



# LOG

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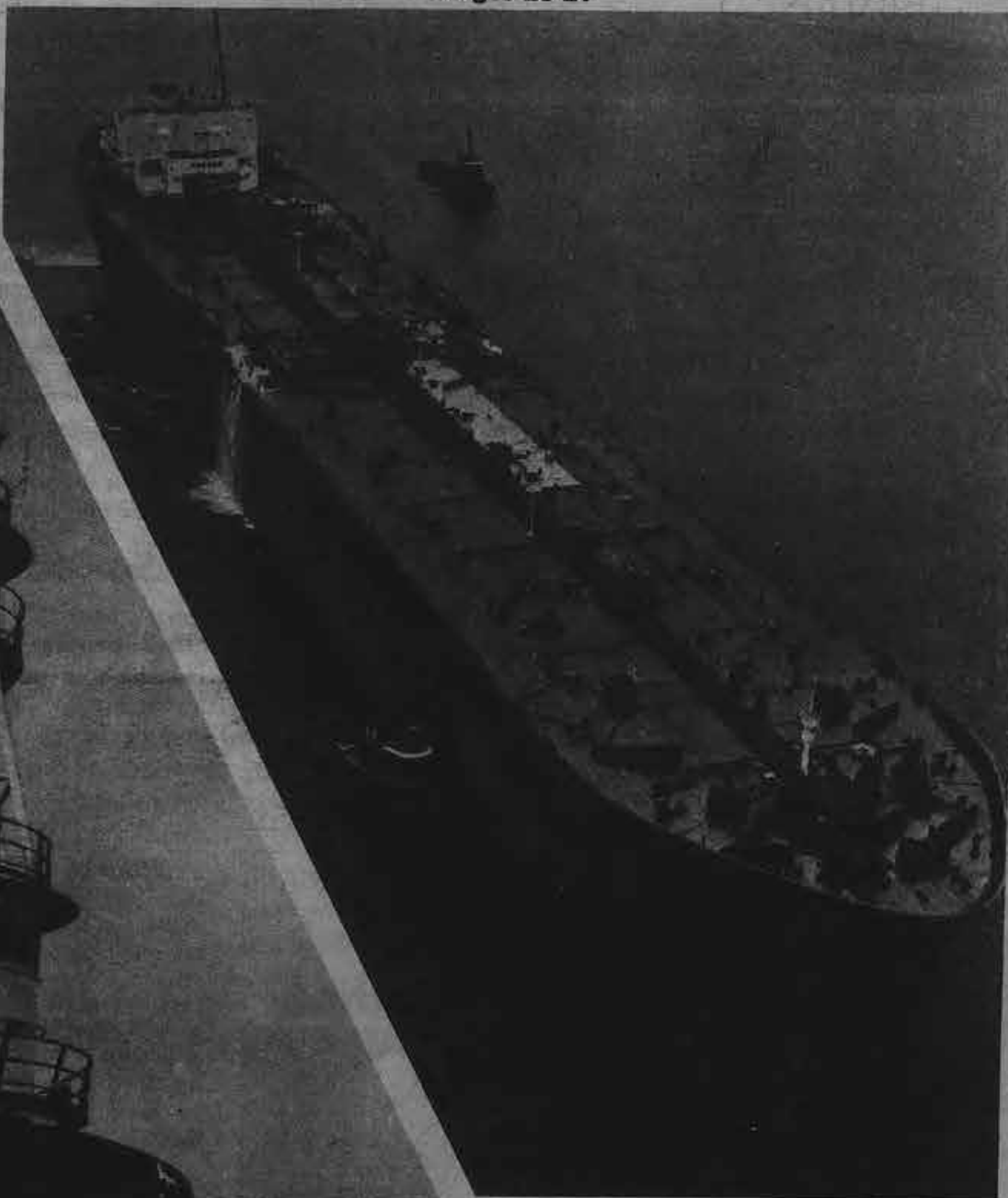
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# Tough Trip Begins; SIU Pushes '81 Budget

**T**HE crucial Maritime Administration Appropriations Authorization Bill for Fiscal Year 1981 has begun to wind its way through Congress.

Tagged H.R. 6554, the bill was the subject of two days of hearings before the House Merchant Marine Subcommittee, chaired by Rep. John Murphy (D-N.Y.).

Carrying the SIU's strong endorsement of the MarAd funding measure to the Subcommittee was the SIU's Legislative Representative Frank Pecquex.

"The authorizations included in this legislation," Pecquex told the Subcommittee on Feb. 28, "are required to maintain the programs designed to implement our national maritime policy as set forth in the Merchant Marine Act of 1936 and reaffirmed in the 1970 Act.

"It is essential," Pecquex continued, "that the goals of the 1970 Act, which provide for the maintenance and expansion of a merchant fleet capable of serving the economic, military and political requirements of the U.S.

be continued by these funding requests."

## \$567 M Requested

The Maritime Administration has requested more than half a billion dollars for fiscal year 1981 to fund the on-going maritime support programs which are the life blood of the U.S.-flag merchant fleet. That \$500 million-plus total breaks down into specific requests of:

- \$135 million for the construction differential subsidy (CDS) program which provides funds for the cost difference in constructing a new vessel in a U.S. shipyard and building it foreign;

- \$347.69 million for operating differential subsidies (ODS) which allow the American merchant fleet to compete in the U.S. foreign trades with other major world fleets, most of which are largely subsidized by their governments;

- \$18.75 million for research and development;

- \$26.76 million for maritime education and training and;

- \$38.86 million for MarAd's

annual operating expenses.

## CDS Crucial

The CDS program is key to the survival of both the U.S. shipbuilding industry and the U.S.-flag dry bulk fleet.

"The authorization requests in this legislation," said the SIU's Pecquex, "present the U.S. with an excellent opportunity to stimulate the development of the U.S.-flag dry bulk fleet as a secure method of transportation for vital materials."

Pecquex noted that the \$135 million CDS funding request is

earmarked for the construction of five new dry bulk vessels in the 35,000 to 45,000 dwt range, a badly-needed addition to the nation's aging, inadequate dry bulk fleet.

"Of the 5,000 dry bulk vessels worldwide," Pecquex reminded the Subcommittee, "only 19 with average age of 25 years comprise the U.S. dry bulk fleet." He added that while "dry bulk cargoes comprise nearly 40 percent of the U.S. foreign trade ... only two percent of it is moved on American-flag vessels."

## SIU Supporting OCAW Strike

The SIU A&G District is providing important support on the West Coast to the long, tough Oil, Chemical and Atomic Workers strike against the major oil companies.

The support of the SIU and other unions is crucial to the success of OCAW's strike, which has dragged on for more than 11 weeks.

The SIU has provided all out support to OCAW strikes many times over the years.

As the Log goes to press, the Oil

Workers union announced a tentative agreement with Gulf Oil. Meanwhile, the union was considering offers similar to the Gulf proposals from 11 other firms, including Shell, British Petroleum, Union Oil of California, Texaco, Mobil, Atlantic-Richfield, Ashland, Phillips and Sohio.

Approximately 55,000 workers are involved in the strike at major oil refineries.

The union called the strike on Jan. 8, 1980.

## Agents Confab: New Programs to Speed Services to Membership

**S**IU Port Agents and other top officials from New York to Seattle met at Union Headquarters this month to discuss new plans and programs to deliver the Union's services and benefits to the membership faster and more efficiently.

The two-day session, held March 22-23, was chaired by SIU Executive Vice President Frank Drozak.

Tops on the agenda of the Agents Conference was a discussion on the day-to-day responsibilities of port offices and how these responsibilities can best be carried out to the benefit of the membership.

Out of these discussions, the Union's officials devised a new program centering on helping the membership in filing for and receiving Welfare, Vacation and

Pension benefits.

This program is aimed at training and placing persons thoroughly schooled in all the Union's Benefit Plans in key ports.

This person would be charged with the important responsibility of providing help and information to members and dependents in getting the utmost of what they are entitled to—and getting it fast.

This program would also make a person available to travel to members' homes or to hospitals to insure the membership is properly taken care of.

In addition to this program, the Agents' Conference devised new programs for becoming more involved than ever in local politics, and local labor organizations, such as State Feds, Local Central bodies and Maritime Port Councils.

Other issues discussed were how to better keep the costs of operating a union hall down, as well as how to get the most out of the services the Union is paying for such as heat, electricity and telephone.

The Agents Conference also

came up with new ideas and schedules for the regular monthly servicing of the Union's contracted shops and equipment.

Overall, the Agents Conference was tremendously successful. In a widespread organization like the SIU, it is crucially important for the Union's officials to be thoroughly knowledgeable about the Union's activities in every port, not only in their own.

Such knowledge makes for a better port office and smoother operations. And in the long run, it is the membership who benefits.

## Coast Guard Fears Ship's 22 Lost

Though Coast Guard cutters and planes found two drifting, orange lifeboats, a raft, debris and life jackets of the Panama-registered cargo ship *SS Mount Horizon* and a "bubbling oil slick" 70 miles southeast of Cape Lookout, N.C. early this month, it fears that 22 of her crew were lost when she sank.

The 340-foot overdue vessel left Cristobal, Panama on Feb. 25 carrying 4,600 tons of sugar bound for the port of Philadelphia.

The ship ran into a storm on Mar. 4 with 50 m.p.h. winds and high seas.

## Speaks at MEBA Convention



SIU Executive Vice President Frank Drozak (right) gets ready to speak after being introduced at the 96th convention of the National Marine Engineers Beneficial Association. Clapping at left is Jesse Calhoun, president of National MEBA. The convention, which takes place every two years, was held in Fort Lauderdale, Fla. from Mar. 17 to 19.





# President Carter Meets With Drozak, Big Apple Reps in White House Session

**T**WO weeks to the day before the crucial New York presidential primary, President Carter met with SIU Executive Vice President Frank Drozak and a group of top-level labor, community and public interest leaders from the Empire State in an all-day meeting at the White House.

The invitation to the March 11 briefing session telegraphed to Drozak at SIU headquarters in Brooklyn, asked him to attend a meeting "with the President and some of his senior advisors, covering both foreign and domestic areas."

Carter's address to the group from the Big Apple touched on a broad range of issues including the continuing crises in Iran and Afghanistan; U.S. commitment to the on-going peace talks between Israel and Egypt; Federal budget requests for F.Y. 1981 and other key topics in the areas of domestic and foreign affairs.

The President's remarks echoed the theme of his State of the Union message to Congress in January. Though the U.S. wants to be "a nation at peace in a stable world," he said that recent world events called for a "strong defense budget for 1981."

The \$142.7 billion requested for the defense budget is necessary, Carter said, to maintain a strong military capability and to keep up our defense commitments to our allies.

Both actual and potential conflicts in the Middle East, Africa, the Caribbean and South East Asia have "placed unprecedented demands on our defense capabilities," Carter said, "in particular the need to be able to respond to several crises at once." The military budget requests for the coming fiscal year and the Administration's overall "five year defense program are aimed at meeting those demands," Carter said.

## Israel Commitment

Carter took pains to reaffirm U.S. commitments to the security of Israel.

Ambassador Sol Linowitz, Carter's personal representative to the Middle East peace negotiations, had filled the group in earlier on the current status of the peace settlement between Egypt and Israel which was cited as "a notable achievement which represents a strategic asset for America and which also enhances prospects for regional and world peace."

Moving to other foreign concerns, Carter acknowledged that the continuing crises in Iran and Afghanistan weigh heavily in his concerns and in the concerns of all the American people. The twin crises, he said, "have dramatized a



SIU Exec. V.P. Frank Drozak met with President Carter earlier this month.

very important lesson," for the United States. "Our excessive dependence on foreign oil is a clear and present danger to our nation's security."

"There is not only a danger of further turmoil in the Middle East and a major interruption in the supply of oil from the region, but it is conceivable that control of the oil itself might become an issue in the future," Carter warned.

Carter reminded meeting participants that fuel conservation is just a part of the Administration's overall belt-tightening program, aimed at achieving a balanced federal budget.

Though he stuck to his often-repeated statement that mandatory wage and price controls are "out of the question," the President said he plans to continue "to work with business to hold down prices."

## Helped New York

Looking to score last minute points with the labor and community leaders from New York before that state's March 25

primary, the President detailed the Administration's "key achievements for the people of New York," including:

- economic assistance for business and public works programs;
- jobs programs;
- funding to assist low-income families hard hit by energy price increases and;
- \$6.5 billion in federal monies for low income and public housing construction over the past two years.

Prior to Carter's general remarks, the New York leaders were briefed in detail by senior presidential advisers and members of the Cabinet, including: Zbigniew Brezezinski, Carter's assistant for national security affairs; Ambassador Sol Linowitz; Treasury Secretary G. William Miller and Transportation Secretary Neil Goldschmidt. Sarah Weddington, an assistant to the President, acted as host of the day's events.

A White House reception followed the briefing session.

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# AFL-CIO Blasts Coast Guard Record on Safety

**T**HE AFL-CIO Executive Council has blasted the U.S. Coast Guard's inept handling of safety issues concerning the U.S. merchant marine.

The Council passed a resolution at its mid-winter meeting which stated that: "The Coast Guard, as a military organization is inherently incapable of carrying out the tasks of administering programs vital to the commercial merchant marine."

This resolution came a week after a similar one had been passed by the AFL-CIO Maritime Trades Department (MTD) Executive Board at its midwinter meeting. The SIUNA is an affiliate of the MTD and has, for many years, been criticizing the Coast Guard's performance con-

cerning the merchant marine.

In its statement, the AFL-CIO Executive Council noted that the Coast Guard's efforts have been "ineffectual" since it obtained jurisdiction from the Department of Commerce over the inspection and operation of U.S. merchant vessels and the licensing and certification of shipboard personnel.

The Council also cited the Coast Guard's "equally unacceptable" record concerning its responsibilities under the Occupational Safety and Health Act (OSHA) and the Outer Continental Shelf Lands Act.

Pointing to a General Accounting Office (GAO) report, the Council said the GAO found that commercial vessel accidents

have risen about 100 percent in four years. According to the Council, the GAO *blamed this dramatic rise in maritime accidents on the Coast Guard* and the complete absence of standards and procedures for qualifying Coast Guard inspections.

Concerning the Coast Guard's responsibilities under OSHA, the Council noted that the Coast Guard has the authority to set down and enforce safety and health standards. However, because it has failed in this, "merchant seamen are one of the largest classes of workers still inadequately protected by safety and health regulations."

With respect to the Outer Continental Shelf Lands Act Amendments of 1978, the Coun-

cil noted that Congress specifically declared that equipment on the Shelf be manned and crewed by American labor. The Coast Guard was supposed to make regulations to put this policy into effect. Sixteen months later, though, the Coast Guard has failed to issue any regulations to comply with the law.

Because of the Coast Guard's negligence, the Council statement noted that "the AFL-CIO strongly urges that steps be taken which would lead to the transfer of these Coast Guard functions to other agencies of government better equipped to perform these duties, and that no similar functions be transferred to the Coast Guard in the future."

The SIU fully agrees.

## High Court Rules Stuyvesant Can Ply Alaska Trade

**A** unanimous decision handed down by the U.S. Supreme Court last month has cleared the way for the SIU-contracted supertanker *Stuyvesant* to operate in the domestic Alaskan oil trade permanently.

Reversing an Appeals Court opinion, the high court stated that a vessel built under the construction differential subsidy (CDS) program and bound, by law, to operate in the foreign trade could make a permanent switch to the domestic trade if the subsidies are repaid.

The *Stuyvesant* was built by Seatrain in the mid-1970's with CDS and other federal subsidy money. The mammoth oil carrier was intended for use in the foreign trade.

But by 1977, when the 225,000 dwt *Stuyvesant* was completed, world events had drastically altered the international oil scene and there was no longer an opportunity to use the *Stuyvesant* on a regular foreign run.

Seatrain then chartered the *Stuy-*

*vesant* to Standard Oil of Ohio (Sohio) for use in the Alaskan oil trade. Because the intended Valdez-to-East Coast run is entirely domestic, all vessels operating in it are required, under the Jones Act, to be U.S. built without subsidy.

The charter agreement between Seatrain and Sohio was tentative. It depended upon an okay by the Secretary of Commerce of Seatrain's plan to repay the \$27 million in CDS money they'd received for the *Stuyvesant*. With the CDS repayment Seatrain sought a permanent waiver from the "foreign-trade-only" requirement which binds all vessels built with CDS funds.

In Sept., 1977, the Commerce Secretary approved the transaction, basing his decision on several points including the fact that "there were no other opportunities for employment of the *Stuyvesant*."

But the day before the *Stuyvesant* was to pass to Sohio, several other companies operating in the Alaskan



A Supreme Court ruling concerning the repayment of CDS funds has enabled the SIU-manned *TT Stuyvesant* to participate permanently in the Alaska oil run.

oil trade filed a protest in federal District Court.

Shell Oil Co., Alaska Bulk Carriers Inc., and Trinidad Corp.'s suit was based on their contention that the Merchant Marine Act of 1936, which created the CDS program, did not give the Commerce Secretary the authority to waive the foreign trade requirement in exchange for repayment of subsidy.

The case was argued before federal District Court and the Court of Appeals before making its way to the nation's highest tribunal.

In their unanimous opinion, written by Justice William J. Brennan, the Supreme Court found that the 1936 Merchant Marine Act "empowers the Secretary (of Commerce) to approve full-repayment permanent-release transactions of the type at issue here."

The Court noted that the 1936 Act placed "substantial limits upon the entry of subsidized vessels into the domestic trade. Any other result," they emphasized, "would have been disastrous for the unsubsidized Jones Act fleet for which that trade was reserved."

To guard against subsidized vessels moving from one trade to another and doing what the Court called "skimming the cream" from each, safeguards were written into the 1936 Act.

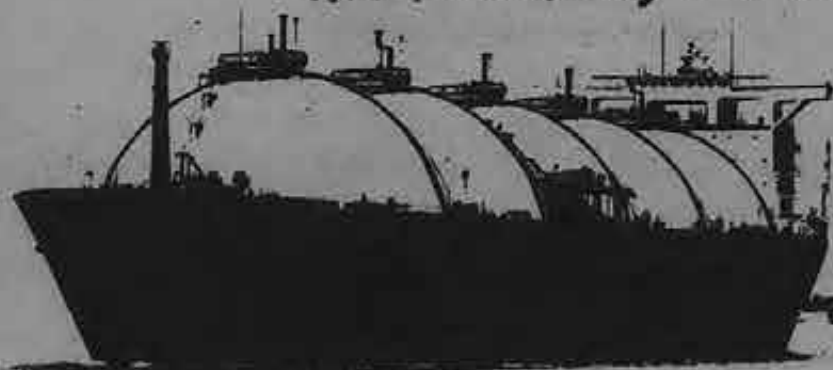
Paraphrasing those strictures the high Court said the Act "mandates that vessels enjoying the benefits of a subsidy may move in and out of domestic commerce only under narrowly circumscribed conditions," allowing only temporary releases from the foreign trade-only requirements.

But the Court judged "a permanent release upon full repayment" of CDS monies "is quite different. It irrevocably locates the vessel in the unsubsidized fleet and thus poses no danger of a supercompetitor skimming the cream from each market."

### Notice on Welfare Plan

In answer to several recent requests for information, the Seafarers Welfare Plan wishes to notify the membership that no Welfare benefits are payable to pensioners, members and/or dependents residing in the Philippine Islands.

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or contact the Harry Lundeborg School.



# REPORT FROM

## HEADQUARTERS

by Frank Drozak,  
Executive Vice President

**I**N this business, you no sooner put one fire out than another one starts.

Right now, we have fires burning all over Washington, D.C. And to control these political flames, the SIU puts forth an all out effort, day in and day out in the Nation's Capital.

The SIU is deeply involved in many crucially important issues on the legislative scene.

We are presently embroiled in our annual battle over the Maritime Authorizations bill, which provides the subsidy budget for maritime. It's going to be a tougher fight than ever this year, especially in light of the Administration's newly proposed fiscal austerity program.

We are fighting for legislation to get a viable U.S. ocean mining industry off the ground that will contain the all important "build and man-American" clauses in it. So far, we have been successful in getting it through the Senate. The battleground on this one is now in the House.

The SIU is also deeply involved in legislative thrusts to bolster the virtually non-existent U.S. flag dry bulk fleet and to secure a program for negotiation of bilateral trade agreements with America's major trading partners.

We are also continuing our fight for a national commitment to develop a merchant fleet capable of serving as a viable military auxiliary to the Navy.

**A**LL of these things are very heavy issues, especially when you consider who is fighting against us. Our opponents are the real big boys—the multinational oil companies; the mineral and



offshore supply industry and the Departments of State, Justice and Defense to name a few. There are many more.

We are not intimidated by our opponents. The SIU has a good, solid, hardworking team in Washington. Our record of success in Washington over the years proves this.

But in this day and age of high pressure lobbying by the "big boys," no one Union can go it alone.

That's where the SIU's close ties with the national labor movement comes in, especially our position and participation in the AFL-CIO Maritime Trades Department.

If we had to work by ourselves in Washington, we would be at best mildly successful.

But with the strength and political clout of virtually the entire labor movement in our corner, we can be a powerhouse.

At the present time, the AFL-CIO Maritime Trades Department is comprised of 43 international unions representing more than 8 million workers. That's 8 million voters and their families. That is political clout.

**A**S the president of the Maritime Trades Department, you can be sure that the best interests of the SIU and the maritime industry are a top priority.

That's not to say that maritime issues are the only things the MTD fights for. The MTD is deeply involved in political issues concerning the best interests of a wide cross-section of the labor movement.

That's the way it should be. Because in labor, we are all one—united in a single purpose. We have to be, because if we're not, we might as well close up shop.

It all comes down to the principle that "no man is an island." In the labor movement, we work together, we stand together and we fight together.

This is the heritage of our union movement. It also must be the future of our movement. Because without unity, there is no future for us.

Again, the SIU is tremendously active in Washington. We have a great deal of support from our brother unions. At the same time, we support these unions in their special fights.

The job is not easy in Washington. It's getting tougher all the time. But as we look to the future, I can assure you that the legislative interests of the SIU are in good hands.

## Another Sea-Land Diesel (4th of 12) Is Christened

Her name is the *Sea-Land Liberator* and it's an appropriate one. She will help free her SIU-contracted company, Sea-Land Service, from the full force of the energy crunch.

Christened this month in Nagasaki, Japan, the *Sea-Land Liberator* will be powered by diesel fuel. Like the three sister-ships that preceded her and the eight that are to follow, the *Liberator* represents a 35 percent improvement in fuel efficiency compared with steam-turbine ves-

sels of comparable size and speed.

All 12 of these D-9 class containerhips are 745 feet long and have a service speed of 22 knots. And all 12 will be manned by the SIU.

Incorporating an advanced cellular design, the ships can carry 35 and 40 foot containers. Of the 839 container slots aboard ship, 165 are allocated for refrigerated cargoes and 84 for bulk liquid tanks.

The first of this class of ship, the

*Sea-Land Patriot*, has already gotten her SIU crew. (See story in February 1980 Log.)

The next two christened after the *Patriot* were the *Sea-Land Defender* and the *Sea-Land Developer*.

All of the ships should be in operation by the end of the year. Ten will be used in Sea-Land's trans-Pacific service.

The *Liberator* was built by Mitsubishi Heavy Industries, Inc. in Nagasaki, Japan as was the *Patriot*.

