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Drozak Urges Maritime Plank in Dem Platform

WASHINGTON, D.C.—A two-pronged program to revitalize the U.S. merchant marine was outlined by SIU Executive Vice President Frank Drozak before the Democratic National Platform Committee.

During three days of hearings held here this month, the Democratic Platform Committee heard from members of Congress, labor, business leaders, and representatives of various interest groups from around the nation.

Besides Drozak, other labor leaders who spoke included Thomas Donahue, secretary-treasurer of the AFL-CIO, and Doug Fraser, president of the United Automobile Workers.

In his statement, Drozak said, "it is essential that the Democratic Party reaffirm President Carter's goal to revitalize our merchant marine."

His two point program calls for

- (1) a greater utilization of the private merchant marine by the Navy for its support functions; and
- (2) the enactment of a

Lindsey Williams Is Named N.O. Maritime Man of the Year

RETIRED SIU Gulf Vice President Lindsey Williams was named New Orleans Maritime Man of the Year by its Maritime Port Council for his 40 years of Union Leadership on May 16 at a luncheon in the Union Hall.

An estimated 500 friends and will wishers were there to honor Lindsey Williams from Pensioner Jake Cuccia to retired New Orleans Port Agent Buck Stephens SIU Vice Presidents Mike Sacco and Joe Sacco, U.S.

Drozak Is Named To United Way Board

SIU Executive Vice President Frank Drozak early this month was named to the Board of Directors of the United Way of Tri-State charitable organization.

The New York, New Jersey and Connecticut board is composed of 126 directors who serve three-year

Democratic National Committee



On Saturday, June 14, SIU Exec. Vice President Frank Drozak presented the SIU's proposal for inclusion of a pro-maritime plank in the Democratic platform before the Democratic National Platform Committee. In background is Joansie Setzer, co-chairman of the Platform Committee.

national cargo policy which will assure the U.S. fleet access to a fair share of all types of cargoes.

Drozak, who is also president of the AFL-CIO Maritime Trades Department, quoted a section from the 1936 Merchant Marine Act that states, "It is necessary for the national defense...that the United States shall have a merchant marine...capable of serving as a naval and military auxiliary in time of war or national emergency...."

As Drozak pointed out to the Committee, the only way that the merchant marine can be ready to respond as a naval auxiliary is if it's

prepared ahead of time for this function.

"For this to be accomplished," Drozak said, "the merchant marine and the Navy must work together as closely and as often as possible. Without an ongoing coordinated effort it will be virtually impossible to properly respond to our nation's needs."

The Navy could concentrate more fully on its military mission if it allowed the merchant marine to take over most of the non-combat commercial functions. Also, as Drozak noted, this arrangement would "result in the most economically sound use of

scarce defense funds."

Talking about the need for a national cargo policy, Drozak said that U.S. ships are forced to compete on an "unequal footing" with foreign fleets in world trade. He pointed out that foreign nations use a number of methods of favorable treatments to put cargo on their own ships.

Drozak therefore said that this country needs "a national cargo policy to assure our fleet access to a fair share of cargoes."

He pointed out the necessity of bilateral shipping agreements as a "key component of any maritime trade policy."

Also, Drozak said that government agencies should be directed to use the private merchant fleet to the fullest extent possible. Current laws should be strictly enforced so that no less than 50 percent of U.S. government generated cargoes go on American-flag ships.

Furthermore, Drozak said that American boatage laws should be fully enforced. For instance, the Jones Act reserves coastwise trade to American-owned and crewed vessels.

for this city and state than any other person."

The luncheon, cooked and served by SIU members, was done in the tradition Lindsey Williams helped create: red beans, rice, Italian sausage and red wine.



Retired SIU Gulf Vice President Lindsey Williams (center) holds Maritime Man of the Year Plaque awarded to him for 40 years of service by the New Orleans Maritime Port Council on May 16. Flanking him (l. to r.) are SIU Vice President Joe Sacco and New Orleans Port Agent Gerry Brown.

Deep-Sea Members Get 12.83% Increase

THE SIU is pleased to announce an inflation-beating wage increase for the deep-sea membership!

Effective June 16, 1980 SIU members sailing deep-sea will realize a 12.83 percent increase in base wages, premium, overtime (for work in excess of eight hours, Monday-Friday) and penalty off-watch rates Monday-Friday) for the Standard Tanker and

Freightship / Passenger Agreements.

A complete breakdown of these new rates, by rating and departments, is given on pages 13-14 in this issue of the Log.

This significant wage increase results from a combined 7½ percent contractual increase and a 5.33 percent Cost Of Living Adjustment (C.O.L.A.).

In addition to the items

specified above, the deep-sea vacation benefit will also increase by 12.83 percent effective June 16, thus providing Seafarers with another important hedge against inflation.

Members should note that COLA increases are not applicable to on-watch, Monday through Friday, or on-watch Saturday, Sunday and holiday penalty rates and special rates such as

longshore work and tank cleaning.

The SIU is pleased to announce the new wage increases that have been won on behalf of the membership. It's a reflection of our Union's strength and viability, at a time of rising costs and weakening economy.

Come what may, our Security In Unity will keep us moving ahead instead of falling behind.

House Passes Ocean Mining Bill

House-Senate Conference Must Still Act on Measure

The House of Representatives has passed by a voice vote the Ocean Mining Bill, a piece of legislation that would promote the national security of the United States and protect the job rights of American workers.

Ocean Mining holds a tremendous potential for the creation of new jobs for American maritime workers.

The legislation, H.R. 2579, sets up an interim legal framework that would allow American companies to begin mining the important mineral resources that lay at the floor of the ocean.

Passage of the Ocean Mining Bill reflects American frustration at the failure of the UN-sponsored Law of the Sea Conference to devise an international legal

framework for the orderly mining of the oceans.

That failure has endangered American security interests and worsened an already bad domestic economy.

The United States must spend billions of dollars to import strategic materials like copper, manganese, nickel and cobalt, all of which lay on the ocean seabed. This country's chronic balance of payments deficit could be drastically reduced were American companies permitted to obtain these minerals directly from the ocean.

The Law of the Sea Conference has been in existence since 1973, and it is no closer today to producing an international agreement than it was seven years ago.

Included in the Ocean Mining Bill are amendments that would protect the jobs of thousands of American workers. The amendments would:

- require at least one ore carrier used to transport the mineral nodules to processing facilities from each mining site to be U.S.-owned, U.S. built and U.S. crewed;
- make U.S. registered ore carriers used for ocean mining eligible for both construction and operating differential subsidies;

• require all mining and processing vessels used for ocean mining to be U.S. registered and U.S. manned.

The Senate passed its version of the Ocean Mining Bill earlier this year. There are several differences between the two bills.

One of the more important differences concerns the amendment on mining and processing vessels.

The Senate would require all such vessels to be U.S. built, in addition to U.S. registered and U.S. manned. The House, as stated earlier, would only require that one carrier be U.S. built.

The SIU has gone on record as supporting any amendment that would mean additional jobs for U.S. seamen and shoreside workers.

The differences between the House and Senate bills must be worked out at a joint committee conference. Once a compromise version of the Ocean Mining Bill is agreed upon, that version must be passed by both the Senate and House of Representatives and signed by the President.

In the past, the House and Senate had passed Ocean Mining legislation only to have those bills die because time had run out on the legislative process. That must not happen again. It is imperative

that a compromise version of the Ocean Mining Bill be passed before this session of Congress ends.



Drozak on 300 Radio Stations

SIU Executive Vice President Frank Drozak will be heard on over 300 radio stations nationwide. The stations are Mutual Network affiliates. The name of the program Drozak will be heard on is "Labor News Conference." Drozak discussed the problems of the maritime industry and some of the possible solutions on the show.

The half hour show will be distributed through the Mutual Network system on June 24. To get the time and date of when the broadcast will be heard in your area, call the local Mutual Network affiliate. The number can be found in the Yellow Pages.

The show will be heard in Washington, D.C. on June 29 on station WKYS FM 93.9.

Erupting Volcano Closes Port of Portland

Two SIU-contracted vessels were among two dozen ships trapped in the Portland, Ore. area, when mud ash from erupting Mt. St. Helens clogged the Columbia River.

The SS President Taylor and SS President Jackson were delayed at their berths in Portland while U.S. Army Engineers and the Coast Guard worked feverishly to unblock the channel downstream from Portland.

Mud flowing down the mountain drained into the Cowlitz River and then into the Columbia River at Longview, downriver from the Portland area. Normally, the channel is 40-feet deep and 600-feet wide at Longview. However, the mud, rock and sand reduced the depth to 14 feet and the width to 100 feet.

The Engineers, after a week, were able to dredge the channel to a depth of 27 feet and a few days later to 33

feet, allowing one way traffic, alternately up and down river. It is estimated that it will take until October to dredge the river to its regular dimensions and one-way traffic will be in effect until then.

An estimated 22 million cubic yards of mud was dumped into the river at Longview alone, and it will take at least \$44 million to restore the channel to the condition it was prior to the eruption.

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SIU Toast of Union Industries Showcase

MORE than 200,000 people came to see the SIUNA exhibit at the 35th AFL-CIO Union-Industries show held in Cincinnati, Ohio from May 23 through May 29.

Because of Cincinnati's strategic location on the Ohio River, half of the SIUNA exhibit was devoted to publicizing the SIU's Harry Lundeberg School and its recruiting drive on the rivers.

The other half of the exhibit was devoted to SIUNA affiliates such as the fishing and cannery worker unions.

Five times a day prizes were raffled off consisting of products made by the affiliates. These included cans of tuna fish, pet food, hot sauces, and Mexican specialties.

At the SIUNA booth, thousands of pieces of literature were given out, such as, the *Log*, the *Maritime Newsletter*, and other publications.

Applications for the School, which is located in Piney Point, Md., were very popular. Many union families were interested in sending their children to the HLS.

Manning the booth for the SIUNA were: John Yarmola, an



The SIU's exhibit at the AFL-CIO Union Industries show focused on the training available to young men and women at HLS. On hand to launch the show this month were (l-r) AFL-CIO Secretary-Treasurer Tom Donahue; OSHA Director Eula Bingham; SIUNA Vice President John Yarmola; Rose D'Quisto of the SIUNA-affiliated United Cannery Workers; Phyllis Orlando, wife of Mike Orlando of the SIUNA-affiliated Atlantic Fishermen's Union; and Earl McDavid, secretary-treasurer of the AFL-CIO Union Label & Service Dept.

International vice president, and national field coordinator for the AFL-CIO Maritime Trades Department; Michael Orlando of the Atlantic fishermen's unit of the SIU A&G District and his wife, Phyllis; Rose Laquista, director of welfare services, and Helen Fernandez, business agent of the United Cannery and Industrial Workers of the Pacific. Mrs. Laquista's two grandchildren also assisted at the booth during the show.

Joining the booth to help out for a couple of days was Jean Ingrao, executive secretary-

treasurer of the AFL-CIO Maritime Trades Department. Mrs. Ingrao was in Cincinnati to attend the National AFL-CIO Secretary-Treasurers Conference.

Labor's Showcase

AFL-CIO Secretary-Treasurer Thomas R. Donahue was the keynote speaker at the opening day ceremonies. He said the exhibition is "labor's showcase, an appropriate setting to highlight the best in the American economic system, a system which is only as good as it is because it boasts a healthy, free,

growing labor movement."

Bringing greetings from President Carter to the show was a native of Cincinnati, Eula Bingham, assistant secretary of labor for occupational safety and health. She also discussed the effect that current attempts to weaken important OSHA regulations could have on labor.

The Union-Industries Show, the first of which was held in Cincinnati in 1938, exhibits the skills, services, and products of America's union members and the companies that employ them. This year's show included 300 exhibits.

For instance, Musicians' Local 1 entertained visitors while the Bricklayers and Carpenters gave them the chance to be "apprentices." Visitors to the Postal Workers' and Letter Carriers' displays could go through a "training program."

More than \$100,000 in gifts and prizes were given away at several exhibits. The Ladies' Garment Workers stitched up scarves as prizes, and wheels of fortune helped the Cement, Lime and Gypsum Workers and the Oil, Chemical and Atomic Workers distribute valuable union-made products.

SIU's Ed Turner Is Propeller Club's 'Man of the Year'

Ed Turner, SIU senior west coast representative, was honored last month by the Propeller Club when he received the organization's prestigious award as maritime "Man of the Year."

The award was made at the club's annual maritime day luncheon in San Francisco.

The honor is given each year to the person in the maritime industry members of the Propeller Club feel has contributed the most in helping maritime. Significantly, Ed Turner is the first labor union official ever to receive the award. Known affectionately as the "Brass Hat

Award," the honor was first given in 1948.

Over the ensuing years, men who have been giants in the maritime industry have been given the honor. A list of past recipients reads like a who's who in maritime. Turner joins such famous names as George Killion, Thomas E. Cuffe, R. Stanley Dollar, J. Paul St. Sure, Leo Ross and Robert Pfeiffer on the roster.

The trophy and a plaque were presented to Turner by Raymond Ballard, Vice President of Farrell Lines, and last year's winner.

In making the presentation,

Ballard cited a long list of Turner's contributions to the maritime industry and in community services over the past 30 years. He noted to the assembled audience that Turner has spent all his adult life working for the betterment of union members, while at the same time, doing whatever he could to advance the cause of and strengthen the maritime industry in general.

"Always ready to protect the welfare of his union members," the citation said in part, "Ed Turner has been in the forefront of those who believed that labor and management working together produces a stronger merchant marine. He has proved this over and over again by his willingness to meet anywhere, anytime, in order to improve the maritime industry."



Senior SIU West Coast Rep. Ed Turner (right) accepts the U.S. Propeller Club Brass Hat Award late last month for service to the American merchant marine. Presenting the award in the port of San Francisco were (center) U.S. Assistant Secretary of Commerce for Maritime Affairs Samuel B. Nemirow and (left) Capt. Ray Ballard of Farrell Lines—the 1979 winner of the award. Turner was the first labor leader to win the trophy.

Memorial For George Meany

George Meany, the late president of the AFL-CIO and one of the great American folk heroes of the 20th century, continues to capture the imagination of his fellow countrymen, nearly a year after his death.

The House of Representatives has overwhelmingly approved the Omnibus Parks Bill, a piece of legislation introduced by Representative Phil Burton (D-Calif.). The bill gives the National Parks Service the authority to develop an appropriate

memorial to commemorate the contributions of George Meany to the working men and women of this nation.

At the same time, the George Meany Center for Labor Studies in Silver Springs, Md., is proceeding with its plan to develop an Archive which would house the historical documents and personal memorabilia that are related to George Meany's tenure as President of the AFL-CIO.

Sen. Inouye, True Friend of Maritime, Gets Award

SENATOR Daniel K. Inouye (D-Hawaii), chairman of the Senate Subcommittee on Merchant Marine and Tourism, has been named this year's recipient of the prestigious Admiral of the Ocean Seas (AOTOS) award. He is being honored for his lifelong dedication to the maritime industry, and for his persistent efforts to bring about its revival.

Throughout his long and distinguished career, Inouye has consistently sought to stem the decline of the American flag merchant marine. He has introduced numerous bills aimed at achieving that goal, the latest and perhaps the most important being the "Ocean Shipping Act of 1980," an ambitious piece of legislation which seeks to develop a coherent national policy on merchant shipping.

The AOTOS award is the latest in a long series of honors that have been bestowed upon Inouye for outstanding national and community service.

War Hero

During World War II, Inouye left his medical studies at the University of Hawaii to enlist in the defense of his country. He served with distinction in the 442nd Special Regimental Combat Team, which was composed entirely of Americans of Japanese descent. He was awarded the Distinguished Service Cross,

the Bronze Star, the Purple Heart with Cluster, five Battle Stars and four Distinguished Unit Citations.

In the closing days of the war, the Senator received his second wound and suffered the loss of his right arm. His disability prevented him from pursuing a career as a surgeon, so he turned to law instead.

After his graduation from the George Washington University School of Law, Inouye became involved in Hawaiian politics. In 1954 he was elected to the House of Representatives of what then was the Territory of Hawaii. In 1958 he was elected to the Hawaiian Senate.

When Hawaii became a state, he was elected its first Congressman.

As Senator, Inouye has served with distinction on the Commerce Committee. He is looked upon by his colleagues as an expert of maritime affairs.

The AOTOS awards are given annually by the United Seaman's Service, a non-profit agency established during World War II to provide a worldwide network of community centers for the men and women of the Merchant Marine and their families. Past winners include a distinguished roster of men and women who have helped nurture the American maritime industry.

Report From Headquarters

By Frank Drozak
Executive Vice President



THE MOST important thing that this Union is involved in today is the fight for new jobs, and the fight to preserve the jobs we presently have.

The arena where we slug it out day after day in this crucial fight is Washington, D.C.

There was a time in this business when you could get by with a token presence in Washington. But no more! Today, the success and survival of our organization depends in large part on an active, aggressive, effective team in Washington.

It is by no means an overstatement to say that virtually every American seagoing job—deep sea, Lakes and inland—is tied to Federal legislation.

The simple fact is that we have to be there every day. We have to be there to monitor legislation, to participate in hearings, and to meet face to face with Congressmen, Senators, White House people and others who form maritime policy.

If we do not maintain this constant presence to protect our interests and to fight for new programs and concepts for U.S. maritime, it would be safe to say that in a very few years, there would be no American-flag merchant marine left to fight for.

EVENTS in Washington this month provide a good example of what I'm talking about. During June, there were two extremely important hearings which I participated in.

First, I testified at hearings before the House Subcommittee on Merchant Marine. The purpose of the hearing was to decide on the issue of additional operating subsidies for maritime for Fiscal Year 1980. The hearings, however, turned into an attack on manning levels on U.S. ships. Had we not been there to present our position on manning, and to outline how we have cooperated with management to develop competitive crew sizes, these hearings could have led to further unnecessary cuts in crew levels. That won't happen now.

The second hearing was before the Democratic Party Platform Committee. At this meeting, I presented to the Committee the Union's proposal for inclusion of a pro-maritime plank in the Party Platform. As a result of this effort, and our participation in hearings in other cities, I am confident the Democrats will adopt a pro-maritime plank at their Convention in August in New York.

In addition to these hearings, we continued our efforts concerning the Omnibus Maritime Bill. There are a lot of good things for maritime in the bill. But there are numerous points in the bill that have to be changed before it goes to the floor for a vote in the House. We're working on making those changes.

In another area, the House of Representatives passed the Ocean Mining Bill by a voice vote. The bill included an amendment mandating that the ships involved in the U.S. ocean mining effort must be registered American and manned by American seamen. The ultimate success of this bill holds a great potential for jobs for American maritime workers. Of course, the fight for this bill is far from over. But the House action puts us one step closer to victory.

The thing that must be remembered is that if the SIU did not maintain an active and highly visible presence in Washington, none of these things could have taken place.

Again Brothers, our Washington operation is crucial to us. In Washington, we are fighting for our jobs and job security. We are fighting for our livelihoods. We are fighting for our future.

Nothing less than an absolute commitment and total effort will do. We are putting forth this kind of effort right now thanks to this membership's support of SPAD. We must all work together to keep it this way.

WANTED

Steward Department Upgraders

Job Opportunities in the Steward Department have never been better. Make these opportunities your own.

Upgrade in the Steward Department at HLSS

- Assistant Cook—throughout August
- Cook and Baker—throughout August
- Chief Cook—throughout August
- Chief Steward—throughout August

Fill out the application in this issue of the *Log*, or contact

Vocational Education Department,
Harry Lundeberg School of Seamanship,
Piney Point, Maryland 20674.

Members Vote 'Yea' on Constitutional Amendment

Following is the complete text of a Constitutional Amendment submitted on behalf of the Executive Board of the SIU-AGLIWD for membership action at all regular Constitutional port membership meetings in June. At the non-constitutional ports, the amendment was presented at special meetings on June 13, 1980 at 10:00 a.m. The amendment was adopted overwhelmingly.

EXECUTIVE BOARD RESOLUTION FOR CONSTITUTIONAL AMENDMENT MAY 28, 1980

The Executive Board has for several years monitored and examined the shifting patterns of membership employment opportunities. In the past and as a result of such studies, it was recommended in 1971 that our constitution be amended so as to make San Francisco a Constitutional port. The recommended constitutional amendment was thereafter adopted and approved by the membership.

Events of the past several years indicate that by reason of our increased membership upon the West Coast substantially as a result of the Marine Cooks and Stewards merger with us a couple of years ago and with prospects good for further increase in this area, it appears appropriate in the interests of broad representation that our constitution be amended to provide for a Vice President in Charge of the West Coast. At the present time our constitution provides for Vice Presidents in Charge of each the Atlantic and Gulf Coasts and for the Lakes and Inland Waters. This proposed amendment will fill the West Coast vacuum and make equal officer representation applicable to all areas.

This resolution also provides if it is approved by the membership for a referendum vote, that it be placed upon the same ballot as that used for conducting the election of officials later this year.

Finally, if the membership by referendum approves this constitutional amendment, then pending the next regular election of officials, the President as constitutionally provided by Article X, Section 1(j), shall fill such office until such next regular election of officials.

It is therefore RESOLVED:

1. Article VII, Section 2 shall be amended to read as follows:

"Section 2. The Headquarters of the Union shall be located in New York or at such place as the Executive Board may determine from time to time. The headquarters officers shall consist of a President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of the Atlantic Coast, one Vice-President in

Charge of the Gulf Coast, one Vice-President in Charge of the West Coast, and one Vice-President in Charge of the Lakes and Inland Waters."

2. Article VIII, Section 1 shall be amended to read as follows:

"Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary-Treasurer, one Vice-President in Charge of Atlantic Coast, one Vice-President in Charge of the Gulf Coast, one Vice-President in Charge of the West Coast, and one Vice-President in Charge of the Lakes and Inland Waters."

3. Article X, Sections 7 through 13, shall be renumbered serially so as to constitute new Sections 8 through 14.

4. Article X, new Section 7 shall be amended to read as follows:

"Section 7. Vice-President in Charge of the West Coast. The Vice-President in Charge of the West Coast shall be a member of the Executive Board and entitled to cast one vote in that body."

He shall supervise and be responsible for the activities of all the Ports and the personnel thereof on the West Coast including their organizing activities. The West Coast area is deemed to mean the States of California, Oregon, Washington, Alaska and Hawaii.

In order that he may properly execute his responsibilities, he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to the approval of the Executive Board."

5. Article X, Section 11 renumbered Section 12 as above, is amended to read as follows:

The first paragraph is amended to read:

"The Executive Board shall consist of

the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary-Treasurer, the Vice-President in Charge of the Atlantic Coast Area, the Vice-President in Charge of the Gulf Coast Area, the Vice-President in Charge of the West Coast Area, the Vice-President in Charge of the Lakes and Inland Waters, and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such divisions or subordinate body."

6. Article X, Section 12 renumbered 13, as proposed above, the first paragraph thereof "(a)", is amended to read as follows:

"(a) The term 'delegates' shall mean those members of the Union and its subordinate bodies or divisions who are elected in accordance with the provisions of this Constitution, to attend the convention of the Seafarers International Union of North America. The following officers and job holders, upon their election to office or job shall, during the term of their office or job, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary-Treasurer; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the West Coast; Vice-President in Charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those most senior in full book Union membership; Port Agents, with priority to those most senior in full book Union membership; and Patrolmen, with priority to those most

senior in full book Union membership."

