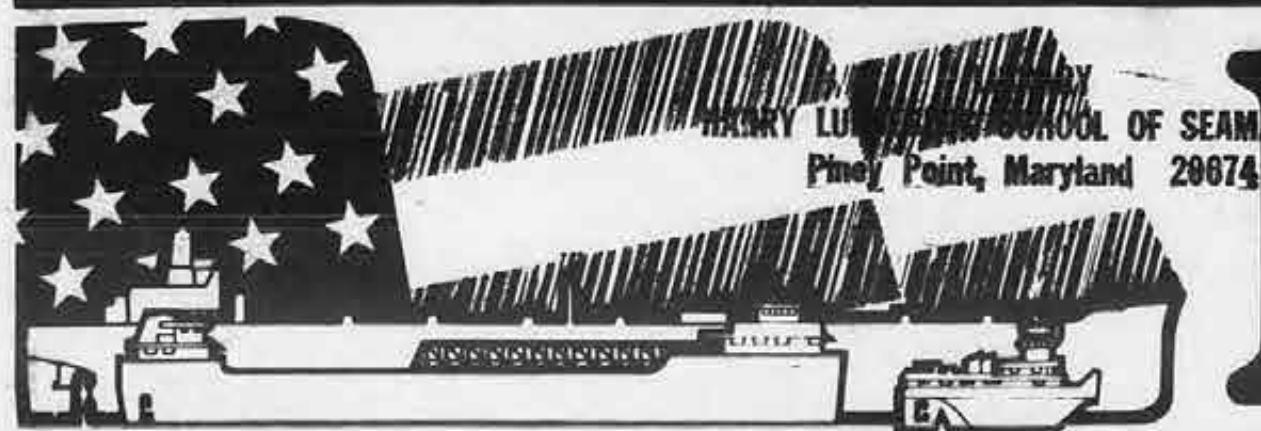


*A Special Wish for All the Best This Holiday Season*



# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 41 NO. 12 DECEMBER 1979

## SIU Mans 3 More LNGs for El Paso As Company Replaces Norwegian Crews

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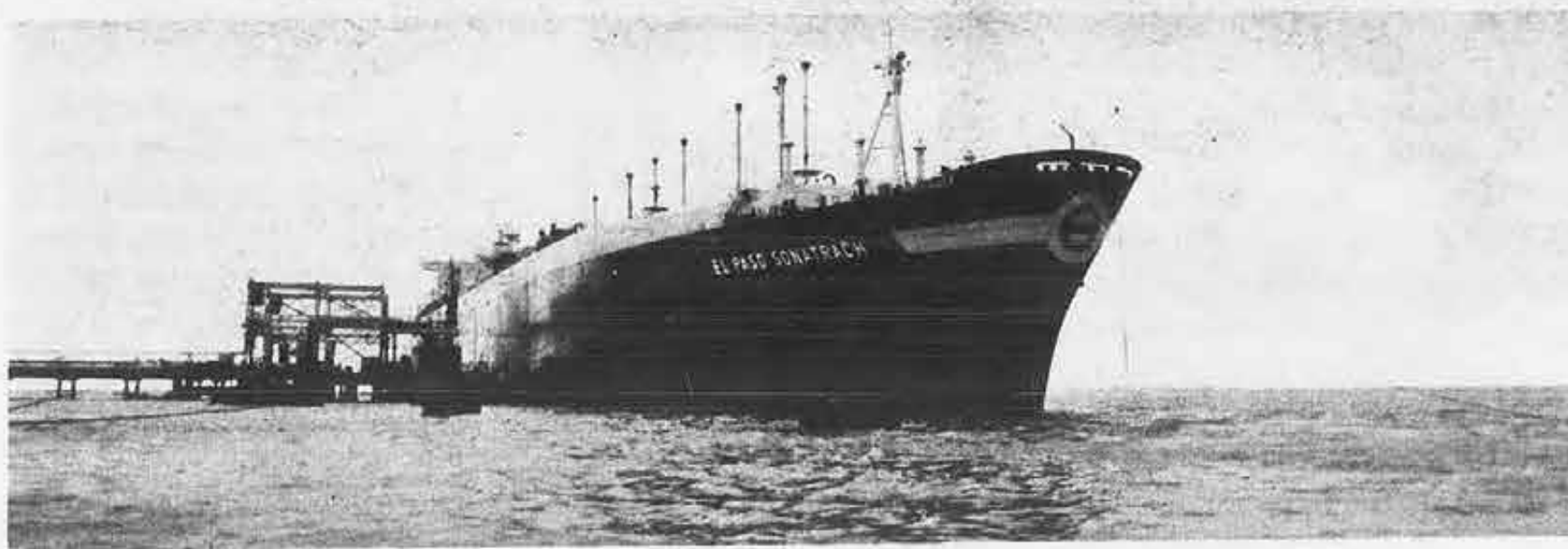
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# SIU Supports Carter on Handling of Iran Crisis