Sea-Land has also contracted with Mitsui Engineering and Shipbuilding Co., Ltd., Japan, for construction of three D-9's, and Hyundai Industries Company for two D-9 class vessels to be built in Korea.

## Pensioner Gives \$300 to SPAD



Pensioner Francisco S. Costa (left) gets a handshake and the sincere thanks of the Union from SIU rep John Dwyer for the generous \$300 contribution he made to SPAD recently. Seafarer Costa has made a large contribution to SPAD every year since his 1978 retirement. And every year he's upped the ante—\$100 in 1978, \$200 in 1979 and \$300 in 1980. The SIU is proud to call Pensioner Costa "Brother" and we wish him a long and healthy retirement.

# AUTOMATION

To crew U.S.-flag ships today, you've got to keep up with technology. So build your job security now. Learn ship-board automation. Take the Automation course at HLS. It starts May 12. To enroll, contact HLS or fill out the application in this issue of the Log.



# Bill Hall, One of the Best, Dies at 67

**B**ILL Hall, who for many years enriched the lives of seamen with his craggy charm and his unquestioned sense of loyalty, passed away on March 1st at his home in Largo, Florida. He was 67 years old.

From the moment he first set foot onboard a ship in the early '40s, to his retirement in 1978, Bill Hall remained one of the best-liked figures in the Seafarers International Union. No official ever served his membership more faithfully, or with a greater degree of undisguised warmth, than did Bill Hall.

He held a variety of positions in the Union throughout his 30-year career: N.Y. patrolman, acting port agent, headquarters representative. To each position he brought the special qualities which were his trademark: patience, consistency, a well-ingrained respect for the rights of other individuals.

In his later years at the union, he became something of a landmark. His striking head of white hair and erect posture made him readily recognizable. He looked like a professor of sorts, which was somehow fitting, for he had spent his whole life educating the membership, in one capacity or another.

People who worked with Bill

claimed that he was the best patrolman this union ever had. At each pay-off he would sit and explain the details of newly devised programs with great patience and considerable charm.

He did this because he recognized that a patrolman was the link between the officials of the union and the membership. It was not enough to make a ship. Bill Hall felt that he had a duty to make sure that the members understood what was happening in their union and in the maritime industry.

He also felt that he had to know how the members responded to a program, so he could represent their views in the policy-making process.

One of Bill Hall's major accomplishments came as Director of Union Curriculum at the Harry Lundeberg School of Seamanship. His efforts in that position contributed greatly to the success of the school, which has since become the major center of maritime education in the country. He set up the system of union education that exists to this day, and even taught several courses himself.

The trainees viewed him with a great deal of affection, not unlike a stern, yet congenial, father-figure. His co-workers



Bill Hall, one of the best, is dead at 67. appreciated his style.

The early days of Piney Point were rough ones, especially for the people who were sent there to establish the school. The local population was extremely hostile to outsiders, especially seamen. At times it seemed like the Old Frontier, with all the attending dangers. But Bill Hall took it all in stride, as he did everything. His easy manner and sharp humor eased tensions considerably.

Throughout his life, Bill Hall demonstrated a highly developed sense of community. One could see it in the way that he viewed his family, his union, his church. He had an innate sense about who he was, and where he belonged. There was no finer family man than Bill Hall. He loved his wife and children.

In his later years he doted on his grandchildren, especially the oldest one, Meredith, who thrilled him with her athletic prowess. He would talk about his "Little Tomboy" to anyone who would listen, just like he would talk about the SIU and how it had helped to give so many seamen a second chance in life.

Bill Hall came from a labor and seafaring family. His father was involved in union politics down South at a time when it was extremely unpopular to do so. His brothers were all involved in the labor movement. He lived his life with the knowledge that helping the working man was part of his family's heritage. He revelled in that heritage.

Perhaps the greatest tribute that one can give to Bill Hall is to note that he was loved by everyone who knew him. Long after he had retired, old-timers would still come to headquarters and ask for him. They remembered how he used to help them out; they remembered the good times they had with him, they remembered his biting humor. At his funeral they were on hand to pay homage.

Bill Hall is survived by his beloved wife Eva; three children, three brothers and five grandchildren.

## AFL-CIO Opposes Administration's Budget Cuts on Social Programs

AFL-CIO President Lane Kirkland has criticized the budget curbs announced by President Carter this month.

He said that the proposed new "balanced budget does little, if anything, to curb inflation." Rather, said Kirkland, it would severely hurt vital programs designed to:

- curb recession and rising unemployment
- protect the weak and the poor
- provide opportunities for those who seek work

- maintain the services essential to urban life

- support the underpinnings of our society

Kirkland said, "instead of providing for equality of sacrifice and a sharing of necessary austerity, it places most of the burden on those suffering the worst under present

economic conditions."

He feels that the President's program does not attack the direct causes of inflation. These, he says, are the escalating costs of energy, housing, food and medical care and the incredibly high interest rates that have a critical impact on all sectors of the economy.

the AFL-CIO has offered specific

proposals to roll back and contain costs in these areas. Also, if the Federal deficit is to be reduced, the AFL-CIO suggested that such a reduction come from the raising of additional revenues through the reform of present tax loopholes. The reduction should not come from slashes in needed domestic programs.

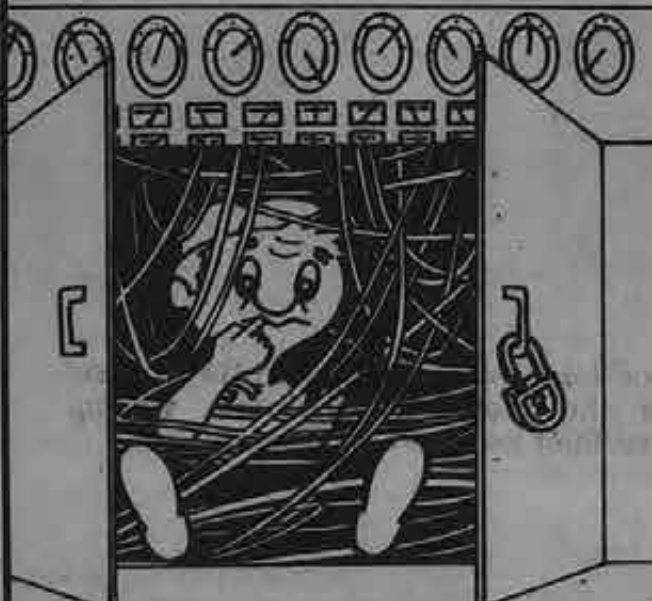
### New Deep Sea Tug Freedom Crewed

Another new boat has been crewed by the SIU. She's the deep sea tug *Freedom*, owned by Interstate Oil Transport.

Operating out of the Gulf of Mexico, she'll run between Texas and Florida for now. Eventually she'll run between Puerto Rico and Texas.

The *Freedom*, which pushes oil barges, has 5,600 horsepower. She's approximately 135 feet long and 36 feet wide. Her draft is about 20 feet. The *Freedom* carries a crew of ten.

## 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 'Electronics for QMED's' course at HLS.

In this 6-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 June 23.

Contact the Harry Lundeberg School or use the application in this issue of the Log.



# Seafarers, Boatmen, Lakers All Like Option of Using USPHS or Private Hospital

SINCE Dec. 1, 1979, SIU members have been eligible for the most complete medical coverage ever offered to maritime workers anywhere. And they have been taking advantage of it.

As of that date all Seafarers and Boatmen have been able to seek medical treatment wherever they want it—*either at a USPHS hospital or at a private facility.*

If the Seafarer or Boatman chooses to use a private facility, he receives *exactly the same coverage his dependents are entitled to under the Seafarers Welfare Plan.*

For a lot of SIU members, the option of using either USPHS or a private hospital makes a big difference.

Many seamen and boatmen live in remote areas where a visit to a USPHS facility would create a hardship.

For those people, USPHS

hospitals aren't sufficiently accessible.

The best possible health care for seamen and boatmen has always been a top priority of the SIU. To make sure all eligible employees have readily available, top-shelf medical care, the Board of Trustees of the Seafarers Welfare Plan took the revolutionary step of making USPHS optional late last year.

That breakthrough in SIU Welfare benefits marked one of the most important steps ever taken by the Union on behalf of the health and well-being of the entire membership.

Many Union members have continued to use USPHS hospitals. But so far, numerous SIU brothers have opted for medical care at a private hospital or clinic. Again, when using a private facility, you are entitled to the same coverage your dependents receive from the Seafarers Welfare Plan.

It must be remembered, however, that if you choose to use a private facility instead of USPHS, there may be some instances when the individual will have to pay a small percent of the bill. So, if you are planning to use a private hospital instead of USPHS it is advisable to check out exactly what your coverage is.

To find out, look at the Seafarers Welfare Plan booklet under Dependent's coverage. Also, you may want to ask your local SIU representative for help or advice.

Here are some of the names of those Seafarers and Boatmen who have chosen to use private hospitals instead of USPHS.

Boatman Ronald G. Carl, a welder at Radcliffe Materials of Mobile, had a \$3,127.20 hospital tab paid in full by the Welfare Plan. Seafarer Keith M. Davis, who's been shipping aboard LNG vessels was

covered for the \$796.50 bill for room, board and extras during a three-day hospital stay.

Other Seafarers and Boatmen who've opted for private hospital care over USPHS are: Boatman John R. Turner; AB William Hunter; inland waterways Captain Robert Lee; Boatman John J. Baucom; Relief Captain Daniel R. Hansen; Boatman Elbert Clay; Boatman John Maxey; Great Lakes Boatman Walter L. Mero; Seaman Walter S. Richmond; QMED Herman T. Wilkerson and Bosun Donald Hicks.

How's the new, extended welfare coverage working out? One Seafarer summed it all up when he said "I think it's great! We always had good medical coverage in the SIU. But having the choice of going to USPHS or a private hospital is really tremendous."

## House Extends War Risk Insurance for 5 Years

THE House of Representatives has finally remedied an uncomfortable situation by passing H.R. 5784. The legislation, which was passed by voice vote, extends the war risk insurance provisions of the

Merchant Marine Act of 1936 for another five years, up through September of 1984.

The provisions had been allowed to elapse last September, leaving owners of American flag vessels in

something of a precarious situation, especially in light of recent international developments.

Under the terms of the Act, *the government is empowered to grant special insurance coverage to ships*

*which operate in high-risk areas.* Often conventional insurance policies contain "acts of war" clauses which terminate coverage when it is most needed.

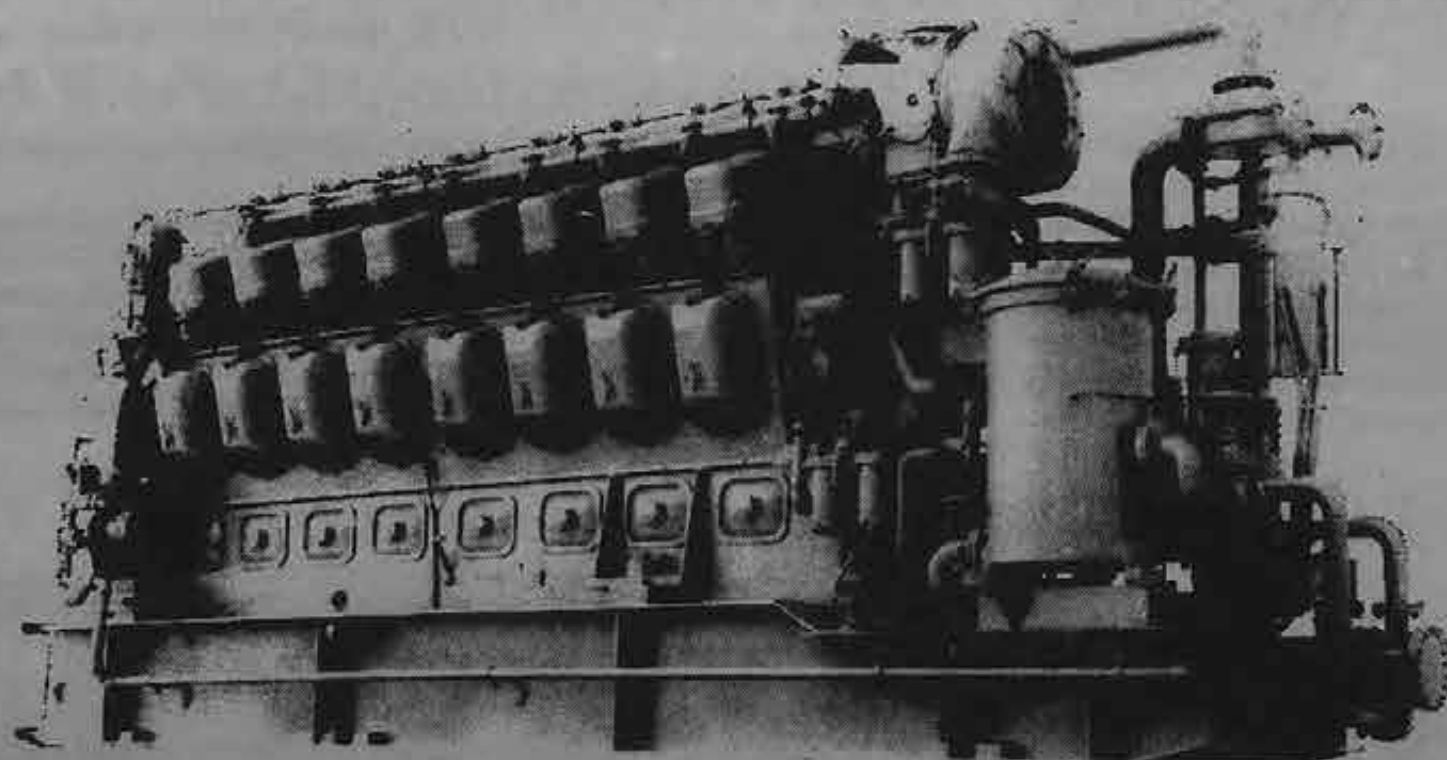
According to John Murphy (D-NY), chairman of the House Merchant Marine and Fisheries Committee, the recently enacted measure "will protect the flow of U.S. waterborne commerce and essential transportation services of the Department of Defense by providing insurance through a mutual pool, administered by the government, when commercial insurance is terminated or rates sharply increased because underwriters consider the situation too hazardous to the safety of vessels."

There had been some talk about permanently extending the bill's provisions, but the idea remained just that: talk. In the final analysis, it was felt that *consecutive five-year renewals would give Congress more informal control* over the actual administration of the bill's terms.

While the legislation pertains mainly to American flag vessels, it does afford limited protection to certain categories of U.S.-owned foreign flag vessels. Most maritime unions believe that the best way to restrict the protection given to foreign flag vessels is to preserve Congressional oversight over the process.

The Senate has already passed a five year extension of the war risk insurance provision of the Merchant Marine Act of 1936.

## Do You Know How to Make This Work?



**NO?**

Well learn how—it only takes four weeks. That's right. In just four weeks, you can learn basic diesel theory and operations. This means new job opportunities for you. Where? Aboard the diesel-powered U.S. flag ships under contract with the SIU.

**YES?**

Terrific! Then enroll in the eight-week diesel engineering course at HLS. Get your license and get ahead. Every student who took this course has gotten his license. So join the crowd of seafarers who've improved their pay and job security.

**Course starts  
on May 12.**

**New Ships • New Jobs  
• Get Your Diesel Engineering  
License at HLS •**



# House Unit Passes Anti-Marine Safety Bill

**A** LEGISLATIVE amendment that would have made the difference between safe and unsafe working conditions aboard small vessels has been defeated in the House Merchant Marine and Fisheries Committee.

Supported by the SIU and other labor unions, the amendment was offered to H.R. 5164 by Rep. John Murphy (D-N.Y.).

H.R. 5164, which the SIU and other maritime labor unions strongly oppose, would jeopardize the lives of seamen aboard small vessels.

Basically, the bill would allow vessels of 300 gross tons or less carrying freight or passengers for hire to operate without a licensed pilot or engineer.

Further, the bill would get around the current training and seafaring requirements for ABs and allow untrained and inexperienced deckhands to become ABs overnight.

Murphy's amendment would have kept a tighter hold on current

restrictions than the bill allows. It would also have initiated a one year study on the loosening of restrictions.

But big business interests seem to have won out and the amendment was defeated 27 to 9.

The mineral and offshore oil and supply industries operating offshore in the Gulf of Mexico have been pushing for this piece of legislation. They claim they're faced with a shortage of qualified licensed offi-

cers and able bodied seamen to operate their crewboats. These boats are used in offshore oil drilling and mineral exploration.

Industry's problem is simple—relatively low wages. If the industry paid wages commensurate with the hazardous work performed, it wouldn't have a manning problem.

Another interesting note to this issue is that the Coast Guard is supporting this bill. In line with their past record, the Guard has come out

against the men they're supposed to protect.

H.R. 5164 has been voted out of the full House Merchant Marine and Fisheries Committee. It now goes to the Rules Committee. If it passes there, the bill will go to the full House.

The SIU will fight this bill in the Rules Committee. If it gets as far as the House, the Union will be there to help defeat this dangerous piece of legislation.

## Steward Stearns Saves Life of Mate with First Aid

"...your first aid training has helped me to save a life about 30 minutes ago," wrote Chief Steward Bobbie W. Stearns Jr. of the *ST Overseas Washington* (Maritime Overseas) to HLS Emergency Medical Training teacher Mrs. Jannet Cook on Mar. 10.

The Wilmington, Calif. steward explained: It was about 9 a.m. when "our chief mate was using an 'automatic ladder' down to the

safety launch 60 feet below. It gave way. The mate fell to the steel deck of the launch landing on the back of his head.

"The word was passed up to the main deck. I ran out and went down the regular Jacob's Ladder. The man was out in shock. I made a quick exam of him finding no apparent broken bones. However, there was an open head wound about 3-inches long, gaping clear to the bone.

"There was no first aid kit on the launch. I yelled up to the main deck for compresses, triangular bandages and blankets. No one else knew except the captain what to do, so I did it, time being important. I used what was on hand. A terry cloth towel as a pressure compress and cut the other into strips as a bandage, not sterile, but enough to stop the bleeding. Then I used the launch's radio telephone to call the Coast Guard ambulance and paramedics.

"Someone helped me to make a lift for the injured man into a Stokes Basket for transportation ashore. He may have a possible head fracture and concussion and internal injuries."



**Bobbie Stearns**

Steward Stearns told the teacher, "It was a good thing that I was trained there (HLS). If it had not been for your efficient training and my attention to your instruction, I feel that the man could have went into deep shock and expired. Thank you for a job well done."

## Gov. Brown Names Disley to State Board

California Gov. Edmund G. Brown Jr. early this month named SIUNA Vice President Henry "Whitey" Disley, president of the West Coast Firemen's Union (MFOU) to the state's Board of Governors of the Maritime Academy at Vallejo for a four-year term.

This is the second time Brown has named Disley as a maritime representative. He is now a member of the Board of Pilot Commissioners for San Francisco, San Pablo and Suisun Bays.

Disley, on the San Francisco Labor Council Executive Board, was elected MFOU president in 1974 from his vice president post. In 1963, he was first elected the union's business representative.

The four-year academy is the only maritime college on the West Coast. New York, Maine, Massachusetts and Texas also have maritime schools. Great Lakes Maritime Academy is a three-year institution and the U.S. Merchant Marine Academy, Kings Point, L.I., N.Y. is



**Henry "Whitey" Disley** run by the Federal Government.

The California academy is co-ed (19 women) and produces 3rd mates or 3rd assistant engineers. Graduates get B.S. degrees in Marine Engineering and Nautical Industrial Technologies. Upon graduation, the 485 grads enter the U.S. Naval Reserve.

## Sea-Land Starts 1st China-U.S. Container Run

Sea-Land last month started the first twice-a-month containerships run between Shanghai, Hong Kong, and the ports of Oakland and Long Beach, Calif. and Seattle.

The single bill-of-lading run began under an agreement signed with the Peoples Republic of China

Ministries of Trade and Communications.

The first cargo of 47 40-foot containers aboard the *SS Shun-Jiang* (China Navigation) made a port of call in Hong Kong on Mar. 10. There the cargo was transferred to a Sea-Land containership sailing to the West Coast.

## Carter's Chip Visits Jax SIU Hall on Campaign Trail



Hitting the campaign trail on behalf of his dad, Chip Carter made a whistle-stop at the SIU hall in Jacksonville, Fla., last month, right before Florida's Presidential Primary. In the Photo (above, left) Chip (center) has a confab with local press. Photo at center shows SIU Jacksonville port agent Leo Bonser (left) extending a welcome to Chip. And at right, it looks like Chip's a natural at politics as he cuddles a little girl while Jax Patrolman Jim Davis stands by.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

March 1980

Legislative, Administrative and Regulatory Happenings

## On the Agenda in Congress...

AS we are going to press this month, a number of important maritime legislative matters were being scheduled for hearings in Congress. Included among the hearings are final action in committee on proposed authorizations for Maritime Administration programs to promote the U.S. merchant marine. Because it is an election year, Congress has been moving quickly to clear its calendar so that members can get back to their home districts for the April recess.

Here's what is happening on Capitol Hill.

• **Maritime Authorization** (In the House). The House Merchant Marine and Fisheries Committee is expected to complete mark-up of legislation which would authorize appropriations to finance a number of maritime programs which are monitored by the Maritime Administration.

Among these programs are construction and operating subsidies which make it possible for American shipyards and American shipping companies to compete with heavily subsidized foreign fleets and shipyards. It is expected that the proposed authorizations will be reported out of the Merchant Marine Committee with little or no changes.

These authorization hearings must be put into perspective to understand why the House bill is expected to get smooth sailing for the first time in four years of very stormy weather.

In the first place, the House Committee—under the joint sponsorship of Committee Chairman John Murphy (D-NY) and Rep. Paul McCloskey (R-CA)—is pushing a so-called Omnibus Maritime Bill. This bill puts forth all manner of structures on construction and operating assistance, as well as placing serious constraints on such needed industry programs as recruiting and training, upgrading, and political activities.

At the same time, the Carter Administration is including the nation's maritime programs among those which will be curtailed within the President's planned budget cuts.

So, the winds off Capitol Hill, and down the road at the White House, are building up—and our maritime industry is almost certainly heading into some heavy seas.

• **Maritime Authorization** (in the Senate). Meanwhile, the Senate Subcommittee on Merchant Marine and Tourism is also holding hearings on its version of the MARAD Authorization Bill. Senator Daniel K. Inouye (D-HI) is chairing these hearings.

• **Omnibus Maritime Bill**. This controversial piece of legislation is intended by its sponsors to overhaul, update and pull together various laws and regulations dealing with the U.S. maritime industry. Both of the bill's sponsors—Congressman John Murphy (D-NY) and Congressman Paul McCloskey (R-CA)—want this bill passed. As of this writing, the bill is in its

second committee re-draft and will be circulated shortly for further comments.

• **Outer Continental Shelf**. The Senate Energy and Natural Resources Committee will hold hearings March 18 and 19 to review developments since Congress passed the Outer Continental Shelf Act. This legislation was enacted to encourage the development of oil and gas drilling off the U.S. coastline. This legislation has already produced many hundreds of jobs for American workers, including seagoing jobs aboard vessels carrying supplies and personnel to the offshore drilling platforms.

Two new legislative matters were introduced in Congress earlier this month which are of special significance to both the deep-sea and inland waters segments of the maritime industry.