It is further RESOLVED that this resolution be placed on the same ballot as that used for the conducting of the election of officials and voted on over that same two month period later on in the year and that if approved by the membership, the President as constitutionally provided in Article X, Section 1(j), fill such office until the next regular election of officials.

Submitted by and on behalf
of the Executive Board

FRANK DROZAK D-22
Executive Board Member

ANGUS "RED" CAMPBELL C-217
Executive Board Member

JOSEPH DI GIORGIO D-2
Executive Board Member

LEON HALL H-125
Executive Board Member

MIKE SACCO S-1288
Executive Board Member

JOE SACCO S-1287
Executive Board Member



The proposed constitutional amendment was read and voted on at the regular membership meeting at Headquarters on June 2, 1980.

PRESIDENT'S PRE-BALLOTING REPORT

The following report was presented by SIU Executive Vice President Frank Drozak at the Headquarters General Membership Meeting on May 5, 1980. The report was also presented at all SIU Constitutional Port Membership Meetings in May, as well as at all SIU Halls holding informational membership meetings in May.

May 5, 1980

Pursuant to Executive Board action authorizing me to discharge the duties of our President Paul Hall during the period of his incapacity, I am submitting the Pre-Balloting Report in accordance with Article X, Section 1 of our Constitution, which provides for the submission of such Report by the President at the regular May membership meeting of this election year.

Balloting for our General Election of Officers for the term 1981-1984 will commence on November 1, and continue through December 31, 1980. The election will be conducted under the provisions of our Constitution, as amended and effective September, 1976, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port representatives, made a careful appraisal of the needs of our Constitutional Ports: Headquarters-Port of New York, Philadelphia, Baltimore, Detroit, Houston, New Orleans, Mobile, San Francisco and St. Louis. We

have carefully considered the changes that have taken place in the deep-sea and inland field, with a view toward meeting the opportunities for expansion through means of organizing.

Since our last General Election of Officers, the memberships of the Seafarers International Union of North America, Gulf, Lakes and Inland Waters District and the Inland Boatmen's Union of the SIUNA-AGLIWD, voted affirmatively to approve the merger of our former affiliate IBU into the AGLIWD, together with Constitutional amendments. One such amendment provided that St. Louis would be a Constitutional Port of the Union. Accordingly, in this General Election, provision would be made on the ballot for the election of officers and jobholders for the Port of St. Louis. Also participating in our upcoming election of officers will be those members formerly with our International West Coast affiliate Marine Cooks & Stewards, as well as the members of our International affiliate Atlantic Fishermen's Union, both of whom have merged into and become an integral part of our AGLIW District since our last General Election of Officers.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1980 General Election of Officers for the term 1981 through 1984.

HEADQUARTERS

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice President in Charge of Contracts and Contract Enforcement
- 1 Vice President in Charge of the Atlantic Coast
- 1 Vice President in Charge of the Gulf Coast
- 1 Vice President in Charge of the Lakes and Inland Waters
- 4 Headquarters Representatives

NEW YORK

- 1 Agent
- 8 Joint Patrolmen

PHILADELPHIA

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE

- 1 Agent
- 2 Joint Patrolmen

MOBILE

- 1 Agent
- 2 Joint Patrolmen

NEW ORLEANS

- 1 Agent
- 3 Joint Patrolmen

HOUSTON

- 1 Agent
- 3 Joint Patrolmen

SAN FRANCISCO

- 1 Agent
- 2 Joint Patrolmen

DETROIT

- 1 Agent
- 1 Joint Patrolman

ST. LOUIS

- 1 Agent
- 1 Joint Patrolman

Pursuant to the provisions of Article X, Section 1(e) of our Constitution, I recommend the designation of Mr. John J. Scotto, Vice President, Sterling National Bank & Trust Company of New York, 1410 Broadway, New York, New York 10018, as Depository for ballots. It will be the function of the Depository to receive the mailed ballots and other election material as provided by the Constitution, to safeguard them properly in the bank, and to surrender them only to the duly authorized Union Tallying Committee in accordance with Article XIII, Section 4 (e). Proof of authorization shall be a certification by the Secretary-Treasurer. The Depository shall be requested to certify that all of the envelopes received by the Depository have been properly safeguarded, have been surrendered only to the said Tallying Committee, and that no one other than appropriate bank personnel has had access to them. As provided for in Article XIII, Section 1, nominations open on July 15, 1980 and close August 15, 1980.

The foregoing constitutes your President's Pre-Balloting Report, and I recommend its adoption.

Fraternally submitted,
Frank Drozak
Executive Vice President

Senate OK's \$567M for Maritime Subsidy

The Senate has passed by voice vote the Maritime Authorization Bill for Fiscal Year 1981. The House of Representatives had passed its version of the bill earlier this year by a vote of 320-50.

The two measures are essentially the same, though several minor differences do exist. The discrepancies must be reconciled before the legislation can be signed into law.

Funding levels for the House and Senate bills are nearly identical. Both would establish Federal spending levels of about \$567 million for the maritime industry. The Federal monies would be distributed as follows:

- \$347 million for operating differential subsidies
- \$135 million for construc-

tion differential subsidies

- \$38.6 million for maritime education and training
- \$30.1 million for Maritime Administration operating expenses
- \$18.8 million for maritime research and development

A new Maritime Authorization Bill must be approved for each fiscal year. The legislation is perhaps the single most important way that Congress affects the maritime industry. Were the construction and operating subsidy programs cut, thousands of maritime-related jobs would be lost.

The Senate version contains an amendment offered by William Cohen (R-Me.) to allow the Fundy Pride to be documented as a U.S. flag vessel. The Fundy

Pride is presently owned by Maine, and is operated as part of that state's fisheries training program.

The House version does not mention the Fundy Pride.

Stumping in City by the Bay



Vice President Walter Mondale stumped for the SIU-backed Carter/Mondale ticket before California's June 3 primary. Here, he makes a point during a breakfast reception, sponsored by the Democratic Central Committee, at the St. Francis Hotel in San Francisco. Organized labor, including the SIU, was well-represented in the crowd that turned out to greet the U.S. Veep.

AFL-CIO Ruling Confuses Tug Job Jurisdiction

A recent ruling by the AFL-CIO Executive Council has thrown into confusion the jurisdictional rights of the SIU and Local 333 of the International Longshoremen's Assn. (tug union) concerning Maine-to-Virginia coastwise towing.

Overturning an earlier decision by an AFL-CIO Impartial Umpire, the Executive Council ruled that a clause in Local 333's 1979 contract "does not, on its face violate Article XX" of the AFL-CIO Constitution as the SIU had charged. Article XX, The AFL-CIO Constitution's "no raiding" clause, strictly prohibits one AFL-CIO affiliated union from attempting to represent or interfere with employees already working under a contract with another AFL-CIO affiliate.

The SIU initiated Article XX proceedings against Local 333 last summer after they ratified their new contract. Key to Local 333's contract settlement with the Marine Towing & Transportation Employers Assn. was a clause aimed at broadening the scope of their representation.

Local 333's old contract said their jurisdiction included "only all licensed and unlicensed employees...on tugboats and self-propelled lighters...in the Port of New York and vicinity." The new contract extends Local 333's jurisdiction to cover "any regular coastwise run having as one of its terminal points a point

in or north of Norfolk and not customarily and traditionally done by other unions."

After studying the clause, the SIU determined that it was a threat to our jurisdiction in coastwise towing.

The SIU filed Article XX charges with the AFL-CIO and an Impartial Umpire was appointed to hear the case.

During a long hearing, the SIU presented testimony showing that SIU Boatmen fill jobs on boats belonging to the outport subsidiaries of some companies signatory to Local 333's collective bargaining agreement. Subsidiaries of New York-based McAllister Bros., Ira S. Bushey & Sons and Moran Towing & Transportation do extensive coastwise work from Norfolk and points north.

Together with National

MEBA, whose members fill some licensed jobs on McAllister, Bushey and Moran's outport tugs, the SIU built a case proving that Local 333's new contract clause would interfere with the scope of the SIU's representation.

The Impartial Umpire upheld the SIU's charges and found Local 333 "in violation of Article XX (Sections 2 and 3) of the Constitution of AFL-CIO." Local 333 then filed an appeal of the Umpire's ruling which entitled them to a second hearing before a three-member subcommittee of the AFL-CIO Executive Council.

After reviewing the case in February, 1980, the subcommittee decided that a wider hearing was called for and passed the issue to the full Executive Council.

On May 12, following a

meeting in Washington, D.C., the Executive Council reversed the Impartial Umpire's decision. In a short determination, the Council stated that Local 333's new collective bargaining agreement "...does not on its face violate Article XX, Section 2 or 3," of the AFL-CIO Constitution.

SIU Exec. Vice President Frank Drozak called the Council's action "regrettable."

"It forebodes adverse and disturbing consequences for affiliates in the maritime industry," Drozak told AFL-CIO President Lane Kirkland in a letter.

Predicting that the Council's ruling would have far-reaching consequences, Drozak warned that "a substantial unsettling of an already fragile relationship among maritime affiliates," would occur.

New Article XX Charges Filed After SIU Boat is Stopped in N.Y.

The first test of how far the Executive Council's ruling allows Local 333 to go is now being argued before another AFL-CIO Impartial Umpire.

The conflict involves Local 333's interference with an SIU-manned McAllister subsidiary tug which was transporting a derrick from Todd shipyard in Philadelphia to a New York shipyard.

Acting under their interpretation of the Executive Council's ruling, Local 333 made the SIU-crewed tug

pull over in New York. The SIU-manned boat was forced to wait idly while a Local 333 tug delivered the derrick to the Brooklyn shipyard.

Stating that Local 333 had overstepped the intent of the Executive Council's ruling, the SIU initiated a new Article XX proceeding against the tug union.

"Local 333 is arguing that, because of the Executive Council's action, they did not violate the SIU's jurisdiction," said the Union's legal counsel Howard Schulman. But

Schulman stressed that "the Executive Council did not say that if one union takes an action which interferes with another union's collective bargaining agreement, then that's okay."

Schulman pointed out that if Local 333 is allowed to interfere with the work of a Philadelphia-based SIU tug, "then by the same rights, we could stop them in the same way," when they come to Philadelphia. If such a situation is allowed to stand, Schulman said, "bedlam will break loose."

Algerian LNG Price Squeeze Turns Off Gas

Because of a conflict over the pricing of Algerian natural gas, four SIU-contracted El Paso LNG ships are laid up.

Two other ships owned by the company have crews aboard them but they're sitting in port with no cargo. These two ships, the *El Paso Southern* and the *El Paso Arzew*, will also lose their crews if the Algerian problem is not resolved soon.

The trouble is that Algeria wants to radically hike the price of its natural gas. The Algerian government would like gas prices to be comparable with crude oil prices.

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

This increase was approved by the U.S. Department of Energy (DOE) which, under law, must rule on the price of any imported gas.

Meanwhile, however, the Algerian government decided to press for an even greater price increase than what had been negotiated. Instead of \$1.94, the government wanted to up the price to \$5 or \$6 per thousand cubic feet.

This occurred in March and there have been no tanker loadings of

Algerian natural gas since Mar. 30.

El Paso and the Algerians had been negotiating over the price increase but when the talks broke down, DOE took over. Their negotiations have thus far been unsuccessful.

The SIU is working with El Paso to help resolve this issue quickly.

These high technology LNG ships were built at considerable expense. To have them laid up is a terrible waste.

Also, at this time when the U.S. is trying to become more energy independent from oil, it seems a pity to cut off a different source of energy.

Don't Get Trapped in the Electronics Jungle



EVERY SIU ship has electronic gear that QMED's need to know how to handle.

Now you can learn how!

Take the new Marine Electronics course at HLSS.

In this 8-week course you'll get the skills you need to work on:

- electronic systems in the Engine Room
- winch controls
- anchor windlass controls
- cargo control boards

Sign Up Now!

Course starts September 29.

Contact the Harry Lundberg School of Seamanship or use the Application in this issue of the Log.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1980

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

A number of hearings and other actions by House and Senate Committees are scheduled this month which have a direct impact on the maritime industry. As we go to press this month, here is the Congressional maritime agenda:

• **Defense Sealift.** The House Merchant Marine Subcommittee will hold a hearing June 24 on U.S. defense sealift capability. This is the area in which the SIU has persistently urged that the privately-owned and operated merchant fleet be given a larger role in the sealift program.

• **Flags of Convenience.** The House Merchant Marine Committee will also hold

an oversight hearing July 1 to study ocean vessel registration procedures.

• **Maritime Regulations.** Two House

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 in his or her own way, 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

Senate OK's Maritime Spending Program For 1981

The Senate earlier this month passed the Maritime Appropriations Authorization Act for 1981. The Bill—H.R. 6554—passed by a voice vote.

As approved by the Senate, the Merchant Marine appropriation bill provides the following:

• \$135 million for the construction differential subsidy program.

• \$347,697 for the operation differential subsidy program. Vessels receiving ODS funds must be offered for enrollment in a sealift readiness program.

• \$18,750 million for research and development activities.

• \$30,863 million for maritime education and training expenses.

• \$38,864 million for maritime administration operating expenses.

The Senate bill also provides a supplemental authorization of \$44,307 million for the operating differential subsidy program which was authorized in the 1980 Maritime Appropriation bill.

In the House, meanwhile, a supplemental appropriations bill has run into stiff opposition. (See story in this issue of THE LOG).



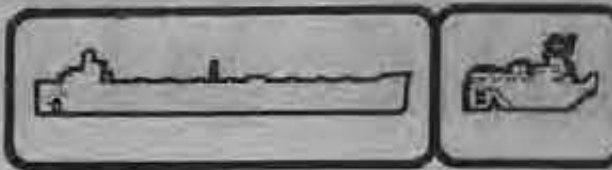
Congressman Michael Lowry (D-Wash.) took time out of his busy schedule to talk with a group of Seafarers who were in the nation's capital this month as part of the SIU's continuing educational program. Congressman Lowry, a member of the House Merchant Marine &

Fisheries Committee, reaffirmed his commitment to a strong U.S.-flag merchant fleet.

The Seafarers are all veteran Stewards who are participating in the SIU Steward Recertification Program. Attending the meeting with Congressman Lowry were Seafarers Francis DiCarlo, Henry McCowan, Joseph

Delise, Edward Candill, Vincent Chavez, Thomas Navarro, Robert Ruthford, Lourice Martin, Jesse Natividad, and Francisco Vega. With the Seafarers were SIU Washington Representative Betty Rocker, and Piney Point Port Agent Marshall Novack.

Maritime Industry News



House Passes Ocean Mining Bill

After nearly nine years of debate, stalling and resistance from the State Department, the House this month finally passed the Ocean Mining Bill.

Formally known as the Deep Seabed Hard Mineral Resources Act, the bill went through on a voice vote June 9.

As passed, the Ocean Mining Bill requires that all mining vessels and all ore processing vessels must be documented in the United States, must fly the U.S. flag and must be crewed by American seamen. The bill further requires that at least one ore carrier at each mining site be a U.S.-flag ship.

Congressman John M. Murphy (D-NY) who managed the legislation during the floor debate said that, "after nine years of Congressional consideration, H.R. 2759 represents a sound piece of legislation, critical in assisting our nation in developing technology for obtaining manganese nodules from the deep seabed."

He also warned, "If deep seabed mining legislation is not passed this year, there will not be a deep seabed mining industry left to protect."

Congressman Barber Conable (R-NY) who also urged passage of the bill said "Unless we take some step of this sort, it is going to be difficult to entice American concerns, who are the only ones in the world with sufficient technology to exploit this valuable mineral resource and make the investments that are necessary when their investments may not adequately be protected by American law."

Both Congressman Clement Zablocki (D-WI), chairman of the House Foreign Affairs Committee and Congressman Morris Udall (D-AZ), chairman of the House Interior and Insular Affairs Committee endorsed H.R. 2759. Each Chairman, however, stated that both Committees along with the House Merchant Marine and Fisheries Committees are expected to continue to exercise oversight jurisdiction on the bill as it is implemented.

Similar legislation containing identical language calling for the use of U.S.-flag vessels passed in the Senate last December. The House and Senate bills will now go to a joint conference to resolve differences between the two versions of the Ocean Mining legislation.

McAllister, Stone Appointed to MARAD Positions

Samuel B. Nemirow, head of the U.S. Maritime Administration (MARAD) has named Bruce McAllister to be deputy assistant secretary for maritime affairs—the post that Nemirow held before his elevation to the slot in MARAD nearly a year ago.

Nemirow also announced the appointment of Ronald L. Stone to the newly created post of deputy assistant administrator for maritime aids.

McAllister was formerly president of McAllister Brothers. In his new position, he will also serve on the three-member Maritime Subsidy Board.

In his new assignment, Stone will be the agency's principle advisor on commercial trade, traffic all related maritime aid programs. Prior to this appointment, Stone served four years as shipping and program control officer in the Office of the Deputy Secretary for Maritime Affairs.

Drozak, McCloskey Square Off Over Manning

A House Merchant Marine Subcommittee hearing called to consider increasing the fiscal year 1980 appropriations for certain maritime programs quickly shifted gears as SIU Exec. Vice President Frank Drozak and Rep. Paul McCloskey squared off on the issue of shipboard manning.

Opening the June 11 hearing Subcommittee Chairman John Murphy (D-N.Y.) said the Subcommittee would be considering a bill "to increase the FY 1980 appropriation of funds for the operating differential subsidy program by \$44.3 million." The \$44.3 million for unforeseen operating subsidy expenses would be added to the \$256 million Congress has already approved in maritime appropriations for 1980.

"This hearing also provides," Rep. Murphy continued, "an opportunity to give further consideration to the question of manning on vessels receiving ODS."

Armed with facts and figures Drozak told the Subcommittee that "the SIU took the lead in the 1960s in working with management to adjust crew sizes to new technology."

"But there is a point," Drozak warned, "below which manning levels must not fall if we are to preserve the safety of the crew, of the vessel, of other U.S. citizens and of the environment."

The SIU has worked long and hard, Drozak said, to keep "our contracted companies competitive with both U.S. and foreign



SIU Exec. Vice President Frank Drozak testifies before the House Merchant Marine Subcommittee in Washington on June 11.

competition. We believe that our membership prospers to the extent that our companies prosper and to the extent that the U.S. merchant marine remains competitive."

"But the sacrifices made by our membership," Drozak informed the Subcommittee, "in the long-term interest of a competitive U.S. fleet have not been shared by other sectors of the crew. In some cases," he continued, "ships have been automated to the extent that our membership has been virtually eliminated in some departments while other sectors aboard the same ships have been left virtually untouched."

Pointing out that shipboard manning levels are decided based on input from the Coast Guard, the Maritime Administration, labor and management, Drozak called for creation of a committee "composed of all of those participants to work to resolve

manning issues."

"We believe," said Drozak, that the SIU's "good faith in reducing manning for the long-term betterment of the industry is well proven. But we also believe," he added, "that a progressive attitude on the part of one participant can be undermined unless all parties share the burden equally."

Congressman McCloskey took a new tack in his on-going effort to reduce manning levels by telling Drozak and Subcommittee members that "we cannot sell" the need for additional funding for the Merchant Marine to Congress "unless there is some control on manning levels."

"Inasmuch as the government is paying the wages" of U.S. merchant mariners through Marad's operating differential subsidy program, McCloskey queried, "don't they have an obligation to make sure the manning level isn't excessive or wages aren't excessive?"

"The 1970 Merchant Marine Act," Drozak shot back, gives the government the right to rule "on manning, not on wage rates negotiated in a collective bargaining agreement. Other industries get subsidies," Drozak noted "and they negotiate their own collective bargaining agreements freely. Is there any difference in the maritime industry having the right to freely negotiate the terms of our contracts?"

"It is simply not fair to the people of this country," Drozak stated, "for the government to get

involved in collective bargaining rights."

McCloskey continued to charge that manning costs are largely to blame for the higher operating costs of U.S. vessels compared to foreign fleets.

For every example McCloskey cited to show where personnel could be cut to save money, Drozak showed the Subcommittee that the California Congressman was wrapped up in false economies.

Pulling out his notes, McCloskey said "the Norwegians have reduced costs with an 18 man crew."

Drozak informed the Representative that the Norwegians "do not tell you that they are carrying additional maintenance people aboard that ship."

"While you are making all this noise about excess manpower and costs aboard ship," Drozak continued, "why don't you take a look at the shoreside maintenance that is being done since 1970 and see whether or not it would pay to put more people back on the ship."

In a clear, concise statement Drozak told the Subcommittee that the U.S. has a choice. "Either we work to have a merchant marine to be competitive or we are going to concede it to the Russians and the Chinese and whoever else is coming along."

"I do not think that is what we want for this country," Drozak said. "What you should try to do," he appealed to the Subcommittee, "is help us, protect us, work with us."

MTD Asks GOP Brass to Support U.S. Merchant Fleet

TAKING advantage of the opportunity to have the voice of maritime workers heard, the AFL-CIO Maritime Trades Department (MTD) presented its views this month at the Republican Party Platform Hearing in New York City.

The need for a strong U.S. merchant marine was stressed by Jean Ingrao, executive secretary-treasurer of the MTD. She was accompanied by Frank Pecquex, legislative representative of the SIU and the MTD.

The MTD is composed of 42 national and international unions representing workers in the maritime and allied fields, including the SIUNA. Frank Drozak, SIU executive vice president, is also president of the MTD.

Many speakers, representing a variety of interests, spoke before the Republican panel which was chaired by Senator John Tower (R-Tex.). During the daylong hearing, the morning was devoted to foreign

policy and defense and the afternoon to fiscal and monetary policy.

Views expressed at the Hearing will be used by the Republican Party when its platform is formulated for the 1980 elections.

Mrs. Ingrao told the panel that "a strong American merchant marine is an essential component of deterrence against foreign nations and is essential to our national security."

Though the U.S. today "generates the largest share of the world's ocean trade," she pointed out that "there are less than 550 U.S.-flag vessels in service which carry less than five percent of our foreign commerce."

Mrs. Ingrao therefore urged the adoption of a maritime plank within the Republican Party platform which:

- expresses continued commitment to the goals and programs of the Merchant Marine Act of 1970;

- calls for the enactment of a national cargo policy to assure the

American-flag fleet access to the fair share of all types of cargo in the American trades, and

- recognizes the important national defense role of the private merchant marine and urges greater

utilization of the private fleet by the Navy for its support functions.

Following Mrs. Ingrao's presentation, Sen. Tower said, "We all share your concern for the American merchant marine."



At the 1980 GOP Platform hearings in New York recently are (l. to r.) MTD Secretary-Treasurer Jean Ingrao and SIU Legislative Rep. Frank Pecquex.



Cong. David Bonior (D-Mich.) seated on desk, talks about maritime with a group of "A"

Seniority Upgraders in his Congressional offices in Washington, D.C. The trip to Washington and visit with Bonior was all a part

of the Upgraders program in learning about the SIU's political activities in Washington.

SIU Wins Jurisdiction Beef on S-L Crane Jobs

A double-barreled victory for the job rights of SIU members who do maintenance work on Sea-Land's huge Paceco cranes was handed down last month.

In two separate rulings, the National Labor Relations Board and an Impartial Umpire of the AFL-CIO said that crane maintenance work at Sea-Land's Port Everglades facility is the job of a maintenance crew made up of SIU and MEBA-District 1 Shoregang members. Both rulings struck down claims by the International Longshoremen's Assn., that the crane maintenance work was within their jurisdiction.