With a sense of outrage and frustration, the American people continue to wait out the forced detention of their countrymen by the Iranian "students" and the man who spurs them on, the Ayatollah Khomeini.

As the *Log* goes to press, the holding of the American hostages at the American Embassy in Teheran had entered its sixth week. They are pawns in a primitive game that totally ignores the modern-day precepts of international law. And no one is particularly optimistic that they will be home for Christmas, either.

The question on everybody's mind is: what can we do about it? Are we doing enough to affect the release of the hostages while, at the same time guaranteeing their safety?

The SIU joins with other labor organizations across the country—and with the vast majority of the American people—in supporting President Carter's handling of the Iranian situation. As much as we would like to have seen the hostages released long ago, like everyone else, we realize things just don't happen that way. We agree that restraint is the order of the day.

This is not to say that steps aren't being taken to affect the release of the hostages—on the contrary. So far, President Carter has attempted to resolve the crisis through recognized world diplomatic and judicial channels, while at the same time putting very real pressure on Iran through other means. In the process, Carter has won the

respect and support of the world community.

The SIU supports the economic sanctions already being brought to bear against Iran, and those the President proposes for the future. And we join him in voicing our strong displeasure with some of our "allies" who continue to do business, as usual, with Iran.

At home, longshoremen and others are doing what they can to impede the flow of goods to Iran. We support them 100 percent in their efforts.

We are convinced the use of physical force is the wrong tactic under the present circumstances, and that our purposes can best be achieved by more subtle means. Certainly, the use of physical force to affect the release of the hostages would have to be a tactic

of last resort since, in all probability, it would doom at least some of the hostages we seek to free.

The screw is tightening on Khomeini. Their assets have been frozen, their diplomats have been booted out of the U.S., and world opinion is solidly against their illegal actions. There are definite signs that their determination to hold the hostages is weakening. We are convinced our government is handling the situation in a clear-headed and effective manner, and that we will ultimately win the freedom of all the hostages.

If any good could be said to have come from the Iranian crisis, it is the manner in which it has drawn the American people together.

## The PRESIDENT'S Report



Paul Hall

### A Union of Believers

**T**HE holidays have traditionally been a tough time for seamen. It's not much fun spending this time of year in the middle of the ocean or in some port thousands of miles away from home and family.

No matter what anyone says, you never get used to separation. It's one of the drawbacks of this business.

But brothers, no matter where you are this holiday season—whether it be on a ship or a tug or if you are lucky enough to be home—SIU members have something to celebrate.

I say this because as we enter the new decade of the '80s, we as an organization and as a class of workers have a solid, secure future to look forward to.

The same thing could not have been said when this decade began ten years ago. At that time, shipping was tough and getting tougher all the time. Our domestic shipbuilding base was at one of its all time lows.

There were a lot of people in maritime back then who really believed there was no future for the American merchant marine. And you know something, for those people, there really was no future. Because in this business, when you stop believing—when you stop fighting the good fight—and when you start savoring the 'good old days' instead of planning for the future, it's time to close up shop.

I am extremely proud to say that the SIU is an organization of believers, an organization of fighters.

When times were tough, we never hid our faces hoping our problems would all go away.

Instead, we took the offensive. We launched new programs. And we did our damndest to create something good and turn things around.

We were faced with an extremely tough situation in 1970.

But in the ten years that have passed since then, we have truly turned things around.

We started out the decade by devoting a total effort in Washington. Less than 11 months later, the Merchant Marine Act of 1970 was signed into law.

The 1970 Act gave the industry hope. But it did more than that. It provided our industry with the tools to make a fresh start.