• **Collective Bargaining Agreements**. Under existing regulations, the Federal Maritime Commission has power to require that collective bargaining agreements in the maritime industry be filed with the FMC, and be approved by them. Earlier this month, the FMC announced that it is proposing to exempt certain of the collective bargaining agreements from its regulatory rules.

Also this month, Congressman John Murphy, chairman of the House Merchant Marine and Fisheries Committee, introduced legislation which would prohibit the FMC from regulating agreements between shipping companies and maritime unions. Explaining the need for this legislation, Congressman Murphy said, "It is impossible for any employer bargaining association in the maritime industry to finalize its collective bargaining agreements except after lengthy hearings before the FMC, and protracted litigation in the courts." He termed the FMC's intrusion into the collective bargaining process as "disruptive and unnecessary."

• **Towing Safety Advisory Committee**. Legislation to establish a Towing Safety Advisory Committee in the Department of Transportation was introduced earlier this month by Congressman Mario Biaggi (D-NY), chairman of the Coast Guard Subcommittee of House Merchant Marine and Fisheries Committee.

There would be a safety committee comprised of 15 members. Seven members would come from towing industry management, and two members each representing the following—maritime labor, inland port districts, authorities or terminals, shippers, and the general public.

The safety advisory group would review safety, navigational and other issues relating to the towing industry. They would work in conjunction with the Coast Guard.

• **Coal Slurry Pipeline**. This bill, which has been kicking around in various House committees for several years, is now tentatively scheduled for final approval in the House Public Works and Transporta-

tion Committee. The mark-up will take place March 19, according to Committee Chairman Harold Johnson (D-CA). This bill would authorize the building of a pipeline to transport pulverized coal from Western coal fields to Texas, Missouri and other points in the South and Midwest.

• **Small Vessel Manning**. The House Merchant Marine and Fisheries Committee is scheduled to take final action on H.R. 5164 on March 19. This bill sets certain qualification standards for crewmen who man small uninspected vessels. We are watching this one very closely because of its serious implications regarding safety at sea, and because of this bill's possible application to larger towboats and deep-sea vessels.

• **Strategic Petroleum Reserve**. The Interior Subcommittee of the Senate Appropriations Committee will conduct hearings, beginning March 25, on the production and distribution systems of the Strategic Petroleum Reserves program.

### Bosuns Take a Close Look At Their Union's Political And Legislative Programs



Ten veteran SIU members—Bosuns in their union's Recertification and Upgrading Program—went to Washington late last month to take a firsthand look at the Seafarers political and legislative programs. And they liked what they saw. It was an all-day affair, with meetings at the Transportation Institute and the AFL-CIO Maritime Trades Department. There was also lunch at the National Democratic Club with Congressman Daniel K. Akaka (D-HI) who is a member of the House Merchant Marine Committee. There were also meetings with SIU Legislative Representatives Frank Pecquex, Fred Somers and Betty Rocker. And there was a tour of the U.S. Capitol. During all of the day there were many questions asked and all of them answered. And—finally—the Washington visit gave the Bosuns a better understanding of the many problems we face, and a deeper appreciation of the importance for political action.

At the end of the afternoon, the Bosuns posed on the steps of the Capitol for a photo. With them were SIU Washington Representative Betty Rocker and Piney Point Port Agent Nick Marrone. The Bosuns are Thomas Reading, Howard Webber, Robert Hagood, Thomas Spangler, William Aycock, Franz Schwarz, Clyde Smith, Clarence Burgo, Teddy McDuffie, and Frank Cottogin.





## Industry Group Supports Ocean Thermal Energy Bill; Calls for Use of U.S. Ships

The Transportation Institute—a major maritime industry group based in Washington—came out strongly in support of a bill which would encourage the building of plants and ships for development of Ocean Thermal Energy Conversion (OTEC) facilities.

In testimony before the House Merchant Marine and Fisheries Committee late last month, TI spokesman Peter Luciano stressed the importance of moving ahead

with the OTEC program. He said: *Ocean Thermal Energy Conversion facilities and plantships can become a major source of electrical energy for the United States coastal and inland areas.* The bill provides that all OTEC plantships, and ships used in transportation of materials to and from the OTEC facilities be

documented in the U.S. and that they fly the U.S. flag. In supporting "American flag" provisions, Mr. Luciano said:

*Vessels documented under the laws of the U.S.—subject to U.S. safety and environmental laws—are essential to guarantee the uninterrupted flow of critical energy products, and would enhance our national security by minimizing America's dependence on the "good-will" of foreign-flag vessel operators.*

## Sea-Land Launches Container Service From China to US

An agreement between the Peoples Republic of China and Sea-Land Services has launched the first regularly-scheduled containership service between Shanghai and the United States.

Harry Gilbertson, vice chairman of Sea-Land, said that at the outset the new service would operate twice monthly. The initial ports of call here will be Oakland and Long Beach, CA, and Seattle, WA.

G. M. Gople, Sea-Land vice president and general manager in Asia, predicted that the direct cargo route between Shanghai and North America "will increase significantly," and will help to open up this important seabridge between the People's Republic of China and the U.S.

## A Year-End Report: US-Flag Merchant Fleet Loses 18 More Ships, But Hits Record Tonnage

The U.S.-flag deep-sea merchant fleet showed a year-end loss of 18 ships on Jan. 1, 1980 according to the latest figures compiled and released by the U.S. Department of Commerce. But that gloomy announcement was offset somewhat by a further report that 54 merchant ships are presently under construction or on order in American shipyards.

Here is what the "U.S. Merchant Marine Data Sheet"—a publication of the Maritime Administration—reveals about the present state of the industry.

As of Jan. 1, 1980, the privately-owned deep-sea fleet totaled 727 vessels—comprising a record 23.5 million deadweight tons. During the period from Jan. 1, 1979 to Dec. 31, the nation's merchant fleet lost 18 ships although the overall fleet capacity increased by 1.8 million tons. (The gain in capacity reflects the larger sizes of new ships added to the fleet compared to the smaller sizes of those ships that were sold or scrapped.)

Also as of Jan. 1, 1980, 54 merchant ships totaling nearly 2.2 million deadweight tons were under construction or on order in U.S. yards. These include 13 tankers, five liquefied natural gas (LNG) carriers, 11 intermodal vessels, 11 dry-bulk carriers, two break-bulk ships, and 12 special-type vessels.

## MARAD OK's Bay Ridge For Alaska Oil Trade

The U.S. Maritime Administration (MARAD) this month approved a petition from Richmond Tankers Inc. to put the *TT Bay Ridge* into the Alaska oil trade for six months. Approval for the subsidy-built, 224,000 deadweight-ton tanker came despite objections from Chevron USA and from Trinidad Corp. which expects to place a 123,999 ton vessel in the trade later this year.

The *Bay Ridge* is the last of a series of supertankers built at the Seatrain shipyard in Brooklyn. There are already five subsidy-built tankers in the Alaska to Panama trade. MARAD said that the *Bay Ridge* was needed to move the increase in oil bound for U.S. refineries, and said that it did not expect "any significant increase in availability" of non-subsidized tankships in the months ahead.

## SIU Stewards in Recertification Program Attend Washington Political Briefings



Another group of 12 Stewards participating in the SIU's Recertification Program went to Washington this month for briefings on their union's legislative and political action programs. During their visit to the nation's capital, these veteran Seafarers met and talked with officials of the Transportation Institute, and the AFL-CIO Maritime Trades Department, as well as their SIU Washington representatives. They also met and talked with Congressman John Burton (D-CA) after lunching at the National Democratic Club. During their tour, the Stewards were accompanied by SIU Legislative Representative Betty Rocker, and Lundeborg School Instructor Terry Bader. The entire group posed on the steps of the Capitol for this photo. Attending the Washington visit were: Jose Colls, Robert Liegel, Ruben Blackburn, Carl Tebell, Chester Moss, Jack Utz, Carl Jones Jr., Charles Scott, Willie L. Smith, Jee On Dong and F.E. Smith.

## Memo to Carter: As You Slash Your Budget, Remember These Words...

During his testimony before the House Merchant Marine Committee recently, SIU Washington Representative Frank Pecquex reminded the Congress that President Carter had some forceful words to say about the need for a strong U.S.-flag fleet, and the dangers of scuttling that fleet through a lack of Congressional (and executive) support. Pecquex had special reference to this almost total lack of a U.S.-flag bulk fleet.

This is how President Carter viewed the problem in a letter to the Merchant Marine and Fisheries Committee last July 20:

"Our heavy dependence on the foreign carriage of U.S. bulk cargoes deprives the U.S. economy of seafaring and shipbuilding jobs, adds to the balance of payments deficit, deprives the Government of substantial tax revenues, and leaves the United States dependent on foreign-flag shipping for a continued supply of raw materials to support the economy."

It would be helpful for the President to recall these sentiments as he prepares to make major cuts in his 1981 budget.

## On the Agenda in Congress...

• **P.L. 480 Programs.** The Agriculture Subcommittee of the Senate Appropriations Committee will begin a series of hearings March 25 on various P.L. 480 programs. These are the so-called "Food for Peace" programs which send foodstuffs—mostly grains—to needy countries. Under existing laws, at least 50 percent of all P.L. 480 cargoes are required to be shipped on U.S.-flag vessels.

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

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

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

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

**SUPPORT SPAD**



# Baltimore's Manowski 1st Boatman to Get Increment

**T**WO years ago doctors suggested he quit working. But SIU Boatman Stan Manowski liked his job. So even after an operation that put three bypasses in his heart, he continued to be a tugboat deckhand in the port of Baltimore.

Now that he's decided to retire, he's become the first Boatman to receive an Increment under the Early Normal Pension Plan. The Plan was first negotiated for SIU Boatmen in eight companies in October of 1978.

Today, 21 SIU-contracted inland companies have the Early Normal Pension.

Under the Early Normal Pension program, a Boatman is eligible for retirement at age 55 if he has worked 7,300 days. As of now that pension amounts to \$390 for Boatmen. According to the contracts signed in October 1978, it will be raised to \$440 in June of this year. Boatmen who work 125 days past June 16, 1980 will be eligible for that pension.

Brother Manowski, who is 62 years old, was eligible for the \$390 pension after he worked 125 days past Oct. 1, 1978. But since he decided to keep working, Brother Manowski earned a \$25 increment. That means his monthly pension will be \$415.

A Boatman who is eligible for an Early Normal Pension but who elects to continue working can earn \$25 for each additional

365 days worked, up to a maximum of seven increments. By continuing to work, then, a Boatman can put an additional \$175 onto his monthly pension.

The Early Normal Pension and the increment benefit that goes with it, were not available to Boatmen in the past.

But in order to constantly improve Boatmen's benefits, the Union negotiated this pension as part of the contracts in eight inland companies on the East Coast in late 1978. Since then, 13 more inland contracts have included the benefit.

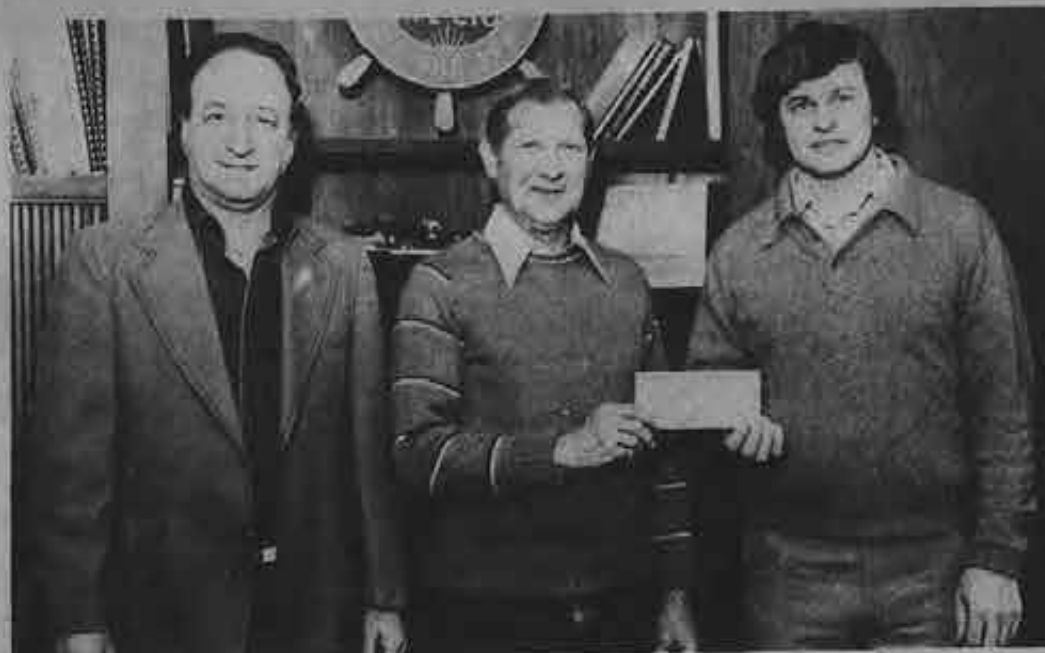
Talking about the increment, Boatman Manowski said he was particularly glad to have it because of the rising cost of living.

## Sailed Deep Sea in War

Since he was a young man, Brother Manowski's work has been connected with the water.

In the early days of World War II, Manowski worked in a Baltimore shipyard. Then, since some of his friends were going to sea, he thought he'd give it a try. So for a couple of years he was a member of the National Maritime Union and sailed as an OS in the Mediterranean, Atlantic, and Indian Oceans during the War.

When the War was over, Manowski decided to stay closer to home. He went down to the Baltimore Piers where he landed temporary work on the boats. Soon that became perma-



In the Baltimore Union Hall, Port Agent George Costango, right, hands pension check to SIU Brother Stanley Manowski, the first Boatman to receive an increment under the Early Normal Pension Plan. On the left is Boatman Bill Bobac who was part of the Union team that helped negotiate some of the 1978 inland contracts that included the Early Normal Pension benefit for the first time.

nent work with Atlantic Transport, a subsidiary of U.S. Lines.

He was with that company in 1956 when it came under the banner of the former Inland Boatmen's Union, an affiliate of the SIU. A number of companies on the East Coast were organized by the IBU at that time. Brother Manowski said that he and his fellow workers at Atlantic were the first to sign pledge cards. In fact, Manowski's book number was M-3 before the series was changed when the SIU and IBU merged in 1976.

When Atlantic Transport folded, Manowski went to work for Arundel Dredging Company for a few years.

Then, in 1963, he got a job with Baker-Whiteley in Baltimore and

stayed with that company until his retirement. He enjoyed working with Baker-Whiteley, called it a "good company," and explained some of its history. Manowski said the company was 100 years old, "the oldest in the harbor," and that it was once a coal company.

Born and raised in Baltimore, Manowski still lives there with his wife, Constance.

But he is planning to go to Ocean City, along Maryland's Atlantic Coast. There he will supervise the real estate owned by his son. (Brother Manowski and his wife have three children and four grandchildren.)

So even though he's ending his career on the water, Brother Manowski won't be far from it.

## 71 Seafarers have Unclaimed Wages Due From Maritime Overseas

A total of 71 Seafarers have unclaimed wages due them from Maritime Overseas Corp. If your name appears below, to get your money you should apply by mail to: Paymaster, Maritime Overseas Corp., 511 Fifth Ave., New York, N.Y. 10017. You should supply the company with the following information: the Maritime Overseas vessel or vessels you have worked aboard recently; the rating you sailed and the dates you worked.

Following are the names and Social Security numbers of the 71 Seafarers:

W. S. SHARP	221-10-1574
W. T. SHANKS	230-74-4622
P. C. ADKINS	224-20-1513
L. C. BUCHANAN	217-24-4315
R. L. BEALE	231-16-0399
L. J. MARTIN	377-22-9002
E. R. LIMON	466-72-6289
O. PURDY	225-14-0129
M. CANN	068-14-7853
M. KOUSTOUIROS	172-44-4071
F. E. PERKINS	265-40-8579
G. L. WILLIAMS	224-44-6587
J. SUMLIN	421-70-4228
J. HEARN, JR.	416-18-0199
W. McCALLUM	132-10-1617
A. T. SMITH	223-76-5159

J. P. DESTACAMENTO	097-18-8325
R. H. MANN	438-56-0973
C. C. WILLEY	225-42-0465
E. E. GIBBS	420-20-8197
M. BAFFI	073-54-9225
E. JOHNSON	230-78-8991
V. O. DAVIS	424-76-1283
W. M. FLAHERTY	029-46-3549
R. F. FLOURNOY	461-12-5049
F. O. HARRIS	218-28-1034
B. C. O'TOOLE	059-44-4102
R. N. PERRON	220-42-9372
J. A. TIMS	587-10-2683
W. D. WATSON	055-40-7204
G. PATINO	467-94-2115
F. W. POPE	466-07-0037
R. L. CREWSHAW	540-12-5286
F. L. HENRY	036-34-2132
J. A. HOENEWLED	157-52-5909
R. VAUGHN	183-20-8245
S. G. CONNER	566-80-0146
G. W. DOBBS	251-24-4498
U. ENRIQUEZ	086-12-5633
E. L. JOHNSON	451-92-2215
C. R. LYONS	427-84-3644
T. R. McDUFFIE	422-54-6251
F. C. McNARY	572-01-8261
H. A. PAYNE	256-42-0369
J. D. PSATHAS	072-14-6481
H. W. ROBERTS	419-28-7222
T. L. STANLEY	236-80-5147
R. C. BUSH	322-16-4358
W. DAVEY	388-16-5090

R. J. DIXON	419-20-0104
D. B. FARMER	255-64-3422
R. M. LEE	405-56-0354
C. MILLER	142-12-5358
E. RITCHIE	423-18-5661
G. RUF	155-01-0430
L. THOMAS	434-84-2303
B. W. WARREN	456-08-7602
J. P. REAMS	263-44-1039
T. A. BIRCHER	262-19-9519
H. L. BRASS	059-20-9614

A. CRUZADO	581-20-0892
J. HOCKMAN	227-50-7773
L. D. NELSON	557-78-9958
G. C. NICKUM, JR.	532-44-5202
W. A. ROCH	091-12-9679
J. SMITH	436-64-1849
W. E. HART	091-12-2568
N. OMURA	560-15-7291
O. R. VASQUEZ	054-24-3154
J. P. WIMMER	420-62-4827
A. W. GORE	083-40-9532

## Notice On Shipping Procedures (Deep Sea)

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

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

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

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all se-

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

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

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



## Get Ready for the D-9's



Students in the diesel course apply their classroom instruction to actual diesel engines. They learn engine operation and repair.

# Diesels Course Offered at HLS

The Harry Lundeberg School has developed a program just to help QMED's meet the current needs in the shipping industry. The course teaches seafarers about diesel engines so that they can work on diesel-powered ships.

Diesel power is the current trend in the maritime industry. Sea-Land Corporation alone has plans to put twelve new diesel-powered container ships into service in 1980. Sea-Land's D-9's will be able to carry 839 containers and will operate at a cruising speed of 22 knots. The first of these ships, the *Sea-Land Patriot*, has already been launched. The ships will be powered by MHI/Sulzer 9 cylinder diesel engines. These engines are more fuel efficient than steam-powered vessels and require a specially-trained crew to work on them.

The diesel course at HLS prepares

seafarers to work on these engines. The program begins on May 12 and is four weeks long. Among the areas seafarers will study are the construction and operation of diesel engines and their supporting systems. Each student will apply his classroom knowledge in the Vocational Machine Shop on actual engines. By tearing down, checking and repairing these engines, the student can become familiar with the engine and learn troubleshooting and maintenance.

During the last week of the program, Mark Johnson, Vice President of Sea-Land's Field Engineering Division will visit the class. He hopes to bring with him representatives from companies that have manufactured the equipment on the new vessels. The representatives will talk with the students in the class about specific equipment on the vessels. They will provide the seafarers with practical knowledge about the machinery they will work with. Other topics which will also be covered include vessel construction, equipment, and the engineer's maintenance manual.

By talking with these representatives, the students will have a first-hand idea of the equipment they will find on the new vessels.

If you are interested in the fast-growing field of diesels in the maritime industry, then take advantage of the diesel course at HLS. Improve your skills or learn new skills so that you can work on these vessels.

The diesel course starts on May 12. Fill out the application in this issue of the *Log* or contact the Harry Lundeberg School, Vocational Education Department, Piney Point, Maryland 20674 to enroll.



Above. Each member of the diesel class receives practical training to prepare him to work on a diesel-powered vessel. Below. Instructor Bill Eglinton (right) helps a student make an adjustment to the engine during shop training. Right. The seafarer in the diesel course learns preventive maintenance of diesel engines.



The MHI/Sulzer D-9 Engine



# AFL-CIO to Rule on SIU-Local 333 Tug Beef

THE jurisdictional beef between the SIU and the New York tug union, Local 333 of the International Longshoremen's Assn., has moved into "round two."

A three-man Subcommittee of the AFL-CIO Executive Council heard the SIU's charges that a clause in Local 333's contract, negotiated last summer, violates the SIU's jurisdictional rights under Article XX of the AFL-CIO Constitution.

The SIU won "round one" of the battle last June when an impartial umpire appointed by the AFL-CIO handed down a ruling backing the job rights and job security of SIU Boatmen.

The umpire upheld the Union's claim that Local 333, in attempting to broaden the scope of their representation, was cutting into the SIU's jurisdiction over Maine-to-Virginia coastwise towing. This practice is known as "raiding" and it is forbidden under Article XX of the AFL-CIO Constitution.

Local 333 appealed the impartial umpire's decision and

the three-man AFL-CIO Executive Council Subcommittee was convened to issue a final ruling.

The Subcommittee reviewed the case last month during the AFL-CIO Executive Council's mid-winter meeting in Florida. Representatives from the SIU and MEBA District 2 presented arguments on Feb. 25. The Subcommittee is expected to announce a final and binding decision on the raiding charge at the next Executive Council meeting in May.

Raiding charges against Local 333 originally arose last June, when the 2,800 Local 333 boatmen who work tugs and lighters in and around the port of New York ratified a new contract.

Key to the contract settlement reached by Local 333 and the Marine Towing & Transportation Employers Assn. was job jurisdiction. The issue was also the crux of an 88-day work stoppage by the tugmen during April, May and June of last year.

Under their previous contract which expired April 1, 1979, Local 333's jurisdiction included

"only all licensed and unlicensed employees...on tugboats and self-propelled lighters...in the Port of New York and vicinity."

The new agreement, which the SIU maintains is illegal, extended Local 333's jurisdiction to include "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."

But three of the principal companies signatory to Local 333's agreement have subsidiaries or affiliates outside New York which do extensive coastwise work from Norfolk and points north. The unlicensed jobs on the boats belonging to the outport subsidiaries of McAllister Bros., Ira S. Bushey & Sons and Moran Towing & Transportation have traditionally been filled by SIU Boatmen. Members of MEBA-District 2 fill many of the licensed jobs on these boats.

Even before Local 333 and the employer's association had wrapped up their contract, the SIU and MEBA protested that

the new agreement's jurisdictional clause was illegal under Article XX of the AFL-CIO Constitution.

The impartial umpire appointed by the Federation agreed that Local 333 was guilty of attempting to represent employees already working under a contract with the SIU, which is clearly prohibited by Article XX.

Article XX requires every AFL-CIO affiliated union "to respect any work of the kind which the members of an organization have customarily performed at a particular plant or work site."

Local 333 immediately appealed the impartial umpire's ruling and the three-member Subcommittee from the AFL-CIO Executive Council was convened to hear the appeal.