Though the outcome of both the NLRB and the Impartial Umpire's rulings are the same, the two hearings were held for different reasons.

On Oct. 2, 1979, Sea-Land installed a Paceco crane at their Port Everglades facility. These cranes are used to load and unload containerized cargoes.

The actual operation of the Port Everglades crane, and of Sea-Land's Paceco cranes in New Jersey, Puerto Rico, New Orleans, Houston, West Coast and Portsmouth, Va., is handled by an ILA member since it is part of the loading operation and clearly within the ILA's jurisdiction.

The maintenance of the cranes, however, is the job of a crew made up of SIU and MEBA members. Under the collective bargaining agreement with Sea-Land, one MEBA-District 1 engineer supervising two SIU shoregang members are responsible for repair work, routine checking of electrical equipment and other tasks involved in upkeep of the cranes.

But when Sea-Land installed the new Paceco crane at Port Everglades, the ILA protested the assignment of SIU and MEBA members to the maintenance crew. The Longshoremen began picketing the Port Everglades facility, stopping only when Sea-Land went to U.S. District Court for a restraining order.

On Nov. 1, the ILA took their beef over the crane maintenance work to the Labor Relations Committee, their contractual grievance committee. The Labor Relations Committee, made up of representatives of the ILA and the Southeast Florida Ports Employees Assn., determined that the ILA had jurisdiction over crane maintenance work. Sea-Land objected and filed

charges with the NLRB stating that the ILA had violated Section 9 (b) (4) (D) of the National Labor Relations Act "by engaging in certain proscribed activity with an object of forcing or requiring the employer to assign certain work to its members rather than to employees represented by MEBA and SIU."

A three-man committee of the NLRB was convened to hear Sea-Land's charges against the ILA. On May 20 the Board ruled that "the employees represented by MEBA and the SIU are entitled to perform the work in dispute."

"The record reveals," the Board said in their 10 page determination, "that the Employer's standard practice has been to assign the disputed work to at least one MEBA employee and two SIU employees. The Employer has followed the assignment of work at all its

facilities across the country since the late 1960's..." and "is satisfied" with the job the SIU and MEBA have been doing.

While the NLRB was deciding on Sea-Land's charges against the ILA, the SIU and MEBA brought separate charges against the Longshoremen before an Impartial Umpire of the AFL-CIO. The SIU and MEBA charged the ILA with violating the "no raiding" clause spelled out in Article XX of the AFL-CIO Constitution.

At the end of May, the Impartial Umpire upheld the raiding charges against the ILA and awarded the crane maintenance work at Port Everglades to the SIU and MEBA. An Impartial Umpire has issued similar rulings over the issue of crane maintenance work at several other Sea-Land facilities.

Most recently, an Impartial

Umpire ruled that the ILA had violated the "no raiding" section of the AFL-CIO Constitution by claiming crane maintenance work and disrupting Sea-Land's collective bargaining relationship with the SIU and MEBA at Sea-Land's Portsmouth Va., facility.

In spite of the fact that the ILA's jurisdiction claims over crane maintenance work at Sea-Land facilities have been struck down time after time, the Longshoremen have continued to protest maintenance work assignments everytime Sea-Land installed a new crane.

But because the implications of the NLRB's ruling upholding the SIU's and MEBA's jurisdiction over the crane maintenance work are relatively broad, observers feel chances are slim that the ILA will protest the assignment of SIU and MEBA maintenance crews in the future.

New Wage Rates for Pacific Maritime Assoc. Vessels

Following are the new wage and overtime rates for seamen working aboard SIU-Pacific Maritime Association vessels.

WAGE RATES FOR DRY CARGO VESSELS

EFFECTIVE 6/16/80

POSITION	VESSEL TYPE	BASE WAGE RATE MONTHLY	DAILY	HOURLY OVERTIME
Chief Steward	Freighter	\$1,597.51	\$53.25	\$5.81
Chief Steward	Modified Mariner	1,685.11	56.17	5.81
Chief Steward/Baker	SS Maine	1,772.73	59.09	5.81
Chief Steward/Chief Cook	Hawaiian Princess	1,559.97	52.00	5.81
Chief Cook, Night Cook, and Baker	Freighter	1,506.32	50.21	5.81
2nd Cook and Baker, 2nd Cook	Freighter	1,412.44	47.08	5.81
Assistant Cook/Messman	Freighter	1,261.38	42.05	5.81
Assistant Cook/Combination	Hawaiian Princess	1,300.73	43.36	5.81
3rd Pantryman	Freighter	1,132.67	37.76	4.40
Messman	Freighter	1,086.17	36.21	4.40
Passenger BR, Passenger Waiter	Modified Mariner	1,086.17	36.21	4.40
Utilityman	Hawaiian Princess	1,086.17	36.21	4.40

The following will apply except when a Night Cook and Baker is employed: On Freighters, when carrying more than two passengers, there shall be added to the hourly wage the following sum:

Rating	Monthly	Daily
Chief Steward	\$15.00	\$5.50
Chief Cook	10.00	.33
2nd Cook & Baker	10.00	.33
Pantry Messman	7.50	.25

Standby Work and Rate of Pay

Rates	Straight Time	Overtime
	\$6.31	9.39

Cargo Working Rate:

When members of the Steward Department work cargo, they shall receive the same cargo rate of pay and the same coffee time and hot lunch consideration as is received by the Unlicensed Deck Department.

The hourly cargo rate shall be:

Straight Time Hours	Overtime
\$ 7.14	11.79

New Deep Sea Wage Rates: Effective June 16, 1980

Following are the revised base monthly wage scales; premium rates; overtime rates for work performed in excess of eight (8) hours, Monday through Friday, and penalty off watch rates Monday through Friday for the Standard Tanker and Freightship/Passenger Agreements. The contractual increase of 7 1/2% plus a 5.33% C.O.L.A. on the items specified above provides a 12.83% on such specified items.

The 12.83% increase also applies to the Deep Sea Vacation benefit.

Note: The C.O.L.A. is not applicable to on watch Monday through Friday or on watch Saturday, Sunday and Holidays penalty rates and special rates such as longshore work and tank cleaning.

Freightship/Passenger Agreement Wages, Premium and Overtime Rates as of June 16, 1980

DECK DEPARTMENT	Monthly Rate	Premium Rate	Overtime Rate
Boatswain (SL7's, SL18's, Lash, Mariner & Passenger)	\$1,622.92	\$13.97	\$8.00
Boatswain	1,435.41	12.50	8.00
Carpenter	1,320.64	11.51	8.00
Carpenter Maintenance	1,320.64	11.51	8.00
A.B. Maintenance	1,220.43	10.63	6.13
Quartermaster	1,151.08	10.04	6.13
Able Seaman	1,092.84	9.55	6.13
Fire Patrolman	1,092.84	9.55	6.13
O.S. Maintenance	913.21	7.46	4.86
Ordinary Seaman	854.24	7.46	4.86

ENGINE DEPARTMENT

Chief Electrician (SL7's, SL18's, Lash, Mariner and Passenger)	1,736.31	15.23	8.00
Chief Electrician (Delta)	1,733.40	14.66	8.00
Chief Electrician	1,688.65	14.66	8.00
Crane Mtee./Electrician	1,688.65	14.66	8.00
Electrician Reefer Mtee.	1,688.65	14.66	8.00
Second Electrician	1,578.57	13.75	8.00
Engine Utility Reefer Mtee.	1,578.57	13.75	8.00
Refrigeration Engineer (when one is carried)	1,578.57	13.75	8.00
Refrigeration Engineer (when three are carried)			
Chief	1,619.18	12.61	8.00
First Assistant	1,438.83	12.04	8.00
Second Assistant	1,342.23	11.68	8.00
Q.M.E.D.	1,622.92	13.97	8.00
Plumber/Machinist	1,447.45	12.61	8.00
Unlicensed Junior Engineer (Day)	1,381.13	12.04	8.00
Unlicensed Junior Engineer (Watch)	1,243.59	10.85	8.00
Deck Engineer	1,339.34	11.68	8.00
Engine Utility/FOWT (Delta)	1,352.09	11.68	8.00
Engine Utility	1,261.45	11.01	8.00
Evaporator/Mtee.	1,157.02	10.11	8.00
Oiler	1,092.84	9.55	6.13
Oiler (Diesel)	1,176.04	10.27	6.13
Watertender	1,092.84	9.55	6.13
Fireman/Watertender	1,092.84	9.55	6.13
Fireman	1,092.84	9.55	6.13
Wiper	1,015.14	8.88	4.86
Ship's Welder Mtee.	1,355.72	11.68	8.00
Oiler/Maintenance Utility	1,261.45	10.27	6.13
General Utility/Deck Engine	1,015.14	8.88	4.86

STEWARD DEPARTMENT

Chief Steward (SL7's, SL18's, Lash, Mariner)	\$1,622.92	\$13.97	\$8.00
Steward Cook	1,622.92	13.97	8.00
Steward/Baker	1,622.92	13.97	8.00
Chief Steward	1,435.41	12.50	8.00
Chief Cook	1,275.84	11.14	8.00
Cook & Baker	1,243.58	10.85	8.00
Second Cook	1,092.84	9.44	6.13
Third Cook	1,078.08	9.44	6.13
Assistant Cook	1,078.08	9.44	6.13
Messman	847.58	7.44	4.86
Utilityman	847.58	7.44	4.86

continued on following page

continued from previous page

New Deep Sea Wage Rates: Effective June 16, 1980

Freightship/Passenger Agreement Wages, Premium and Overtime Rates as of June 16, 1980

Passenger Vessels

Chief Steward	1,894.14	16.41	8.00
Chef	1,435.41	12.50	8.00
Chief Cook	1,275.84	11.14	8.00
Head Waiter/Wine Steward	1,275.84	11.14	8.00
Chief Baker	1,275.84	11.14	8.00
2nd Steward/Head Waiter	1,274.48	11.03	8.00
3rd Steward/Storekeeper	1,273.34	11.03	6.13
Chief Pantryman	1,271.98	11.01	6.13
Butcher	1,265.20	10.94	6.13
2nd Cook	1,255.56	10.87	6.13
2nd Cook/Larder	1,255.56	10.87	6.13
Cook and Baker	1,243.58	10.85	8.00
Asst. Head Waiter	1,243.58	10.85	8.00
2nd Baker	1,240.87	10.74	6.13
3rd Night Cook	1,235.23	10.70	6.13
Bartender	1,078.08	9.44	6.13
Bartender/Club Steward	1,078.08	9.44	6.13
Messman/Utility	847.58	7.44	4.86
Utilityman	847.58	7.44	4.86
Galley Utility	847.58	7.44	4.86
Pantryman	847.58	7.44	4.86
Passenger Waiter	847.58	7.44	4.86
Officer Bedroom Steward	847.58	7.44	4.86
Passenger Bedroom Steward	847.58	7.44	4.86
Night Steward	847.58	7.44	4.86
Stewardess	847.58	7.44	4.86
Deck Steward	847.58	7.44	4.86
Deck/Smoking Room Steward	847.58	7.44	4.86
Janitor/Utilityman	847.58	7.44	4.86
Day Porter/Utilityman	847.58	7.44	4.86
Chef Utility	847.58	7.44	4.86
Crew Messman	847.58	7.44	4.86
Crew Pantryman	847.58	7.44	4.86
Crew Bedroom Steward	847.58	7.44	4.86
Beautician-Barber	1,210.59	-0-	-0-

PENALTY RATES

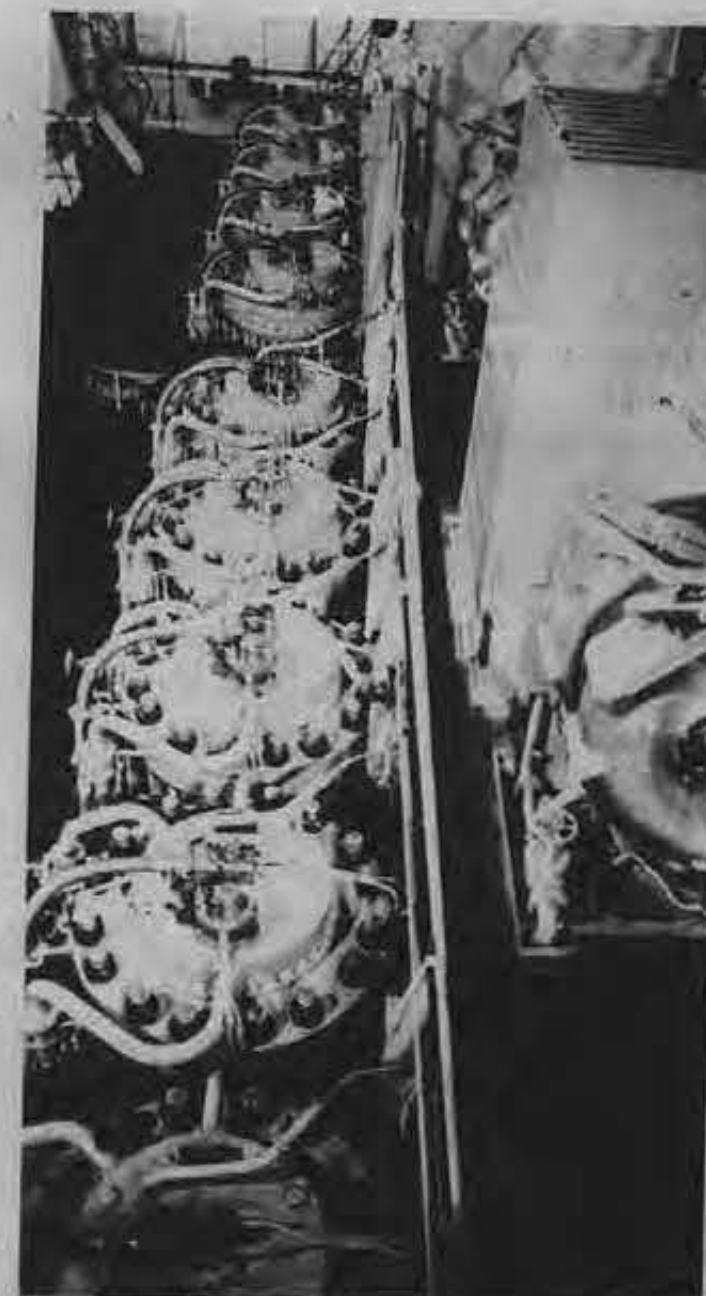
Off Watch, Monday through Friday Group I \$8.91 Group II 7.15 Group III 6.36

Standard Tanker Agreement Wages, Premium and Overtime Rates as of June 16, 1980

DECK DEPARTMENT	Monthly Rate	Premium Rate	Overtime Rate
Boatswain (on vessels constructed since 1970)	\$1,688.65	\$14.66	\$8.00
Boatswain (25,500 DWT or over)	1,530.73	14.09	8.00
Boatswain (under 25,500 DWT)	1,473.33	12.85	8.00
A.B. Deck Maintenance	1,256.38	10.96	6.13
Able Seaman	1,105.68	9.66	6.13
O.S. Deck Maintenance	1,015.20	8.88	4.86
Ordinary Seaman	876.77	7.67	4.86
ENGINE DEPARTMENT			
Q.M.E.D.	1,688.65	14.66	8.00
Chief Pumpman	1,544.74	13.45	8.00
Second Pumpman/Engine Mtee.	1,544.74	13.45	8.00
Ship's Welder Mtee.	1,367.54	11.78	8.00
Engine Utility	1,243.77	11.06	8.00
Oil Mtee. Utility	1,274.30	11.07	6.13
Oiler	1,105.68	9.66	6.13
Fireman/Watertender	1,105.68	9.66	6.13
General Utility/Deck Engine	1,015.20	8.88	4.86
Wiper	1,015.20	8.88	4.86
STEWARD DEPARTMENT			
Chief Steward (on vessels constructed since 1970)	1,688.65	14.66	8.00
Steward/Cook	1,688.65	14.66	8.00
Steward/Baker	1,688.65	14.66	8.00
Chief Steward (25,500 DWT or over)	1,536.83	13.39	8.00
Chief Steward (under 25,500 DWT)	1,479.45	12.89	8.00
Chief Cook	1,327.99	11.58	8.00
Cook and Baker	1,296.66	10.96	8.00
Third Cook	1,150.14	9.44	6.13
Assistant Cook	1,150.14	9.44	6.13
Messman	847.57	7.44	4.86
Utilityman	847.57	7.44	4.86

PENALTY RATES

Off Watch, Monday through Friday Group I \$8.91 Group II 7.15 Group III 6.36



What's a diesel engine room look like? Here's an up-close view of the brand new diesel Sea-Land Explorer, snapped last month at Oakland, Calif.



All Systems go! Checking over the Sea-Land Explorer's engine control room is Seafarer G. P. Pollard Lowsley, a QMED.

Dockside at Oakland, Calif., the 735-foot D-9 vessel Sea-Land Explorer, shown unloading her cargo of containers.

SIU Crews Another New Diesel, S-L Explorer

1980 is the year of the diesel, as delivery of Sea-Land's 12 new diesel container ships continues fast and furious. All 12 of the SIU-contracted D-9 class vessels in Sea-Land's ambitious \$586 million ship construction program are expected to be earning their keep by the end of the year.

So far, eight of the 12 have been christened, six have been delivered from their Far East shipyards and four have taken on their SIU crews and are now plying the Asia/U.S. West Coast trade.

Number four, the Sea-Land Explorer, took on her SIU crew recently. Like the three Sea-Land D-9's that crewed before her and one to follow, the Sea-Land Explorer will be servicing ports on a Pacific Southwest loop, calling at Yokohama and Kobe, Japan, Kaohsiung, Taiwan and Hong Kong and at Long Beach and Oakland, Ca. The next five D-9s will be used on a Pacific Northwest loop, which adds Seattle, Wash., to the ports of call.

The three D-9's which entered service with their SIU crews before the Sea-Land Explorer were the Sea-Land Patriot, which crewed Jan. 29,

the Sea-Land Liberator, crewed in early March and the Sea-Land Defender following in late March. The Sea-Land Developer was christened and delivered at the end of May. She's expected to crew by the end of June.

The Sea-Land Explorer, like her 11 sisters, measures 745 feet and can accommodate both 35- and 40-foot containers. The vessels have an overall 839 container capacity with 165

slots allocated for refrigerated cargo and 84 for bulk liquid tanks.

CONSTRUCTION of the 12 energy-efficient D-9's underscores a growing trend in today's maritime industry—the move to diesel powered vessels.

Operating at service speeds of 22 knots, the 12 D-9's are expected to yield a 35 percent improvement in fuel efficiency

over steam turbine vessels of comparable size. And they can make a West Coast-to-Asia round trip without refueling.

As fuel prices continue to soar, more and more vessels will be built or converted to diesel. That means Seafarers with the skills and training necessary to operate diesel vessels will be more and more in demand.

To accommodate the industry's need for seamen with knowledge of diesel vessels the Union has been offering a diesel course at HLS. And the greater the participation of SIU members in the training course, the greater the chance of bringing diesel-powered equipment under SIU contract in the future.

Sea-Land is expecting to have three more of the D-9's crewed and operating by the end of the summer. The Developer will crew by the end of this month. The Sea-Land Express, christened in March, should be ready for her maiden run in early July. At the end of July, SIU crewmen will go aboard the Sea-Land Independence. Sea-Land will round out their fleet of D-9's to an even dozen by the end of November.



The Sea-Land Explorer paid off in Oakland on May 19. On-hand were part of the ship's committee, crewmen and SIU officials, including (standing l-r): G. P. Pollard Lowsley, QMED and engine delegate; Don Bartlett, shoregang bosun; John Cisiecki, bosun and ship's chairman; Theodore Goodman, steward; secretary; Harry Silverstein, utility, steward delegate. Seated (l-r) are: Ed Turner, senior West Coast representative; Richard Scheffler, AB; Robbie Robertson, San Francisco patrolman and Carlos L. Sy, chief cook.

LETTERS

TO THE EDITOR

Top Training At HLSS

I would like to express my sincere thanks and gratitude to the faculty and administrators of the Harry Lundeberg School at Piney Point, Maryland. This is the School, backed and built by the SIU, our Union.

The Harry Lundeberg School is indeed one of the finest schools of seamanship in the world. The curriculum and studies are hard, but the rewards are worth it. Liberty is spent in a superb setting, nestled in the woodlands of Southern Maryland and I would like to take this opportunity to let the membership know that every member of the SIU should view and take a course at this superb training complex at least one time in their seagoing career.

Fraternally,
Dennis Patrick Prescott
Hotel Manager
SS Oceanic Independence

Regrets Passing of Bill Hall

I retired Oct. 4, 1979 off the Interstate tug, *Honour*, which I sailed out of the port of Mobile and Houston.

I was very sorry to read about Brother Bill Hall passing away. He was a very fine man.

I've been a member of the SIU since the earliest days of the Union. Now I'm enjoying life at home with my wife, Mary Ellen. I miss the sea very much. I will always love the old SIU and the old IBU and hope everyone the very best.

I really thank the Union for the benefits I have received since my retirement.

Fraternally,
Leonard Kennedy
Stapleton, Ala.



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Crew Saddened by Loss of Shipmate

On the morning of April 14, 1980 at 6:25 a.m., our chief steward, Oliver Celestine, was pronounced dead by Capt. Benjamin R. Moon. All of our crew, both licensed and unlicensed, were sorry and saddened by the loss of a man, not only good in his profession, but a credit to his Union, as well as a number one shipmate. At this time, we would like to extend our condolences to his family and friends. Yes, he's gone but surely not forgotten by his shipmates.

Sincerely,
The Entire Crew, SS Anchorage
L. E. Joseph, Ship's Chairman

Paul Hall Paved the Way

In our bull sessions aboard ship, conversations invariably turn to the benefits available to Seafarers today. How it is and how it was. We would like to thank the person most instrumental in bringing about that change, Paul Hall, our union's president.

We note his present illness with deep regret and convey to him our hopes and wishes for a speedy recovery.

From the entire crew, our best wishes.

Fraternally,
Carl Thompson, Ship's Chairman
S.T. Overseas Chicago

'Thousands Wishing Paul Hall the Best'

There are thousands of us seamen out here wishing the best to President Paul Hall. We know of no one who has worked as hard or who has done as much as Paul Hall for the good of the SIU Brotherhood. We all read in the *Log's* April issue that Paul Hall had received the "Mr. Port of New York" award. The way we feel is, why just New York? How about Baltimore, Houston, Tampa, San Francisco, St. Louis, New Orleans, Los Angeles, Mobile, Detroit, Chicago and ports in all the other states. Why not let it be, "Mr. Paul Hall of these United States." We are all very proud of President Paul Hall.

Fraternally,
James H. Gleaton
SS Cove Trader

Rep. Murphy Lauds SIU, Drozak

In reading SIU Exec. Vice President Frank Drozak's "Report from Headquarters" in the April 1980 edition of the *Log*, I was pleased to read of El Paso Gas Company's shift from Norwegian to American crews on three LNG vessels. The additional news that the SIU will man the passenger liner *Oceanic Independence* was even more refreshing.

I can well appreciate the many hours it must have taken to persuade management to make these changes, and I congratulate the SIU and Frank Drozak on this major accomplishment. This is just the type of leadership that the American Merchant Marine so desperately needs.

Warmest personal regards.