At the same time, we put our training and upgrading programs in Piney Point into high gear. This enabled us to keep on top of the technological changes that were and continue to sweep our industry. As importantly, our educational programs gave us the inside track on nailing down contracts with new companies with dynamic new ideas—like the LNGs.

In addition, we made two extremely important organizational moves involving mergers.

In 1976, we in the SIU-AGLIWD and the former Inland Boatmen's Union completed a merger. Just about two years later, we and the former Marine Cooks and Stewards Union merged. Both mergers have been extremely successful and beneficial for everyone concerned.

But our Union is an organization of individuals—people with needs and goals. And as the decade of the '70s progressed, it is important to remember that we as seamen made tremendous improvements in our standard of living.

Through hard work and careful planning, we have made monumental gains in our wages and vacation benefits as well as in our Welfare and Pension Plans.

It's not enough to simply have employment. The jobs we fill must also provide all the things necessary to make our lives secure. I sincerely believe we have achieved this level of security in our Union.

So as we close out what in many ways has been a trying decade in our history, we can all feel a great deal of satisfaction. Because the gains we have made and the truly important things we have accomplished were achieved through a collective effort.

Our Union was built on the qualities of brotherhood, unity and cooperation. We have progressed through hard work and determination. We will survive by continuing to do the things that have made us what we are today—the best damn seamen's union in the world.

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# SIU Crews 3 More LNG's for El Paso

## Company Replaces Norwegian Crews With SIU Members on Sonatrach, Consolidated, Paul Kayser

ON Nov. 28, Seafarers crewed the El Paso LNG carrier *Sonatrach* in Savannah, Ga. Even though she's the 11th LNG carrier to sail under the SIU banner, her crewing was a first for the Union and for U.S. maritime.

Until recently, the LNG carrier *Sonatrach* was operated by a Norwegian crew. Two other El Paso LNG vessels, the *Consolidated* and the *Paul Kayser* were also crewed by Norwegian seamen. SIU crews are scheduled to fly out to Dunkirk, France, where the *Consolidated* and *Paul Kayser* are undergoing repairs, to fill the unlicensed jobs on those two ships early next year.

By opting for a top-to-bottom crew of American seamen (MEBA-District 1 will fill the licensed jobs on the three vessels) El Paso has shot holes in the myth that Western European seamen are more capable than their American counterparts.

That myth goes that Norwegian mariners are the best



Some of the SIU crew and the ship's committee pose in the galley of the LNG carrier *El Paso Sonatrach* shortly after she was crewed last month. They are, l-r: Harry Huston, chief steward/secretary-reporter; Ed Killford, chief cook; Tom Spangler, quartermaster; Ballard Browning, bosun/ship's chairman; Sam Beattie, electrician/educational director; Nick Marrone, Piney Point Port Agent; Albert Campbell, cook & baker/Steward delegate; John Wells, AB; Robert Mahone, AB/deck delegate.

in the world. But El Paso wanted the world's best to man their LNG ships and they chose the crews of the SIU.

El Paso had a sound basis for the decision to go with SIU crews over Norwegian crews. They've employed both; they know the difference.

The company began their "Algeria I" LNG transportation project in 1978 with three Norwegian and three American-crewed vessels. All six ships were 948 feet in length and had a beam of 135 feet. And they all made essentially the same run between a liquefaction facility in Arzew, Algeria and the U.S. East Coast.

The difference was that the three Norwegian-crewed vessels spent a lot of time in the shipyard, undergoing repairs. The delays were frequent and costly. But the three ships crewed by American seamen ran sure and steady; they were on schedule and accident free.

El Paso felt the Norwegian crews just couldn't handle the super technological LNG vessels safely and ably.

The vessels were designed and built with a maximum number of safety features such as double hulls and collision avoidance systems. But, in the words of the

company, "the safety of (a ship's) operation ultimately depends on the crew."

Operation of the three SIU-manned El Paso LNG vessels, the *El Paso Southern*, *Arzew* and *Howard Boyd*, has been top-notch.

Because an SIU member doesn't ship on an LNG carrier unless he's gone through the Union's own LNG training program at HLS.