If the Subcommittee upholds the impartial umpire's decision, as they are expected to do, the clause in Local 333's contract mandating jurisdictional changes must be stricken from the agreement.

## No One's Gonna Rain on 'Bubba' Showers

ON THE books he's William Edward Showers III, though his friends just call him "Bubba". But pretty soon they'll be calling him "Mister Mate"!

Showers, an SIU bosun for some eight years, is presently enrolled at the MEBA (Dist. 2) Upgrading Center in Brooklyn, N.Y., where he's preparing to sit for his Original Second Mate's license.

Born (38 years ago) and raised in the port city of Mobile, Alabama, Bubba Showers saw his first ship at an early age.

"I was born about six blocks from the waterfront," he told the *Log* recently, "so hanging around down there, and watching the ships, was part of coming up in my neighborhood."

Perhaps watching those ships come and go subconsciously preordained that Bubba Showers would eventually go to sea himself. In any case, it wasn't until after finishing up a three-year hitch in the U.S. Army that Showers made the decision to go to sea.

He went to New Orleans and enrolled in the SIU's old Andrew Furuseth School. He finished up there in early 1964 and soon after had his first ship, the *Sea-*

*train Georgia*. He worked as a BR on that ship, but switched over to the deck department when he joined his second ship, the *Margaret Brown*. He's been working his way up in the deck department ever since.

Showers upgraded to AB in 1966, just in time for the Vietnam Sealift. He worked steadily on that run, mostly on reactivated Victory ships such as the *Hattiesburg*, *Albion*, and *Kenyon Victory*.

But, while he was on the C-3 *Sagamore Hill* in Qui Nhon, the war got a little too close for comfort. The harbor came under rocket attack one day, and shrapnel landed on the deck of the ship. And he was in Da Nang on the *Ocean Dinny* when an underwater explosive charge blew a blade off the propeller.

Showers got his first bosun job in 1971, working as such on the *Champlain Container*. He went through the Bosun Recertification program in 1975. His last bosun job was on the modern tanker *Zapata Patriot*, which he left in late 1979 to begin studying for his original second mate's license.

One of the reasons why Bubba Showers is content with the



"Bubba" Showers profession he's chosen, is the opportunity for advancement in it. "I had no idea, back in 1964," he said, "that one day I'd be going for a license. *There's real chance for advancement in this business, if you go for it.*"

But that's not the only reason why Showers likes being a seaman. "I like the travelling, and seeing new faces and sights. I never would have seen all the things I've seen, if I hadn't gone to sea."

Would he ever consider

working ashore? "No," he said emphatically, "but if I *did*, it would have to be in the shipping industry."

So strong is his belief in the seafaring life, that Showers has helped a number of young men get their starts in the business. But he takes special pride in talking about one young man who he has helped guide in that direction: his younger brother, Darrell.

Darrell Showers is a graduate of the Harry Lundeberg School, and plans to upgrade to AB in the near future.

We wish both Bubba and Darrell Showers the best of luck, and much success, in their merchant marine careers.

### Notice On Job Call Procedure (Inland)

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

- membership certificate (where possessed)
- registration card
- clinic card
- seaman's papers



# FIREFIGHTING

Flames leaped from the ship's portholes, as a dark cloud of smoke billowed into the cold winter sky. The ship was on fire!

A line of young merchant seamen, clad in black, hooded raingear, advanced towards the inferno. Slowly, but steadily, they approached the flames, casting a bright stream of water before them from their firehose.

Undaunted, the nozzleman sprayed the entrance to the engine room, then entered. Flames licked at the grating ahead of him. They worked methodically and efficiently,

and in seconds (it seemed longer) the fire was extinguished.

The fire was out! The ship was saved! And the seamen/firefighters had all come through unscathed.

**A** SCENE from a movie, depicting a great moment in the annals of maritime history?

No! It is, in fact, just a daily occurrence at the Military Sealift Command/Maritime Administration firefighting school in Earle, N.J. Thousands of American seamen, and seamen trainees, learn the rudiments of

shipboard firefighting at the school each year (4,000 in 1979).

And every one of them gets a chance to "lead the charge" into the engine room mock-up, the scene of that dramatic episode described above.

"The whole idea of the firefighting school," said one instructor recently, "is to learn self-confidence, not just technique." And what better way is there to acquire that self-confidence than by practicing with the real thing, under

conditions that mirror those one might encounter on a vessel at sea.

The main difference is that, at the school, the conditions are controlled, and monitored by a staff of serious, eagle-eyed men.

The MSC/MARAD firefighting school was established in Earle, N.J. in 1975, replacing an older facility in Bayonne. Besides the engine room mock-up, the new firefighting school has a variety of fire-making setups, ranging from huge steel tanks, to galley stoves. In short, what is needed to create different types of fires in different situations.

The school also has a small building, called the "Smoke locker", where students acquire first-hand experience in the use of different types of self-contained and forced-air breathing apparatus.

Part of a reconstructed Coast Guard cutter will be added to the facility in the future, further adding to the realism of firefighting practice there.

Under the watchful eyes of MSC, MARAD, and Coast Guard instructors, students are



Students learn how to use foam for fighting fires at sea.



It's wet, but it gets the job done!



All ears are on the instructor prior to fighting the fire in the engine room mock-up.



The engine room mock-up... gets doused.



# FOR SAFETY

given practical training in the use of water, foam, and dry chemicals for fighting shipboard fires. The instructors can be as subtle as Marine Corps drill instructors, at times, but they are all experts in the field of marine firefighting. The experience, skill, and effort each one contributes to the course makes it a truly worthwhile learning experience.

Though firefighting endorse-

ments are not yet mandatory for seamen, *all trainees at the SIU's Harry Lundeberg School in Piney Point, MD. receive 16 hours of classroom instruction in fire prevention, fighting, and safety.* They must also complete the day-long course in Earle, N.J. before they can graduate from the Union's trainee program.

American seamen have long enjoyed a reputation of being the

best trained seamen in the world. Such training facilities as the MSC/MARAD firefighting school is one reason why.

After completing the firefighting course recently one young trainee Seafarer was heard to remark, "I never fought a fire

before in my life. But now that I have...I feel a lot more confident about it."

Hopefully, he'll never have to use the training he received at the firefighting school. But, if he does, it just might save his life and those of his shipmates.



Using a dry-chemical fire extinguisher.



The Smoke Locker, where students gain practical experience in the use of oxygen breathing apparatus.



Water on!



Up the ladder...



Ready...



Go!



# Unions Must Seek International Solutions To Shrinking Job Opportunities At Home

There is no longer any such thing as a nation completely detached from the rest of the world.

All countries depend for their survival on imports from and exports to other countries. And crucial issues like energy, unemployment, inflation and labor standards are all global concerns.

One of the reasons the world today is more interdependent than ever before is trade. Established industrial countries and those nations which are newly developing must seek international markets for their goods.

American workers have been hard hit by the negative aspects of international trade. The flood of imported goods and the displacement of thousands of American jobs overseas have caused massive layoffs and unemployment in industry after industry here at home.

The maritime industry is no exception. U.S. maritime workers have to contend with fleets of vessels owned by American companies but

sailed under foreign flags with foreign crews. And the U.S. merchant fleet operates at a disadvantage when forced to compete with foreign fleets which are owned or heavily subsidized by their governments.

Just as many problems confronting U.S. industry across-the-board have international roots, the solutions must also be international.

That was the message of a speech delivered by Jack Otero, international vice president of the Brotherhood of Railway and Airline Clerks and a member of the executive board of the International Transport Workers' Federation (ITF). ITF is an international labor organization representing transport workers, with 15 affiliated American unions, including the SIU.

Speaking before the Executive Council of the Maritime Trades Dept., which met in Florida last month, Otero addressed the topic "U.S. Labor Interests in Development Abroad." Excerpts from that speech are reprinted, below.



Jack Otero, vice president of the Brotherhood of Railway and Airline Clerks.

"A threat to peace and prosperity *anywhere* in the world is a threat to peace and prosperity *everywhere* in the world.

"This is the basic philosophy guiding the American labor movement in foreign affairs.

"What affects working people in Iran, Nigeria, Mexico, Hong Kong, Italy or Afghanistan, inevitably affects workers in this country.

"While our main concern must remain domestic issues, we cannot afford to ignore the international connotations of the energy problem, of inflation—unemployment, trade, labor standards. We must also recognize that the gap between the rich and the poor continues to grow.

"Selfishly speaking, American labor seeks to preserve the jobs of our thousands of members by maintaining and improving labor and economic standards, while fighting and opposing unfair competition.

"In doing so, we also strengthen our own unions and achieve greater bargaining power when facing domestic and international employers.

"I am happy to say that these views are shared by a large number of American unions, particularly by those representing workers in the transport industry. A total of 15 U.S. transport unions are affiliated with the ITF.

"Over the years American unions have worked hand in hand with the ITF in fighting flag-of-convenience practices;

pooling arrangements by international airlines; crew-of-convenience practices and in other areas where vital interests of American transport workers have been at stake....I am proud to report the ITF will hold its 33rd World Congress this summer (July 17-25) in Hollywood, Florida.

"It is obvious then that there is a definite and *growing interdependence among transportation unions*. As the problems of this industry become more complex, the interest of the various transport unions converge, and what affects workers in a single segment of this total industry will affect all segments both at home and abroad.

"Moreover, this interdependency is highlighted by corporate mergers. I am referring to mergers which have taken place in recent years among numerous railroads and airlines, as well as in the shipping, oil, banking and communications industries.

"It is estimated that in the past 25 years U.S. firms established about 15,000 foreign subsidiaries, mostly in manufacturing.

"This development has displaced U.S. production. It has meant the export of American jobs. It has resulted in the loss of exports to third-country markets. It has meant a growing tide of imports from foreign subsidiaries into the U.S. *American workers have been the losers.*

"*But where have these jobs gone? A great number of them have been moved to the Mexican border area where cheap labor is abundant and unions do not exist. The jobs have gone to Taiwan—to Haiti—to Singapore—to Korea. Let's look at some examples.*

"Chrysler produces the Colt in Japan...the Valiant in Australia. But Chrysler laid off over 2,000 workers in 1971 in Los Angeles and in recent months it laid off another 2,500.

"Lockheed has a plant in Hong Kong employing 1,000 workers at \$3 per day. Lockheed also has a Mexican border plant for 300 workers. 1,200 to 2,000 workers in California have lost their jobs.

"Who benefits from all this? Draw your own conclusions. But get involved!!"

## It's A Good Idea!



It's a good idea to specialize in skills that are needed today and mean job security tomorrow. It's a good idea to learn marine electrical maintenance.

So take the course. The Marine Electrical Maintenance class starts May 12. Enroll now. Contact HLS or fill out the application in this issue of the Log.

**It's a good idea!**



# At Sea & Ashore

## ST Columbia

From Apr. 7 to Apr. 17, the *ST Columbia* (Ogden Marine) from a Gulf port will carry 22,500 metric tons of wheat to either Alexandria or Port Said, Egypt.

## Sea-Land

Sea-Land christened on Mar. 11 the fourth of 12 new Sulzer diesel D-9 containerships to be built. In ceremonies at the Nagasaki Shipyard, Japan, the vessel was named the *Sea-Land Liberator*.

The first 745-foot D-9 to be built, the *Sea-Land Patriot* completed sea trials and joined the company's trans-Pacific fleet last month. Ten of the 12 new ships will be assigned to the Far East trades by the end of next summer.

Five of the D-9's will sail from the port of Seattle and five will sail from the port of Long Beach, Calif.

Assisted by the *Tug Patrick R. McAllister* (McAllister Brothers) the 24,773-ton containership *SS Sea-Land Venture* was out of danger on Mar. 5 after losing her rudder and taking on water.

## SS President Adams

The combo container-break bulk carrier, the *SS President Adams* (American President Lines) last month won the line's Fleet Safety Award for 1979.

Last year, the liner sailed 77,000 miles calling at 43 ports working 385,000 man-hours with no-lost time accidents.

## SS John Penn

The *SS John Penn* (Waterman) was scrapped in Hong Kong on Feb. 19.

## Galveston

On Apr. 5, voters here will vote on a referendum which could give Texas a second active deepwater oil superport plan on Pelican Is. The facility would provide 500 permanent jobs.

The first superport proposed by the Texas Deepwater Port Authority is located at Freeport, Tex.

## Bayonne, N.J.

Demolition of the deteriorated Bayonne-Elizabeth N.J. railroad bridge crossing Staten Is.'s Kill Van Kull Channel is expected to start soon. It had been considered since 1972 a hazard to navigation—especially to Sea-Land vessels entering Port Elizabeth, N.J. and other ships going to Port Newark, N.J.

Last month the U.S. Coast Guard let a \$3,377,260 demolition contract to the EXPLO Corp. of Gretna, La. to tear down the 700-foot center span of the Newark Bay Bridge formerly run in 1978 by the defunct Central Railroad of New Jersey. It would take about five months to do the job.

## El Paso Arzew

Last month it was reported that the Coast Guard had won one over the U.S. Navy.

It turns out that the Coast Guard's method of making a Williamson Turn is more precise than the Navy's way.

According to tests conducted by Capt. James Stilwell of the LNG *El Paso Arzew* last July on a voyage from the port of Savannah to Arzew, Algeria, the Navy Method doesn't result in a vessel returning down the original track line.

Using an empty 55-gallon oil drum both times as a substitute for a man overboard, it was thrown over the starboard bow side. As it passed the bridge wing, an order for hard right rudder to 35 degrees was given. It was held until the ship was exactly 60 degrees off the original course. Then, in the Navy test, when the rudder was turned hard left, the vessel swung to the right 88 degrees off the original course. Hard right rudder to 25 degrees off the original course put the LNG on her original course passing the drum 100 feet to starboard—285 feet to the right off course.

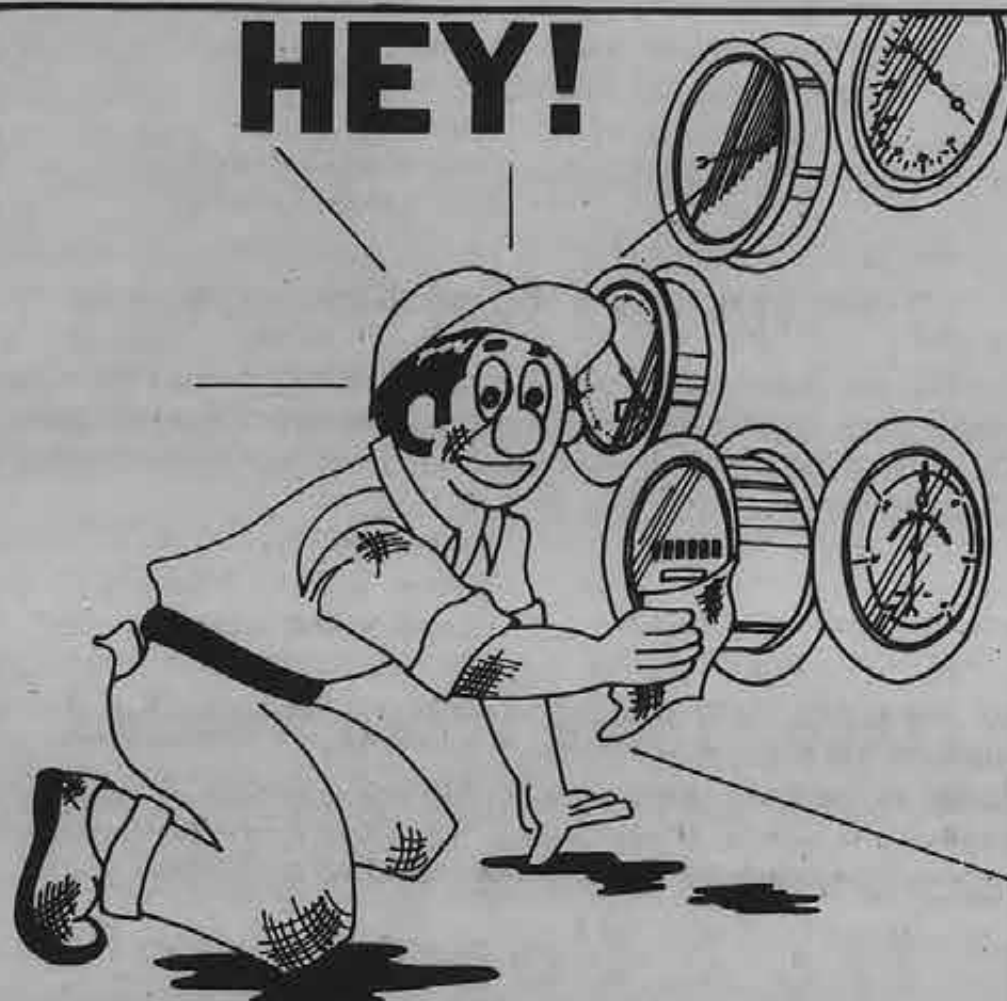
In the Coast Guard test, the drum passed about 200 feet down the port side of the ship, only 100 feet to the left of the original track line.

## Ogden Champion Committee



Recertified Bosun John Little (2nd right) ship's chairman of the *ST Ogden Champion* (Ogden Marine) leads the Ship's Committee (l. to r.) of Chief Pumpman Gene Berger, educational director; AB George B. McCurley, deck delegate and Cook and Baker H. McBride, steward delegate. The tanker paid off at Stapleton Anchorage, S.I., N.Y. late last month.

# HEY!



**Are you going to stay down there on your hands and knees all your life?**

Get up out of the grease spills. Come to HLS. Take the FOWT course. Earn your rating. Make more money.

**Course starts May 8.**

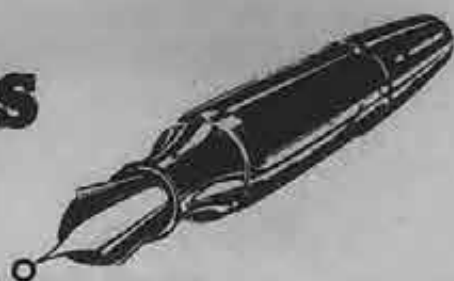
To enroll, fill out the application in this issue of the *Log*.

## Membership Meetings

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



## LETTERS TO THE EDITOR



### Best Wishes to Paul Hall

My husband is a member of the SIU and I'm proud to say it has been beneficial to both of us.

Paul Hall is a credit to his Union, his men and his country. All should be very grateful to him and all his efforts.

Hoping that he will be well, and be able to continue as head of his men and his Union. My prayers are with him.

Sincerely,  
Geraldine Madonado  
Fort Lauderdale, Fla.

### Pensioners Not Forgotten

My wife and I would just like to let the SIU know that it has been a privilege and pleasure to have sailed with this great Union, and that we are not forgotten when we have to retire from shipping. I sailed with the SIU from 1946 to 1974.

Fraternally,  
Harvey & Betty Fairburn  
Grand Saline, Texas

### Union There When Needed

My husband and I want to thank the SIU and the Seafarers Welfare Plan for all the hospital and doctor bills that were paid when we needed help to pay. We wish to thank you again for everything the Union has done for us.

Sincerely,  
Mr. and Mrs. Nick Goresh  
Newark, N.J.

### Repairs Needed, Repairs Made

This is to confirm the fact that last month an SIU Patrolman came aboard our boat, and did inspect her for unsafe conditions. Thanks to his efforts repairs have been made to the capstan, hull, etc. Other repairs are also scheduled.

We the crews at Norfolk, Baltimore and Carolina Line give a hearty thanks to the SIU for getting the job done.

Fraternally,  
Fred Tenkle,  
Norfolk, Va. (Tug Olive H)

### When Needed, SIU Was There

My husband, Sammy S. Dulaca died Sept. 22, 1979. At this time I would like to express my thanks for having such a great Union behind me during my husband's long illness.

Mrs. Agnes Kiefer from the Philadelphia Union hall was such a wonderful help to me during my long trying times.

My Sammy died from cancer. The SIU was wonderful in taking care of all bills including hospital, medicine, doctors and also home care.

I will never forget the SIU. When I really needed help, the SIU was there to give me that help.

Sincerely,  
Mrs. Catherine Dulaca  
Philadelphia, Pa.

## A True SIU Success Story

Every journey begins with a single step—and this is no lie. When my father fled the fascist regime of Franco's Spain, he began a new life in a New World.

His dream was that one day his children would be educated Americans. Unfortunately, his untimely death caused some financial difficulties in our family and, at 16, I left my home and my education behind and joined the SIU.

The money was good, the travel fantastic, the work was hard, and the people were always different.

Eight years later I found myself at H.L.S.S. With much personal help and loads of encouragement I was tutored for the G.E.D. high school equivalency. After a couple of weeks of intensive study and review, I took the exam and, lo and behold, I passed with flying colors. I was elated!

With this achievement under my belt, I enrolled in the lifeboat and A.B. upgrading programs. During the short time I was learning to be a competent seafarer, the staff at H.L.S.S. encouraged me to take the college entrance exams and apply for an SIU college scholarship.

For me, such talk at first seemed as unbelievable as pyramiding overtime. As most of my former shipmates will recall, I was far from your ideal student type. And yet, what did I have to lose? So, with the help of the entire staff of the school—as well as my classmates at H.L.S.S., I did it. I did well on the exams and was awarded a four-year \$10,000 SIU scholarship to attend the school of my choice!

Today I am finishing the fourth year at Reed College, Portland, Oregon. I expect to graduate with a B.A. from the Department of History and Social Science with a major in Political Science. As part of my requirements for graduation, I am writing a thesis on Industrial Democracy. That is, worker participation in the decision-making process at work. I am interested in the effects of workshop level participation on the participation in the political arena. For example, do people participate more in politics if they help shape decisions at work?

As I look to the future, at what I might do with my education, I often look to the past first. I am always conscious of the fact that if it had not been for some very progressive sailors joining together, forming a union, and seeking to better the lives of themselves, their families, and the next occupant of the focsle, there would be no realization of dreams such as mine.

It is possible for me to attend school on a sound financial foundation solely because of the collective efforts of all SIU members—some of whom paid for my tuition with their blood on the picket line. Although, come graduation day, I will be very proud of my own personal accomplishment, it is to those of you who have built this union, and to those who are now seeking to enhance the accomplishments of our Union, to those of you who paid assessment after assessment, dues, S.P.A.D., and especially those who have stood on the picket lines that the true accomplishment and pride in what you have accomplished is due.

My gratitude will not be short lived. I can only hope that someday, somehow, I may find a proper way to thank-you, for words cannot express my feelings.

Fraternally,  
William A. Lopez III  
L-1040

### SIU Takes Care of Its Retirees

As a retired member of the SIU since 1964 due to disability, I again wish to express my appreciation for all the Union has done for me in the past, the present and in the future.

Were it not for my pension to supplement my Social Security, plus the SIU Welfare Plan for all my medications, my wife and I would be forced to live with one of our three married children.

We are both in our late 70's and independent of our family due only to one of the best Unions in the country.

Thankfully and fraternally,  
Alexander McCullough  
Wenonah, N.J.



**T**HE principles of freedom penned by America's Founding Fathers 200 years ago are the granite on which this nation rests. Those principles, and the laws which Congress has passed in the years since to back them up, are universal. They were meant to apply to all of the people, all of the time.

As the U.S. government and national industry got bigger and more powerful, new laws and regulations had to be enacted to protect the less powerful. The Service Contract Act is such a law.

