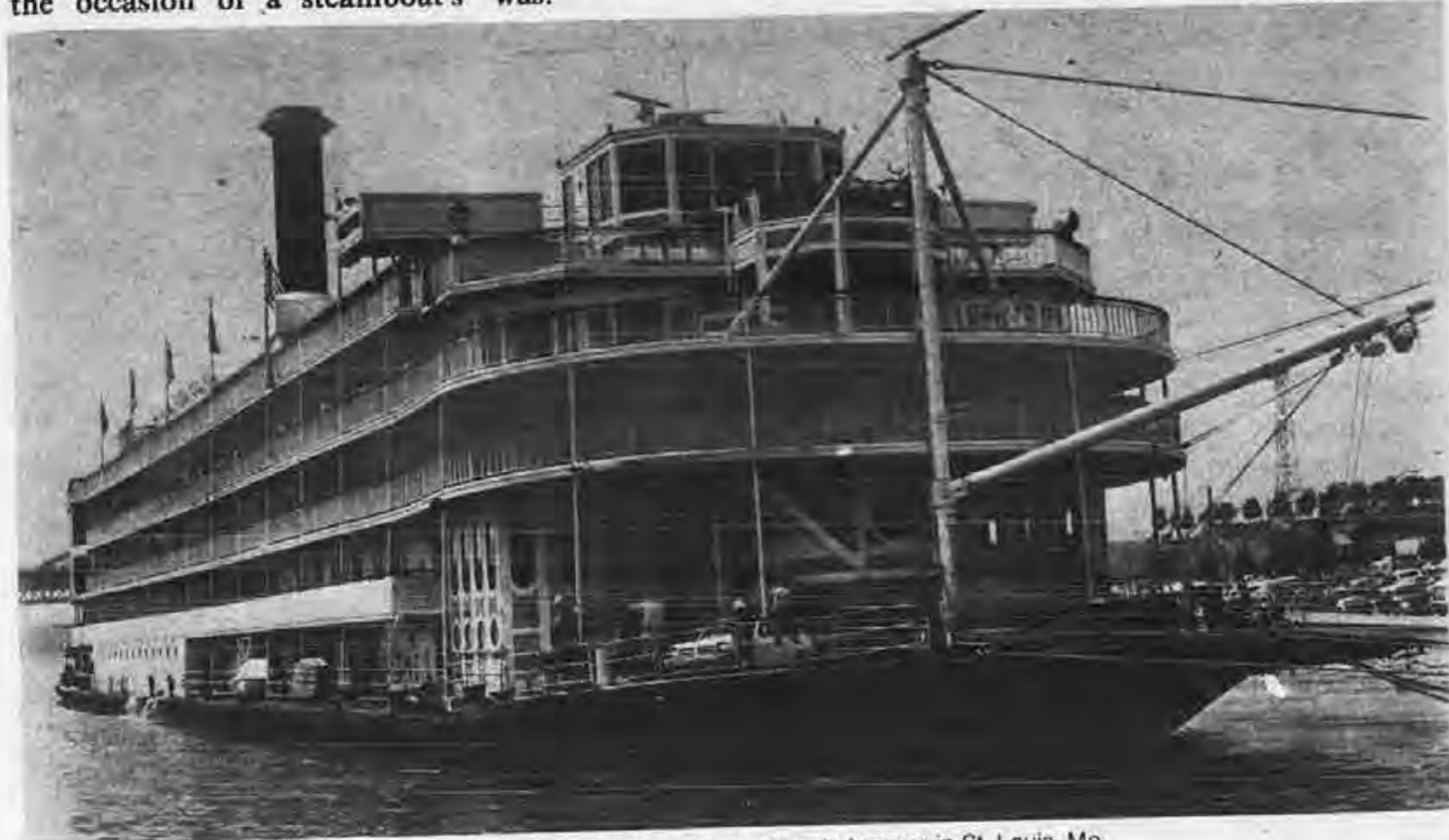
Outwardly at least (the elevators, air-conditioning, and swimming pool don't show on the outside), the *Mississippi Queen*

looks very much like a paddle-wheel steamboat of yesteryear. That look, plus certain sounds—like her steam whistle or paddle-wheel churning up the water—carries you back in time like nothing else can, short of a time machine.

But it takes a lot of people to pull the whole thing off. A lot of hard-working people who believe in what they're doing, without which the *Mississippi Queen*, or any other boat, would be just a hollow vestige of what once was.

It takes SIU people, the vast majority of the *Mississippi Queen's* crew—cooks, waiters, maids, engineroom personnel, deckhands, porters, bartenders and others—to pull it off, day in and day out. These are the people who, in the final analysis, are keeping a romantic tradition alive on the Mississippi.

Thanks to those people on the *Mississippi Queen* and the *Delta Queen*, it just might be possible to hear those magic words come ringing through a river town once again: "Steamboat's a'comin'!"



The *Mississippi Queen*, during a recent stopover in St. Louis, Mo.

Serving With Chef George Silver a Golden Experience

When Chef George U. Silver completed his first year on the paddlewheel excursion boat *Mississippi Queen* last October, the galley crew under his command presented him with a certificate that read, in part:

"Thank you for all the knowledge, patience, and understanding you have given each of us."

Many thousands of people who have had the good fortune to eat a meal prepared or supervised by Chef Silver might agree to add these words to that certificate, if they could: "And thanks for the good food!"

Thanks is also due to the wanderlust that brought the native of Antofagasta, Chile to the U.S. in the first place.

It all began in 1925 when Silver decided to give up a promising career as a C.P.A. to take a job as fireman on a U.S.-bound oil tanker. Shortly thereafter, he landed his first job in the food preparation business—as a dishwasher at the Brown Derby Restaurant in Los Angeles, Calif. Thus began a career which, so far, has spanned 53 years.

When you talk about "food fit for a king", it's not just an expression in Chef Silver's case. In fact, he has actually served two kings during his long career: King Ib Saud of Saudi Arabia, and King Mahomed V of Morocco.

And during a 10-year period (1952-61) in which he worked for American Export Lines as Executive Chef—on board the *S.S. Independence* and the *S.S. Constitution*—Silver supervised preparation of meals for such notables as Prince

Rainier and Grace Kelly of Monaco, and President Harry Truman.

There's no question about it, Chef Silver has been around. He worked for years as Chef in various cities, including New York, Washington, and Atlanta (which he now calls home). And during the Second World War he supervised food preparation for the Persian Gulf Command at its headquarters in Iran, as well as having a similar position with the Western Defense Command in Alaska.

Life on the Mississippi is a new experience for Silver, but he has adjusted to it without any trouble. He's kept busy, preparing meals for a maximum of 400 passengers, but it's not like the days when he was responsible for the preparation of 4,800 meals a day on the deep-sea passenger ships.

Does Chef Silver mind being away from home for 30 days at a stretch?

"Not at all," says Silver with a twinkle in his eye, "at my age (75), going home after 30 days and seeing my wife is like having a honeymoon all over again!"

All in all, Silver says he has no complaints about life on the Mississippi, and about his life in general. "America has been good to me," he told us. And Chef Silver has been good to America.

Does he plan to retire anytime soon?

"I'm going to stay here till the cows come home," was his reply.

For the sake of all future passengers on the *Mississippi Queen*, who will dine royally as long as Chef Silver is aboard, here's hoping the cows aren't in any big hurry.



Chef George Silver holds a picture of himself shaking hands with president Harry Truman. He has met, and prepared meals for, many well-known personalities during his 53-year career.



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