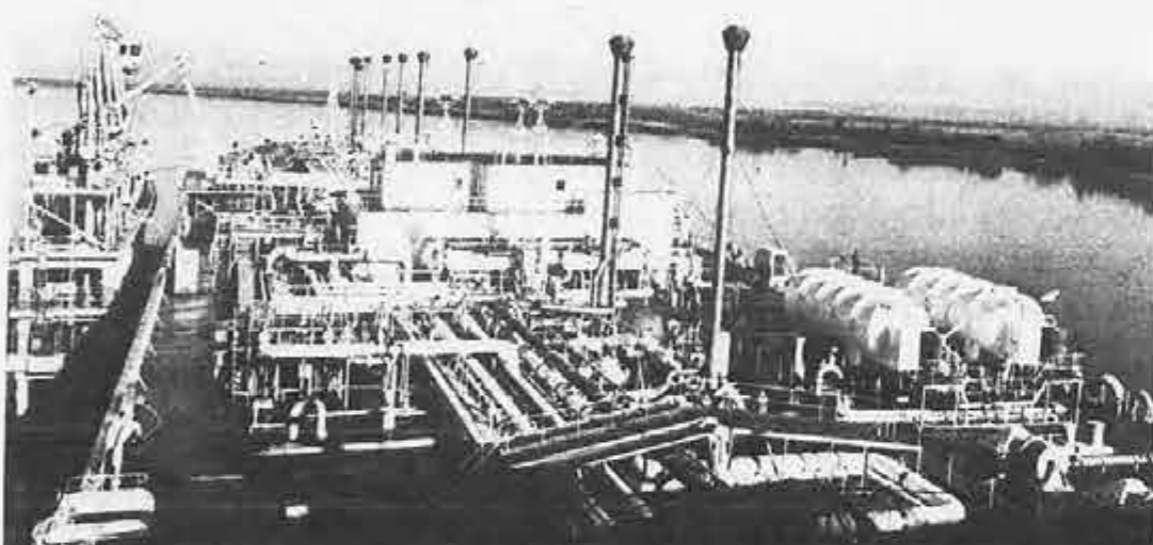
Seafarers have done their

*Continued on Page 23*



The *El Paso Sonatrach*, built in 1976, is the first of three El Paso LNG carriers to turn-over from Norwegian to SIU crews. She'll be making a regular run between Algeria and the U.S. East Coast.

**More photos of El Paso Sonatrach page 23**



LNG carriers have a maximum number of safety features. Here, a photo taken from the bridge of the *Sonatrach* shows the two tanks, (right) which contain the liquid nitrogen used in void spaces on the vessel to prevent combustion.

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# Life Is Just Beginning for Pensioner Tony Gentile

AT 58, life is just beginning for Howard "Tony" Gentile. Within the next year or so, he plans to run in a marathon, go to school, paint some pictures, play the ponies at his favorite Baltimore tracks and do as much traveling as possible with his wife, Anita.

Tony is going to be able to do all these things and more because he recently earned something he "never dreamed of" when he started working tugs in Baltimore harbor in 1942.

What Tony earned is an SIU Early Normal Pension, one of the most important benefits available under the Seafarers Pension Plan.

An eligible member can retire under the Early Normal Pension

Program at the age of 55 with 20 years (7,300 days) employment time.

Tony is one of the first few SIU Boatmen to achieve the Early Normal Pension. The SIU succeeded in establishing this benefit for East Coast Boatmen in the last contract negotiations with our East Coast towing and shipdocking companies. The Union is now in the process of trying to establish this important benefit for the entire inland membership.

Deep sea members have been covered under the Early Normal Pension program since 1971.

To Tony Gentile, his Early Normal Pension is a godsend. "I've been docking ships pretty much all my life," says Tony,



SIU Boatman Howard "Tony" Gentile, left, accepts his first Early Normal Pension check from SIU Baltimore Agent George Costango. Brother Gentile has been working in the port of Baltimore since 1942, and has been a captain and docking master in the port since 1952.

"and I want to enjoy life and do the things I want to do before it's too late."

Tony worked for Baker-Whitely towing from 1945 to 1977 and for Curtis Bay until he retired this month. He has been working as a tug captain and docking master since 1952. His father, Anthony, was also a docking master in Baltimore.

He'll be the first to tell you that working tugs is a good job, but a job "that dominates your life especially in the port of Baltimore."

Tony says, "it is really a shame when someone works all his life and is not able to enjoy retirement. The SIU has given me the chance to enjoy mine and I'm going to take advantage of it."

In addition to his pension, Tony says he feels very secure in regard to medical coverage. He points out that the Seafarers Welfare Plan continues to cover pensioners and their dependents just as if they were still working. He says, "you can't buy insurance like that."