Enacted in the early 1970's the Service Contract Act was passed to keep workers laboring under government contracts from being short-changed by making sure government contracting does not negatively affect prevailing labor standards.

But the U.S. Navy's Military Sealift Command doesn't think they should have to comply with the Service Contract Act. The MSC has applied to Secretary of Labor Ray Marshall for a Service Contract Act exemption for the operation of nine tankers.

Until last summer, those nine tankers—five T-5s and four Columbia-class vessels—were operated for the MSC by SIU-contracted Hudson Waterways Co. and Cove Tankers.

When the contract with Hudson and Cove expired in Nov., 1978, the MSC issued a request for proposals on a new contract from U.S. flag commercial operators.

The language of that request is clear. "The contractor," it states, "shall pay the officers and crews serving aboard these tankers equal to the applicable standard union agreements for the industry."

In April, 1979, the MSC awarded the new contract for operation of the nine tankers to the bidder whose contract proposal way undercut all others. That bidder was NMU-contracted Trinidad Oil.

## Fight Over MSC Tanker Jobs Still Sizzling



The three SIU-contracted companies, (including both Cove and Hudson Waterways), that entered bids on the operation of the nine tankers used the SIU Standard Tanker Agreement as guidelines. But Trinidad, with the concurrence of the NMU, sent in a bid which did not come up to par with the NMU's standard contract.

Under Trinidad's contract with the MSC, seamen receive for their vacation benefit the equivalent of only five days' pay for every 30 worked, as opposed

to the 14 vacation days specified in standard NMU contracts. In addition, the NMU agreed to cuts in pension and welfare contributions totalling \$7 per man per day.

From where we sit, that's a substandard contract and a clear violation of the Service Contract Act.

We took the matter to court last summer seeking first, a bar to crew turnovers on the nine vessels and second, a ruling which will authorize a new, fair bidding process where the guidelines are clearly spelled out; where nothing less than wages and fringe benefits equal to what employees received under the previous agreement will be accepted.

We lost round one when the court refused to halt the crew turnovers and the tankers have been operating with NMU crews since last July. The case, however, is now in appeal with a final ruling expected in July, 1980. And we've marshalled all our legal forces because **167 unlicensed jobs aboard those nine tankers weigh in the balance.**

**But those 167 jobs are not the only issue at stake. In accepting a substandard contract bid, the MSC acted in flagrant violation of the Service Contract Act. And, adding insult to injury, they've asked the Secretary of Labor to sanction that violation and exempt them from compliance with the Act in this case.**

The exemption request unleashed a storm of protest from individual unions as well as the AFL-CIO's Maritime Trades and Building & Construction Trades Departments.

Most recently, AFL-CIO President Lane Kirkland sent a letter to Labor Secretary Marshall urging him to vigorously enforce the Service Contract Act.

Secretary Marshall has not yet issued his decision on the MSC. But we are confident he will uphold the intent of the law as well as the rights of American workers to maintain a decent standard of living.

To do otherwise would be to say that some U.S. laws apply only to some of the people, some of the time.

March, 1980

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Looking things over in the *Bay Ridge*'s engine room is Eddie Jordan one of supertanker's QMEDs.



Chief Cook A. Minors (l.) and Chief Steward Roberto Hanniban make sure the crew is well fed before weighing anchor for the maiden voyage.



Everyone likes to eat, but not everyone likes to clean-up. Like it or not crew messmen Scott Powell (foreground) and H. Dahball have the job of washing dishes. Watch those dishpan hands fellahs!



Enjoying a brief hiatus from their midday chores are (l. to r.) GSU's Quentin Roberts, James Melvin and first-tripper Lawrence Conklin.

# SIU's New *TT Bay Ridge* Off to Alaska's Black Gold Rush



The *TT Bay Ridge* lies in the waters off the Brooklyn community from which she got her name. The vessel was only there long enough to have her stack set in place by shipyard workers before embarking on her maiden voyage. Bay Ridge, like her three sister-ships, would not fit under the spans of New York Harbor's bridges with the smokestack in place.



Some of the crew gathered on the deck just before receiving instructions on the ship's safety equipment. They are (l. to r.): Mike Michaelson, 3rd Mate; William Thom and P. J. Burke, AB's; Steve Hornka, Bos'n; Fred Galvin and Rick Worzel, AB's and kneeling in the foreground K. Karamidas, wiper.



**T**HE latest ship to take on an SIU crew, the *TT Bay Ridge* (Cove Tankers) finally left its home at the Sea-train Shipbuilding Yard in Brooklyn and made way to Alaska for a load of North Slope crude. Although the supership passed sea-trials over a year ago she was left stranded at the yard unable to find an oil cargo to fill her capacious hull.

The *Bay Ridge*, like her three sister-ships, *Brooklyn*, *Williamsburgh* and *Stuyvesant* was built at the former site of the Brooklyn Navy Yard with a construction subsidy granted under the Merchant Marine Act of 1970.

SIU members boarded the supertanker on February 19th and the mammoth was a sight to behold as they maneuvered her from the Brooklyn yard through the

Narrows Straits and past the Brooklyn community whose name she bears.

From there, she ducked under the Verrazano Bridge and sailed out of New York Harbor. She probably will never return to the area because of her deep draft (over 70 feet when fully loaded).

Cruising at a speed of up to 14 knots the *Bay Ridge* and her crew are expected to reach Long Beach, California in about 48 days. They won't be able to pass through the Panama Canal and must instead take the long way around Cape Horn and up the west coast of South America before reaching the California port to take on bunkers.

Then it's north to Alaska for a belly full of that precious black gold from the North Slope.



AB William M. Thom only stopped long enough to have his picture taken as he alerted crewmembers to an upcoming fire and boat drill.



AB Fred Galvin stands gangway watch some 70 feet or so from the waterline.



Bos'n Steve Hornka is on the horn with the mate trying to find out when the *Bay Ridge* will sail.



# Drugs: A Minute or Decades, They'll Get You!

**W**HO uses drugs? If you ask several people that question, they'd probably answer: poor people use them as an escape. And teenagers experiment with them.

You want to know who uses drugs? The answer is everybody does.

Drug abuse in this country is not isolated to any one regional or ethnic group. There are drug abusers in every area of this nation, from Main Street to Broadway, from the smallest village to the biggest city.

Drug abuse crosses racial, cultural, social and economic lines. The Federal Government said recently **"drug abuse in the United States has evolved from an acute to a chronic problem...involving millions of people using hundreds of substances."**

What does that mean, exactly? What are the consequences of drug use?



Just about everything you read on drug abuse and any expert you talk to will tell you the same thing: the consequences of drug abuse differ.

But everybody you talk to, without exception, says there are consequences. And they range from death, to injury; from crime to broken families to deteriorating neighborhoods.

"We are only beginning to understand the consequences," of drug abuse, the government says. "We will undoubtedly learn more in the next few years."

If you're a drug user, are you willing to wait? What do you do if doctors and scientists find out five years from now that the one joint a day you're smoking or the cocaine you're

using once a week causes permanent mental or physical impairment?

And what do you do about a kid brother or a teenage daughter who's "just messing around" with drugs? Do you look the other way? Even if you're told by the Council on Drug Abuse that "psychological or social development may be impaired or delayed by chronic intoxication"?

The consequences of drug abuse vary. It depends on how many different drugs you use and for how long you use them. The consequences of drug abuse may also take a while to show up.

According to the Council on Drug Abuse **"the time-lag between drug use and any evidence of damage can vary from minutes to decades."**

**Taking drugs is like playing Russian Roulette. It's just a matter of time until your number comes up.**

## Help Your Brother Down the Road

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

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

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

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

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

### Alcoholic Rehabilitation Center

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

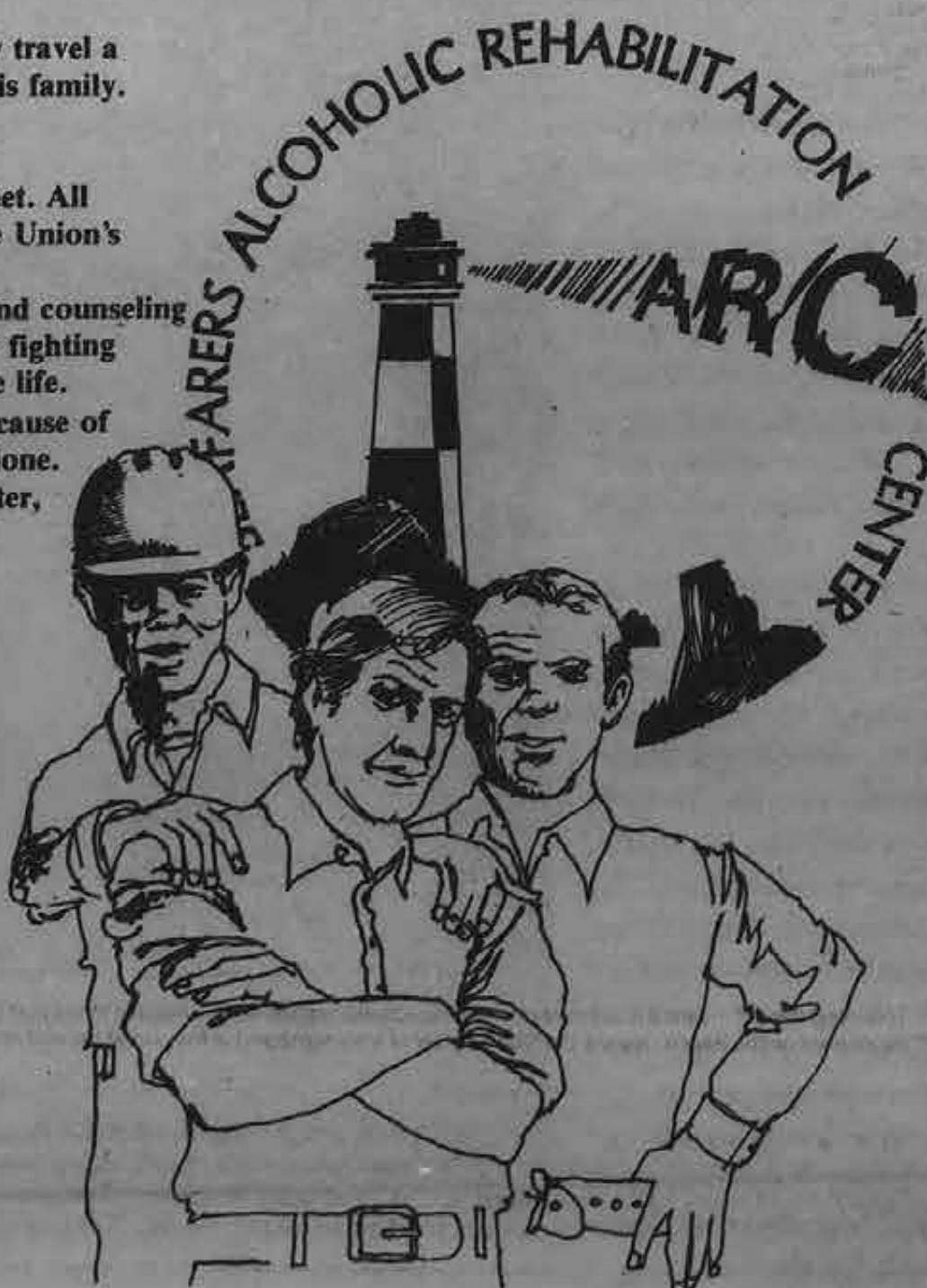
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Address .....  
(Street or RFD) (City) (State) (Zip)

Telephone No. ....

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

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







## Dispatchers Report for Deep Sea

FEB. 1-29, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	9	1	1	7	3	0	9	4	3
New York	82	25	6	74	41	3	138	46	16
Philadelphia	6	3	0	4	3	1	9	8	2
Baltimore	14	6	4	9	5	2	33	18	6
Norfolk	21	5	4	14	11	4	37	15	7
Tampa	6	5	0	8	3	0	8	5	4
Mobile	14	7	0	8	3	0	37	10	2
New Orleans	32	13	1	73	28	0	107	22	7
Jacksonville	21	9	4	21	8	1	53	13	7
San Francisco	28	8	1	22	14	5	74	15	7
Wilmington	16	6	4	24	13	5	23	15	10
Seattle	11	2	4	17	11	4	63	6	27
Puerto Rico	4	0	1	13	3	1	19	3	3
Houston	60	15	8	72	38	8	116	19	9
Piney Point	1	2	0	1	11	0	0	0	0
Yokohama	0	0	0	1	3	0	0	0	0
Totals	325	107	38	368	198	34	726	199	110
<b>ENGINE DEPARTMENT</b>									
Boston	1	2	1	1	4	0	4	2	3
New York	60	36	5	49	28	3	142	88	19
Philadelphia	5	6	1	4	3	1	19	5	2
Baltimore	19	8	4	8	5	1	26	17	5
Norfolk	16	7	2	9	7	1	24	11	5
Tampa	6	2	2	3	4	2	6	6	2
Mobile	9	4	0	9	2	0	27	11	0
New Orleans	27	5	0	41	21	0	77	22	2
Jacksonville	14	11	0	18	2	0	32	17	4
San Francisco	32	15	2	25	11	1	75	24	6
Wilmington	9	3	7	11	5	3	21	8	13
Seattle	8	2	0	8	8	3	51	12	9
Puerto Rico	6	1	0	12	4	3	7	5	0
Houston	30	14	6	45	20	3	78	21	8
Piney Point	1	1	0	1	8	0	0	0	0
Yokohama	1	0	1	0	2	1	1	0	0
Totals	244	117	31	244	134	22	590	249	78
<b>STEWARD DEPARTMENT</b>									
Boston	0	2	0	1	4	0	1	1	0
New York	30	13	3	39	35	2	46	36	9
Philadelphia	1	0	0	5	3	0	2	3	1
Baltimore	4	3	0	12	4	0	14	5	1
Norfolk	11	4	0	5	4	4	21	6	1
Tampa	1	0	0	3	1	0	3	0	3
Mobile	6	0	0	5	5	0	28	0	0
New Orleans	16	2	1	31	23	0	58	5	6
Jacksonville	17	2	0	12	6	0	18	4	3
San Francisco	10	0	2	5	5	1	25	4	7
Wilmington	7	2	2	8	6	7	14	2	12
Seattle	4	0	1	4	4	0	31	2	15
Puerto Rico	0	1	0	17	21	1	8	4	2
Houston	24	3	2	17	21	1	65	10	4
Piney Point	0	6	2	1	44	2	0	0	0
Yokohama	0	1	0	0	0	0	0	1	0
Totals	131	39	13	156	168	17	334	83	64
<b>ENTRY DEPARTMENT</b>									
Boston	2	4	3				4	10	7
New York	24	77	36				34	220	119
Philadelphia	1	14	2				8	36	8
Baltimore	6	24	2				22	47	12
Norfolk	5	27	13				7	38	26
Tampa	1	8	3				3	17	8
Mobile	3	9	1				12	28	4
New Orleans	9	20	16				32	72	45
Jacksonville	5	26	4				9	52	15
San Francisco	11	22	10				26	34	34
Wilmington	2	16	40				1	32	106
Seattle	3	5	7				19	35	36
Puerto Rico	3	11	3				16	29	14
Houston	7	42	13				19	83	65
Piney Point	0	55	0				0	8	0
Yokohama	0	1	0				1	1	0
Totals	82	361	153				213	742	499
Totals All Departments	782	624	235	768	500	73	1,863	1,273	751

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

Shipping in the month of February was good to excellent in all A&G deep sea ports, as it has been for the last several years. A total of 1,341 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 768 or slightly more than half, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good to excellent for the foreseeable future.

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

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HEADQUARTERS  
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(713) 983-1679  
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(415) 626-6793  
SANTURCE, P.R.  
1313 Fernandez, Juncos,  
Stop 20 00909  
(809) 725-6960  
SEATTLE, Wash. .... 2505 1 Ave. 98121  
(206) MA 3-4334  
ST. LOUIS, Mo. 4581 Gravois Ave. 63116  
(314) 752-6500  
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Yokohama Port P.O. 5-6 Nihon Ohdori  
Naka-Ku 231-91  
201-7935  
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## High School Equivalency Program

# The Key to Success

Below. The GED program at HLS gives seafarers the chance to get a high school diploma. This program is designed just for seafarers and is very different from an ordinary high school. *Top Right.* Every student in the high school program gets lots of individual help. *Bottom Right.* A pre-test helps the Academic staff make up a program for each student that will teach him just what he needs to know.



The Harry Lundeberg School is helping seafarers and boatmen become skilled in vocational and academic areas.

So far, 75 SIU members have achieved their high school diplomas through the GED program at HLS.

The instruction in the high school equivalency program is unique. An individual course of study is set up for each seafarer. Pre-tests help the Academic staff determine the skills

the seafarer needs to pass the high school equivalency exam.

Each seafarer in the high school program studies grammar, social studies, science, math and reading skills. The teachers work with each person so he can learn about all of these areas.

And most seafarers continue their education after getting a diploma. Boatman Alexander Borawick of Baltimore got his diploma through HLS. Because of the skills he gained, he decided to get his towboat operator's and pilot's license and is now successfully working in Baltimore harbor. Seafarer Bill Lopez achieved his high school diploma in 1975. He was awarded a Seafarers Welfare Plan Scholarship and has been attending college to get an undergraduate degree. He also plans to attend law school. There are many, many more examples of seafarers and boatmen who took advantage of the GED program as their first step up in improving their education.

You can be one of the success stories, too. The high school equivalency program is open to all seafarers and boatmen in good standing. No matter when you left school or how old you are, the Academic staff at HLS can help you become a high school graduate. You can attend the program for about four to six weeks and leave HLS with a high school diploma.

Take the first step in getting a diploma. Fill out the coupon on this page and send it to the Academic Education Department at HLS.

**You can be a high school graduate, too! Write to HLS and ask for your application kit today!**



**JOHN ROZMUS.** "It is amazing the amount of learning the teachers can help you with in so short a time."



**BILL ECKLES.** "The program is terrific. I received a lot of personalized help whenever I needed it."



**MIKE MEFFERD.** "I don't think people realize the good opportunities at HLS. The Lundeberg School is the best thing that could have happened to me."

**Join the Gallery  
of Graduates!**

I want to be a high school graduate. Send a GED application kit to this address:

Name (Please print) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip Code \_\_\_\_\_

Book Number \_\_\_\_\_

Social Security Number \_\_\_\_\_

Do you have one year of seetime with the SIU? ☐ Yes ☐ No

Mail this coupon to:

Harry Lundeberg School  
Academic Education Department  
Piney Point, Maryland 20674



# After 2 Adventurous Years, Home Is the Sailor

## Saga of the

### R/V Anton Bruun

Following is Chapter V, the final chapter, in the saga of the R/V Anton Bruun, one of the more unusual vessels ever crewed by SIU members. She was a research vessel, which participated in a 28-month research cruise in the Indian Ocean in the early '60s. It was quite a trip. Chapter I appeared in the August 1979 issue of the Log, Chapter II appeared in the Sept. issue, Chapter III was in the January 1980 edition, Chapter IV in the Feb. 1980 Log.

by "Saki Jack" Dolan

ON our final visit to Durban, South Africa, we received orders to sail for home via Port Suez, the Suez Canal, Port Said, (all in Egypt), and Las Palmas in the Canary Islands off the coast of Africa.

The weather stayed in our favor for a change, and we hugged the coast all the way to Port Suez.

Upon arrival, word came down from the Bridge that we would be here in Port Suez for several days, and you could go ashore "At your own risk."

It seems the Arabs, the Israelis, and the British Army were having their own little war. Hand-grenades were frequently thrown into bars, night-clubs, and restaurants, or any other place they felt like tossing them. It was sort of a "Greeting of the day," hence the "Go ashore at your own risk" sign.

This grizzly warning did not seem to keep anyone aboard that I could see, except the "Watch," and they were all anxious to get relieved, so they could venture ashore.

Port Suez, being a Canal City was very busy, with ships of all Nations coming through at all hours, and crews coming ashore for just a few hours entertainment, of which there was plenty.

There was all types of entertainment to be had here, if you didn't mind a few hand-grenades for dessert. Apparently this did not bother anyone from the mobs of sailors ashore having a good time.

I went ashore and had dinner in a nice restaurant on the second-floor. I figured this would be much safer being upstairs. Well, just a few moments after we finished a very excellent dinner and had walked less than a half block away, some restless native threw a few hand-grenades into the place. Mucho damage, but no injuries thank God.

Well this wonderful greeting to Port Suez did not set well with me, and I decided to return to the ship and stay, which I did.

Oscar Wilde's thoughts that "sin is the note of vivid color that persists in the modern world," would sure be in style here in Port Suez.

Narcotics were easily come by (as in all cities in this part of the world), and a good percentage of the locals

were bombed most of the time. You can bet that many a transaction of all sorts was made daily in good old Port Suez.

#### SUEZ CANAL

Just a few miles into our journey through the Suez Canal, we were hit by a severe Sand-Storm. These storms come up all of a sudden with no warning, and can cripple a ship trying to make it through the Canal. The usual procedure is to anchor close to the bank, and ride them out, as you cannot see a thing until they blow over.

Fortunately, we had only this one, and it did not last very long. Guns were mounted on both sides of the Canal, and we were entertained with a shell or two every once in a while.

Orders were to stay inside and off the deck at all times. All hands ignored this, and we were quite lucky no one was shot at. I was aboard two ships in Vietnam where seamen were shot at, and hit.

There is little to say about the Suez Canal. It is cut right through the desert. And believe me, that is all you can see on either side. No tropical growth like the Panama Canal—just sand, sand, sand.

#### PORT SAID

I was glad to get to Port Said, as I had been there many times with cotton, grain, etc., and had stayed there for 30 or more days at a time, and I knew many local people.

I love the market place in Port Said. I spent many hours there wandering around window shopping.

Our scientists went to several scientific meetings, and one day invited 450 school children aboard for a tour of the ship. I was requested to prepare food and drink (cake or cookies, Koolaid, and fresh-fruit), which we did, and served same.

All hands were requested to remain on board and act as ship-guides. The children all showed up on time, and a grand time was had by all.

I always received a liberal education ashore at "foreign-food-markets" wherever we happened to be in the World. By checking the local prices, I could always see how much we were robbed of when the local ship's chandler sent the bill on board. It was really something (even in the USA). And there is nothing you can do about it but pay (through the nose). The cheapest place to take on stores is New York City (or it was back when I was still going to sea). All hands had a ball in Port Said, much more so than Suez.

#### LAS PALMAS, CANARY ISLANDS

The Canary Islands belong to Spain, and is sort of the Bahamas to Europe. It is tropical, off the coast of Africa, and many "cruise-passenger-ships" run there from all over Europe.

We were supposed to stay just long enough for bunkers and supplies. Well, it did not pan out this way. Most of the crew and scientists went uptown and disappeared. The police, immigration, and customs guards could not locate them in time to sail with the tide, so we had to remain overnight.

The next day the Captain went uptown, and was gone all day long. The Chief Mate had the crew prepare to sail, and stood by waiting for the Captain to return.

Everyone enjoyed Las Palmas, what with all the beautiful girls to be had. It's a wonder any of the crew came back at all, after two years in the Indian Ocean. Finally the Captain returned, and gave orders to sail with the tide, regardless of who was ashore. We did, and four crew members were left behind: the 3rd Engineer Smitty, Pete the oiler, one wiper, and the 3rd cook Raymond.