Sincerely,
John M. Murphy
Chairman, House Merchant Marine and Fisheries Committee

Need More Gov't. Support for Lakes Fleet

BY June, the word from the Great Lakes is usually "everything's running." The fit-out is over and waterborne traffic on the Lakes is bustling.

But not this year. From thousand footers to car ferries, dredges and tugs, it's the same story: "laying up indefinitely due to lack of cargo."

What's ailing every fleet that plys the nation's fourth seacoast today is a combination of politics and porkchops. Lack of government support for the Great Lakes merchant marine; big problems in the auto industry and related supply industries and; the U.S. embargo on sale of American wheat to Russia have all contributed to hard times on the Great Lakes.

Popular wisdom has it that "as Detroit goes, so goes the nation," meaning that production and sales levels in the auto industry's capital act as a bellwether for the rest of the country.

Last year, sales of American cars dropped by 11 percent and auto industry forecasters are predicting that 1980 will be even worse. The United Automobile Workers union estimates some 300,000 auto workers—or one third of the "Big Three" car companies' workforce—is idle.

PART of the reason for the auto industry's woes is self-imposed. U.S. car manufacturers didn't gauge either soaring fuel prices or the economic recession accurately and didn't tool up in time to meet the increased American demand for small cars.

But auto importers weren't as short-sighted. Small, fuel-efficient imported cars, especially from Japan, are accounting for an ever-increasing share of the U.S. market. And that trend is sure to continue. Because while the Japanese restrict the sale of American cars with a variety of trade barriers, Japanese auto exporters currently have unlimited access to U.S. markets.

U.S. auto industry suppliers are also being bruised by imports. The chairman of one company that makes automotive casings said recently that if his company got some of the parts' orders Detroit is sending overseas, "we wouldn't be posting losses and some of the 1,000 workers we laid off might be on the job."

The trouble in the automobile and related supply industries has come down hard on all Great Lakes vessel operators. SIU-contracted Great Lakes operators, which carry a heavy percentage of ore, coke, sand and other cargoes for automobile companies, have been forced to pare down their fleets for the first quarter of the 1980 shipping season.

Brand new vessels, like the SIU-contracted *Indiana Harbor* fit out this year only to be returned to lay-up. Some vessels never fit out at all.

Another factor contributing to shipping problems on the Great

Lakes is the current embargo on the sale of U.S. grain to the Soviet Union. The ships which would have moved the millions of tons of grain to Russia now have no reason to call at Great Lakes ports. And that means less work for SIU members who crew Great Lakes harbor tugs.

THE largest SIU-contracted inland operator on the Great Lakes, Great Lakes Towing Co., has made dramatic cuts in the number of boats—and crews—its' using. In Chicago, Great Lakes Towing is currently employing four SIU crews. A year ago the company used nine crews in that port. And the story is the same for inland crews in other Great Lakes ports.

The bleak picture for Great Lakes boatmen could brighten soon if rumors that the government is ready to channel money to the Lakes for new dredging projects, pan out. But, while pumping money into specific Great Lakes projects will provide a badly-needed boost for employment in the region, such funding provides only short-term relief.

We believe a re-thinking of U.S. policy towards the Great Lakes in general is long overdue. Though today's economy is largely to blame

for hard times on the Lakes as well as on their shores, shipping in the region has been troubled for years due to lack of adequate government support.

Past Congressional policy of overlooking the U.S. Great Lakes fleet to a great extent has allowed Canadian vessels to play a larger and larger role in U.S. Great Lakes commerce. A recent study by the Maritime Administration showed that in 1978, Canadian vessels carried 98 percent of all cargoes between the U.S. and Canada.

There are several ways the government could act to equalize the cargo imbalance for the U.S. Great Lakes fleet. Increased Federal subsidies for the fleet would help as would government imposed restrictions on imports.

But one of the best ways to renew the fortunes of America's sweet water fleet is negotiation of a bilateral shipping agreement between the U.S. and Canada.

A bilateral agreement would ensure cargoes for the vessels of both the U.S. and Canada and, at the same time, screen possible third flag vessels from pirating away Great Lakes cargoes.

In addition, a bilateral pact,

financed by both nations, would free Canadian dollars for needed support of their deep sea fleet.

There's no single solution to reversing the steady decline of the U.S. Great Lakes fleet. Just as there's no one answer to curing America's economic woes.

But the fortunes of both maritime and shoreside industries in the Great Lakes region could pick up with the infusion of government support and funding. The SIU has always believed that politics and porkchops is a winning combination.



U.S. Dredges Should Get Diego Garcia Project

Representatives from the U.S. maritime and dredging industries want bids on the lucrative Diego Garcia project restricted to American companies, so that jobs for American workers could be protected and this nation's balance of payments deficit improved.

Several SIU companies are interested in the work.

Navy officials have asked Congress to authorize \$25 million over a two year period so that the lagoon at Diego Garcia can be dredged. Once the lagoon is dredged, the Navy will be able to construct badly needed Support Facilities.

Diego Garcia, which is situated in the Indian Ocean, is one of the Western World's most important naval bases.

The Navy had originally requested that the dredging be open to international bidding.

This request met a great deal of opposition from Congressional leaders, representatives from the dredging and maritime industries, and labor officials.

Rich Saul, director of Inland Waters and Great Lakes Activities for the Transportation Institute, a private research and education organization which promotes a strong American flag merchant marine, told members of the House Subcommittee on Military Construction that he disagrees with the Navy's position on open bidding.

He noted that the dredging industry is an important ancillary to the United States Merchant Marine, and as such, is an integral part of the "fourth arm of defense." The dredging industry, like the Merchant Marine, should be promoted whenever possible, especially when there is no additional cost to the American taxpayer.

Saul told the Subcommittee that at present there are at least five U.S. dredging companies that have indicated that they have the interest, the equipment and the capability to dredge the lagoon at Diego Garcia within the \$25 million budget set forth by the Navy. He sees no reason not to restrict the bidding to these companies. There are enough interested American companies to ensure competitive bidding. Not to restrict the bidding would further compound an already intolerable situation.

According to Saul, the United States Government stands alone in the manner it treats its dredging industry. Other countries substantially subsidize their dredging industries, or else restrict bidding to companies that are incorporated under their own laws.

Restricting bids to American

companies would have several beneficial consequences.

- The number of overseas jobs for American workers would be increased. At the present time American tax regulations are such that companies are penalized for employing American workers; and Americans are penalized for accepting employment overseas. Restricting bids on individual projects would be one way of minimizing the bad effects of the present tax structure until it can be changed.

- Moreover, this nation's serious balance of payments deficit would be improved if bids were restricted to American firms. It is estimated that 80 percent of the monies spent on the Diego Garcia project would be channelled back into the American economy were the work done by an American company employing American workers.

Small Vessel Manning Bill Flirts With Safety

WASHINGTON, D.C. — The SIU is working to improve two bills in the Congress on small vessel manning.

Numbered S. 2523 in the Senate, the bill would amend certain inspection and manning laws applicable to small vessels. In the House of Representatives a very similar bill is numbered H.R. 5164.

Speaking before the Senate Committee on Commerce, Science and Transportation last month, SIU Legislative Representative Frank Pecquex noted "the SIU is pleased with many sections of S. 2523." However, there are certain parts of the bill that "run contrary to the intent of recent Congresses in enacting laws which seek to strengthen the protections against maritime accidents and pollution."

Pecquex pointed out to the Committee two of the bill's provisions which could adversely effect maritime safety. One is the drastic reduction of qualifications for AB "Special" in the offshore mineral and oil industry.

The bill would allow a person to become an AB in six months. The basic reason behind this is the shortage of qualified AB's in the mineral and oil industry in the Gulf of Mexico.

But as Pecquex pointed out "we do not believe that the enactment of a law which will transform hundreds of deckhands into able-bodied seamen overnight is the answer."

He noted that there are a number of reasons for this shortage in the Gulf: poor working conditions, low pay, and until recently, a lack of interest in the establishment of training programs.

Recognizing the 12-hour work days that are common in this

industry," said Pecquex, "and the proposed education-in-lieu-of-service provisions, S. 2523 would be, in effect, certifying a '100 day' AB."

The SIU believes that the service requirement for AB "Special" should be increased in the bill to a minimum of 12 months.

The Union also objects to provisions in S. 2523 that would reduce the number of AB's to 50 percent of the crew complement on offshore supply vessels. Current law provides that 65 percent of the crew, exclusive of licensed deck officers, must be AB's.

As Pecquex told the Committee, "We believe that all vessels should have to meet existing law which requires the higher percentage of Able Seamen."

The provisions in the bill which the Union supports include the following:

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

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

- Maintaining of the sea service requirement for "AB Unlimited" at the current level of three years.

- Requirement that seamen endorsed as "AB Unlimited" should make up no less than 50 percent of the mandatory AB complement on any deep sea vessel.

In the House, the Rules Committee heard arguments on their version of the bill and granted a rule to put it on the House floor. The legislation should be on the floor of the House in about a month.

Pacer Committee



SIU Rep Nick Marone (3rd left) handled the payoff early this month of the SS Pacer (Sea-Land) at Port Elizabeth, N.J. Posing with him for the Ship's Committee and crewmembers photo are (l. to r.) AB Scotty Malone, deck delegate; GSU Ed Melleby, steward delegate; AB David Drinan, Recertified Bosun Ward "Slim" Wallace, ship's chairman and AB Gene "Stitch" Brown.

Point Julie Committee



Recertified Bosun Arne "Arnie" Hoyde (center) ship's chairman of the ST Point Julie (Birch Shipping) early this month was at the payoff with a crewmember and the Ship's Committee of (l. to r.) AB Stephen Hayslip, Chief Pumpman Spero Moshe, engine delegate; AB Bill Killian, deck delegate and Chief Steward Simon Gutierrez, secretary-reporter. The tanker paid off at Port Mobil, Staten Is., N.Y.

Maritime Day—American As Apple Pie

THE annual observance of Maritime Day is a tradition that's as American as the Fourth of July. Held on May 22, the anniversary of the first-ever transatlantic



Prior to the wreath ceremony, Vice Adm. Robert I. Price of the U.S. Coast Guard addresses the Maritime Day gathering on May 22 near the Verrazano Bridge.



The Statue of Liberty in N.Y. Harbor salutes Maritime Day celebrants sailing by.



SIU Lakes Agent Jack Allen (far right) of the port of Duluth, Minn. is with a few members of the Union's Recertified Bosuns Program awaiting the Circle Line boat's departure from the dock.



At Maritime Day ceremonies in front of the USPHS Hospital, Staten Is., N.Y. is SIU Rep. John Dwyer (2nd right) and Dr. Florence Kavalier (3rd right) of the USPHS with members of the clergy, hospital staff and Coast Guard personnel.

steamship crossing made by the SS Savannah in 1819, Maritime Day is marked across the country with commemorative ceremonies, with speeches and brass bands.

Maritime Day is a time of tribute to those merchant seamen who gave their lives in their country's service. It's a day to honor the merchant mariners of today whose contributions to America's economy and security are too often overlooked. And it's an occasion to remind the nation that a strong U.S. flag merchant marine is essential to America.

Maritime Day 1980 was observed at sea and ashore in cities as far flung as San Francisco, Washington, D.C. and New York. The SIU participated in wreath-laying ceremonies and other activities in all three cities. And the Log was there to record the events.

New York

NATIONAL Maritime Day, May 22, afternoon memorial ceremonies in the port of New York were celebrated this year aboard Circle Line's sightseeing boat with a buffet lunch and a run downriver (Hudson) to the formidable Verrazano Bridge at the entrance to the harbor's Upper Bay via the Narrows.

There traditional funeral wreaths from labor, management and government were consigned to the deep by the Coast Guard to honor those merchant mariners who gave their lives in the course of their calling. Representing the SIU at the ceremonies was Vice President Leon Hall. Jerome E. Joseph represented District 2 MEBA, AMO. Lawrence G. Molloy was there for the I.L.A.

Among those at the celebration representing management was Stanley Unger of Ogden Marine. And James P. McAllister of McAllister Brothers and Victor Longchamp of Delta Line.

Representing the government beside the Coast Guard, was the U.S. Navy, Merchant Marine Academy, Department of Commerce and the Public Health Service.

Giving the religious invocation before the memorial ceremonies was N.Y. Port Chaplain Msgr. Thomas McGovern. Blessing and dedicating the wreaths with inspiring prayers was the Rev. James R. Whittemore, head of the Seamen's Church Institute here, as the boat's bell tolled away a minute of solemn silence in honor of the seafaring departed.

Sponsor of the day was the Propeller Club of New York. At a pre-ceremony meeting, the club nominated SIU N.Y. Port Agent Jack Caffey to their Board of Governors.



Midshipman Daniel Morson of the U.S. Merchant Marine Academy provides the musical response.

Maritime Day—San Francisco

MARITIME Day in San Francisco was a two-day affair this year. The first part of the celebration was held on Wednesday, May 21, with the dedication of the Liberty ship *Jeremiah O'Brien* as the National Liberty Ship Memorial on San Francisco Bay. Thursday, May 22 saw the annual lifeboat race, followed by the Propeller Club luncheon, honoring maritime's Man of the Year.

The *Jeremiah O'Brien* is the last known, unaltered Liberty ship afloat, out of the 2,750 such vessels built during World War II. Last October, a volunteer crew sailed her under her own power from the Suisun Bay reserve fleet anchorage to Bethlehem shipyard in San Francisco, 60 miles away. It was the first

time in 33 years that the ship had gotten up steam. Since October, scores of volunteers, including many members of the SIU, have been working on the ship, getting her ready for her dedication voyage last month.

With over 600 well-wishers aboard, the ship left the yard, into the Bay, where dedication ceremonies were held. Sam Nemirow, assistant secretary of Commerce for Maritime Affairs, formally dedicated the ship as a National Memorial, on behalf of President Jimmy Carter.

Following the dedication ceremonies, the *O'Brien* circled the Bay and sailed out the Golden Gate. Once out the Gate, it turned around and headed back. Then, services honoring the men and women who have given their

lives to the sea were held. More than four dozen floral wreaths from various organizations were cast upon the outgoing tide as part of the memorial.

The ship then proceeded to Pier 3 at Ft. Mason, a former Army base which is now part of the Golden Gate National Recreation Area and operated by the National Park Service. The *O'Brien* will be permanently berthed at Ft. Mason, to become a floating museum. Plans are for the ship to make a similar voyage on her own steam each year on Maritime Day.

A luncheon for the shipboard guests was held on the pier after the ship docked.

The next day, San Francisco's traditional lifeboat race was held on the Bay in the morning. For

the 11th time in the past 12 years, the crews from Matson won.

Noontime saw the annual luncheon, sponsored by the Propeller Club of the United States, and well attended by the maritime unions. Local winners of the Propeller Club's essay contest for high school students were introduced.

Highlight of the Maritime Day luncheon each year is announcement of the "Brass Hat Award", given to the Maritime Man of the Year as selected from members of the maritime community. This year it went to Ed Turner, SIU's Senior Representative on the West Coast.

Turner is the first labor union representative to get the coveted award since its inception in 1946.



SIU Plans Administrator Carolyn Gentile (right) regards memorial wreath with the Rev. John P. Heaney on the Liberty ship.



Going up the *Jeremiah O'Brien* gangway (center) is SIU Historical Director John Bunker.

Maritime Day—Washington, D.C.



N.Y. Port Agent Jack Caffey (far right) poses with members of the Union's Steward Recertification Program and (center) Piney Point Trainee Gretchen Zurlieh on Maritime Day in Washington, D.C.

ON the west steps of the Capitol in Washington, D.C., a fitting tribute was held on National Maritime Day for the American seamen who have lost their lives during wartime.

In conjunction with Maritime Day, an annual Merchant Marine Memorial Service is held by the U.S. Department of Commerce. This is the eleventh year that the service has taken place.

In crisp, bright uniforms the

U.S. Marine Corps Band and the U.S. Merchant Marine Academy Glee Club provided spectators with music and songs as well as a presentation of the colors.

Wreaths were brought forth by various maritime groups including a trainee from the SIU's Harry Lundeberg School in Piney Point, Md. A contingent of trainees from the School was also there and stood formation.

Representatives from mari-

time unions spoke including SIU New York Port Agent Jack Caffey. His forceful speech made it clear that the best way to honor the seamen who lost their lives in past wars was to have a strong, viable merchant fleet today.

Tributes to America's merchant seamen were also given by two members of Congress, Senator Daniel K. Inouye (D-Hawaii) and Representative John M. Murphy (D-N.Y.)

Among the other speakers, most of whom stressed the need for a much stronger merchant marine, were: Edward Kelly, of MEBA District 2; Al May, executive vice president of the Council of American-Flag Ship Operators; Leon Shapiro, secretary-treasurer of MEBA District 1, and Bruce McAllister, deputy assistant secretary for Maritime Affairs of the Department of Commerce.



Maritime Day celebrants (600) in the port of San Francisco board the National Liberty Ship Memorial, the *SS Jeremiah O'Brien*.



At the helm of the Liberty ship, *SS Jeremiah O'Brien* is SIU Senior West Coast Rep. Ed Turner (left) with Seafarer Roy Jones of the Seafarers' Union (right).



MARAD Western Director Thomas J. Patterson Jr. gives a short talk on the *Jeremiah O'Brien*.



A Coast Guard rifle squad fires a volley at the Seamen's Memorial Service.



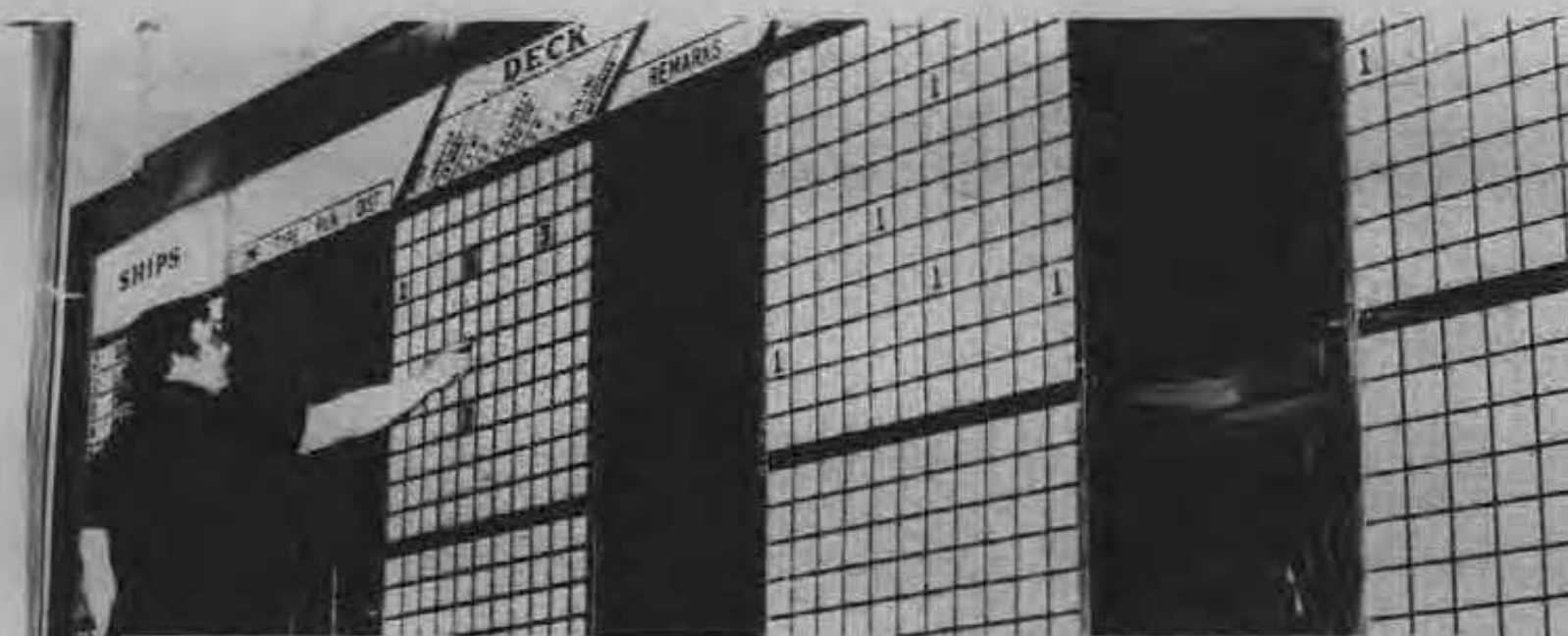
Decorative bunting aboard the *Jeremiah O'Brien* blows in the breeze.



Beside wreath is HLS Entry Trainee Gretchen Zurlieh with N.Y. Port Agent Jack Caffey (2nd left) in the background.



Giving the Maritime Day speech in Washington, D.C. is N.Y. Port Agent Jack Caffey.



Dispatchers Report for Deep Sea

MAY 1-31, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	8	4	1	10	7	2	10	6	2
New York	114	42	11	87	55	2	145	69	15
Philadelphia	4	1	1	11	4	7	19	7	2
Baltimore	29	16	1	19	17	3	38	14	5
Norfolk	10	1	1	16	15	2	31	15	1
Tampa	15	2	1	13	2	1	15	5	1
Mobile	62	15	3	8	2	1	34	5	1
New Orleans	15	1	1	87	29	4	108	26	8
Jacksonville	40	13	1	45	19	1	54	16	3
San Francisco	18	5	1	12	5	2	65	19	7
Wilmington	27	13	1	24	11	8	43	11	14
Seattle	32	9	14	60	31	9	46	17	31
Puerto Rico	11	3	1	18	8	1	16	4	1
Houston	54	18	1	56	21	1	32	33	10
Piney Point	1	4	1	1	8	1	0	0	0
Yokohama	0	1	0	0	0	0	8	1	0
Totals	441	157	60	467	239	56	719	248	124
ENGINE DEPARTMENT									
Boston	5	1	3	4	4	1	3	3	3
New York	89	39	0	69	47	1	141	73	1
Philadelphia	5	4	0	3	2	1	7	7	1
Baltimore	21	13	1	18	10	6	35	11	1
Norfolk	13	1	1	11	10	1	25	10	1
Tampa	12	1	1	7	12	0	11	6	0
Mobile	14	5	0	8	2	0	25	8	0
New Orleans	46	22	0	53	23	0	84	35	0
Jacksonville	24	6	0	25	8	0	27	10	0
San Francisco	13	1	0	13	1	0	48	13	0
Wilmington	11	1	0	7	14	4	19	8	12
Seattle	22	16	0	28	17	3	36	22	1
Puerto Rico	6	3	0	11	5	3	11	0	0
Houston	34	19	7	39	20	0	69	25	0
Piney Point	2	4	0	2	6	0	0	0	0
Yokohama	1	1	0	1	0	0	3	1	0
Totals	320	152	33	299	180	25	548	233	84
STEWARD DEPARTMENT									
Boston	2	0	0	1	4	0	2	4	0
New York	48	18	0	49	43	1	79	30	1
Philadelphia	1	1	0	0	5	1	2	5	1
Baltimore	13	1	1	22	10	1	15	4	1
Norfolk	1	1	1	14	5	1	12	4	1
Tampa	1	1	1	3	3	1	4	4	1
Mobile	1	1	1	3	3	1	26	4	1
New Orleans	13	1	1	38	23	2	51	22	4
Jacksonville	15	1	1	20	10	1	32	9	3
San Francisco	1	1	1	10	2	1	12	3	1
Wilmington	1	1	1	7	2	1	32	9	1
Seattle	1	1	1	21	14	1	27	15	1
Puerto Rico	1	1	1	1	1	1	1	1	1
Houston	2	1	1	32	17	1	58	24	1
Piney Point	1	1	1	3	3	1	0	0	1
Yokohama	1	1	1	0	1	1	0	0	1
Totals	186	56	25	238	198	45	349	90	49
ENTRY DEPARTMENT									
Boston	4	0	0	4	0	0	5	8	2
New York	26	105	0	26	105	0	34	237	162
Philadelphia	1	1	0	1	1	0	1	1	1
Baltimore	1	1	1	1	1	1	10	44	17
Norfolk	1	1	1	1	1	1	1	42	23
Tampa	1	1	1	1	1	1	1	13	10
Mobile	1	1	1	1	1	1	1	26	6
New Orleans	32	15	1	32	15	1	80	71	26
Jacksonville	11	1	1	11	1	1	15	50	18
San Francisco	1	1	1	1	1	1	30	44	34
Wilmington	12	1	1	12	1	1	5	38	120
Seattle	1	1	1	1	1	1	11	41	60
Puerto Rico	1	1	1	1	1	1	1	24	37
Houston	16	14	0	16	14	0	31	69	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	1	0	0	1	0	0	1	0	0
Totals	131	430	242	209	750	526	209	750	526
Totals All Departments									
	1,078	795	364	1,004	617	128	1,825	1,321	763

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Juan Mojica (l.) chief steward, and Travis Mainers, the *Sugar Islander's* cook and baker pause for a moment in the ship's galley before preparing dinner. Travis has been on the vessel for the past two-and-a-half years.