The port of Baltimore will miss a man of Tony Gentile's experience and abilities. And no doubt, Tony will miss his friends on the boats and the electricity of working in one of the busiest ports in the nation.

But Tony Gentile is not the kind of person to look back. He's looking forward to an active, happy, secure retirement—with no strings attached.

We wish him well.

## Cove Leader Committee



On Nov. 23, the Ship's Committee of the ST Cove Leader (Cove Shipping) gathered for a payoff at the foot of Steinway St., Astoria, Queens, N.Y. They were (l. to r.) Chief Steward/Baker Terry J. Smith, secretary-reporter; Asst. Cook Alfred W. Williams, steward delegate; Chief Pumpman Ted Jones, educational director and Bosun Bob Williams, ship's chairman.

## Sea-Land Christens 2nd of 12 Diesel Containerships

Sea-Land has announced the christening of a new diesel-powered, D-9 class containership, the *Sea-Land Defender*. The new vessel is under construction at the Mitsui Engineering and Shipbuilding Co. in Tamano, Japan.

The christening of the *Sea-Land Defender* is the second of 12 such ceremonies that will take place in various Japanese and Korean shipyards by the middle of next year. The first D-9 in the series, the *Sea-Land Patriot*, was launched at the Mitsubishi Shipyard in Kobe, Japan last July.

The D-9's measure 745 feet in length, and can haul as many as 839 35- and 40-foot containers. Their service speed is rated at 22 knots. Perhaps their most noteworthy characteristic, however, is the fact that they are diesel-powered.

Sea-Land Industries Chief

Executive Officer Charles I. Hiltzheimer, at christening ceremonies last month, said the new D-9's "will provide an improved service capability for Asia and United States shippers that will be unmatched in the Pacific trade."

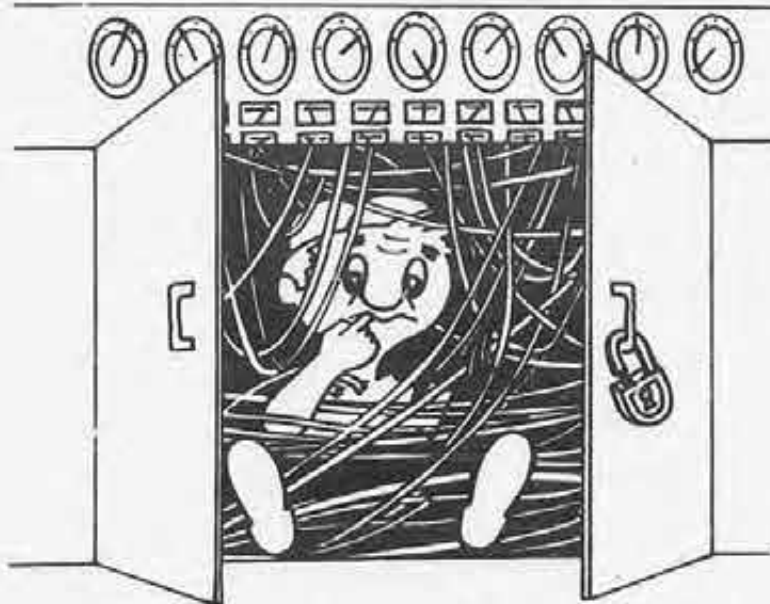
The construction of the Sea-Land D-9's is just one example of the major transition to diesel power, brought on by continually rising oil prices, that is now sweeping the maritime industry worldwide.

"Fuel economy will necessarily

remain a high priority for ocean carriers in future years," said Hiltzheimer.

All of the new Sea-Land D-9's will be in operation by the latter half of 1980—meaning hundreds of additional jobs, and added job security, for Seafarers.

## 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 February 18.

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

# State of LNG Industry Is Healthy, Growing, Safe

LONG before any LNG ships were under U.S. flag, the SIU began preparing for their arrival. The Union set up a course at the Lundeberg School to train Seafarers to crew these high technology carriers.

The Union's foresight has paid off. Today SIU members man over a quarter of the 40 LNG vessels running on a regular basis worldwide.

Seafarers have crewed ten LNG ships since their launching. And recently, three LNG carriers owned by El Paso Company, and formerly crewed by Norwegians, came under the SIU banner. (See story on page 3).