Smitty was a big winner in the shipboard dice game (several thousand dollars), and was due to be drafted upon his return. So he decided to have one more fling before reporting to Uncle Sam (everyone agreed this was a grand idea). I heard later, they were holed-up in one of the nicer places out in the country, and a great time was had by all.

I heard nothing but accolades about Las Palmas all the way home, from scientists and crew-members alike. I had been there many years before when I was just starting to sea, and remembered Las Palmas as a good port for Seamen.

We had a great crossing of the Atlantic for a change, as you get damn few of them (even in the summertime).

#### HOME IS THE SAILOR . . .

About seven days out of Las Palmas, we steamed into New York harbor and tied up at Staten Island in Brewer's Shipyard. All hands were worried about the gifts they had purchased and what the U.S. Customs would charge.

Customs is known among seamen for their passion to collect all the "Duty" they can collect, especially after a long voyage like the 28-month-trip we had just finished.

Well, lo and behold! Word came down from the bridge that Customs would not be coming on board, and we would be given "Carte Blanche," just like it was all over the world.

You can be sure this made all hands jump with joy. There were quite a few family members of the crew waiting for us, and they all came aboard as soon as we were cleared by Immigration.

My good buddies Joe DiGiorgio and Luigi Iovino were still common ordinary SIU Patrolmen back then and they came aboard to pay us off. The pay-off was smooth as usual, as

we never had any beefs (we took care of all beefs before any pay-off).

Everyone headed for home, and after a few days I headed for the West Coast. All in all, it was a wonderful Cruise, and everyone had a good trip. The R/V Anton Bruun was a credit to the SIU at all times.

I still wish I had the Crew-List that I lost. I cannot remember names (and never could), so I cannot mention any of my shipmates by their given names.

We had many good times during this cruise, and I cannot say enough about the SIU members that sailed on the R/V Anton Bruun on her "Indian Cruise."

Little Ray Evans (our 3rd cook) was one of the best I ever sailed with, and he has sailed as Chief Cook and Chief Steward ever since (his father has been sailing as Bosun in the SIU for many years).

Pete Fault (our 12 x 4 oiler), upgraded to Engineer shortly after his return home. Chico Toro (our excellent Chief Cook) was drafted upon his return, and served in the infantry in Korea. Hank the Bosun and I spent a few happy days at the "Big A" Racetrack before I departed for the West Coast.

The R/V Anton Bruun was overhauled, and readied for another two-year-cruise to South America. I did not care to make this Cruise as I did not want to spend two years in South America.

Goodbye for now, and Smooth Sailing Ahead to All-Hands...



"Saki Jack"



## 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

## Overseas Arctic Crew Saves 4 in Sailboat

In the highest tradition of the sea, Seafarers and officers of the *ST Overseas Arctic* (Maritime Overseas) responded to a nighttime SOS to pluck a U.S. colonel and his family off their stranded sailboat on a Panama island on Feb. 20 in 47 minutes!

Enroute at 3:25 a.m. from Puerto Armuelles, Panama to Balboa, Panama, the tanker picked up the Mayday call from the sailboat aground off of Bona Is.

Immediately, the master, Capt. John Hunt diverted his ship to get her in as close as possible to the stricken craft and her occupants signaling with flashlights. Recertified Bosun Floron Foster and his deck gang manned a lifeboat to rescue Col. Paul D. Anderson, his wife, Murill; a son, Ross and a daughter, Karry from the sailboat.

Aboard ship, Chief Steward Ernest R. Hoitt supplied them with hot coffee, breakfast, towels and blankets.

In talking to the colonel, the steward said that he told him "they had set sail five days before for a three-day voyage. But was unable to reach their destination because of no winds and loss of auxiliary engine." Just after he sent out his last SOS, his battery-operated radio knocked out.

Col. Anderson added they had been but two miles off Lanana Marlin Is. off Balboa as the wind waned and the current sent them aground.

Later the Andersons were put ashore in Balboa as the *Overseas Arctic* transited the Panama Canal bound for Yabucoa, P.R.

## Long Lines Seamen Due Unclaimed Wages

The following seamen should contact Mrs. P. Stutzman at Transoceanic Cable Ship Company relative to discharges and/or unclaimed wages at this address: Mrs. P. Stutzman, Transoceanic Cable Ship Co., 201 Littleton Road, Morris Plains, N.J. 07950.

Kevin Grzech 220-86-0828  
John H. Hoffman 080-05-9220  
Manuel S. Netto 025-14-5158  
Telesforo Soto 098-28-4844  
Jerome Waters 217-74-2857  
Roger Williamson 220-66-9906  
Richard Yakel 544-34-1040  
John A. Yoklavich 577-68-4864

NAME	SSH
Colin T. Cagle	155-52-9249
William H. Carney	219-68-8783
Ronald R. Carraway	371-26-2421
Martin Fay	117-30-5351
Edward J. Gerena	097-46-4131



## Dispatchers Report for Inland Waters

FEB. 1-29, 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	1	0	0	0	0	0	1	0
New York	0	0	0	0	0	0	0	2	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	5	3	1	0	0	0	11	15	4
Norfolk	0	0	0	0	0	1	0	0	0
Tampa	1	0	3	0	0	0	8	3	7
Mobile	2	1	1	0	0	0	4	2	1
New Orleans	4	1	4	0	0	0	6	5	5
Jacksonville	0	0	0	0	0	0	3	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	5	4	1	0	1	10	12	10
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	1
Houston	4	6	1	2	3	2	8	9	5
Port Arthur	7	7	8	13	1	2	9	10	19
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	3	0	3	0	0	2	6	5	13
Piney Point	12	0	0	12	0	0	0	0	0
Paducah	3	5	30	1	1	3	19	7	128
Totals	45	29	56	29	5	12	84	71	196
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	1
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	0	1	0	3	2	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	0	0	0	0	1	1	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	1
Port Arthur	1	0	0	0	0	0	2	0	0
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	0	0	1	0	0	0	1	0	3
Totals	4	1	1	1	0	0	7	1	8
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	2	0	0	0	0	0	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	2	0	0	1	0	0	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	2	1	2
Jacksonville	0	0	0	0	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	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	0	0	1	0	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	1	0	0	1	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	1	9	1	0	1	4	3	18
Totals	2	1	14	1	1	2	8	5	27
Totals All Departments	51	31	71	31	6	14	99	77	231

\*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.





### Great Lakes

In the middle of the month, the Great Lakes Dredge and Dock Co. called for a fitout of crews for a dredging job on the Cuyahoga River in the port of Cleveland, Ohio.

For an Apr. 1 fitout, the Dunbar and Sullivan Dredge Co. was awarded a U.S. Government dredge job contract in the northwest part of Lake Erie near the ports of Toledo, Ohio and Detroit.

Two of the company's hydraulic dredges, the *Dredge Niagara* and the *Dredge POB* plus tugs and service plants will be used on the job.

### Mobile

The SIU has been certified as the union bargaining representative for employees of the Tenn-Tex Towing Co. in this port. More info next month.

### Port Arthur, Tex.

Union officials and Sabine Towing Co. leaders sat down to begin new contract negotiations at the Driftwood Motel here in the middle of the month.

### St. Louis

Membership ratification vote ballots on the new Orgulf and Ozark Marine contracts were counted here on St. Patrick's Day, Mar. 17. Vote results will be forthcoming.

On Apr. 25, official groundbreaking ceremonies for a new Locks and Dam 26 near Alton, Ill. will be held.

At a Omaha Governors Conference this month on "The Increased Use of the Missouri River," Gov. Nebraska Charles Thone called for the

expansion of the Missouri River traffic and its use as a major water transportation route.

The governor said "The Missouri (now) can carry 6-million tons of commodities during its nine-month season. At present, we are only carrying 1-million tons per year of Nebraska commodities. We must wake up to the Missouri's potential in these days of tremendous increases in transportation costs."

Bargeline executives said a rocky 7½-foot deep shelf projecting into the stream's channel near Jefferson City, Mo. would have to be removed so barges now carrying 1,100 to 1,200 tons of cargo can carry 1,400 tons.

### Jacksonville

A new contract for the 34 SIU members of the Marine Contracting and Towing Co. here was ratified this month. It awaits signing by the Union and the company.

The *Dredge Hydro Atlantic* (Hydro Marine Corp.) has come out of the shipyard following repairs.

Proposals on the new contract negotiations for Crowley Marine here have been collected from members.

MARAD has okayed up to \$5-million to complete work on a barge for Coordinated Caribbean Transport (CCT) now at the Seatrain Shipyard, Brooklyn, N.Y.

When ready, the barge will be towed to the Norfolk Shipyard for finishing touches.

### Norfolk

The new contract for Allied Towing Boatmen has been signed, sealed and delivered by both the company and the Union.

Ballots were on Mar. 14 on the contract ratification vote at C.G. Willis. See next month's LOG for the outcome.

### New Orleans

Contract vote ballots were set to be sent out to Boatmen of Dixie Carriers this month.

Contract negotiations with Gulf Canal were continuing.

## Steward Department Members! Earn While You Learn

Apply Now for the Steward Recertification Program

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

Learn how to:

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

It's your ticket to job security.

It'll put you on top in your profession.

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

Contact your Seafarers Appeals Board to enroll.  
Sign up now! Program begins May 12.



## Personals

Percy Williams

Please contact, Walter Pritchard, 321 Oak Drive, Mobile, Alabama 36617, as soon as possible.

Frank Sandy

Please contact, your wife, at 1670 Trainer Way, Reno, Nevada 89512.

Carl James Spurck

Please contact, your daughter, Betsy at Tel. (301) 255-6968 or (301) 255-5340.

Bleeky

Please contact, your friend Brown, in California. Tel. (415) 332-7417.

Donald Gore

Please contact, Bob Appenzeller immediately at Tel. (303) 341-9425.

Richard D. Tapman

Please contact your wife at 2000 Ramblewood Road, Baltimore, Md. 21239.

Charles Baker

Please contact Ms. Barbara J. Riley, 3403 Campbell #7, Kansas City, Mo., 64109. Tel. (816) 753-0300.



# 1st Bosun Class of '80 Underway

**A**N SIU bosun is a lot more than the highest rated unlicensed man in the deck department.

He's also the chairman of his ship's committee and the key link between his Union brothers at sea and the SIU back home.

Keeping on top of the latest developments in both the maritime industry and the Union is part of an SIU bosun's responsibility. And it's what the Union's Bosuns Recertification Program is all about.

Since it was reinstituted in 1979, the Bosuns Recertification Program has proven to be a big plus for the SIU.

This year's first class of Recertified Bosuns will be graduating next month. There are two more classes scheduled for 1980, beginning Apr. 7 and Aug. 11. Each class is limited to 12 bosuns.

Part one of the two-month program is spent at the Harry Lundeberg School in Piney Point. Included is a trip to

Washington, D.C. where participants get a briefing on how the Union is tackling the tough legislative and economic issues of today.

During the second month, bosuns get an up-close look at Union headquarters, learning about the SIU contract and constitution as well as how the various welfare programs operate.

Currently touring through the different departments at Union headquarters in Brooklyn, NY are the 11 Union

members who'll be the first recertified bosuns of 1980.

They hail from ports as different as Mobile, San Francisco, Houston, Seattle, Baltimore and New York. Between them, their collective seetime totals 268 years.

Many of the 11 bosuns now in the Recertification Program have been to Piney Point before for upgrading classes. And they all view the Recertification Program as two months' time well spent.

Soon to be Recertified Bosuns are:



**Howard Webber**, who joined the SIU in 1946. Brother Webber now lives in Ohio and ships out of New York aboard "all types of ships the Union has under contract."



**Robert E. Hagood**, at 32, the youngest participant in the current Bosuns class, Hagood's an Alabama boy who lives and ships from Mobile. He joined the SIU in 1966.



**William A. Aycock** joined the SIU in 1946, after a stint in the U.S. Navy. "I've been active in the Union ever since," says Brother Aycock whose home port is Seattle Wash.



**Thomas "The Animal" Spangler** last shipped as a Quartermaster on El Paso Co's LNG ships. Brother Spangler said his "special interests are women and sex." But he didn't say if he pursued those interests in his home town of Baltimore, Md.



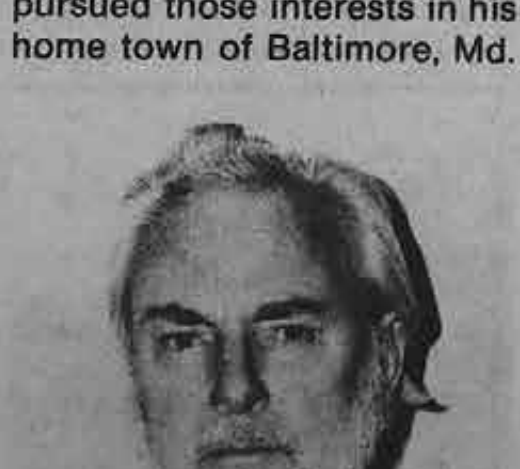
**T. R. McDuffie**. "I've been going to sea for 16 years," Brother McDuffie said, "and I enjoy it and the HLS too." Right now, Brother McDuffie ships out of Houston.



**Thomas J. Ratcliffe**, a Union member since 1962, Brother Ratcliffe's sailed all ratings in the deck department. A native New Yorker he ships out of that port.



**Frank R. Cottongin** ships from the port of Houston. Brother Cottongin's been sailing in the deck department for 28 years.



**Thomas R. "Ox" Reading**, the veteran of the group, Reading's been shipping on-and-off since 1940. An SIU member since 1966, Brother Reading upgraded at Piney Point several times. "I've shipped out of Frisco, Seattle, Wilmington, Houston and N.Y. and I've sailed most all kinds of ships," he said.



**Clarence Burgo**, an SIU member since 1960, Burgo has recently been shipping from New York aboard LNG carriers.



**C. C. Smith**, first started sailing in 1943, shipping AB, Dayman and Bosun "out of most every port." He joined the Union in 1951.



**Franz R. Schwarz** joined the SIU in the port of New York back in 1956. Today he lives and ships out of Houston.





**OVERSEAS ANCHORAGE** (Maritime Overseas), January 13—Chairman W. J. Burkeen; Secretary Ken Hayes; Educational Director L. Cole. No disputed OT. Captain requests that all members of the crew not smoke forward on the after house and at no time smoking on deck. The ship had just been rekeyed and all focsles have new locks. If these locks don't work see the Chief Mate. Several points were read from the Log and members were asked to read and consider the actions by the representatives of the SIU. Communications received were read and posted. One was regarding the four percent raise the other regarding mail from headquarters. Received two sets of Logs in January. Educational Director reported that his door is always open to anyone who wishes to discuss the Union or any action taken thereof. Thanks to the steward department for a job well done. Next port Yabucoa, P.R.

**UST PACIFIC** (Interocean Mgt.), January 12—Chairman John F. Higgins; Secretary, Kolasa; Educational Director H. Butler. No disputed OT. Chairman noted that everything is running very well and he would like to thank the crew for their cooperation in taking excellent care of the movies, TV, library books, swimming pool and gym equipment. A vote of thanks to the steward department for a good job.

**SEA-LAND SEATTLE** (Sea-Land Service), January 27—Chairman Philip M. Clarke; Secretary R. Clarke; Educational Director V. Keene; Deck Delegate P. J. Mistretta; Engine Delegate U. Rivera; Steward Delegate F. Ridrighi. No disputed OT. Chairman noted that we lost a great labor leader, Mr. George Meany. He will be missed by the labor movement. In the last issue of the Log the SIU has taken over three more LNG ships. Brothers, it looks like the LNGs are also our future out here and we should take advantage of the LNG course in Piney Point. Secretary reported that everything is running very smoothly on this ship. The crew is cooperative. Also that there has been a new building opened up in Piney Point in memory of the late Paul Drozak. If any of you Brothers have not been to Piney Point you should go at the earliest possible time. 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 Baltimore.

**SEA-LAND PACER** (Sea-Land Service), January —Chairman, Recertified Bosun Al Whitmer; Secretary E. Hernandez; Educational Director Harry Messiak. \$21 in ship's fund. No disputed OT. Chairman reported that there were no major beefs. Crew was complimented on their ability to work as a unit and a talk was given on being a good shipmate and doing your job. All members were urged to support the Union and what it stands for and its programs. "Strength in Unity" is the name of the game that is being played here to the benefit of each and every man. Chairman further stated that this crew was one of the finest he ever had the pleasure to sail with. The young lions and the old tigers have a lot in common. We are good SIU shipmates. A vote of thanks to the steward department for a job well done. Next port Elizabeth.



**LNG LIBRA** (Energy Transport Corp.), January 20—Chairman, Recertified Bosun Charles Boyle; Secretary W. Datzko; Educational Director R. Warren; Engine Delegate Michael C. McNally; Steward Delegate James E. Harris. Some disputed OT in deck department. Secretary reported that we have a fine steward department on board. The Chief Cook is M. McDekmott and General Steward Utilities R. Smyth, M. Kalmus and J. E. Harris. They are all Harry Lundeberg School grads and they are doing a fine job. Brother J. E. Harris, general steward utility is hoping that he can go to take up baking at the Harry Lundeberg School.

**DELTA SUD** (Delta Steamship), January 27—Chairman, Recertified Bosun Robert Broadus; Secretary E. Vieira; Educational Director J. C. Dial. No disputed OT. \$71 in ship's fund. Chairman reports that this has been a real good trip with no lost time accidents, no logs or serious gripes brought to his attention. Reminded all members that we have started a new year since we left the states and many of you will probably have union dues to pay up so it would be a good idea to give yourself plenty of time to get squared away before the payoff. Anyone who knows of or has a safety problem this is a good time and place to bring it up so it can be gone over and perhaps eliminated. A vote of thanks to the steward department for a job well done.

**OVERSEAS ALEUTIAN** (Maritime Overseas), January 15—Chairman Edward D. Adams; Secretary D. Bronstein; Educational Director John Quinter. Some disputed OT in deck department. Chairman noted that there was a four percent increase in wages across the board for deep sea members. A thank you was extended to President Paul Hall for the Public Health Service ruling that you can choose the hospital of your choice. A discussion was held on the importance of donating to SPAD. A vote of thanks to the steward department and also the deck department. All members wished to express their sympathy at the passing of Mr. George Meany. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND HOUSTON** (Sea-Land Service), January 6—Chairman, Recertified Bosun Julio Delgado; Secretary H. Ortiz. No disputed OT. Chairman explained to the membership the new wage scale and the members thanked the Union for taking action and achieving this goal for the membership. Secretary noted that helping a fellow seafarer who has a drinking problem by taking him to the Rehabilitation Center in Valley Lee, Md. is the best help we can give to one of our brothers who has this problem. A vote of thanks to the steward department for the Christmas and New Year's dinner that we shared. It was a job well done.

**EL PASO SONATRACH** (El Paso Marine), January 1—Chairman, Recertified Bosun B. Browning. No disputed OT. Chairman reported that he was proud of the crew's performance this trip, with the obstacles we had to overcome. A vote of thanks to the steward department for an exceptionally good Christmas dinner. Wishing the steward a prosperous New Year and a good vacation. Educational Director advised members who qualify to take advantage of the upgrading program. The steward department wished all a happy and prosperous New Year and thanked everyone for bearing with them through their break in period. Next port Savannah.

**LNG TAURUS** (Energy Transport), January 13—Chairman Joseph Morrison; Secretary C. Shirah; Deck Delegate Eugene Bousson; Steward Delegate Ike Boyken. Some disputed OT in steward department. Chairman reported that everything was running smoothly. Secretary reported that all members read the Log. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Report to Log: "There will be a pool party held on this ship, weather permitting, on each trip."

**COVE ENGINEER** (Cove Shipping), January 10—Chairman Jack C. Kennedy; Secretary Peter Gebbia, Jr.; Engine Delegate David Millard. No disputed OT. Secretary reported that there were no beefs and everything was running smoothly. Report to Log: "The crew was very sorry to hear of Mr. Meany's death. We would like to wish Mr. Lane Kirkland, who was very carefully chosen, good luck and the very best wishes in his new position. As we know, he is a man very well chosen and qualified." From the crew of the Cove Engineer.

**SEA-LAND PIONEER** (Sea-Land Service), January 13—Chairman, Recertified Bosun M. B. Woods; Secretary Juan Gonzales. Some disputed OT in steward department. Chairman noted that all repairs were taken care of. Reminded all members to read the Log. Discussed the importance of donating to SPAD. Suggested that all members who qualify should take advantage of upgrading. The crew was reminded to leave rooms clean for new members. Report to Log: "This meeting and one minute of silence dedicated in the memory of the late George Meany."

**COVE SAILOR** (Cove Shipping), January 27—Chairman, Recertified Bosun E. K. Bryan; Secretary Raymond P. Taylor; Educational Director O. T. Gaskins. No disputed OT. All communications as received were read and posted. Chairman and all members wish a very speedy recovery for Paul Hall. Sent a get well card to Paul Hall.

**SEA-LAND FINANCE** (Sea-Land Service), January 20—Chairman, Recertified Bosun J. Spuron; Secretary A. Reasko; Educational Director H. Hacker. No disputed OT. Chairman discussed the importance of donating to SPAD. He also talked to all members about the new electronics course and all of the upgrading courses that are available. The secretary will post the openings for all ratings and the school schedules on the bulletin board. Take advantage and go to Piney Point to upgrade. All members are to make sure the chairs are chained down after the movies due to the rough seas at this time of year. Observed one minute of silence in memory of our departed brothers.

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

ZAPATA PATRIOT  
OGDEN WABASH  
COVE EXPLORER  
SEA-LAND EXCHANGE  
DELTA MAR  
SANTA MARIANA  
SEA-LAND McLEAN  
TAMARA GULDEN  
ULTRAMAR  
OVERSEAS NATALIE  
TRANSCOLUMBIA  
DELTA VENEZUELA  
LNG GEMINI  
MONTICELLO VICTORY  
PENNY  
AMERICAN HERITAGE  
COVE NAVIGATOR  
OGDEN TRAVELER  
MONTPELIER VICTORY  
DELTA NORTE  
SEA-LAND VENTURE  
COLUMBIA  
CAGUAS  
SEA-LAND MARKET  
DELTA PANAMA  
OVERSEAS ALICE  
ROSE CITY  
EL PASO SOUTHERN  
ATLANTIC  
HOUSTON  
DEL VALLE  
DELTA ARGENTINA  
SEA-LAND COMMERCE  
SAMUEL CHASE  
NEWARK  
NEW YORK  
OGDEN CHARGER  
COUNCIL GROVE  
JACKSONVILLE  
BALTIMORE  
CANTIGNY  
GALVESTON  
TAMPA  
LNG CONSOLIDATED  
EL PASO HOWARD BOYD  
OVERSEAS ULLA  
OVERSEAS OHIO  
OVERSEAS CHICAGO  
EL PASO ARZEW  
SAM HOUSTON  
SUGAR ISLANDER  
SEA-LAND RESOURCE  
SEA-LAND CONSUMER  
OVERSEAS HARRIETTE  
GOLDEN ENDEAVOR  
JOHN TYLER  
DELTA COLUMBIA  
OVERSEAS WASHINGTON  
DELTA AFRICA  
WALTER RICE  
ALEX STEPHENS  
POTOMAC  
WORTH



## Pensioner's Corner



**Uralee A. Addison, 65**, joined the Union in the port of Houston in 1960 sailing as a deckhand on the towboat *National Gateway* (National Marine) tankerman, cook and boat delegate from 1951 to 1979. Brother Addison was a former member of IBL Local 1827 from 1958 to 1960. He was born in Louisiana and is a resident of Franklinton, La.