Baltimore Port Agent George Costango (r.) holds a shipboard meeting with some of the crew in the bulk carrier's mess hall.



These three gents make up part of the ship's able-bodied deck-gang, from left to right they are: Mike Dupuis, Henry Scott and Thomas Luketich.



AB Fred Boyne stopped-off in the galley during the afternoon coffee break.



Mike Dupuis (docksider), along with some of his shipmates, helps to set the gangway upon arrival in Baltimore.

Chief Steward, 24, Has Recipe for Success

IT'S a classic example of what a man can do, if he sets his mind to it and plays his cards right.

In less than three years (to be exact, 32 months) Texan Larry Dockwiler, 24, has worked his way up from a General Steward Utility (GSU) to a Steward/Baker. He's presently working at the head of his department on the *LNG Capricorn* somewhere between Indonesia and Japan.

It's quite an accomplishment for the young man who once told us: "I never cooked a meal in my life, till I joined the SIU and got on a ship. My mom always had a meal on the table."

Though Dockwiler's accomplishment is certainly exemplary, it's by no means a one in a million stroke of luck. It's the sort of thing that's well within the reach of most seafarers providing they use the following "recipe" for success:

- gather a sufficient quantity of seafaring (in the first 22 months

after his graduation from the Harry Lundeberg School in May, 1977 (Dockwiler accumulated 18 months seafaring).

- combine a generous amount of determination and the willingness to learn and upgrade as often as possible (Dockwiler upgraded at the Lundeberg School every chance he had, and kept his eyes and ears open in the galley while at sea).

- prepare all ingredients in the patented SIU "kitchen", wherein only the best equipment and (educational) opportunity is available to those allowed to enter.

In addition to the excellent educational and upgrading opportunities the SIU has provided for those seeking advancement in the steward department, only the SIU has the specialized course required for employment on the new liquefied natural gas (LNG) tankers. Dockwiler took that course the year he graduated from the Lundeberg School, and

has been riding gas ships ever since.

He was a crewmember on the first American-flag LNG ship, the *LNG Aquarius*, riding that ship out of the yard in 1977. He left the *Aquarius* after two trips, upgraded to cook/baker, and then took a job on the brand new *LNG Gemini*. After leaving the



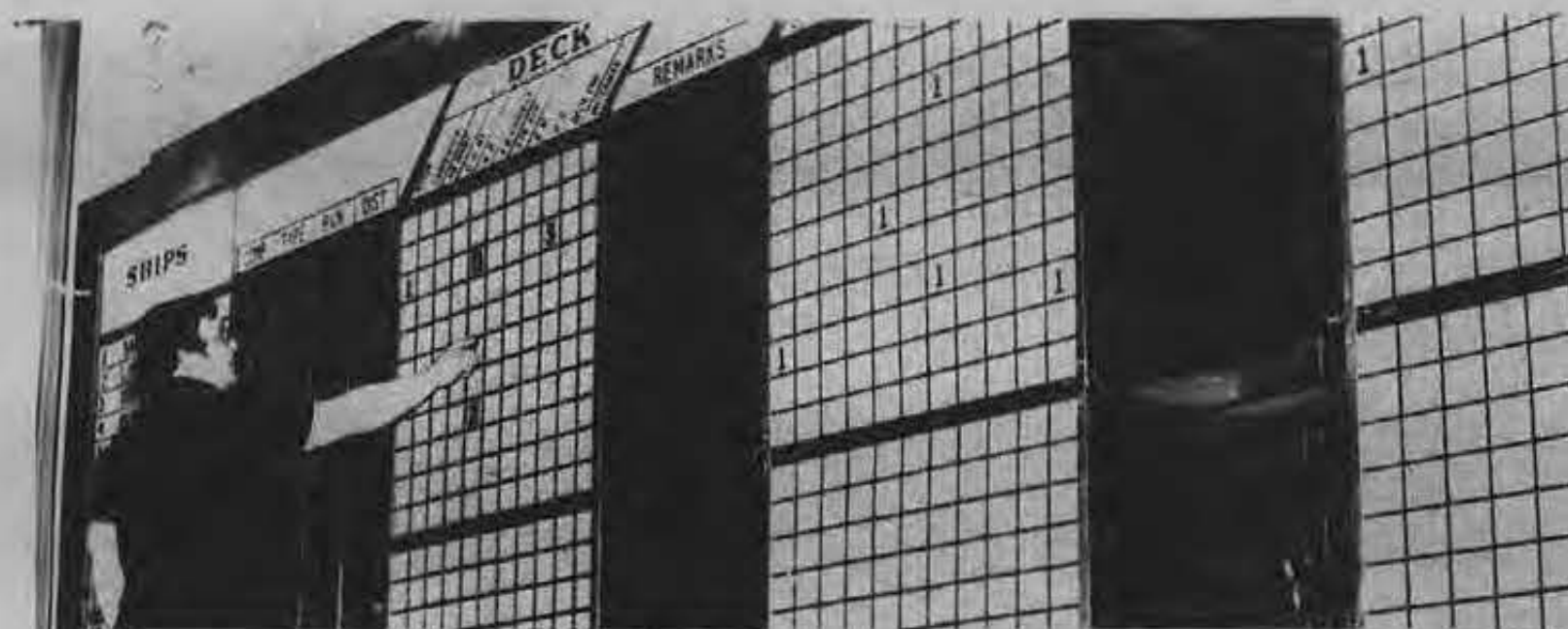
New Chief Steward Larry Dockwiler is only 24 years old.

Gemini in early 1979 he upgraded once again before becoming the first chief cook on the *LNG Libra*. He's been on the *LNG Capricorn* since January of this year, re-rating to steward/baker in February.

Though Dockwiler's rise in the steward department has been meteoric, there are others climbing the ladder at a similar pace. Along with him on the *Capricorn* is chief cook Patrick Geary who started out as a GSU on the *LNG Aquarius* in 1978. Geary, himself a graduate of the Lundeberg School, has also worked on the *LNG Leo* and the *LNG Taurus*.

So, as Dockwiler and Geary have shown, the recipe is there for all to use. And it's not all that difficult. All it takes is the proper combination of seafaring, determination and the willingness to learn.

The SIU's got the rest of the ingredients you'll need to cook up a batch of success.



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MAY 1-31, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	8	4	1	10	7	2	10	6	2
New York	114	42	11	87	55	4	145	69	15
Philadelphia	29	3	1	11	4	1	19	7	1
Baltimore	16	12	7	16	17	7	31	15	15
Norfolk	10	6	2	13	15	2	10	6	6
Tampa	15	2	1	8	2	1	34	5	5
Mobile	62	10	3	47	29	4	108	26	9
New Orleans	40	13	1	45	19	5	54	16	5
Jacksonville	18	1	3	12	5	2	65	19	5
San Francisco	27	13	6	24	11	8	43	11	14
Wilmington	32	9	14	60	31	9	46	17	31
Seattle	11	2	1	18	8	9	16	4	1
Puerto Rico	54	18	5	56	21	1	92	33	10
Houston	1	1	1	1	8	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	441	157	60	467	239	56	719	248	124
ENGINE DEPARTMENT									
Boston	5	1	0	4	4	1	3	3	3
New York	89	39	0	69	47	1	141	73	9
Philadelphia	5	4	0	3	2	0	7	7	0
Baltimore	21	6	1	18	6	2	35	11	1
Norfolk	15	6	1	11	10	2	25	10	5
Tampa	12	6	0	7	12	3	11	6	9
Mobile	14	6	0	8	2	0	29	8	0
New Orleans	46	20	0	53	23	0	84	35	0
Jacksonville	24	4	0	25	8	0	27	10	0
San Francisco	13	4	0	13	4	0	48	13	0
Wilmington	11	9	5	7	14	4	19	8	12
Seattle	22	16	5	28	17	3	36	22	9
Puerto Rico	6	2	0	11	5	3	11	1	0
Houston	34	19	7	39	20	2	69	25	9
Piney Point	2	0	0	2	6	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	320	152	33	299	180	25	548	233	64
STEWARD DEPARTMENT									
Boston	2	3	0	1	4	0	2	4	0
New York	48	18	0	49	43	0	79	30	8
Philadelphia	13	1	0	22	5	3	14	3	0
Baltimore	8	2	1	14	9	6	12	4	4
Norfolk	3	1	1	3	2	1	4	1	2
Tampa	12	2	0	5	3	0	26	3	0
Mobile	22	4	0	39	32	2	51	5	4
New Orleans	15	3	0	20	10	1	23	6	0
Jacksonville	8	1	0	7	2	0	32	3	0
San Francisco	10	3	1	21	14	15	22	6	11
Wilmington	6	1	0	12	5	1	9	5	0
Seattle	26	2	0	32	17	2	55	4	3
Puerto Rico	0	0	0	0	34	1	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	186	56	29	238	198	45	349	90	49
ENTRY DEPARTMENT									
Boston	4	9	2	3	8	2	5	8	2
New York	29	105	64	3	237	162	34	237	162
Philadelphia	3	12	1	0	3	5	3	3	5
Baltimore	10	26	5	10	44	17	10	44	17
Norfolk	3	30	16	3	5	42	5	42	13
Tampa	3	10	5	3	5	13	5	13	10
Mobile	4	18	8	4	18	28	12	28	6
New Orleans	22	44	15	22	44	71	30	71	26
Jacksonville	11	26	15	11	26	50	15	50	18
San Francisco	11	17	15	11	17	44	30	44	34
Wilmington	4	23	58	4	23	38	11	38	60
Seattle	12	20	31	12	20	24	12	24	6
Puerto Rico	4	14	2	4	14	31	4	31	37
Houston	16	45	17	16	45	69	16	69	37
Piney Point	0	32	0	0	32	0	0	32	0
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Mike Dupuis (dockside), along with some of his shipmates, helps to set the gangway upon arrival in Baltimore.

Chief Steward, 24, Has Recipe for Success

IT'S a classic example of what a man can do, if he sets his mind to it and plays his cards right.

In less than three years (to be exact, 32 months) Texan Larry Dockwiler, 24, has worked his way up from a General Steward Utility (GSU) to a Steward/Baker. He's presently working at the head of his department on the *LNG Capricorn* somewhere between Indonesia and Japan.

It's quite an accomplishment for the young man who once told us: "I never cooked a meal in my life, till I joined the SIU and got on a ship. My mom always had a meal on the table."

Though Dockwiler's accomplishment is certainly exemplary, it's by no means a one in a million stroke of luck. It's the sort of thing that's well within the reach of most seafarers providing they use the following "recipe" for success:

- gather a sufficient quantity of *seamanship* (in the first 22 months

after his graduation from the Harry Lundeberg School in May, 1977 (Dockwiler accumulated 18 months seetime).

- combine a generous amount of *determination* and the *willingness to learn and upgrade* as often as possible (Dockwiler upgraded at the Lundeberg School every chance he had, and kept his eyes and ears open in the galley while at sea).

- prepare all ingredients in the patented SIU "kitchen", wherein only the best equipment and (educational) opportunity is available to those allowed to enter.

In addition to the excellent educational and upgrading opportunities the SIU has provided for those seeking advancement in the steward department, only the SIU has the specialized course required for employment on the new liquified natural gas (LNG) tankers. Dockwiler took that course the year he graduated from the Lundeberg School, and

has been riding gas ships ever since.

He was a crewmember on the first American-flag LNG ship, the *LNG Aquarius*, riding that ship out of the yard in 1977. He left the *Aquarius* after two trips, upgraded to cook/baker, and then took a job on the brand new *LNG Gemini*. After leaving the



New Chief Steward Larry Dockwiler is only 24 years old.

Gemini in early 1979 he upgraded once again before becoming the first chief cook on the *LNG Libra*. He's been on the *LNG Capricorn* since January of this year, re-rating to steward/baker in February.

Though Dockwiler's rise in the steward department has been meteoric, there are others climbing the ladder at a similar pace. Along with him on the *Capricorn* is chief cook Patrick Geary who started out as a GSU on the *LNG Aquarius* in 1978. Geary, himself a graduate of the Lundeberg School, has also worked on the *LNG Leo* and the *LNG Taurus*.

So, as Dockwiler and Geary have shown, the recipe is there for all to use. And it's not all that difficult. All it takes is the proper combination of seetime, determination and the willingness to learn.

The SIU's got the rest of the ingredients you'll need to cook up a batch of success.

At Sea & Ashore

SS Presidents Wilson, Adams

From July 5-15, the SS *President Wilson* (American President Line) will carry beside passengers (13) 250 metric tons of bulk wheat from a West Coast port to Inchon-Pusan, Korea.

From July 10-20, the SS *President Adams* (APL) will haul 15,000 metric tons of bulk wheat supercargo on the same route.

SS Tamara Guilden

About July 13, the 23,800 dwt SS *Tamara Guilden* (Transport Commercial) from the port of Philadelphia will carry a cargo of coal outbound and other cargo inbound to the port of Norfolk on a five-month charter for the MSC.

New York

Sen. Daniel K. Inouye (D-Hawaii) was awarded the 1980 Admiral of the Ocean Sea Award (AOTAS) at Maritime Day ceremonies here. He will accept the award here on Sept. 26.

The award is for distinguished service to the American merchant marine annually by the United Seamen's Service.

Sen. Inouye is chairman of the Senate Subcommittee on Merchant Marine and Tourism and is author of Senate's 1980 Ocean Shipping Act.

TT Bay Ridge

Richmond Tankers, owners of the 225,000 dwt TT *Bay Ridge*, want to repay the Government construction subsidy to clear the supertanker for use in the domestic trades.

The vessel was built for \$57.3 million of which \$24.6 million was subsidized with the provision that she could only be used in the foreign trades.

But her sistership, the TT *Stuyvesant* repaid the subsidy and entered the domestic trades permanently.

She, like her other sisterships, the TT *Brooklyn* and TT *Williamsburgh*, are now on the Alaskan North Slope oil run.

Galveston

The U.S. Environmental Protection Agency (EPA) late last month gave the start-of-construction green light to Texas' first deepwater oil terminal port on Pelican Is.

Licensing okay is expected from the Army Corps of Engineers.

The port is to be built by Galveston Wharves, Chicago Bridge and Pelican Is. Terminal Corp. It could handle 250,000 dwt supertankers.

Santa Barbara Committee



New York Patrolman Teddy Babkowski (seated left) fills out a dues receipt for Recertified Bosun Stanley Jandora (seated right) ship's chairman, last month at a payoff aboard the SS *Santa Barbara* (Delta Line) at Port Newark, N.J. The rest of the Ship's Committee are (l. to r.) Steward Delegate Robert Arana, Engine Delegate Randolph Tannis, Deck Delegate Frank Palasia and Chief Steward A. Rudnicki, secretary-reporter.

Sugar Islander Committee



Baltimore Port Agent George Costanzo (2nd right) early this month paid off the SS *Sugar Islander* (Pacific Gulf Marine) at the Sugar Dock there. With him is the Ship's Committee of (l. to r.) Chief Steward Juan Mojica, secretary-reporter; Steward Delegate Travis Malters, Recertified Bosun Arthur McGinnis, ship's chairman and Deck Delegate Fred Boyne.

SS Lurline

MARAD has okayed more than \$36 million so Matson Navigation Co. can convert its R/O R/O trailership, the 25,350 dwt SS *Lurline* into a container ship doubling her cargo capacity to 1,046 containers from 434 containers.

The 1973-built 700-foot ship is on the West Coast to Hawaii run. Her builders, Sun Shipyard of Chester, Pa., will do the 126.5 foot "Stretch" conversion with delivery set for September 1981.

She will be able to carry 40 more cars to a 179 cars total and 104 more refrigerated units. Forward spaces will be fitted with container cells. Decks will be strengthened and autodecks with access ramps will be added to one hold.

Washington, D.C.

Four high school students have won voyages on SIU-affiliated ships and one cash in the Propeller Club of the U.S. annual essay contest on the American merchant marine.

Winners in the Harold Harding Memorial National Essay Contest were:

For a roundtrip Waterman trip from New Orleans to Europe—Alice Amber Amacker of Bogalusa, La.

For a Delta roundtrip from New Orleans to South America—William Russell Curry Jr. of Key West, Fla.

For two APL roundtrips from Oakland, Calif. to the Orient. Carmen Estalano of San Diego, Calif. and Heather Heintz of San Pedro, Calif.

For a Maritime Overseas \$500 cash award—Tue Din-anh of Galveston.

ST Zapata Patriot

MARAD has given the 35,100 dwt tanker ST *Zapata Patriot* (Zapata Tankers) permission to charter to the MSC for three years with two yearly options.

Manila Bay

Local pirates last month killed the master of the 10,000 dwt British containership, the SS *Oriental Ambassador* and hurt a crewmember when they boarded the vessel demanding cash.

The captain was shot nine times after refusing their demands. The pirates left the ship emptyhanded.

Enroute to Taiwan, the ship anchored off Lamao Town near the mouth of the bay, seeking shelter from Typhoon Dom.

Her chief mate brought the ship into Manila Harbor to continue the run to Taiwan.

Philadelphia

The SS *Westward Venture* (IOM) and the *Fort Holabird and Transporter* (IOT) won Jones F. Devlin Awards early this month for sailing safely for two accident-free consecutive years.

The awards were given by the National Safety Council's Marine Division and the American Institute of Merchant Shipping.

Starting with this issue the *Seafarers Log* will run a history of the Seafarers International Union. Installments will appear monthly and will cover the many strikes, organizational drives and other issues in which the Union has been involved for the benefit of seamen and the American merchant marine, as well as for labor in general. This first installment gives a brief history of the seamen's labor movement, including the various organizations which preceded formation of the SIU.

The Struggle Begins For a Class of Workers

by John Bunker

FOR hundreds of years seamen yearned to better their lot. From the whip-lashed oarsmen of Roman and Spanish galleys to the watch-and watch crews of modern wind-jammers, seamen were usually underfed, underpaid and overworked and considered workmen beyond the usual recourses of the law.

Along with the harsh and vigorous nature of their daily labors were the constant hazards of seafaring. Untold thousands of sailors have set out from port never to return, becoming victims of storms, collisions and that most dreaded foe of the ocean voyager—fire at sea. And in the pages of old shipping journals there was always this recurrent notice beside the name of a ship: "missing and presumed lost with all hands."

Much as they wanted to better their condition, seamen had little chance to express their dissatisfaction in any effective way, much less to organize for concerted action. Maritime laws of all nations gave absolute authority to the captain at sea. Quite appropriately was the captain called "master." He was that in fact. Many protests by seamen during a voyage against poor food, overwork, brutality or unsafe conditions were branded "mutinies" and were suppressed by fists, guns or belying pins. Only rarely was the seamen's voice heard as far as the courts and then the masters, mates or owners almost always won the case.

ALL maritime nations had strict laws against a seaman leaving his ship before the end of the voyage. In 1552, for instance, the Spanish government decreed that any sailor who deserted his ship before the end of a voyage to America could be punished by 100 lashes, a sentence virtually equal to death. As late as the 19th century in both England, the United States and other maritime nations a seaman who left his ship before the end of a trip could be forcefully apprehended and brought back on board. If he wasn't returned he automatically forfeited his pay and any belongings left on the ship.

In the U.S. this law was only re-

A History of the SIU

scinded after passage of the "Magna Carta of the American Seamen"—the Seamen's Act of 1915. This legislation was initiated by Andrew Furuseth, famous champion of seamen's rights and head of the old International Seamen's Union.

The sailor was always at a great disadvantage in organizing into a union because of the nature of his profession. He was at sea most of the time. And when ashore his meager wages were soon spent, leaving him at the mercy of crimps, shipping masters, owners and the many other harpies of the waterfront.

A seaman with a reputation for protesting his lot would soon find it hard to get a ship. But the seaman has always been an independent fellow and it is not surprising that the first labor strike in the United States was by the sailors of New York in 1803, when they refused to sail the ships until they received an increase in pay from \$10 a month. There is little information available about this strike but there is a reference to them getting \$17 a month later, so the action must have been effective. But the sailors efforts were only spasmodic and their achievements did not last long. There was a strike in Boston in 1837, when pay was little more than it was in 1803.

It must be remembered, of course, that many shore-side workers were not much better off than the seaman. If the sailor was unhappy with his pay, he did not have much chance of improving himself ashore. Once accustomed to the sea, moreover, the sailor did not take kindly to the boredom and drudgery of jobs ashore.

The first organization of seamen in the United States occurred in January of 1866 when the following notice appeared in a San Francisco paper:

"Seamens Friendly Union Society"

"All seamen are invited to attend at the Turn Verein Hall on Bush Street between Stockton and Powell Streets on Thursday Evening, January 11 at 7 1/2 o'clock to form a Seamen's Society for the Pacific Coast."

This meeting resulted in organization of the Seamen's Friendly Union and Protective Society. Alfred Enquist was elected President and George McAlpine, Secretary. It was the first organization of seamen in this country, perhaps the first in the world.

In 1875, the United Seamen's Association was formed in the port of New York and it sent a delegation to Congress to petition for laws to protect seamen. The delegation, according to a news report in the New York Times of January 21, was "graciously received by the President."

No more was heard of this organization.

The Seamen's Friendly Union and Protective Society in San Francisco didn't last long and the next organization to come along was the Seamen's Protective Union formed in San Francisco in 1878 with 800 members. It, too, had a short life.

WHEN wages on the coasting vessels fell to \$25 a month in 1885, seamen met one night on a lumber wharf along the San Francisco waterfront to protest. This was followed a week later by a second meeting, which resulted in formation of the Coast Seamen's Union, with Billy Thompson being elected President. By July the union had a permanent headquarters and some 2,000 members. Only sailors were allowed to join. Dues were 50 cents a month.

In the following year the firemen and oilers formed the Steamship Sailor's Protective Association. In 1891 these organizations joined to form the Sailors Union of the Pacific.