**Stephen Joseph Mosakowski, 63**, joined the SIU in 1940 in the port of Mobile sailing as a bosun since 1964. Brother Mosakowski was born in Philadelphia and is a resident there.



**Jose Arroyo Prats, 65**, joined the SIU in 1942 in the port of New York sailing as a chief steward. Brother Prats sailed 45 years. He was born in San Juan, P.R. and is a resident of Caguas, P.R.



**Carl Edward Hawks, 55**, joined the SIU in 1948 in the port of New York sailing as a cook. Brother Hawks also upgraded at the HLS. He was born in Virginia and is a resident of Lynchburg, Va.



**Uuno L. Paulson, 67**, joined the SIU in 1941 in the port of New York sailing as a bosun. Brother Paulson worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1975 to 1979. He hit the bricks in the 1965 District Council No. 37 beef. Seafarer Paulson was born in Finland and is a resident of Brooklyn, N.Y.



**Franklin Olin Miller, 70**, joined the SIU in 1947 in the port of San Francisco sailing as a pumpman and deck engineer. Brother Miller was a member of the SUP in 1947. He is a veteran of the U.S. Navy in World War II. Seafarer Miller was born in Ripon, Calif. and is a resident of Somerset, Calif.



**Recertified Bosun Albert Hancock Schwartz, 60**, joined the SIU in the port of New Orleans in 1958 sailing for 34 years. Brother Schwartz also sailed during the Vietnam War. He graduated from the Union's Recertified Bosuns Program in 1976. Seafarer Schwartz is a wounded veteran of the U.S. Army in World War II. Born in Chicago, Ill., he is a resident of Hamshire, Tex.



**Thomas Francis Smith, 65**, joined the SIU in 1943 in the port of Boston sailing as a chief steward. Brother Smith sailed during the Vietnam War and for the MSC. He was born in East Boston, Mass. and is a resident of Jacksonville, Fla.



**Melano Sarsona Sospina, 70**, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Sospina received Union Personal Safety Awards in 1960 and 1961 for sailing aboard an accident-free ship, the *SS Steel Surveyor*. Seafarer Sospina was born in the Philippine Islands and is a resident of Philadelphia.



**Recertified Bosun Ramon "Ray" Ferreira, 60**, joined the SIU in 1940 in the port of Tampa. Brother Ferreira graduated from the Union's Recertified Bosuns Program in 1974. A few years back, he heroically saved a shipmate from sure death. Seafarer Ferreira was born in Florida and is a resident of Whistler, Ala.



**Leon Ernest Foskey, 67**, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Foskey sailed 39 years. He is a veteran of the pre-World War II U.S. Navy. Born in Salisbury, Md., he is a resident there.



**Charles E. Gallagher, 68**, joined the SIU in the port of New York in 1964 sailing as a QMED and a ship's delegate. Brother Gallagher sailed 37 years. He was born in Seamon, Kans. and is a resident of Saline, Mich.



**John Graddick, 65**, joined the SIU in 1945 in the port of New York sailing in the steward department for 42 years. Brother Graddick received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Steel Architect*. He was born in South Carolina and is a resident of New York City.



**Eugene Greaux, 59**, joined the SIU in the port of New York sailing as a bosun. Brother Greaux was born in St. Thomas, V.I. and is a resident of Santurce, P.R.



**George Paul John, 70**, joined the SIU in 1949 in the port of New York sailing in the steward department. Brother John worked on the Sea-Land (N.J.) Shoregang in 1972 and attended a HLS Workshop. He is a veteran of the U.S. Army Air Corps in World War II. Seafarer John was born in Chambersburg, Pa. and is a resident of New York City.



**Bienvenido Vargas Ledo, 60**, joined the SIU in 1942 in the port of New York sailing as a bosun. Brother Ledo was born in Puerto Rico and is a resident of Vega Baja, P.R.



**Henry Dobson Long, 64**, joined the SIU in the port of New Orleans in 1955 sailing as a wiper. Brother Long sailed 26 years. He was born in Faison, N.C. and is a resident there.



**William Ransome Magruder, 65**, joined the SIU in the port of New York in 1968 sailing as a chief steward and chief cook. Brother Magruder sailed during the Vietnam War. He also upgraded at the HLS in 1974 and 1977. Seafarer Magruder was born in Atlanta, Ga. and is a resident of Tampa.



**Leonides Lopez, 60**, joined SIU in 1943 in the port of New Orleans sailing as a chief cook. Brother Lopez was born in Ponce, P.R. and is a resident of Pacifica, Calif.



**Anthony Adomaitis, 64**, joined SIU in 1946 in the port of Norfolk sailing as a bosun. Brother Adomaitis sailed 39 years. He attended the Harry Lundeberg School (HLS) in Piney Point, Md. and is a sailmaker. Seafarer Adomaitis is a veteran of the U.S. Navy during World War II. Born in Philadelphia, he is a resident of Williamstown, N.J.



**Ramon Aguilar, 59**, joined the SIU in 1944 in the port of New Orleans sailing as a chief steward. Brother Aguilar hit the bricks in the 1961 Greater N.Y. Harbor Beef and the 1962 Robin Line strike. He was born in Puerto Rico and is a resident of Santurce, P.R.



**Vagn Andersen, 65**, joined the SIU in the port of New York sailing as 3rd cook and baker. Brother Andersen sailed 27 years. He is a former member of the Norwegian Seamen's Union, Danish and Swedish Bakers Unions and the Aarhus (Denmark) Bakers Assn. Seafarer Andersen owned his own bakery with seven bakers in Arvn, Denmark. A native of Grenaa, Denmark, he is a resident of Brooklyn, N.Y.



**Donald Gearfield Averill, 62**, joined the SIU in 1939 in the port of Boston sailing as a bosun. Brother Averill walked the picketline in the 1962 Robin Line beef. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Elizabeth*. Seafarer Averill was born in Boston and is a resident of Quincy, Mass.



**Eddie A. Bowers, 64**, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Bowers received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Claiborne*. He is a veteran of the U.S. Army in World War II. Seafarer Bowers was born in Alabama and is a resident of Mobile.



**Pierre Leon Charrette, 71**, joined the SIU in the port of Galveston in 1952 sailing as a fireman-watertender. Brother Charrette is a veteran of the U.S. Navy's Seabees in World War II. He was born in Manchaug, Mass. and is a resident of Galveston.



**George R. Daniels Jr., 62**, joined the SIU in 1946 in the port of Norfolk sailing as a fireman-watertender. Brother Daniels is a wounded veteran of the U.S. Army and U.S. Coast Guard in World War II. He was born in Pantego, N.C. and is a resident of Canyon County, Calif.



**Walter Dunn, 65**, joined the SIU in the port of New York in 1955 sailing as a chief steward and chief cook. Brother Dunn is a former member of the MAW. He is a veteran of the U.S. Navy in World War II. Born in Mobile, he is a resident there.



# These Chicken Pluckers Ain't No Suckers

## Valiant Workers Carry on Strike Against Union Hating Southern Chicken Farm

IN this day and age it's hard to imagine that there are still employers who treat their workers like slaves.

But that's exactly how Joe Frank "Little Joe" Sanderson, Jr. viewed the employees at his chicken processing plant in Laurel, Miss.

Their pay was barely above minimum wage (\$2.95 to \$3.15 an hour) and their working conditions were degrading. For instance, they were only allowed to use the bathroom three times a week.

Some of the workers finally got fed up with the situation at Sanderson Farms. On Feb. 27, 1979 two hundred employees walked off the job and onto a picket line. They are members of Local 882 of the Akron, Ohio-based International Chemical Workers Union (ICWU). The Union is an affiliate of the AFL-CIO Maritime Trades Department (MTD). SIU Executive Vice President Frank Drozak is president of the MTD.

During the recent midwinter meeting of the MTD Executive Board, a resolution was passed pledging full support to the strikers.

As the resolution noted, the MTD "pledges to play a strong and continuing role in this important struggle and we urge the Executive Council of the AFL-CIO to offer a strong show of support until this strike is won."

There is already a nationwide AFL-CIO-supported boycott in effect against the company's product, labeled Miss Goldy's.

But a lot more pressure is needed if the strikers are to be successful. Sanderson has managed to get enough scabs to keep the plant going. And he has hired a notoriously anti-union law firm as his consultant.

The New Orleans law firm of Kullmann, Lang, Inman & Bee "are experts at stringing out cases," according to Charles McDonald,

assistant director of the AFL-CIO's Department of Organizing and Field Services. "It's said that for a package of \$100,000 they'll guarantee you won't have a union for three years."

### Rally May 10

To fight Sanderson more effectively, the ICWU is seeking broad participation by the labor movement in a rally to take place in Laurel on May 10.

The SIU will be taking part in that rally. Any member who is interested in participating should contact New Orleans SIU Port Agent Gerry Brown.

Also, the ICWU is setting up a committee which will, among other things, help to develop a much greater public awareness of the situation in Laurel.

Almost all of the workers at Sanderson Farms are black women. As the MTD resolution pointed out "the labor movement has a tremendous opportunity to show poor black and other minority workers in the South that unions are genuinely concerned about them."

Though the strikers want better wages, money is not the main reason for their walkout. Rather it's the degrading conditions under which they had to work that made them strike when their contract ran out.

For instance, in an article written about the strike by David Moberg in *In These Times*, he noted that employees who are only six minutes late for work had been counted as absent. And three absences within 60 days were grounds for firing.

Further, employees who would not work overtime were counted as absent for the whole day.

### Tough, Dirty Work

The work on the line, where chickens are killed and cut up, is hard and dirty. As Moberg describes it, workers must hang up 140 live chickens on the line each minute; cut a major incision in 60 chickens a minute; cut and pull out the guts of 20 to 24 chickens a minute, and completely cut up five whole chickens a minute.



A young supporter of the Sanderson Farms strikers proudly holds up a sign that lets everyone know the name of their union, the International Chemical Workers, an affiliate of the AFL-CIO Maritime Trades Department.

The strikers, understandably, had wanted 15 minute rest breaks twice a day, as well as toilet breaks as needed.

According to the ICWU, one pregnant worker testified in a recent hearing that her immediate supervisor denied her the right to use the bathroom, forcing her to wait 45 minutes until her break. She miscarried.

The company has also violated the Occupational Safety and Health Act, and the Equal Employment and Child Labor Laws, according to the union. Sexual harassment is also frequent.

The National Labor Relations Board has cited the company for refusing to bargain in good faith.

Perhaps the way workers were treated by Sanderson is best described by one of the strikers, Gloria Jordan. In an article about the strike in the *New York Times*, she is quoted as saying, "We did not have any dignity when we worked for Little Joe. Now we are not making any wages, but I say we have our dignity."

### Klan Involved

The strikers at Sanderson are a courageous group—not just because they have been willing to stick out a lonely vigil on strike benefits of \$30 to \$35 a week. They are also courageous because they are doing it on the home turf of one of the most violent Ku Klux Klan organizations in the country.

As the union notes, "The Klan threat sets a background against which to measure the grit and

determination of these workers to achieve some small measure of personal dignity."

Laurel was the home of Sam Bowers, the leader of the 1964 killing of three young civil rights workers who were slain in Philadelphia, Miss. According to the union, Bowers "still retains the quiet respect of many of the established leaders of the community."

Most of the foremen and supervisors at the plant are white men. The company's plant manager was one of the men accused—but later acquitted—in the Klan killing of a black businessman in Hattiesburg, Miss. The black man, who was a leader of the NAACP, had been helping voters to register.

As the ICWU has said, "There are, of course, many ways of perpetuating the degradation of Southern workers. When the visible symbols are legislated out of existence the fallback tactic is to deprive workers of their economic rights and to remind them continually by the way they are treated on the job that they are somehow less than equal..."

The union feels that the determined workers at Sanderson present the entire labor movement with a special opportunity. "For unions this is a golden chance to join forces and loudly proclaim to Southern workers especially, and to the nation at large, that unions are indeed about morality first and that wherever and whenever workers are mistreated, the movement will rise as one to win justice for those workers."



Some of the brave members of Local 882 of the International Chemical Workers Union pose for a photo. These workers have been carrying on a strike against their repressive employer, Sanderson Farms in Laurel, Miss., for over a year.





# The Lakes Picture

## Winter Navigation

Fate, nature and the U.S. Congress all work in mysterious ways. Congress never got around to re-funding the winter navigation experiment on the Great Lakes this year so there was little winter shipping activity in the region.

Ironically, this would have been an ideal winter to keep vessels running because the winter of 1979-80 was the mildest on the Great Lakes in most peoples' memories. There was little or no ice on Lakes Huron and Erie and snowfall in southeast Michigan has totalled only 10 inches so far. That's in contrast to a usual 18 inches of snow during December alone!

But if there hasn't been much shipping on the Lakes this winter, studies and the controversy on the feasibility of winter navigation continued as strong as ever.

The U.S. Corps of Engineers recommended year-round navigation on the upper Lakes and a 10-month season on the Welland Canal, Lake Ontario and the St. Lawrence River.

The Corps figured average annual benefits resulting from a season extension of \$205 million. But the Corps said the cooperation of Canada is essential to the success of winter navigation and Canada is reportedly not too thrilled with the prospect.

Canada thinks a one-month extension of the current 8½ month season would be an economically sound move but sees little value in extending the season any further.

Meanwhile, Drs. Bernard Michel and John F. Kennedy (that's his name!) have reviewed past tests on the environmental impact of a longer Lakes shipping season and concluded that year-round navigation wouldn't do any harm.

The two experts studied the N.Y. State Dept. of Environmental Conservation's report which warned of "major negative impacts" if the ice cover on the Lakes were disturbed to allow ship transit. They also evaluated the Corps' environmental study which drew opposite conclusions.

Said Drs. Michel and Kennedy, "no measurable effects on the flow of water in the river or on water levels in Lake Ontario" would arise from an extended season.

The next move is still up to Congress.

## All That Glitters

With gold prices skyrocketing, some Great Lakes seamen may be interested to know that hundreds of ships reportedly carrying valuable cargoes have sunk in the Great Lakes area over the years. The region also lays claim to its own Treasure Island.

According to one expert, a lot of fighting between American and British troops took place in the early days of U.S. history.

In one case, British soldiers were guarding a payroll of gold and silver on Hermit Island, one of the small islands near the western tip of Lake Superior.

Apparently, the British were under siege at the time and buried the payroll for safekeeping. Only two soldiers survived the battle and, try as they did, they couldn't come up with the loot. Who knows? Maybe it's still there.

## Algonac

The beginning of the 1980 shipping season is in sight and the SIU-contracted *Richard J. Reiss* (American Steamship) is proof. The *Reiss* made her first run on March 3, eight days after the engine dept. was called aboard and three days after the deck dept. reported. The *Reiss* will be making a regular run between Detroit, Mich., and Toledo, Ohio.

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The engine crew of the *ST Crapo* (Huron Cement) reported aboard the

cement carrier on Feb. 29. The *Crapo* was expected to make her first run of the season around March 7.

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Though most of the SIU-contracted Great Lakes fleet is expected to be running this year, Union reps predict at least the first half of the 1980 shipping season will be slower than usual.

American Steamship's fleet will be three short this year. The company laid up the *McKee Sons* for the entire 1980 season and the *Consumers Power* was leased to another SIU company, Erie Sand Steamship, on a long-term charter. Another American Steamship vessel, the *Nicolet*, which was fire damaged in late 1979, is undergoing repairs and won't fit out until the fall of 1980.

Another missing vessel on the Great Lakes will be Huron Cement's *E.M. Ford* which is currently undergoing top-to-bottom repairs following her sinking at a dock several months ago.

Kinsman Lines' fleet will also be light by one vessel this year. The company's *George D. Goble* was sold to Canada recently.

Observers cite the slow economy in general—and tough times in the auto industry in particular—as the primary reason for the projected slack in Great Lakes shipping.

Though the first half of the '80 shipping season will be slow for Seafarers, shipping should pick up during the second part of the season.

The *Ford* and the *Nicolet* will be returning to service and a new 1,000 footer will be delivered to American Steamship.

Later in the 1980's, shipping is expected to be very good overall. As the oil crunch continues, coal is likely to play a greater and greater role in answering the nation's energy needs. And many SIU-contracted Great Lakes ships are coal carriers.



Picking up his first pension check from SIU Algonac port agent Jack Bluit (left) is Brother Charles Gallagher, a die-hard Union man.

Brother Gallagher first started sailing as chief pumpman back in 1943 and joined the SIU in 1962. The years in between were active ones for Gallagher who worked hard for many years trying to organize the Standard Oil Co.

Standard Oil was a notorious anti-union company and Gallagher remembers the campaign vividly. He recalls that after the company won the union representation election they fired all union organizers and supporters and put most of their fleet under foreign flag.

But, Gallagher said, many of the guys who were fired then got jobs with Union-contracted companies and quickly saw the difference being represented by a Union made.

Pensioner Gallagher last worked QMED on the M/V St. Clair (American Steamship). He now lives on a small farm in Saline, Mich. with his wife Lucille. The SIU wishes Brother Gallagher good health and smooth sailing in the years ahead.

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Scrapping of the 73-year-old *Henry Steinbrenner* (Kinsman) was completed in Ashtabula last month.



# Summary Report for Great Lakes Tug & Dredge Pension Plan

This is a summary of the annual report of the Great Lakes Tug & Dredge Pension Plan, (13-1953878), for January 1, 1978 to December 31, 1978. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

## Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$3,582,243 as of January 1, 1978, compared to \$3,979,998 as of December 31, 1978.

During the plan year the plan

experienced an increase in its net assets of \$397,755. This included unrealized appreciation and depreciation in the value of plan assets. That is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

During the plan year, the plan had total income of \$812,462, including employer contributions of \$549,231, and \$263,231 from earnings from investments and net realized gain (loss) on sale or exchange of assets.

Plan expenses were \$226,271. These expenses included \$84,539 in administrative expenses and \$141,732 paid in benefits.

## Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report
- Assets held for investment

To obtain a copy of the full annual report, or any part thereof, write or

call the office of Mr. Al Jensen, 675 Fourth Avenue, Brooklyn, New York 11232. The charge to cover copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the plan, 675 Fourth Avenue, Brooklyn, New York 11232, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

## Dispatchers Report for Great Lakes

FEB. 1-29, 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
<b>DECK DEPARTMENT</b>									
Algonac (Hdqs.)	7	6	1	4	2	0	33	7	2
<b>ENGINE DEPARTMENT</b>									
Algonac (Hdqs.)	16	8	2	6	2	0	34	17	4
<b>STEWART DEPARTMENT</b>									
Algonac (Hdqs.)	2	2	0	3	1	0	5	3	1
<b>ENTRY DEPARTMENT</b>									
Algonac (Hdqs.)	12	19	9	0	0	0	38	59	18
<b>Totals All Departments</b>	<b>37</b>	<b>35</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>110</b>	<b>86</b>	<b>25</b>

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

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

## 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.



# LAST ANCHORAGE

For the benefit of our SIU brothers and sisters of the former Marine Cooks and Stewards Union, the Log is publishing a list of those retired MC&S members who have passed away in the last year. Brother Don Rotan out of the SIU office in San Francisco has supplied the Log with this information.

## MARCH, 1979

**HERBERT A. DOUGHTY** died in Sussex, England on March 9, 1979. He had retired in May, 1963, and was 86 years old when he died.

## APRIL, 1979

**CHARLES S. MARLEY** died in San Francisco on April 29, 1979. He retired in January, 1963 and was 72 years old.

**CHARLES CLARKE** died in Jamaica, West Indies on April 30, 1979. He retired in August, 1966, and was 75 years old.

## MAY, 1979

**ANTONIO GARCIA** died in Sacramento, California on May 20, 1979. He retired in February, 1970, and was 70 years old.

**JOHN G. JARDIN** died in San Francisco on May 19, 1979. He retired in February, 1969, and was 73 years old.

**JOHN PANAS** died in Jersey City, New Jersey on May 25, 1979. He retired in May, 1962, and was 82 years old.

## JUNE, 1979

**ANTONIO GARCIA** died in Staten Island, New York on June 6, 1979. He retired in April, 1975, and was 67 years old.

**MARTIN M. ROLLINS** died in Long Beach, California on June 8, 1979. He retired in August, 1969, and was 69 years old.

**ERNESTO ALONSO** died in Puerto Rico on June 18, 1979. He retired in February, 1968, and was 65 years old.

**JOHN M. PAPS** died in Kingman, Arizona on June 22, 1979. He retired in March, 1968, and was 65 years old.

**BENJAMIN VIRAY** died in San Bruno, California on June 24, 1979. He retired in July, 1969, and was 71 years old.

**HOBERT BROOKS** died in San Francisco on June 24, 1979. He retired in August, 1973 and was 73 years old.

**JOSEPH MOLICA** died in San Francisco on June 24, 1979. He retired in December, 1968, and was 72 years old.

**AH SANG LING** died in San Francisco on June 25, 1979. He retired in July, 1979, and was 75 years old.

**SAM TUNG FAT** died in San Francisco on June 28, 1979. He retired in August, 1976, and was 55 years old.

**JOSEPH K. MEYERS** died in San Francisco on June 30, 1979. He retired in January, 1968, and was 66 years old.

## JULY, 1979

**LUDOVICO VALIENTE** died in Wilmington, California on July 3, 1979. He retired in January, 1969, and was 76 years old.

**CARLOS CASTILLO** died in Wilmington, California on July 18, 1979. He retired in October, 1965 and was 82 years old.

**PETE LEON** died in Zuilpue, Chile on July 20, 1979. He retired in August, 1970, and was 78 years old.

**GILBERT CASTRO** died in San Francisco on July 20, 1979. He retired in June, 1975, and was 70 years old.

**PHILIP F. MILLER** died in San Francisco on July 27, 1979. He retired in May, 1962, and was 79 years old.

## AUGUST, 1979

**JAMES LEWIS** died in the San Francisco Marine Hospital on August 2, 1979. He retired in March, 1971, and was 72 years old.

**EDWARD MAULE, JR.** died in Pacifica, California on August 3, 1979. He retired in September, 1975, and was 67 years old.

**VERNON R. LEE** died in San Rafael, California on August 12, 1979. He retired in September, 1968, and was 76 years old.

## SEPTEMBER, 1979

**HERMAN C. HELM** died in the San Francisco Marine Hospital on September 4, 1979. He retired in February, 1969, and was 72 years old.

**ARTHUR M. AHUNA** died in Laramie, Wyoming on September 5, 1979. He retired in October, 1973, and was 68 years old.

**EMIL SIVRIDIS** died in San Francisco on September 10, 1979. He was an active member and 43 years old when he suffered a heart attack.

**JOSEPH E. GARDNER** died in Sebastopol, California on September 12, 1979. He retired in June, 1971, and was 62 years old.

**DAVID D. DAVIS** died in Portland on September 14, 1979. He retired in August, 1972, and was 68 years old.

**JOHN A. SEMLER** died in Seal Beach, California on September 14, 1979. He retired in March, 1965, and was 83 years old.

**WALLACE DEYAMPERT** died in Portland on September 15, 1979, of injuries from a mugging attack. He retired in July, 1977, and was 64 years old.