In June of 1886 the SUP called its first strike, forcing wages up to \$30 a month.

With these organizations, the seamen's labor movement was off to a firm start, at least on the West Coast.

Seamen organized on the Great Lakes at about the same time. The Seamen's Benevolent Union of Chicago was formed in 1863 but soon expired, mainly because its main objective was to take care of sick or indigent members rather than to raise wages and improve conditions.

In 1878, this organization was

revived with the name Lakes Seamen's Benevolent Association, under the leadership of Dan Keefe.

This was a real trade union, with its main commitment being financial betterment and improved living conditions aboard ship. Branches sprang up in the major Lakes ports. Within a few years the ship owners had broken the union by setting up their own hiring halls and refusing to ship any men with known union proclivities. The Union, however, was revived in the 1890s and survived to become part of the International Seamen's Union.

Longshoremen of the Lakes organized in Chicago in 1877 and then formed the National Longshoremen's Association of the United States in Detroit in 1892. This became the International Longshoremen's Association in 1895.

It was also on the Great Lakes that the first union of marine engineers was formed in 1854. It quickly faded away but was revived in 1863 and again in 1875 when it became the National Marine Engineers Beneficial Association.

Captains and Mates have a history of union activity on the Lakes dating back to 1886.

In 1892 a convention of seamen was held in Chicago, with delegates from the various unions now organized on the West Coast, the Great Lakes and the Gulf of Mexico. There were no delegates from the Atlantic.

At this meeting was born the National Union of Seamen of America, later to be known as the International Seamen's Union. It lasted until the 1930s and out of its eventual wreckage came the Seafarers International Union and the National Maritime Union.

More Next Month

Ships Are Powered Differently Today
Cash In On The Changes
Take the Diesel Engines Course at HLSS
It's Four Weeks Long
It Starts September 15



Legal Aid

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

NEW YORK, N.Y.

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

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

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

Philip Welton, Esq.

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

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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

U.S. Can't Afford 'Free Trade Ideology'

FRANK DROZAK, SIU executive vice president, stressed the need for co-operation between all segments of the maritime industry in an address before representatives of the Midwest Region of the National Maritime Council.

Drozak's address was part of a Shipper Advisor Labor Symposium held in Chicago last month. The Symposium was designed as a forum where different segments of the maritime industry could come together and exchange views, as well as plot a common strategy for the future.

Drozak told the assembled delegates that the American flag merchant marine has been a victim of unfavorable historical trends and poorly-conceived governmental policies. The maritime industry is, he said, an industry that must close ranks if

it is to survive.

Noting that the health of the nation, as well as the health of the maritime industry, depends upon this nation's ability to export products, Drozak attacked inadequate economic policies that have blindly followed outdated concepts of free-trade.

"It is probably not news to anyone present that the trading nations of the world are rapidly moving into a protectionist mood," Drozak said. "The United States simply cannot afford the luxury of a free trade ideology."

What is needed, Drozak stressed, is a long range successful promotion of exports. While recent initiatives, such as the President's Export Council and passage of the Export Administration Act, are steps in the right direction, they are not

enough.

Drozak also told the audience that our country's failure to deal with the deterioration of its merchant marine is causing grave national security problems, especially since the Russian fleet has experienced an unprecedented era of growth.

The National Maritime Council is an organization dedicated to maritime research and education. It is composed of a broad spectrum of the maritime industry, including more than 170 companies whose ships sail under the U.S. flag. The SIU was one of the earliest and more enthusiastic members of the NMC, for it recognized that the Council presented the maritime industry with the unique opportunity of addressing the larger issues that affect the industry as a whole.

Dispatchers Report for Inland Waters

MAY 1-31, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	3	1	0	0	0	9	7	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	3	1	1	2	0	0	8	2	3
Mobile	3	1	1	2	1	1	5	1	1
New Orleans	2	2	6	0	0	1	9	5	10
Jacksonville	1	0	0	0	0	0	3	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	1	3	1	2	1	5	7	7
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	3	0	0	1	0	0	5
Houston	3	3	3	0	1	0	8	9	12
Port Arthur	22	3	12	34	4	5	15	8	21
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	1	4	1	0	4	7	2	14
Piney Point	5	0	0	5	0	0	1	0	0
Paducah	4	4	36	2	0	2	17	9	117
Totals	53	19	70	47	8	15	87	50	193
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	1	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	2	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	2	1	0	0	1	1	1
Port Arthur	0	0	1	1	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	0	1	0	0	3	0	1
Totals	3	1	6	1	0	0	6	1	4
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	3
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	1	1
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	0	1	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	1	0	0	1	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	1	0	0	1	2	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	1	4	1	0	3	3	2	12
Totals	4	1	6	1	0	3	10	3	19
Totals All Departments	60	21	82	49	8	18	103	54	216

*"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.



Pictured with SIU Rep. Al Raymond (third from left) are some of Baker-Whitely-McAllister's maintenance crew. From the left, they are: Bob Schwatka, Pasquale Giorgilli and Steven Phillips.



The M/V Grace McAllister dockside at her new Baltimore home.

New Tug Run for SIU Linking, Norfolk, Balt., Philly

SIU-contracted McAllister Brothers, of Baltimore, has announced plans for a new container barge feeder service beginning this month. The service will link the mid-Atlantic ports of Philadelphia, Baltimore and Norfolk.

The move by McAllister was

made possible when the company merged in January with the SIU-contracted Baltimore company of Baker-Whitely Towing. The new company will, for the time being, be known as Baker-Whitely-McAllister Towing.

The first change to be made by the

new outfit was the addition of the 3,500 horsepower tug *Grace McAllister* to the original six boat fleet. The *Grace McAllister* arrived at the Dundalk Marine Terminal in Baltimore on May 21. Until actual feeder service operations begin, the boat will be engaged in shipdocking

and other harbor services in the Baltimore area.

Although new to the Baltimore vicinity, McAllister Towing has long been an SIU-contracted company in other ports including Philadelphia where the *Grace McAllister* previously saw service.



Deckhand James Kabakovich has things all tied up.



Capt. Frank Lukowski (l.) and Mate Jerome Lukowski handle the wheelhouse chores on the *Grace McAllister*. Yes, they are brothers.



Chief Engineer Alvin Hirsch checks the pressure gauges in the *Grace*'s engine room.

A MESSAGE FROM YOUR UNION



Frank EVERS

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

Effort Underway to Resume SPR Program

THE Strategic Petroleum Reserve (SPR) Program, which is considered by most defense experts to be instrumental to this country's national security, has fallen on hard times. Bureaucratic mismanagement, budgetary pressures and Saudi Arabian protests have threatened its existence.

The SPR program is important to the merchant marine since U.S. ships are guaranteed carriage of at least 50 percent of the oil cargoes.

The Program was drawn up in 1974. Fifteen industrial nations, including the United States, met after the Arab Oil Embargo and agreed in theory that each nation had to take positive steps to lessen its vulnerability to short-term cut-offs of oil supplies.

Since that time most of the fifteen nations have done what they promised, which is to build up their reserves of oil. The United States, however, has stood alone in doing nothing to protect itself.

6 Day Reserve

Department of Energy officials have underscored this failure. If an oil embargo were implemented today, these officials maintain that the United States would be the Western nation most severely affected.

Japan, West Germany and

France all have oil reserves of 40 days or more. The United States, however, has only 91 million barrels of oil in reserve. At the present rate of consumption this is enough to meet our nation's energy needs for six days.

Domestic critics of SPR, and there are many, contend that bureaucratic mismanagement has crippled the Program.

Delicate international consideration have also played a role in hindering the program's success.

Saudi officials have made it known that they do not favor a build-up of American oil reserves. Officials from the State Department have been reluctant to give the SPR Program the attention that it needs because of this country's special relationship with the Saudi rulers.

What has hurt the program the most, however, has been the worsening economic situation of the United States.

As of late there has been a great deal of pressure to balance the Federal budget. SPR has been one of the programs designated to be cut back so that the Federal budget can be balanced.

Congress is presently considering proposals to rescue the Program. Key leaders remember the difficulties this country encountered when foreign sources of energy were cut-off, as

they were in 1973 after the Yom Kippur War and in 1979 during the Iranian Revolution.

The most recent proposal to rescue the SPR Program is the one that was incorporated into the Synthetic Fuels Legislation, S. 923, during a meeting of Senate and House conferees.

Senators Bill Bradley D-NJ and Bob Dole (R-Kans) have persuaded their fellow conferees to include language in the Synthetic Fuels Legislation that would require that the Strategic Petroleum Reserve be augmented by 100,000 barrels of oil a day. Unfortunately, they were unable to obtain all the funds necessary to bring that result about.

Most legislative experts agree that the actions of Dole and

Bradley will have little practical effect in the immediate future. The Synthetic Fuels Bill must first be returned to the House and Senate and passed by both bodies. And then the compromise version must be signed by the President.

Even if the legislation is signed into law, the required Federal monies would not have been authorized to bring about the desired result, which is to build up this nation's oil reserve.

However, the Synthetic Fuels Legislation, if it is enacted with the Dole and Bradley language intact, will serve an important purpose. Congress will have made a symbolic commitment to building up our oil reserves. That, at least, is a step in the right direction.

SIU Helps in Seattle Shindig



On Sunday, April 20 the Annual Fund Raising Spring Dinner was held at the Catholic Seamen's Club in Seattle, followed by the drawing of the winning tickets in the annual raffle. A full course dinner of roast sirloin of beef was prepared and served by Seafarer Jimmy Nieto, ably assisted by Charles Nolan of the M.F.O.W. retired. All proceeds from these events help in part to meet the operating expenses of the Club. Pictured above (l. to r.) are: Jimmy Nieto S.I.U. chief cook, Chick Erhard of the Bartenders Union, Fr. C. P. Dillon, O.M.I., Port Chaplain & Director of the Club, and Chuck Nolan, M.F.O.W. retired assistant cook. The Club is right down the street from the SIU hall.

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The Lakes Picture

Algona

More and more Great Lakes vessels are being laid up as economic problems deepen. SIU-contracted American Steamship Co. plans to temporarily lay-up the *John J. Boland* due to lack of cargo.

* * *

Cement Transit Co. has decided not to fit out the cement carrier they recently purchased from another SIU-contracted company, Erie Sand. Their decision not to run the vessel is due to lack of cargo.

The vessel's name was changed from the *Loc Bay* to the *Badger State*.

* * *

In a surprise turn-around move, the state of Michigan granted \$700,000 in subsidies to keep the Ludington-to-Milwaukee C&O carferry route open through this summer. The announcement to subsidize the car ferries was met with loud protests from the SIU and many Michigan public interest groups because the state has stripped Michigan education and public school programs of funds, in an effort to curb spending. Michigan residents are up-in-arms over the state's decision to trade off the C&O carferry service—which has been in serious financial straits for years—against education. Observers were expecting the state of Michigan to turn down the subsidy request which would mean the end of the C&O. SIU-contracted car ferries were expected to be used to move the freight that had been handled by the C&O. Meanwhile, rates on the C&O carferries were upped 14 percent as of June 1.

Cleveland

The *Richard J. Reiss* (American Steamship) is still in the shipyard awaiting repairs on her unloading boom.

Chicago

The SIU Clinic at 1306 S. Michigan Ave., Chicago, has closed its doors. The Union has arranged for Chicago-area Seafarers to get their medical exams from Dr. S. Hussain, 9206 South Commercial, Chicago, Ill., 60617. This clinic is only a short ride away from the Chicago Union hall so the new arrangement is expected to work out well.

On May 14, the *Medusa Challenger*, a cement carrier, was half loaded, en route from Milwaukee to Manitowoc. When she was off Sheboygan, the *Medusa Challenger* lost her shaft and propeller and had to be towed to Manitowoc where she off-loaded the rest of her cargo. She was then towed to a shipyard in South Chicago for repairs which were expected to take at least 10 days.

Detroit

American Steamship's *Sharon* and her SIU crew were on their way to the McLouth Steel dock in Trenton, loaded with 20,000 tons of coal, when the vessel grounded on mud in the Trenton Channel of the Detroit River last month. The efforts of six tugs—including the SIU-contracted *Maine* and *Maryland* (Great Lakes Towing) weren't enough to pull her free. She was able to move only after a portion of her cargo was lightered. The *Sharon* was making her last trip before heading for lay-up.

* * *

A Soviet vessel which had loaded magnesite in Ludington was a hostage for five days in April when an American harbor pilot refused to guide her out of that port. The harbor pilot was protesting recent actions by the Soviet government in the Middle East. It took the Upper Lakes Pilot Assn. five days to locate a harbor pilot who was willing to get the Soviet ship out of Ludington—and he was a Canadian.

Signs From Space

The National Aeronautics and Space Administration (NASA), the same folks that gave us man's first walk on the moon—are conducting experiments which could be a boon to Great Lakes winter shipping. NASA conducted experiments on the Lakes using microwaves to i.d. ice coverage and thickness, pressure ridges and clear water passages. This data will be used, along with ground surfaces mapping, to program satellite sensors in the future. NASA Project Director James Lindemann said "if the techniques we are developing are implemented, a ship navigator in future years facing an icy passage will be able to receive precise information... from a satellite circling overhead."

Clean Waters

Acting under orders from a Federal judge, the Reserve Mining Co. of Silver Bay, Minn., ended their 25-year-long practice of dumping 67,000 tons of ore wastes into Lake Superior every day. The wastes discharged by the company were known to contain cancer-causing asbestos.

Asbestos fibers were found in drinking water in Duluth and several other Minnesota cities that draw water directly from Lake Superior.

The battle to get Reserve to stop dumping asbestos-laden wastes into the Lakes has been raging for 10 years. While environmentalists, Federal agencies and officials of three states hailed the dumping halt, it was viewed by most as only half a victory.

"The discharge into the Lake has ended, but the asbestos fibers are still there," said one Minnesota resident, speaking for many. "I wonder how many people have been exposed to the fibers and that's the sobering side of the whole issue."

USPHS Sets Up 24-Hour, Toll-Free Hotline

WHAT does a Seafarer or Boatman do when he gets off a vessel, hundreds of miles from home, and he needs a doctor? Where does he go if he needs medical care but it's the middle of the night and he's in an unfamiliar city?

The answers to those questions are now available, 24 hours a day, seven days a week, by phoning a new toll-free phone number set up by the Seafarers' Health Improvement Program (SHIP). The SHIP program is sponsored by USPHS.

Trained personnel are manning the new nationwide hotlines. A seaman or boatman can dial 800-231-7447 anywhere in the U.S.

In Texas the toll-free number is 800-392-7447. Both numbers are easy to remember this way: nationwide, dial 800-231-SHIP.

In Texas, dial 800-392-SHIP.

By calling these numbers, Seafarers and Boatmen can get immediate help in locating the nearest PHS hospital, outpatient clinic or contract physician.

In case of a medical emergency occurring where there is no PHS facility in the port, the trained staff members manning the hotline can direct seamen and boatmen to the nearest community hospital. They'll give you the hospital's address, phone number and approximate distance from the place you are calling.

The toll-free phone number was set up under the auspices of the Division of Hospitals and Clinics of the SHIP program. SHIP is a collaborative effort between the U.S. Public Health Service, other federal agencies and the maritime industry to improve the health and safety of

American mariners.

Specifically, the nationwide 800 telephone number was "established to improve seafarers' access to care through the Public Health Service," said Dr. Leonard Bachman, Asst. Surgeon General and Director of the PHS Division of Hospitals and Clinics.

One of the plusses of the toll-free number is that confusion will be cleared up on what procedures seamen and boatmen must follow when a medical emergency occurs aboard ship.

In case of sickness or accident occurring aboard a vessel, SIU seamen and boatmen must use a USPHS hospital whenever possible.

By calling the 800 number a Seafarer will be directed to the closest PHS hospital or to the nearest private hospital if there is

no PHS facility in the port.

In addition, hotline staffers will remind Seafarers to notify USPHS within 48 hours if they are being treated for an emergency in a private hospital or clinic. This notification procedure is necessary to ensure that USPHS will cover the costs of emergency treatment in a private facility.

The best way to notify USPHS that you are receiving emergency care in a private hospital is to phone USPHS and follow-up your phone call with a telegram within 48 hours.

The toll-free 800 numbers were created so that seamen and boatmen could find medical care as fast as possible, wherever they are in the United States. The Union urges all SIU members to take advantage of this service.



Sixto D. Tihada, 72, joined the SIU in the port of Seattle in 1962 sailing as a cook for 38 years. Brother Tihada was also an Alaskan Fisherman. He was born in the Philippines and is a resident of Seattle.



Miguel Angel Viera, 62, joined the SIU in the port of Baltimore in 1951 sailing as a 3rd cook. Brother Viera also sailed during the Vietnam War. He sailed 35 years. Seafarer Viera attended Piney Point Crews Conference No. 5. Born in Puerto Rico, he is a resident of Baltimore.



Brother Michael F. Vigo, 64, joined the SIU in 1949 in the Port of New York sailing as a chief steward. Brother Vigo sailed 32 years. He is a veteran of the U.S. Navy in World War II. Seafarer Vigo was born in Florida and is a resident of Tampa.



Frank Beecher Brazell, 57, joined the SIU in 1944 in the port of New York sailing as a fireman-watertender. Brother Brazell is a veteran of the U.S. Army in World War II. He was born in Georgia and is a resident of Savannah, Ga.



Gus Skendelas, 65, joined the SIU in the port of Baltimore in 1956 sailing as a chief steward. Brother Skendelas sailed 30 years. He was born in Cuberland, Md. and is a resident of Seattle.



Robert Edward Ernest Thomas, 75, joined the Union in the port of Norfolk in 1965 sailing as a chief engineer for the Curtis Bay Towing Co. Brother Thomas was a former member of MEBA. He is a veteran of the U.S. Navy in World War II. Boatman Thomas was born in Gloucester County, Va. and is a resident of Hawthorne, Fla.



James Everett Davenport, 70, joined the Union in the port of Baltimore in 1971 sailing as a chief engineer for the Curtis Bay Towing Co. from 1968 to 1980. Brother Davenport also worked for Maryland Drydock (CIO) and for Haylow Fisheries from 1947 to 1968. He was born in Farnham, Va. and is a resident of Baltimore.



Michael Drewniak, 65, joined the union in the port of Detroit in 1953 sailing as an AB and wheelman for the Erie Sand Co. Brother Drewniak was born in Ohio and is a resident of Nokomis, Fla.



Michael Dunda, 64, joined the Union in the port of Toledo, Ohio in 1960 sailing as an oiler and conveyorman for the Reiss Steamship Co. Brother Dunda sailed for 43 years. He was born in Yukon, Pa. and is a resident of Toledo.



Stanley Stephen Manowski, 62, joined the Union in the port of Baltimore in 1956 sailing as a deckhand and bargeman for the Baker Whitely Towing Co. from 1963 to 1980. Brother Manowski was a former member of the ILA Local 1337. He was born in Baltimore and is a resident there.

Pensioner's Corner



Howard Adolph Etzel Sr., 69, joined the Union in the port of Houston in 1957 sailing as an oiler for the G & H Towing Co. from 1951 to 1980. Brother Etzel was a former member of the Painters Union Local 585 as a contractor from 1931 to 1951 in Galveston. He is a veteran of the U.S. Army in World War II. Boatman Etzel was born in Smithville, Tex. and is a resident of Hitchcock, Tex.



Anthony Pennino, 64, joined the SIU in the port of New Orleans in 1952 sailing as a wiper and cook. Brother Pennino is a wounded veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident there.



Domingo Vasquez Larino, 64, joined the SIU in the port of New York in 1961 sailing as a fireman-watertender. Brother Larino sailed 39 years. He was on the picketline in the 1961 N.Y. Harbor beef. Seafarer Larino was born in Coruna, Spain and is a resident of Hawthorne, Calif.



Francisco Nadal, 57, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Nadal was born in Puerto Rico and is a resident of Mayaguez, P.R.



Beryl Peterson, 64, joined the SIU in the port of Mobile in 1958 sailing as a fireman-watertender. Brother Peterson graduated as a 3rd assistant engineer from the Union-MEBA School of Engineering, Brooklyn, N.Y. in 1966. He is a veteran of the U.S. Navy just before World War II. Seafarer Peterson was born in Trinton, Fla. and is a resident of Kerrville, Tex.



Salvador Rodriguez, 62, joined the SIU in the port of New York in 1955 sailing as a wiper, OS and in the steward department. Brother Rodriguez sailed 29 years. And he hit the bricks in the 1961 Greater N.Y. Harbor beef. He is a veteran of the U.S. Army in World War II. Seafarer Rodriguez was born in Tampa and is a resident of Caguas, P.R.



James E. Van Sant, 55, joined the SIU in 1943 in the port of New York sailing as a recertified bosun. Brother Van Sant was born in Pennsylvania and is a resident of Bel Air, Md.



Recertified Bosun Walter Gustavson, 54, joined the SIU in 1943 in the port of New York sailing in World War II. Brother Gustavson hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He graduated from the Union's Recertified Bosuns Program in June 1975. Seafarer Gustavson also earned his LNG endorsement and GED at Piney Point in 1978. Born in Staten Island, N.Y. he is a resident of Staten Island.



Frank Francis Pasaluk, 64, joined the Union in 1949 in the port of Philadelphia sailing as a deckhand and bosun for McAllister Brothers in 1977, and the Wilson Line deep sea before 1965. Brother Pasaluk is also a millwright and diesetter. He is a veteran of the U.S. Army during World War II. Boatman Pasaluk was born in Curtis Bay, Md. and is a resident of Philadelphia.



Recertified Bosun Walter Nash, 62, joined the SIU in 1944 in the port of New York sailing during World War II. Brother Nash, a bosun since 1961, was SL-7 bosun on the *Sea-Land Market* in 1978. He graduated from the Union's Bosun Recertification Program in September 1973. Seafarer Nash was bosun on the *Sea-Land Shoregang*, Port Elizabeth, N.J. from 1975 to 1977. At the Harry Lundeberg School, Piney Point, Md., in 1973 he upgraded to Quartermaster and took LNG in 1979. A native of Bayonne, N.J., he is now a resident of Hackensack, N.J.



Samuel 'Sam' Graham Ireland, 65, joined the Union in the port of Norfolk in 1963 sailing as a deckhand for the Curtis Bay Towing Co. Brother Ireland also worked as a rigger at the Curtis Bay Shipyard from 1961 to 1962. He was also a commercial fisherman. Boatman Ireland was born in Lowland, N.C. and is a resident of Norfolk.



Oliver 'Red' Mertie Bishop, 65, joined the Union in the port of New Orleans in 1960 sailing as a captain on the towboat *National Freedom* (National Marine Service) and with the company from 1957 to 1980. Brother Bishop worked as a longshoreman from 1958 to 1960. He was born in Bruce, Fla. and is a resident of Freeport, Fla.



John Glenson Evans, 38, joined the Union in the port of Norfolk in 1961 sailing 19 years as an AB for GATCO, Allied Towing, Stuart Towing, Graham Towing and for M. L. Hudgins & Son from 1959 to 1961. From 1972 to 1977, he was with IOT's Mariner Division. Brother Evans was also an electrician at the Newport News (Va.) Shipyard. He upgraded at the HLS in 1969. Boatman Evans was a U.S. Army truckmaster sergeant in the Vietnam War from 1966-8 receiving the Vietnam Service and Commendation Medals. A native of Mathews, Va., he is a resident there.