**CHARLES C. JEONG** died in Berkeley, California on September 27, 1979. He retired in May, 1971 and was 64 years old.

## OCTOBER, 1979

**JAMES BODE** died in Honolulu on October 14, 1979. He retired in March, 1972, and was 53 years old.

**BENNIE JOHNSON** died in Cleveland, Ohio on October 15, 1979. He retired in June, 1968, and was 78 years old.

**IGNACIO GUZMAN** died in San Francisco on October 18, 1979. He retired in October, 1963, and was 77 years old.

**HARRY RUBIN** died in Oceano, California on October 26, 1979. He retired in February, 1964, and was 85 years old.

**REMIGIO MANGAYAN** died in Vallejo, California on October 26, 1979. He retired in March, 1965, and was 84 years old.

**SAMUEL MIXON, JR.** died in St. Louis, Missouri on October 29, 1979, from stab wounds suffered in an assault upon him. An active member, he was 21 years old.

**RICHARD E. DARLING** died in Daly City, California on October 30, 1979. He retired in May, 1973 and was 64 years old.

## NOVEMBER, 1979

**PEDRO B. RAMIREZ** died in New York City on November 2, 1979. He retired in December, 1969, and was 61 years old.

**JAMES F. JACKSON** died in Taylor, Texas on November 4, 1979. He retired in April, 1973, and was 69 years old.

**JUAN F. RAMOS** died in San Francisco on November 5, 1979. He retired in June, 1976, and was 62 years old.

**GEORGE V. WHITE** died in Seattle on November 10, 1979. He retired in November, 1970, and was 76 years old.

**SALVADOR H. ISBERTO** died in Seattle on November 25, 1979. He retired in July, 1969, and was 72 years old.

**ANTONIO FLORES** died in Palms, California (Los Angeles County) on November 26, 1979. He retired in February, 1972, and was 61 years old.

**CLARENCE McKNIGHT** died in San Francisco on November 26, 1979. He retired in November, 1967, and was 75 years old.

**JAMES A. BOGGS** died in Portland on November 28, 1979. He retired in November, 1978, and was 56 years old.

## DECEMBER, 1979

**SAMUEL H. JONES** died in San Francisco on December 2, 1979. He retired in December, 1972, and was 61 years old.

**BENJAMIN MITCHELL** died in Wilmington, California on December 12, 1979. He retired in January, 1971, and was 75 years old.

**BILL JACKSON** died in San Mateo, California on December 16, 1979. He retired in July, 1974, and was 57 years old.

**LEON H. NUNEZ** died in Seattle on December 16, 1979. He retired in February, 1969, and was 73 years old.

**ARTHUR H. HUBBARD** died in New Orleans on December 23, 1979. He retired in July, 1975, and was 51 years old.

**MANUEL ALEXANDER MARQUES** died in Canoga Park, California on December 25, 1979. He retired in August, 1969, and was 90 years old.

**JOHN A. DEVINE** died in San Francisco on December 30, 1979. He retired in March, 1959, and was 81 years old.

## JANUARY, 1980

**ROBERT CLEMO** died in San Francisco on January 1, 1980. He retired in October, 1979, and was 61 years old.

**MARTIN LITTLE** died in San Francisco on January 3, 1980. He retired in January, 1968, and was 74 years old.

**EARL E. ARTHUR** died in San Francisco on January 4, 1980. He retired in July, 1973, and was 70 years old.

**JACK E. SLAGER** died in San Francisco on January 7, 1980. He retired in October, 1969, and was 71 years old.

**JOSEPH PFAHNL** died in San Francisco on January 12, 1980. He retired in September, 1962, and was 91 years old.

**RAMON J. CASILLA** died in the Bronx, New York on January 13, 1980. He retired in December, 1969, and was 67 years old.

**CATALINO PATRON** died in Seattle on January 15, 1980. He retired in December, 1973, and was 72 years old.

**VALOIS H. HUGHES** died in Hillsboro, Oregon on January 17, 1980. He retired in April, 1969, and was 77 years old.

**JAY SHANNON** died in Long Beach, California on January 18, 1980. He retired in July, 1961, and was 86 years old.

**JOHN COSTA** died in San Francisco on January 20, 1980. He retired in April, 1962, and was 92 years old.

## FEBRUARY, 1980

**SIMON G. LOTT** died in San Francisco on February 1, 1980. He retired in September, 1963, and was 82 years old.

**RICHARD H. DEDITIUS** died in Montlake Terrace, Washington on February 10, 1980. He retired in April, 1958, and was 85 years old.

**INOCENCIO BALDONADO** died in San Francisco in February, 1980. He retired in August, 1961, and was 84 years old.

**HING GAY LEW** died in Pacifica, California on February 14, 1980. He retired in November, 1969, and was 68 years old.

**JONE F. CHUN** died in San Francisco on February 15, 1980. He retired in February, 1973, and was 63 years old.

**TOMAS DESAMITO** died in Daly City, California on February 18, 1980. He retired in June, 1975, and was 69 years old.



Pensioner **Theodore Henry Nolker**, 78, died of arteriosclerosis in the Baltimore County General Hospital on Jan. 13. Brother Nolker joined the Union in the port of Baltimore in 1957 sailing as a captain. He was born in Baltimore and was a resident there. Interment was in Lorraine Park Cemetery, Woodlawn, Md. Surviving is his widow, Eva.



Pensioner **Damasco Cruz**, 74, died of heart failure in Trujillo Alto, P.R. on Dec. 30. Brother Cruz joined the SIU in 1941 in the port of New York sailing as a 2nd cook. He was born in Loiza Aldea, P.R. and was a resident of Trujillo Alto. Surviving are his widow, Ana and a son, Damasco Jr.





**Pensioner George W. Parkin Sr.**, 64, died of kidney failure in the Pennsylvania Hospital, Philadelphia on Dec. 15. Brother Parkin joined the

Union in the port of Philadelphia in 1961 sailing as a tug captain, mate and pilot on the tug *James McAllister* (McAllister Brothers) from 1962 to 1973, on the *S/T Dover* (Taylor and Anderson) from 1951 to 1962 and IOT from 1950 to 1951. He was a former member of the MM&P Union and the I.L.A. Boatman Parkin was born in Beaufort, N.C. and was a resident of Gloucester City, N.J. Burial was in New St. Mary's Cemetery, Bellmar, N.J. Surviving are his widow, Catherine; two sons, George Jr. and Jeffrey; a daughter, Colette Marie and a brother, John.



**Alfred D. Smith**, 51, died of heart failure in St. Vincent's Hospital, Toledo, Ohio on Oct. 30. Brother Smith joined the Union in the

port of Detroit sailing as a wheelsman, AB and gateman for Kinsman Marine and the American Steamship Co. He was a veteran of the U.S. Army in World War II. Laker Smith was born in Benham, Ky. and was a resident of Toledo. Burial was in the Edend Cemetery, Keokuk, Va. Surviving are two sons, Alfred Jr. and James; three daughters, Sarah, Alyce and Lisa and a sister, Mrs. Agnes S. Duff of Cumberland, Ky.



**Pensioner Fred Ernest Wuolu Sr.**, 60, was dead on arrival at the Superior (Minn.) Memorial Hospital on Dec. 25. Brother Wuolu joined the Union

in the port of Detroit in 1960 sailing as a mate and QMED for the American Steamship Co. He was also a stationary engineer for the State of Minnesota from 1943 to 1947. Laker Wuolu was born in Hecla, S.D. and was a resident of Silver Bay and Duluth, Minn. Interment was in the Forest Hill Cemetery, Duluth. Surviving are his widow, Roxanne of Toledo, and two sons, Fred Jr. of Silver Bay and Charles of Superior.



**Pensioner John Lloyd Williams**, 61, died of cancer in Community Hospital, Roanoke, Va. on Nov. 28. Brother Williams joined the SIU in 1938

in the port of New York sailing as a bosun. He sailed 35 years and during the Vietnam War. Seafarer Williams was born in Chicago, Ill. and was a resident of Roanoke. Interment was in Mt. View Cemetery, Vinton, Va. Surviving are his widow, Estelle, a son, Thomas; a daughter, Mrs. Eunice Cadman of Shrewsbury, England; a brother, the Rev. W.L. of San Jose, Calif. and two sisters, Mrs. Betty Hitchler of Chicago and Mrs. Ruth Wise.



**Pensioner William Robert Walker**, 77, passed away from pneumonia in the Jackson Parish Hospital, Jonesboro, La. on Dec. 18. Brother Walker

joined the SIU in 1943 in the port of Galveston sailing as a chief steward. He sailed 41 years. Seafarer Walker also sailed as a ship's delegate. And he was a veteran of the U.S. Navy during World War I. A native of Newton County, Tex., he was a resident of Orange, Tex. Burial was in Forest Lawn Cemetery, Beaumont, Tex. Surviving are a daughter, Mrs. Julia McGuire of Woodsworth, La. and a grand-daughter, Phyllis Emerson of Jonesboro.



**Pensioner Arthur Raymond Gillman**, 53, died of cancer in the Seattle USPHS Hospital on Jan. 6, 1979. Brother Gillman joined the

Union (the merged MC&S) in 1952 in the port of Seattle sailing as a waiter aboard the *SS Indian Mail* in 1971 and for the States Steamship Co. He sailed since 1943 and deep sea on the *SS Thomas Jefferson* (Waterman) during World War II. Born in Seattle, he was a resident of North Bend, Wash. Cremation took place in the Bleitz Crematory, Seattle. His ashes were strewn on the Pacific. Surviving are his mother, Inez of North Bend and his brother, Earl of Mountainlake Terrace, Wash.



**Pensioner Albertis William Perkins**, 71, succumbed to pneumonia in Marshall Hospital, Placeville, Calif. on Jan. 10. Brother Perkins joined the

SIU in 1949 in the port of New York sailing as a chief steward. He sailed for 44 years. And was a former member of the SUP. Seafarer Perkins was a veteran of the U.S. Navy before World War II. Born in Hickory, N.C., he was a resident of Somerset, Calif. Cremation took place in the East Lawn Memorial Park Cemetery, Sacramento, Calif. His ashes were scattered at sea. Surviving are his widow, Hazel and a stepson, Michael T. Bean.



**Pensioner Calixto Montoya**, 80, passed away from heart failure in New Orleans USPHS Hospital on Dec. 5. Brother Montoya joined the SIU in 1947

in the port of New York sailing as a chief steward. He sailed 47 years. And he attended the 1970 HLS Crews Conference No. 4. Seafarer Montoya was a veteran of both the U.S. Navy and the U.S. Coast Guard in World Wars I and II. He was born in Camite, P.I. and was a resident of Chalmette, La. Interment was in St. Bernard Memorial Gardens Cemetery, Chalmette. Surviving are his widow, Iris and a daughter, Lorna.



**Cline Shannon Galbraith**, 61, died of lung disease in the New Orleans USPHS Hospital on Nov. 16. Brother Galbraith joined the

SIU in 1943 in the port of New York sailing as a chief pumpman. He was born in Kentucky and was a resident of Gretna, La. Cremation took place in St. John's Crematory, New Orleans. Surviving are his widow, Betty of New Orleans; a stepson, Daniel Pike and a brother, Paul of Azusa, Calif.



**Pensioner Benjamin Franklin Gordy**, 64, succumbed to lung failure in the Baltimore County USPHS Hospital Dec. 22. Brother Gordy joined the

SIU in 1940 in the port of Norfolk sailing as a bosun. He was born in North Carolina and was a resident of Baltimore. Burial was in Westview Cemetery, Baltimore. Surviving are his widow, Wanda; a brother, Harry of Mocksville, N.C. and a sister-in-law, Mrs. Dolores Gunn of St. Louis.



**Pensioner Anthony H. Lalli**, 73, died of a heart attack on Dec. 12. Brother Lalli joined the SIU in the port of Philadelphia in 1951

sailing as a chief cook. He hit the bricks in the 1950 Isthmian beef. And he sailed 25 years. Seafarer Lalli was a veteran of the U.S. Marine Corps before World War II. He was born in Philadelphia and was a resident of San Francisco. Interment was in Holy Cross Cemetery, Colma, Calif. Surviving are his widow, Liberty and a sister, Ida Rua of San Francisco.



**Recertified Bosun Reidus Lambert**, 54, died of cancer in the East Jefferson Hospital, Metairie, La. on Nov. 30. Brother Lambert joined the

SIU in the port of New Orleans in 1955. He sailed 34 years. And he graduated from the Union's Recertified Bosuns Program in May 1974. Born in Natchez, Miss., he was a resident of Kenner, La. Burial was in Arola-Roseland (La.) Cemetery. Surviving are his widow, Jean; a daughter, Pamela; his mother, Mrs. Bertha Forester of New Orleans and his father, Wilton.



**Kenneth Dwayne Marshall**, 25, died in Mobile on Dec. 26. Brother Marshall joined the SIU in 1978 after his

graduation from Piney Point. He sailed in the steward department. Seafarer Marshall was a veteran of the U.S. Army in the Vietnam War. A native of Mobile, he was a resident of Saraland, Ala. Surviving are his parents, Mr. and Mrs. John and Rosia Marshall of Saraland.



**Pensioner Pedro Blanco "Pete" Ramirez**, 61, died of natural causes in Metropolitan Hospital, New York City on Nov. 2. Brother Ramirez joined

the Union (MC&S) in 1949 sailing as a steward saloon utility for APL. He was born in Puerto Rico and was a resident of New York City. Burial was in St. Raymond's Cemetery, the Bronx, N.Y. Surviving are his widow, Clara and two daughters, Mrs. Oquenia Testa of Hempstead, L.I., N.Y. and Meyda of New York City.



**Randy Ray McDonald**, 26, died in the Colombo (Ceylon) General Hospital on Jan. 11 while serving aboard the *SS Robert E. Lee* (Waterman). Brother McDonald joined the SIU in 1971

following his graduation from the HLS sailing as a QMED. He upgraded at Piney Point in 1974, 1977 and 1978. Seafarer McDonald was born in San Diego and was a resident of Richmond, Va. Burial was in Atoka, Okla. Surviving are his widow, Kimberly; a son, William and his grandmother, Mrs. Letha Washburn of Atoka.



**Christopher Pepe**, 26, was dead on arrival at the Methodist Hospital, Brooklyn, N.Y. of head injuries sustained on Dec. 19. Brother Pepe joined the SIU fol-

lowing his graduation from the HLS, Piney Point, Md. in 1974. In 1976, he upgraded at the Point. He sailed as an AB and 3rd cook for Sea-Land. Seafarer Pepe was born in Brooklyn and was a resident of Copiague, L.I., N.Y. Burial was in St. Charles Cemetery, Farmingdale, L.I., N.Y. Surviving are his parents, Mr. and Mrs. Mead and Joan Pepe of Copiague.



**Pensioner George Lee Baugh Sr.**, 82, died of a heart attack in Memorial Hospital, Center, Tex. on Nov. 26. Brother Baugh joined the SIU in the port

of Houston in 1956 sailing as a chief electrician. He sailed for 24 years and was an electrician 38 years. He also served as a ship's delegate. Seafarer Baugh was a veteran of the U.S. Navy in both World War I and World War II. Born in Blue Mound, Ill., he was a resident of Center, Tex. Burial was in Forest Park Lawndale Cemetery, Houston. Surviving are two sons, George Jr. and Edgar.



## Lifeboaters on the Go



Ready to man their oars are graduates of the Piney Point Lifeboat Course (l. to r.) Seafarers J. Niotis, G. Fyrberg, R. Vance, J. Thomas and T. Booth.

## Into Diesel Engines



Taking time for a photo are HLS Diesel Course grads (l. to r.) P. Wadkins, J. W. Badgett, K. Marinoff and O. Myers. Another grad, not in photo, was L. K. Harada.

# The Harry Lundeborg



# School of Seamanship

## Able-Bodied Seamen All



Here's a group of HLS Able-Bodied Seamen Course graduates of (front l. to r.) R. Vance, S. Phillips, J. Niotis, J. C. Dillon, E. J. Iffland, R. R. Race, B. Cauthorn and J. Benson. In the rear (l. to r.) are M. Clark, L. Randazza, R. Dowzicky, D. Bouthillier, K. Mangram, J. Thomas, T. Luteman, G. Fyrberg, T. Booth, R. O'Connell and G. Walker.

## Firemen-Watertenders



Another Firemen-Watertenders Course class rolled off the Piney Point assembly line. They are (l. to r.) J. Corr, B. Niemiller, W. Padilla, C. Mosley, B. Hyams, D. Cavallo, L. Kolros, R. Lukacs, R. Vorel, W. Decelles, F. Mosbach, R. Sayto, G. Ortego, A. Omdahl, P. Tolbert, S. Wright, J. Wozunk and M. Harland.

## Another Swarm of ABs



Able Seamen grads are (front l. to r.) W. Henderson, M. Duran, D. Jones, S. Milan, K. McGregor, R. Sweeting, M. Snyder and A. Matos. Course Instructor A. Easter (left) leads off the middle row with (l. to r.) A. Watts, G. Orsefski, E. Griffith, L. Monealez, J. Bryan, V. Baez, A. Voss, M. Ryan, C. Campbell, G. Spaulding, R. Flowers and S. T. Hill. In the back row (l. to r.) are D. Sawyer, J. Terranova, J. Ferency, W. Dodson, K. Hetherington, G. M. Smith, P. M. Glennon and M. Muhammad.

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Piney Point, MD 20674

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# 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	March 31 April 28 May 26 June 23 July 21 August 18 September 15 November 10
QMED	May 22 September 25
FOWT	March 13 April 10 May 8 July 3 July 31 September 25 October 23 November 20
Marine Electrical Maintenance	May 12 August 18
Marine Electronics	June 23 September 29
Refrigeration Systems maintenance & Operations	June 23 September 29
Pumproom Maintenance & Operation	March 31 August 4 November 10
Diesel Engineer (Regular)	March 31 May 12 July 7 September 15 October 27
Diesel Engineer (License)	March 3 July 7 October 27
Welding	April 14 June 9 October 27
Engine Room Automation	May 12 September 15
Towboat Operator Scholarship Program	April 7 July 7 September 29
Celestial Navigation	March 17 August 4
1st Class Pilot	October 6
Quartermaster	March 3 May 26 October 13



Course Name	Starting Dates
Able Seaman	March 27 April 24 May 22 June 19 July 17 August 14 September 11 November 6
Steward Recertification Program	March 10 May 12 July 14 September 8 October 13
Bosun Recertification Program	April 7 August 11
A Seniority Upgrading Program	March 10 April 7 May 5 June 9 July 7 August 11 September 8 October 6 November 10 December 8
Lifeboat	February 28 March 13 March 27 April 10 April 24
Tankerman	May 8 May 22 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
Assistant Cook	These courses will be scheduled as needed to accomodate applicants.
Cook & Baker	
Chief Cook	
Chief Steward	





# 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 \_\_\_\_\_  
(dates attended) Endorsement(s) or License Received \_\_\_\_\_

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

Dates Available for Training \_\_\_\_\_

I Am Interested in the Following Course(s) \_\_\_\_\_

### DECK

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

### ENGINE

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

### STEWARD

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

### ALL DEPARTMENTS

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

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

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

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

RETURN COMPLETED APPLICATION TO:  
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PINEY POINT, MD. 20674





**Vincent L. Kirksey**



Seafarer Vincent L. Kirksey, 24, graduated from the HLS Entry Program in 1976. He upgraded to FOWT there in 1978. Brother Kirksey has the lifeboat, CPR and firefighting endorsements. He resides in and ships out of the port of Mobile.

**Shawn T. Evans**



Seafarer Shawn T. Evans, 27, graduated from the HLS in March 1978. Brother Evans upgraded to AB there in April 1978. He sailed on the maiden voyages of the *LNG Capricorn* and the *LNG Gemini* (both Energy Transport). Evans has the firefighting, lifeboat and CPR training. He ships out of the port of Wilmington, Calif.

**Louis G. Vasquez**



Seafarer Louis G. Vasquez, 26, is a November 1976 HLS grad. He upgraded there to AB in January 1980. Brother Vasquez endorsements are firefighting, lifeboat and CPR. He lives in Tucson, Ariz. and sails out of West Coast ports.

**George N. Sibley**



Seafarer George N. Sibley, 22, in March 1978 graduated from the HLS Entry Trainee Program. He now sails as an AB. Brother Sibley earned the firefighting, lifeboat and CPR endorsements. He ships out of all ports.

**Christopher Sutton**



Seafarer Christopher Sutton, 25, is a 1976 Piney Point trainee graduate. In 1978, he upgraded to AB there. Brother Sutton completed the firefighting, lifeboat and CPR courses. He lives in Bethesda, Md. and ships out from the port of New York.

**Alvin Robinson**



Seafarer Alvin Robinson, 25, graduated from Piney Point in 1976 as a 3rd cook. Brother Robinson started sailing as a 3rd cook in 1977. He holds the CPR, lifeboat and firefighting tickets. Robinson lives in Brooklyn, N.Y. and ships out of the port of New York.

**Edwin Tirado**



Seafarer Edwin Tirado, 22, is a 1977 HLS entry graduate. He sails as an AB which he got at the Piney Point School in 1978. Brother Tirado earned the CPR, firefighting and lifeboat training. He lives in Florida and ships out of the port of New York.

**Manuel Rodriguez**



Seafarer Manuel Rodriguez, 26, graduated from the HLS in 1978. The next year he upgraded to FOWT there. Brother Rodriguez has the firefighting, lifeboat and CPR endorsements. He resides in and ships out of the port of New York.

**Kenneth Bluit**



Seafarer Kenneth Bluit, 26, started sailing with the SIU in 1971 from the port of New York. He sails as an AB. Brother Bluit upgraded at Piney Point last year. He has his firefighting, lifeboat and CPR certificates. Bluit was born in Manhattan, N.Y.C., lives in Montauk, L.I., N.Y. and ships out of the port of New York.

**Wilfredo B. Reyes**



Seafarer Wilfredo B. Reyes, 30, began sailing as an electrician with the SIU in 1973. He holds all of the unlicensed ratings including QMED in the engine department. Brother Reyes in May 1975 was sailing as crane maintenance electrician aboard the *SS Mayaguez* (Sea-Land) when she was captured by the Cambodians. His dad, retired Chief Cook Guillermo Reyes was also "captured" aboard the *Mayaguez*. Three other brothers sail with the SIU. Wilfredo earned the CPR, lifeboat and firefighting tickets. He lives and ships out of the port of San Francisco.

**Thomas P. Arthur**



Seafarer Thomas P. Arthur, 26, is a May 1978 graduate of the HLS. He upgraded to FOWT there in June 1978. Brother Arthur has his lifeboat, firefighting and CPR tickets. Born in New Jersey, he resides there and ships out of the port of New York.

**Gary C. McLain**



Seafarer Gary C. McLain, 26, started sailing with the SIU in 1972 when he graduated from the HLS. Brother McLain now sails as an AB which he acquired at Piney Point in 1977. He holds the lifeboat, CPR and firefighting tickets. McLain resides in Panama City, Fla. and ships out of the ports of New Orleans or Jacksonville.

**David G. Frazier**



Seafarer David G. Frazier, 27, joined the SIU in 1975 following his graduation from the Harry Lundeborg School (HLS) Entry Trainee Program, Piney Point, Md. Brother Frazier's rating now is QMED. He is currently an engineer instructor at the School teaching entry level Engine, Tankerman, FOWT and LNG courses. Frazier has his firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) endorsements. Born in Orange Park, Fla., he is a resident there and ships out of all ports.



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March 1980



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