Homer Gordon Purvis, 71, joined the Union in the port of Mobile in 1956 sailing as an oiler and chief engineer for Mariner Towing from 1956 to 1980 and as an electrician for Mobile Towing from 1965 to 1972. Brother Purvis is a veteran of the U.S. Army after World War I. He was born in Oak Grove, Ala. and is a resident of Spanish Fort, Ala.



Stanley Walter Zielinski, 69, joined the Union in the port of Baltimore in 1957 working as a mechanic, machinist and foreman for the Curtis Bay Towing Co. Shop from 1934 to 1980. Brother Zielinski is a veteran of the U.S. Coast Guard from 1929 to 1934. He was born in Poland and is a resident of Baltimore.

Diesel . . . the Power of Today and Tomorrow



During diesel on-the-job training, seafarers learn the necessary skills to work on this form of propulsion.



In the Diesels course, the students actually tear down and make repairs to diesel engines.

Recently, the Harry Lundberg School of Seamanship presented a Diesel Seminar for SIU members. Representatives from diesel engine design and manufacturing companies told seafarers about the new equipment being added to modern ships.

The seminar was held to familiarize seafarers with diesel engines. The diesel engine has proven to be very energy efficient. Ships equipped with modern diesel engines have shown a 30 percent savings in fuel costs compared with those using a steam plant. More and more vessels are being built with diesel power for propulsion.

Because of the increasing use of diesels, there is a need for seafarers who are skilled with diesel engines. Seafarers are taking advantage of the diesel engine

courses at HLSS. They are preparing to man these new ships with the necessary skills to work on the equipment.

SeaLand Corporation, one of our contracted companies, is having 12 new diesel-powered vessels built this year. One of these, the *SeaLand Patriot*, is already in service. Our engine department members who are working on the *Patriot* went through the diesel engines course at HLSS to prepare them for their jobs.

The Diesel Seminar was offered especially for seafarers who want to work on these vessels but also attracted graduates and students from all engine department programs. The specific engines and support systems which are on SeaLand's new vessels were described by SeaLand Corporation, Sulzer Brothers, and the Alfa



Because of the practical training offered by the Diesel Engines course, seafarers can increase their knowledge of engines and be able to work on newly-built vessels.

Laval Company.

Captain Don Hall, Manager, Fleet Personnel Training for SeaLand, discussed the vessel itself. The accommodations, he said, were built with the seaman in mind. The seafarers who are working on the ship now enjoy comfortable and

A diesel seminar was held at HLSS to familiarize seafarers with the engines they will be working with in the near future.

modern surroundings. Ernst Young and Hans Roffler of Sulzer Brothers explained the engine and all of its related systems. The members were impressed by the in-depth slide presentation given

by these representatives that showed the history of the diesel engine and how it has progressed over the years.

The purification system of the diesel engine used in the vessels was described by Alfa Laval representative Nick Chavasse. His talk gave seafarers a thorough knowledge of the purifier.

HLSS Engine Department Head Bill Eglinton said, "We received a good response from the seafarers at the seminar. The general opinion was that more seminars of this kind should be held. Therefore, we plan to offer another seminar to benefit seafarers in the fall of 1980 on engine-related operations."



Digest of



DELTA SUD (Delta Steamship), April 6—Chairman, Recertified Bosun Andrew Lasnansky; Secretary E. Vieira; Educational Director J. C. Dial. No disputed OT. Chairman reported that the ship is going back to New Orleans after Maracaibo, pay off, unload all cargo, then go to the shipyard for about five days probably in Tampa. However, this could change. Everything is going along very well and there are no reports of any unsafe conditions or of any individual problems or dissatisfactions. The Logs will be passed around for all to read and all communications received will be passed around.

WESTWARD VENTURE (Inter-ocean Mgt.), April 27—Chairman J. Edwards; Secretary A. McCullum; Educational Director J. Miedinger. No disputed OT. Chairman reported that he has all SIU applications on hand. Discussed the importance of donating to SPAD. One minute of silence will be observed in memory of our departed brothers, especially Brother Bill Hall. \$50 was collected in the arrival pool but \$40 more is needed to pay off video corder and tapes bill. The chairman will be leaving this vessel at the end of the next trip and thanks the crew for their cooperation in making this a good ship.

SEA-LAND PANAMA (Sea-Land Service), April 20—Chairman, Recertified Bosun M. Kerngood; Secretary E. L. Johnson. No disputed OT. Chairman reported that everyone felt deep regret over the death of Bill Hall. All hoped that President Paul Hall would recover from his illness soon. Also advised all members about the advantage of attending upgrading classes at the Harry Lundeberg School. Noted the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port Rotterdam.

OGDEN WILLAMETTE (Ogden Marine), April 20—Chairman, Recertified Bosun A. C. Campbell; Secretary R. De Boissiere; Educational Director R. D. Holmes; Deck Delegate William F. McKinnon; Steward Delegate Willie Smith. No disputed OT. Chairman thanked the crew for all their help. Donated \$20 to the Merchant Marine library for supply of books to the ship. Educational Director reported that safety is very important and if anything is unsafe it should be reported at once. The person you save may be yourself. A special vote of thanks to the Chief Steward R. De Boissiere for excellent feeding and service. Also to Willie Smith who is a tremendous cook. A thank you to Robert Cook for his terrific goodies. Report to Log: "A vote of thanks to the Captain and officers for all their help. A special vote of thanks to the Chief Engineer whose help we could not do without. Also to the First Engineer and his wife for making this voyage a home away from home." Observed one minute of silence in memory of our departed brothers. Next port Baton Rouge.

SEA-LAND NEWARK (Sea-Land Service), April 27—Chairman, Recertified Bosun D. Manning; Secretary C. Modellas; Educational Director H. Mikkelsen. No disputed OT. All communications received were posted on the bulletin board. Chairman discussed the importance of donating to SPAD. Secretary reported that the loudspeaker for the movies was bought by Harry Lively. Requested that everyone contribute to compensate Harry for the total sum of \$45.00. Next port Seattle.

OVERSEAS ANCHORAGE (Maritime Overseas), April 8—Chairman W. J. Burken; Secretary Ken Hayes; Educational Director H. Meredith Jr. No disputed OT. Secretary advised the members of several bills that are now in Congress that will benefit seamen. Asked everyone to study these bills and let your Senator or Congressman know about them and how you feel. A vote of thanks to the steward department for a job well done. Report to Log: "Good fishing on the Bilboa side this trip. Seems we hit it right on."

MONTICELLO VICTORY (Victory Carriers), April 6—Chairman Frank Smith; Secretary Duke Hall; Engine Delegate Robert Scrivens; Steward Delegate Ray Crawford. Chairman reported that the ship will go up river at 12 mile, anchor at Podras, La. There the ship will go through USCG inspection before going on to Baton Rouge to discharge. Secretary reported that everything was running smoothly in true SIU fashion. Discussed the importance of donating to SPAD. \$25 in ship's fund. No disputed OT. Several articles in the Log were discussed and posted. Observed one minute of silence in memory of our departed brothers.

SANTA MAGDALENA (Delta Steamship), April 6—Chairman, Recertified Bosun Anthony Palino; Secretary Albert J. Courtney; Deck Delegate Stephen D. Castle; Steward Delegate Larry Vickers. \$299 in ship's fund. No disputed OT. A motion was made for the company to purchase a ping pong table and equipment. Report to Log: "Cook-outs were instigated and well received by all crewmembers. All safety precautions were observed." Next port, Los Angeles.

SANTA MERCEDES (Delta Steamship), April 13—Chairman, Recertified Bosun John Stout; Secretary Samuel N. Smith; Educational Director William Slusser. \$282.15 in ship's fund. Some disputed OT in deck department. The amount of \$702 was collected and sent to Sili the cook who had to get off and go home due to serious illness in the family. We got a new waitress in Rio and a replacement for the cook in Valparaiso. A vote of thanks to the steward department for a job well done. Next port, Los Angeles.

SEA-LAND CONSUMER (Sea-Land Service), April 6—Chairman, Recertified Bosun F. Rivera; Secretary L. Webb; Educational Director W. Sutton; Deck Delegate H. Hood; Engine Delegate Carl McKinley; Steward Delegate Chester Yow. No disputed OT. Chairman reminded crew to wear hard hats on deck when cargo is being worked and not to put wedges behind fire doors. Crew requests Union to check with New Jersey port steward about buying milk in Holland instead of using frozen stateside milk. New bulbs were ordered for the movie projector. Chairman reports that this is a smooth running ship. Next port Port Everglades.

SEA-LAND LEADER (Sea-Land Service), April 6—Chairman Frank White; Secretary D. GaNung; Educational Director Ernest Money-maker; Engine Delegate Robert Torrez. Chairman noted that the lay-up would be approximately two weeks at Kobe. In order to claim the job simply register at your local hall. Inform the port agent at that hall that you are of this ship. There will be a bus to take you to the airport. Airport departure tax should be taken care of by the agent otherwise save your receipt. \$38 in ship's fund. Some disputed OT in deck department. Observed one minute of silence in memory of our departed brothers.

COASTAL CALIFORNIA (Coastal State), April 20—Chairman Joe Alleluia; Secretary Jimmie Bartlett; Educational Director Jonquin R. Miller; Deck Delegate Craig Skerson; Engine Delegate Carlos Landa; Steward Delegate Cecil H. Martin. \$3.25 in ship's fund. No disputed OT. Chairman reported that everything was running well. Secretary advised all members to always read the Log. This is the only way to keep up with our SIU news at Headquarters and in Washington. Discussed the importance of donating to SPAD. 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 San Francisco.

SAM HOUSTON (Waterman Steamship), April 19—Chairman, Recertified Bosun H. Workman; Secretary R. A. Cobb; Educational Director J. N. Atchison. Chairman reported that the Captain wished to express thanks to all departments for a job well done on the voyage. The Chief Officer also wished to extend thanks to the deck department for a very good job. Some disputed OT in engine department. 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, New York.

SEA-LAND RESOURCE (Sea-Land Service), April 6—Chairman, Recertified Bosun Peter W. Drewes; Secretary T. R. Goodman; Educational Director Panagiotis Kanavos. Chairman noted that the membership request the patrolman to investigate the danger of chemicals and fumes leaking from the container cargo behind the aft-house. This is polluting the ship ventilation system. The Chief Steward thanked the membership and his department for fine cooperation in keeping the ship clean. There was a discussion on several questions, SPAD, working dues, taxes, vacation, Sea-Land tapes and ship board sailing time. All replies were fine and everybody had a good time. A vote of thanks to the steward department for a fine job. Next port Bremerhaven.

OVERSEAS ALICE (Maritime Overseas), April 27—Chairman, Recertified Bosun W. E. Reeves; Secretary A. Salem; Educational Director E. Cipullo; Deck Delegate R. T. Yarbrough; Educational Delegate Raymond D. Clark; Steward Delegate Joseph C. Bush. No disputed OT. There is \$27.75 on hand and \$200 in the captain's safe. Chairman reported that the ship will be laid up in Jacksonville and the crew will be terminated of their employment due to the ship going to the shipyard for repair. The Log was received and passed around for all to read. The importance of donating to SPAD was discussed. A vote of thanks to the steward department for a job well done. Report to Log: "The Overseas Alice picked up two Cubans drifting in their boat. The Captain called the Coast Guard and they took them away."

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

HUMACAO
EL PASO CONSOLIDATED
SEA-LAND EXCHANGE
SEATTLE
SEA-LAND FINANCE
SEA-LAND LIBERATOR
SANTA LUCIA
COVE EXPLORER
SANTA ELENA
LNG TAURUS
OVERSEAS OHIO
EL PASO HOWARD BOYD
WORTH
PUERTO RICO
SEA-LAND VENTURE
TAMARA GILDEN
GOLDEN MONARCH
WALTER RICE
SEA-LAND ECONOMY
HOUSTON
OGDEN CHALLENGER
DELTA NORTE
OVERSEAS ALEUTIAN
OVERSEAS HARRIETTE
INGER
OVERSEAS JUNEAU
DELTA AFRICA
OGDEN CHAMPION
ULTRAMAR
COVE SAILOR
PORTLAND
ARECIBO
SEA-LAND MARKET
BAYAMON
OVERSEAS NATALIE
MT. VERNON VICTORY
TRANSCOLUMBIA
POINT JULIE
OVERSEAS ARCTIC
JACKSONVILLE
SEA-LAND GALLOWAY
BAY RIDGE
SANTA BARBARA
CONNECTICUT
SEA-LAND DEFENDER
BORINQUEN
COVE COMMUNICATOR
SANTA JUANA
POINT JUDY
SEA-LAND ADVENTURER
ARZEW
CAGUAS
SEA-LAND PRODUCER
DEL SOL
OVERSEAS ULLA
CANTIGNY
THOMAS JEFFERSON
MAYAGUEZ
BANNER
COVE SPIRIT
DEL RIO
OAKLAND
SEA-LAND MC LEAN
LNG LEO

From HLS Grad to CPR Expert and 3rd Eng.

CHARLES "Chuck" Haller graduated from the Harry Lundeberg School 10 years ago next month. And to celebrate the occasion he has given himself the kind of gift everybody likes to receive: something you can put to good use.

In Haller's case, the gift is a brand new third assistant engineer's license, which he was awarded last month after completing a course of study at the M.E.B.A. (Dist. 2) Upgrading Center in Brooklyn, N.Y. and passing his Coast Guard exam. Soon he'll be shipping out again, but this time as a through-the-shaft-alley engineer.

But Chuck Haller wasn't just a student during his recent academic sojourn in New York. He was also a teacher—of cardio-pulmonary resuscitation (CPR), a life-saving technique used on persons who have suffered respiratory or circulatory failure.

While Chuck Haller is the proud owner of a new license, 32 others have picked up CPR cards in the last few months, thanks to his expertise and dedication to saving lives.

Haller got his first look at a CPR "dummy" (not a student,

but a life-size mannequin used for in-class CPR practice) as an "A" Seniority Upgrader at the Lundeberg School in 1976. Then, last November, he took a Red Cross CPR instructors class in New York. After completing the course, he wasted no time setting up his first CPR class at the MEBA Upgrading Center.

Most of Haller's students have been either deck or engine upgraders at the Center. But, interestingly enough, he has also taught the technique to a couple of MD's!

Don't Chew Gum

Though he says he enjoys teaching others about CPR, Haller admits it sometimes has its moments. Such as the time he discovered a wad of bubble gum blocking the air passage of the CPR mannequin! Consequently, he does not encourage the chewing of gum during mouth-to-mouth practice sessions on the dummy.

The New Jersey-born Haller (who now lives in Texas) began his seafaring career as a wiper on the T-2 *Thetis* in 1970. He has been sailing steadily since then in all areas of the globe, including

the Vietnam war zone. He also has two brothers who sail with the SIU, and who are both graduates of the Lundeberg School. His brother John is a tug captain with Crowley Marine (HLS graduate '74). And his brother Bobby sails as QMED (HLS graduate '76).

When asked why he decided to teach CPR, Haller said that he was concerned about the loss rate

of those who suffer heart attacks at sea. And he added that it gives him a "sense of inner peace to know that I can save someone's life... I wanted to share that with others."

We congratulate Chuck Haller on winning his new license, and we applaud him for his efforts—all voluntary—to spread the word about life-saving with CPR.



Chuck Haller during one of his recent CPR classes

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.



Cecil Lloyd Flowers, 53, died of a heart attack on Mar. 2. Brother Flowers joined the Union in the port of Philadelphia in 1955 sailing as a captain on the tug *Roleta* (C. G. Willis) last year. He was a veteran of the U.S. Army in World War II. Boatman Flowers was born in Swan Quarter, N.C. and was a resident of Pinetown, N.C. Burial was in Soute Cemetery, Hyde County, N.C. Surviving are his widow, Nelma of Elizabeth City, N.C.; a son, George of Pinetown and a stepdaughter, Peggy Smith.



Richard Hilton Gray Jr., 62, drowned off Rio Piedras, P.R. on Nov. 16, 1979. Brother Gray joined the Union in the port of Norfolk in 1960 sailing as a chief engineer on the tug *Sea Eagle* (Allied Towing) from 1972 to 1976, Ocean Towing from 1976 to 1979 and GATCO from 1951 to 1971. Boatman Gray was a former member of the UMW District 50 from 1951 to 1960. He was a veteran of the U.S. Navy in World War II. Born in Wanchese, N.C., he was a resident there. Interment was in St. Mateus Cemetery, Manteo, N.C. Surviving are his widow, Matilda; three sons, Wayne, William and Robin and four daughters, Orphia, Carol, Rebecca and Cathy.



Willard Richardson Mask, 55, died of a stroke on June 11, 1979. Brother Mask joined the SIU in the port of Wilmington, Calif. in 1961 sailing as an AB. He was a veteran of the U.S. Navy in World War II. Seafarer Mask was born in El Campo, Tex. and was a resident of Inglewood, Calif. Surviving are his widow, Mildred and three daughters, Mrs. Carolyn Reynolds, Mrs. Peggy Ann Robinson and Patricia Ann.



Pensioner Manuel Logan Mayor, 72, passed away from cancer on Feb. 29. Brother Mayor joined the SIU in the port of Baltimore in 1953 sailing as a chief cook and chief steward. He sailed 46 years. Seafarer Mayor was at one time chef at the Hasslinger's Restaurant in Baltimore. Born in Cebu, P.I., he was a resident of Baltimore. Cremation took place in London Park Cemetery, Baltimore. Surviving are a son, Michael and two daughters, Veronica and Mrs. Laura Lourdes Bowers of Baltimore.



Timothy James O'Brien, 21, died of injuries sustained when the motorcycle he was riding crashed in Ft. Lauderdale, Fla. on Mar. 17. Brother O'Brien joined the Union in the port of Alpena, Mich. in 1976 sailing for Reiss and Gartland Steamship Cos. from 1976-8 and the American Steamship Co. last year. He was a former member of Local 400. Laker O'Brien was born in Kirtland AF Base Hospital, Albuquerque, N.M. and was a resident of Lauderdale Lakes, Fla. Interment was in the Gate of Heaven Cemetery, Silver Springs, Md. Surviving are his parents, Mr. and Mrs. Joseph F. and Marie O'Brien of Gaithersburg, Md.; a brother, Joseph F. O'Brien III and an uncle and aunt, Mr. and Mrs. Gerald and Bessie O'Brien.



Pensioner Jens Adolf Ronning, 75, died of a heart attack on Mar. 10. Brother Ronning joined the Union in 1938 in the port of Detroit sailing first as a layout and fitout man for the Detroit & Cleveland Navigation Co. from 1939-48, as an AB and wheelsman for the Browning Lines in 1960, Georgian Bay Line in 1960-1 and on the *SS Lakewood* (Eric Sand). He was a veteran of the U.S. Army in World War II. Laker Ronning was born in Norway and was a resident of Pelican Rapids, Minn. Surviving is his widow, Catherine.



Pensioner James Edward George, 77, died of cancer in Mercy Hospital, Watertown, N.Y. on Feb. 8. Brother George joined the SIU in 1938 in the port of New Orleans sailing as a deck engineer and engine delegate for 40 years. He was a veteran of the U.S. Coast Guard in Brooklyn, N.Y. and the U.S. Army in World War I and after. Seafarer George was born in California and was a resident of Evan Mills, N.Y. Burial was in Evan Mills Cemetery. Surviving are a son, James Jr. of Evan Mills; two daughters, Mrs. Joann Parr and Mrs. Gloria Netto of Watertown; a granddaughter, Mrs. Joanne P. Migliaccio of New Orleans and a stepson, Eugene Doyle.



Pensioner Regis Rennie McKenzie, 78, died of heart disease at home in Brooklyn, N.Y. on Mar. 19. Brother McKenzie joined the SIU in 1945 in the port of Baltimore sailing as a chief steward. He hit the bricks in the 1961 Greater N.Y. Harbor beef and attended the 1970 Piney Point Pensioners Conference No. 6. Seafarer McKenzie was born in St. Vincent, B.W.I. Interment was in Cypress Hills Cemetery, Brooklyn. Surviving are three sons, Magnus of Brooklyn, Alric and Rickey and two daughters, Rene and Beverly of Brooklyn.



Joel Thomas Jausora, 21, died of injuries in Harborview Medical Center, Seattle sustained in a car crash there on Jan. 1. Brother Jausora joined the SIU in 1979 following his graduation from the Harry Lundeborg School, Piney Point, Md. He sailed for Seal and on the Washington State Ferries from 1975 to 1977. Seafarer Jausora was born in Seattle and was a resident there. Interment was in the Washington Memorial Park Cemetery, Seattle. Surviving are his parents, Mr. and Mrs. Anthony Jausora of Seattle; a brother, Timothy, and four sisters, Laure, Elise, Patty and Gina.



Pensioner Remigius Adolphus McDonald, 63, died of heart disease in the Boston City Hospital on Feb. 24. Brother McDonald joined the SIU in the port of Boston in 1959. He sailed as a cable AB and bosun aboard the *CS Long Lines* (Transoceanic Cable) in 1973 and from 1977 to 1978. He sailed during World War II, as well. Seafarer McDonald was a veteran of the U.S. Army in World War II. Burial was in St. Michael's Cemetery, Boston. Surviving are his widow, Martha; a daughter, Carol; a stepson, James Breen of Pembroke, Mass. and two stepdaughters, Mrs. Patricia McLaney of Boston and Mrs. Thomas McLaney of Dorchester, Mass.



Donald Martin Bartholomew Gingley, 54, died of a heart attack in the Druid City Hospital, Tuscaloosa, Ala. on Nov. 30, 1979. Brother Gingley joined the Union in the port of Cleveland in 1961 sailing as a lineman, oiler and fireman for the Great Lakes Towing Co. from 1952 to 1979. He was a former member of the Fireman and Oilers Union, Local 3 from 1952 to 1961. Laker Gingley was a veteran of the U.S. Air Force in World War II. A native of Cleveland, he was a resident there. Burial was in Holy Cross Cemetery, Cleveland. Surviving are his widow, Grace Bernadette; three sons, Donald Jr., John and Patrick and five daughters, Grace, Bernadette, Mary Ellen, Dorothy Ann and Constance.

Pensioner John Atoysis Devine, 82, passed away from pneumonia in San Francisco on Dec. 30, 1979. Brother Devine started sailing on the West Coast in 1922. He sailed 52 years on the Grace Line as a waiter and purser. In 1927, he sailed on the *SS President Harrison*. On Dec. 8, 1941, Devine and her crew were interned by the Japanese as POW's until Nov. 16, 1945. Born in Ireland, he was a naturalized U.S. citizen and a resident of San Francisco. Cremation took place in the Olivet Memorial Park Cemetery, Colma, Calif. Surviving is a sister, Mrs. A. Marley of the Sacred Heart Convent, St. Margaret's, Hitchens-Hertsford, England.



Pensioner Albert Edward McKinstry, 75, passed away from pneumonia in Southbridge, Mass. on Mar. 2. Brother McKinstry joined the SIU in 1944 in the port of New York sailing as an AB for 34 years. He walked the picketline in the 1961 N.Y. Harbor strike. Seafarer McKinstry was born in Southbridge. Cremation took place in the Rural Crematory, Worcester, Mass. Surviving are his widow, Loretta and a son, Asay R. McKinstry of Westminster, Calif.



Pensioner Kenyon Floyd "Ken" Parks, 73, succumbed to heart disease in the San Joaquin (Calif.) General Hospital on Aug. 30, 1979. Brother Parks joined the SIU in 1947 in the port of New Orleans sailing in the steward department. He also sailed for Waterman and Delta Line. Seafarer Parks was born in Wadena, Minn. and was a resident of Stockton, Calif. Burial was in Farmington (Calif.) Memorial Cemetery. Surviving are his widow, Mercado of Santa Lucia, the Argentine; two daughters, Renee of Stockton and Mrs. Katherine Wallace of Lathrop, Calif., and a sister, Mrs. Margaret Shugart.



Pensioner Norman Horner Peppler, 56, died on Mar. 31. Brother Peppler joined the SIU in 1947 in the port of Norfolk sailing as an AB. He was born in Pennsylvania and was a resident of Wachapreague, Va. Surviving are his widow, Georgie; two sons, Bernard and John; his mother, Florence of Wachapreague and two stepdaughters, Linda and Shirley Sturges.

Pensioner Manuel Alexander Marques, 90, passed away from cancer in the Topanga Terrace Convalescent Hospital, Canoga Park, Calif. on Christmas Day, Dec. 25, 1979. Brother Marques started sailing on the West Coast in 1947. He sailed on the *SS Lurline* in 1967. Marques was a native of Agusta de Jesus, Hawaii and was a resident of Chatsworth, Calif. Burial was in the Hollywood Hills (Calif.) Forest Lawn Memorial Park Cemetery. Surviving are a daughter, Mrs. Beverly Wright of Chatsworth and a sister, Mrs. Mary Kenela of Honolulu, Hawaii.

Pensioner Martin Little, 74, died of heart disease in San Francisco General Hospital on Jan. 2. He joined the MC&S Union in 1964 and starting sailing on the West Coast in 1958. Brother Little sailed as a saloon messman. Little was born in North Carolina and was a resident of San Francisco. Cremation took place in the Hidden Valley Memorial Park Cemetery Crematorium, Pacheco, Calif. Surviving are cousins, Billie Slade of The Bronx, N.Y. and Mary, William, Jenny, Jeanette and Callie Little, all of North Carolina.



Pensioner George Robert Oliver, 79, passed away from a heart attack at home in East Providence, R.I. on Apr. 9. Brother Oliver joined the SIU in

1938 in the port of New York sailing as an AB and quartermaster. He was on picketline in the 1962 Robin Line beef. Seafarer Oliver sailed 31 years, during World War II and on the *Steamboat Delta Queen* last year. He was a veteran of the U.S. Navy before World War I. He was born in Cambridge, Mass. Burial was in St. Francis Cemetery, Pautucket, R.I. Surviving is a niece, Mrs. Catherine T. Reynolds of Rumford, R.I.



Pensioner Jesus Fernandez Otero, 82, died of cancer in Lugo, Spain on Jan. 14. Brother Otero joined the SIU in 1939 in the port of Miami, Fla. sailing as an

AB for 53 years. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Ralph Semmes*. Seafarer Otero was on the picketline in the 1962 Robin Line beef. A native of Spain, he was a resident of Lugo. And he was a naturalized U.S. citizen. Surviving is his widow, Carmen.



Pensioner Leonard Beecham Layton, 71, died of lung failure in the Baltimore USPHS Hospital on Apr. 15. Brother Layton joined the SIU in 1938 in

the port of New York sailing as a bosun in 1931 earning \$45. a month then with an OS getting \$30. a month. He rode one of the 13 Liberty ships in a convoy, the *SS Richard Henry Lee* (Calmar Line) during World War II on the 42-ship Murmansk convoy run to Russia. His gun crew shot down an attacking German plane. Seventeen ships were lost, 15 on the return voyage near Iceland. As he entered a Murmansk hotel, the Soviet guard pushed him to safety as a German bomb fell killing the guard. Seafarer Layton was born in Easton, Md. and was a resident of Preston, Md. Interment was in Hillcrest Cemetery, Federalsburg, Md. Surviving is his widow, Nevla.



Antonio Russo, 58, succumbed to cancer in the U.S. Veterans Administration Medical Center, Philadelphia on Apr. 6. Brother Russo joined the SIU in

the port of Philadelphia in 1961 sailing as an OS for 28 years. He was also a machine operator and sheet metal worker. Seafarer Russo was a veteran of the U.S. Army in World War II. Born in Philadelphia, he was a resident there. Burial was in Holy Cross Cemetery, Yardon, Pa. Surviving are his widow, Sandra; two sons, Antonio Jr. and Vincent Hass Jr.; a daughter Annette Joyce of West Sharon, Pa.; his mother, Lena of Philadelphia and two sisters, Josephine and Rose, both of Philadelphia.



Pensioner Francis "Frank" Lee Grissom, 67, died of a heart attack in the Garland Memorial Hospital, Dallas, Tex. on Apr. 6. Brother Grissom joined

the SIU in the port of Galveston in 1952 as a fireman-watertender, cook and ship delegate. He was also a telephone cable splicer. Seafarer Grissom was a veteran of the U.S. Army Paratroop Corps in World War II. He was born in Waco, Tex. and was a resident of Emory, Tex. Interment was in Laurel Land Memorial Park Cemetery, Dallas. Surviving are his son, Donald of Marietta, Ga.; a brother, Bea of Dallas and two sisters, Mrs. Elsie Calloway and Mrs. Nora H.B. Harris, both of Dallas.



Recertified Bosun Stephen M. Homka Sr., 51, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Mar. 8. Brother Homka

joined the SIU in 1944 in the port of New York. He sailed 34 years and during the Vietnam War. Seafarer Homka sailed on the *TT Bay Ridge* (Westchester Marine) and the *LNG Aries* (Energy Transport). He graduated from the Union's Recertified Bosuns Program in 1973. And he upgraded at the SIU-MEBA School of Marine Engineering, Brooklyn, N.Y. and the HLS in 1967-68 and 1977. He was a veteran of the U.S. Army in the Korean War. Born in Northampton, Pa., he was a resident of Oxford, N.J. Burial was in St. Rose of Lima Cemetery, Oxford. Surviving are two sons, Stephen Jr. and Timothy and his mother, Mrs. Mary Hoefly of Saxton Falls, N.J.



Michael Ricky Grainger Sr., 28, drowned in Lacassine Bayou, Hayes, La. when his motorboat hit a submerged object on May 4. Brother Grainger joined

the SIU in the port of Houston in 1971 sailing as an AB for IOT and as a tankerman. He graduated from the HLS in 1972. A native of Lake Charles, La., he was a resident of Sulphur, La. Burial was in Roselawn Cemetery, Sulphur. Surviving are his widow, Mary; two sons, Michael Ricky Jr. and Rodney Shane; his mother, Mrs. Joseph B. (Geraldine) Fruge of Lake Charles; his father, Julius and his grandmother, Mrs. Forest Benoit of Sulphur.



Pensioner Frank Stanley Liro, 70, died of heart failure in the Baltimore USPHS Hospital on May 1. Brother Liro joined the SIU in

the port of New York in 1961 sailing as a bosun. He sailed 26 years. And was a veteran of the U.S. Army in World War II. Seafarer Liro was born in Poland and was a resident of River Rouge, Mich. Interment was in Oaklawn Cemetery, Baltimore.



Pensioner James William Darouse, 61, died of heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on May 1. Brother Darouse

joined the SIU in 1943 in the port of New Orleans sailing as a chief steward. He was born in Hammond, La. and was a resident of Baytown, Tex. Interment was in Greenlawn Cemetery, Hammond. Surviving is his widow, Mary.



Pensioner Wilbert J. Hughes Jr., 61, died of kidney failure in the University of Maryland Hospital, Baltimore on Jan. 27. Brother Hughes joined the

SIU in the port of Baltimore in 1955 sailing as a 3rd cook. He sailed for 32 years and for the Calmar Line. Seafarer Hughes was a veteran of the U.S. Army in World War II. Born in North Carolina, he was a resident of Baltimore. Interment was in Family Cemetery, Elizabeth City, N.C. Surviving are his widow, Etta; five sons, Charles, Howard, Wilbert Jr., Leander and David; four daughters, Valencia, Lawonne, Judy and Joyce and a sister, Mrs. Irene Galop of Baltimore.



Pensioner Cedric Udo Francis, 84, succumbed to pneumonia in the Nassau Bay (Tex.) USPHS Hospital on Oct. 8, 1979. Brother Francis joined the SIU in

1945 in the port of Galveston sailing as a chief steward. He sailed 24 years. During World War II, he had two ships torpedoed and sunk under him. Seafarer Francis also sailed during the Korean and Vietnam Wars. Born in Uvalde, Tex., he was a resident of Clute, Tex. Interment was in Restwood Memorial Park Cemetery, Clute. Surviving are his widow, Cora; a daughter, Mrs. Dolly F. Nesmith of Surfside, Tex.; a brother, Ferdie of Humble, Tex.; two sisters, Mrs. Onita Leslie of Porter, Tex. and Mrs. Edith Fallon of Houston; two grandchildren and four great-grandchildren.



Pensioner Vincent Thomas Garvey, 67, died of a heart attack in the South Nassau Mid-Center Community Hospital, Oceanside, L.I., N.Y. on Apr. 15. Brother Garvey joined the SIU in

the port of New York in 1954 sailing as an oiler and AB. He sailed 34 years. And worked last as a doorman at Union Headquarters. Seafarer Garvey was a veteran of the U.S. Army in World War II. Born in Brooklyn, N.Y., he was a resident of Lynbrook, L.I., N.Y. Cremation took place in the Washington Memorial Park Crematory, Coram, L.I., N.Y. Surviving are his widow, Mary; his mother, Martha of Brooklyn and a brother, Elmer of Lynbrook.



Adolph Philip DeMarco, 58, died of arteriosclerosis at home in Kew Gardens, Queens, New York City on Mar. 14. Brother DeMarco

joined the SIU in the port of New York in 1958 sailing as a 2nd cook and steward delegate. He sailed 29 years. And hit the bricks in the 1961 Greater N.Y. Harbor beef. Burial was in Pinelawn Memorial Park Cemetery, L.I., N.Y. Surviving are his widow, Millie; a son, Alan; two brothers; Dan of the SIU and Pasquale and a sister, Mrs. Rose Lanigan of New York City.



Pensioner George Augustus Kerr, 82, succumbed to kidney failure in the Goddard Memorial Hospital, Stoughton, Mass. on Mar. 17, 1979. Brother Kerr joined the SIU in

the port of Boston sailing in the steward department for 52 years. He was also a pattern maker. Seafarer Kerr walked the picketline in the 1962 Robin Line beef and the 1965 District Council 37 strike. A native of Jamaica, B.W.I., he was a resident of Sharon, Mass. Burial was in the Forest Hill Cemetery, Boston. Surviving are two sons, Dennis and Clifford and a daughter, Mrs. Josephine Chandler of Sharon.



Pensioner Daniel Theodore McGovern, 63, died in the New Orleans USPHS Hospital on Apr. 2. Brother McGovern joined the SIU in the port of

New Orleans in 1957 sailing as an oiler for 28 years. He was born in New Orleans and was a resident there. Seafarer McGovern's burial was in Lake-lawn Park Mausoleum Cemetery, New Orleans. Surviving are two sons, Gregory and Russell; three daughters, Carol, Linda and Jean, and a sister, Mrs. Clara Cusimano of New Orleans.



Pensioner Victor Asuncion Menor, 72, succumbed to cancer in the Kaweah Delta District Hospital, Visalia, Calif. on Apr. 7. Brother Menor joined the SIU in

1943 in the port of Boston sailing as a chief electrician. He sailed for 35 years. Seafarer Menor was on the picketline in the 1961 N.Y. Harbor beef. He was born in the Philippines and was a resident of Visalia. Interment was in Visalia District Cemetery. Surviving are his widow, Asuncion; two sons, Erico and Richard and a daughter, Deborah.

Joe Algina, First-Rate All the Way, Retires

It's significant that Joe Algina holds SIU book number A-1. Many of his Union brothers would agree that as an SIU member and recently retired official, Joe Algina is first-rate.

Since he came ashore as a Union organizer in 1944, Algina served his brother Seafarers in many capacities. In all of them he was a devoted and hard working official. His retirement marks the loss to the SIU of one of its most respected officials.

His jobs with the SIU ranged from New York port agent to Headquarters representative to assistant secretary-treasurer. He also served as SIU safety director and as a special representative from the International to its fishing affiliates.

Joseph J. Algina was born in Worcester, Mass. on May 1, 1916.

At the age of 16 he started working ashore at odd jobs. But since he knew "some fellows who were shipping out," and because he "always wanted to go to sea," Algina was on his first ship by the age of 21. He made his first trip in the steward department but then switched to the deck department where he remained during his active seafaring career.

Algina was a member of the former International Seamen's Union but as soon as the SIU was formed in late 1938 he was there to join it in the port of Boston.

During World War II he sailed as AB and Bosun to the Mediterranean and Persian Gulf. At

New IOT Tug, Independence, Joins SIU Fleet

A brand new boat joined the fleet of SIU-contracted Interstate and Ocean Transport Company (IOT) last month.

Named the *Independence*, the boat is in the 5,600 horsepower class. This means she'll be among the nine largest tugs in IOT's fleet.

The *Independence* weighs 180 tons, has a length of 110'8", a beam of 30'1", and a maximum draft of 14'3".

According to the company, she's fitted with the latest in fire fighting, navigational, and communications equipment, including a collision avoidance radar system.

The *Independence* will be pushing the barge Ocean 262 and will work in the Gulf of Mexico.

times he also sailed as third and second mate during the War.

In the spring of 1944, Algina came ashore to work for the Union as an organizer. In the mid 1940's he served as New York deck patrolman and acting port agent before being elected New York port agent in 1948, 1949, and 1950.

He was elected Headquarters Representative for 1951 and 1952. In 1953 he was elected assistant secretary-treasurer, a post to which he was re-elected several times.

Brother Algina took an active role in many of the Union's fights. He participated in the Coos Bay beef and various longshore beefs, the 1946 General Strike, and the Wall Street and Isthmian strikes. He was also very involved in the American Coal Shipping beef of the mid and late 1950's.

For many years Algina also served on the Union negotiating Committee that bargained with employers for Seafarers' contracts.

In 1959, Algina was appointed SIU safety director. In this position he helped establish criteria for safety aboard ships. Together with the Coast Guard he set up Collective Regulations on Safety. Among other things, these regulations dealt with safety equipment aboard ship and safe loading and unloading procedures.

One of Brother Algina's most important tasks as an SIU official was the job he was assigned by SIUNA President Paul Hall to be a special representative to the International's fishing and cannery worker affiliates.

Working with affiliates on both the East and West Coast, Algina was involved in a program to rebuild the fishing unions. He

was always on the scene when there were problems or disputes and he helped negotiate contracts for the fishing affiliates.

Brother Algina's years with the SIU have been rewarding ones. So too were, and still are, his years with his family. Though his wife died a number of years ago, Brother Algina has five children, four grandchildren, and one more expected in August. His children are: Kathleen; James; Patty; Dorrie, and John.

Algina lives in East Freetown, Mass. with one of his children. His son James, who sailed for awhile with the SIU, now holds a Ph.D. and teaches at a university in Florida. His other son, John, is shipping out as an SIU member in the engine department. Perhaps he'll one day carry on in his father's tradition of service to the SIU.

But neither he, nor anyone, will ever hold the book number A-1 again.



In this photo taken in 1970, SIU Safety Director Joe Algina is shown going aboard the *Galveston* (Sea-Land) in Newark, N.J. to begin his safety inspection of the vessel.



The tools of your trade

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- Room, Board and Books Free
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- Time spent in on-the-job training is Coast Guard approved as the equivalent of required wheelhouse time
- Day-for-day work time credit for NLSS Entry Graduates

To apply, see your SIU Representative.



MAY 1-31, 1980

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	46	19	6	68	71	3	58	30	20
ENGINE DEPARTMENT									
Algonac (Hdqs.)	33	21	4	29	34	0	50	28	20
STEWARD DEPARTMENT									
Algonac (Hdqs.)	5	4	2	26	26	0	17	7	8
ENTRY DEPARTMENT									
Algonac (Hdqs.)	33	71	15	0	0	0	46	109	80
Totals All Departments	117	115	27	123	131	3	171	174	128

*"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.

1980 Upgrading Course Schedule

Here is the tentative schedule of upgrading courses to be held at the Lundeborg School in 1980. As you can see, the School is offering a wide range of programs for all ratings, both for deep sea and inland members.

SIU members are reminded that this

schedule is tentative. In other words, courses may be changed or cancelled depending on response from the membership. So think about upgrading this year. And get your applications in early to assure yourself a seat in the class of your choice.

Course Name	Starting Dates
LNG	June 23 July 21 August 18 September 15 November 10



QMED	September 25
FOWT	July 3 July 31 September 25 October 23 November 20

Marine Electrical Maintenance	August 18
Marine Electronics	June 23 September 29

Refrigeration Systems maintenance & Operations	June 23 September 29
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Pumproom Maintenance & Operation	August 4 November 10
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Diesel Engineer (Regular)	July 7 September 15 October 27
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Diesel Engineer (License)	July 7 October 27
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Welding	June 9 October 27
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Engine Room Automation	September 15
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Towboat Operator Scholarship Program	July 7 September 29
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Celestial Navigation	August 4
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1st Class Pilot	October 6
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Quartermaster	October 13
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Course Name	Starting Dates
Able Seaman	June 19 July 17 August 14 September 11 November 6

Steward Recertification Program	July 14 September 8 October 13
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Bosun Recertification Program	August 11
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A Seniority Upgrading Program	June 9 July 7 August 11 September 8 October 6 November 10 December 8
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Tankerman	June 5 June 19 July 3 July 17 July 31 August 14 August 28 September 11 September 25 October 9 October 23 November 6 November 20 December 4 December 18
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Assistant Cook	These courses will be scheduled as needed to accomodate applicants.
Cook & Baker	
Chief Cook	
Chief Steward	



Keith J. Sabot



Seafarer Keith J. Sabot, 28, graduated from Piney Point in 1971. He earned his GED diploma there, too. He upgraded to fireman-water tender (FOWT) in 1978 in the port of New York. Brother Sabot holds the cardio-pulmonary resuscitation (CPR), firefighting and lifeboat endorsements. Born in Scranton, Pa., he resides and ships out of the port of New York.

Daniel Miller



Seafarer Danny Miller, 25, graduated from the HLS in 1978. In 1979, he upgraded to AB there. He has the firefighting, lifeboat and CPR tickets. Brother Miller was born in Camden, N.J., lives and ships out of the port of San Francisco.

Jeffrey Michael Page



Seafarer Jeff Page, 25, is a 1978 Piney Point graduate. Brother Page got his GED diploma there as well as upgrading to FOWT. He has the CPR, firefighting and lifeboat endorsements. Born in Washington, D.C., he resides in Rockville, Md. and ships out of the port of Baltimore.

Kenneth Mark Leiby



Seafarer Kenneth Mark Leiby 27, started sailing in 1972. He got his AB endorsement at the HLS in 1977. Brother Leiby has the lifeboat, firefighting and CPR tickets. He's from the port of Baltimore, lives there with his wife Michelle and ships out of all ports.

Fred Goodin



Seafarer Fred Goodin, 21, is a 1978 graduate of the Piney Point Entry Training Program. Last year he upgraded to AB there. Brother Goodin earned the lifeboat, CPR and firefighting endorsements. He lives in Seattle and ships from all ports.

Carl Castagna



Seafarer Carl Castagna, 25, graduated from the HLS in 1977. Brother Castagna got his QMED the first of the year. He has sailed on the *LNG El Paso* (Energy Transport). And he has the CPR, firefighting and lifeboat endorsements. He lives in Arlington, Va. and ships from all ports.

Silvano Giacalone



Seafarer Silvano Giacalone, 24, graduated from Piney Point in 1973 when he earned his GED diploma. Brother Giacalone got his FOWT last year. He holds the firefighting, lifeboat and CPR tickets. And he "plays the flute and likes to paint once in a while." Born in Tunis, Tunisia, he ships out of the port of New York.

Joseph Michael



Seafarer Joseph Michael, 25, graduated from the HLS in 1973, upgrading to FOWT in 1977. He took the Refrigeration and QMED Courses at the Point in 1978. Brother Michael holds the lifeboat, CPR and firefighting tickets. He lives and ships out of the port of Baltimore.

Gary R. Dow



Seafarer Gary R. Dow, 28, graduated from the HLS in 1978. In 1979, he upgraded to FOWT. Brother Dow has "worked in different areas of the maritime industry since 1972." He has his firefighting, lifeboat and CPR tickets. Born in Bridgeport, Conn., he resides in Cape Elizabeth, Me. and "sails out of any and all ports."

John W. Ponti



Seafarer John W. Ponti, 26, graduated from the HLS in 1977. The next year he upgraded to FOWT there and in 1980 he earned his QMED there. He holds the lifeboat, firefighting and CPR tickets. Brother Ponti was born in Lawrence, Mass., lives in Andover, Mass. and ships out of the ports of Boston and New York.

Lesley R. Stravers



Seafarer Lesley R. Stravers, 23, is a 1976 graduate of the HLS Trainee Program. He upgraded to AB there in 1978. Brother Stravers has the CPR, lifeboat and firefighting endorsements. A native of Glendale, Calif., he lives in Monterey, Calif. and ships out of the ports of San Francisco and Houston.

Here are some very good reasons for QMED's to take the Automation Course at HLSS



It starts

September 15

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Contact the Harry Lundeberg School of Seamanship or fill out the application in this issue of the Log.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	July 7	2:30 p.m.	7:00 p.m.
Philadelphia	July 8	2:30 p.m.	7:00 p.m.
Baltimore	July 9	2:30 p.m.	7:00 p.m.
Norfolk	July 10	9:30 a.m.	7:00 p.m.
Jacksonville	July 10	2:00 p.m.	
Algonac	July 11	2:30 p.m.	
Houston	July 14	2:30 p.m.	7:00 p.m.
New Orleans	July 15	2:30 p.m.	7:00 p.m.
Mobile	July 16	2:30 p.m.	
San Francisco	July 17	2:30 p.m.	
Wilmington	July 21	2:30 p.m.	
Seattle	July 25	2:30 p.m.	
Piney Point	July 12	10:30 a.m.	
San Juan	July 10	2:30 p.m.	
Columbus	July 19		1:00 p.m.
Chicago	July 15		
Port Arthur	July 15	2:30 p.m.	
St. Louis	July 18	2:30 p.m.	
Cleveland	July 17		
Honolulu	July 10	2:30 p.m.	

Why Not Apply for an HLS Upgrading Course Now!

HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)

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

Address _____
(Street)

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

Deepsea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number _____ Seniority _____

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

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

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

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

STEWARD

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

ALL DEPARTMENTS

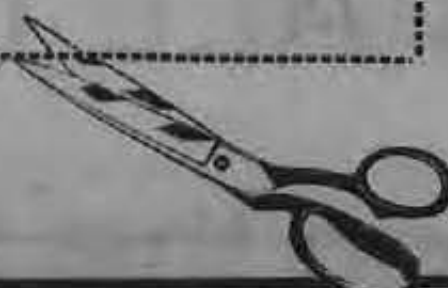
- ☐ LNG
- ☐ LNG Safety
- ☐ Welding
- ☐ Lifeboatman
- ☐ Fire Fighting

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

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

SIGNATURE _____ DATE _____

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





LOG
June 1980



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