There are many little publicized facts about liquid natural gas. Some of this information was made available at a recent international LNG conference held in Houston, Tex.

For instance, the development of the first large-scale LNG export project occurred in 1964. Since then, 6 TCF (trillion cubic feet) of LNG has been moved in international trade.

Significant for Seafarers is that since 1964 over 4,000 cargoes of LNG have been shipped internationally without a single serious incident recorded.

Of the 6 TCF that has been exported, the percentage from the producing countries breaks down as follows:

Algeria	62%
Brunei	30%
Libya	18%
Alaska	10%
Indonesia	8%
Abu Dhabi	2%

It's interesting to note that of

this 6 TCF the U.S. imported only .4 TCF, or seven percent. Japan imported 3 TCF, or 50 percent, and Europe imported 2.6 TCF, or 43 percent.

Looking to the future, the remaining proven world reserves of natural gas are estimated at 2,250 TCF. This is equal to 450 billion barrels of oil. It also represents one-and-a-half times the tar and sand oil reserves and three times the shale oil reserves.

The remaining reserves break down as follows:

<b>OPEC Countries</b>	
(Algeria/Iran)	39%
Eastern Europe/Asia	38%
U.S.A.	8%
Western Europe	6%
Others	9%

The U.S. is the biggest user of marketed natural gas. America uses 39 percent of the world market gas right now, or 20 TCF. This gas, unliquified, travels through pipelines. But, as shown above, the U.S. has only eight percent of world proven reserves.

This is one reason why the U.S. must look ahead and prepare to import natural gas in liquified form. Right now most LNG import projects have been greatly delayed or totally destroyed by U.S. government agencies or unstable international circumstances.

The SIU believes that America must strive to become more energy independent. But, realistically, we should face the fact that the U.S. will have to rely on foreign energy imports for years to come. In that case, the U.S. should diversify its imports and not rely totally on crude oil. LNG is one of the best alternatives.

## Cove Spirit's Crewmen



On Dec. 5, after offloading crude at the Bayonne (N.J.) Industries Dock are crewmen of the *ST Cove Spirit* (Cove Tankers) waiting to see the Big Apple. They are (l. to r.) Chief Pumpman Robert Kirton, educational director; AB Jose Gomez, OS A. Mat, AB Pete Wilisch, deck delegate and AB Daniel von Derhaff.

## Headquarters

### Notes

by SIU Executive Vice President  
Frank Drozak



THE month of November saw Seafarers going aboard yet another liquified natural gas (LNG) ship—our 11th since 1976.

But that particular event came about with a new and highly significant twist to it. The ship in question—the *Sonatrach*—though American-owned, is under foreign registry and, until recently, has been crewed by Norwegian seamen.

This may sound like a strange turn of events, but I see it as a positive and important development that bodes well—and speaks well—for the American merchant marine, and especially for the SIU.

If I had to tell you, in a word, how it all came about, I could do it without too much trouble: training.

That's the truth of the matter, brothers. In the final analysis, training is what did it, along with the reputation that comes from being the best trained seamen in the world. This development with the *Sonatrach* is significant because, among other things, it tells the whole world what we've been saying for years: American seamen are the best, because they're the best trained.

El Paso Marine operates three American-flag LNG carriers—all manned by members of the SIU. They also operate three LNG ships that fly a foreign flag. The *Sonatrach* is one of them. This split-registry situation has, at least, given El Paso a solid framework for comparison—foreign flag versus American.

And believe me, brothers, El Paso has been doing some comparing lately. The proof is in the pudding. They've decided that their foreign-flag operation doesn't measure up; that their foreign-manned LNG ships are not being maintained and operated on a par with the three manned by SIU crews.

After concluding that all three of their foreign-flag gas ships—the *Sonatrach*, the *Consolidated*, and the *Paul Kayser*—were accumulating too much "down time," El Paso made the decision to re-crew these ships, giving the nod to the group with the proven better record: the American seamen of the SIU.

El Paso is convinced the cause of its foreign-flag problems lies in the lack of proper training among the Norwegian crews. This situation tends to dampen the myth that European seamen are as good as their American counterparts.

I would have to agree with El Paso's conclusion that the fault lies in the training. Lack of proper training, something that shows up as a cause of major maritime accidents each year, is a common affliction among the "cutrate" foreign crews of the world.

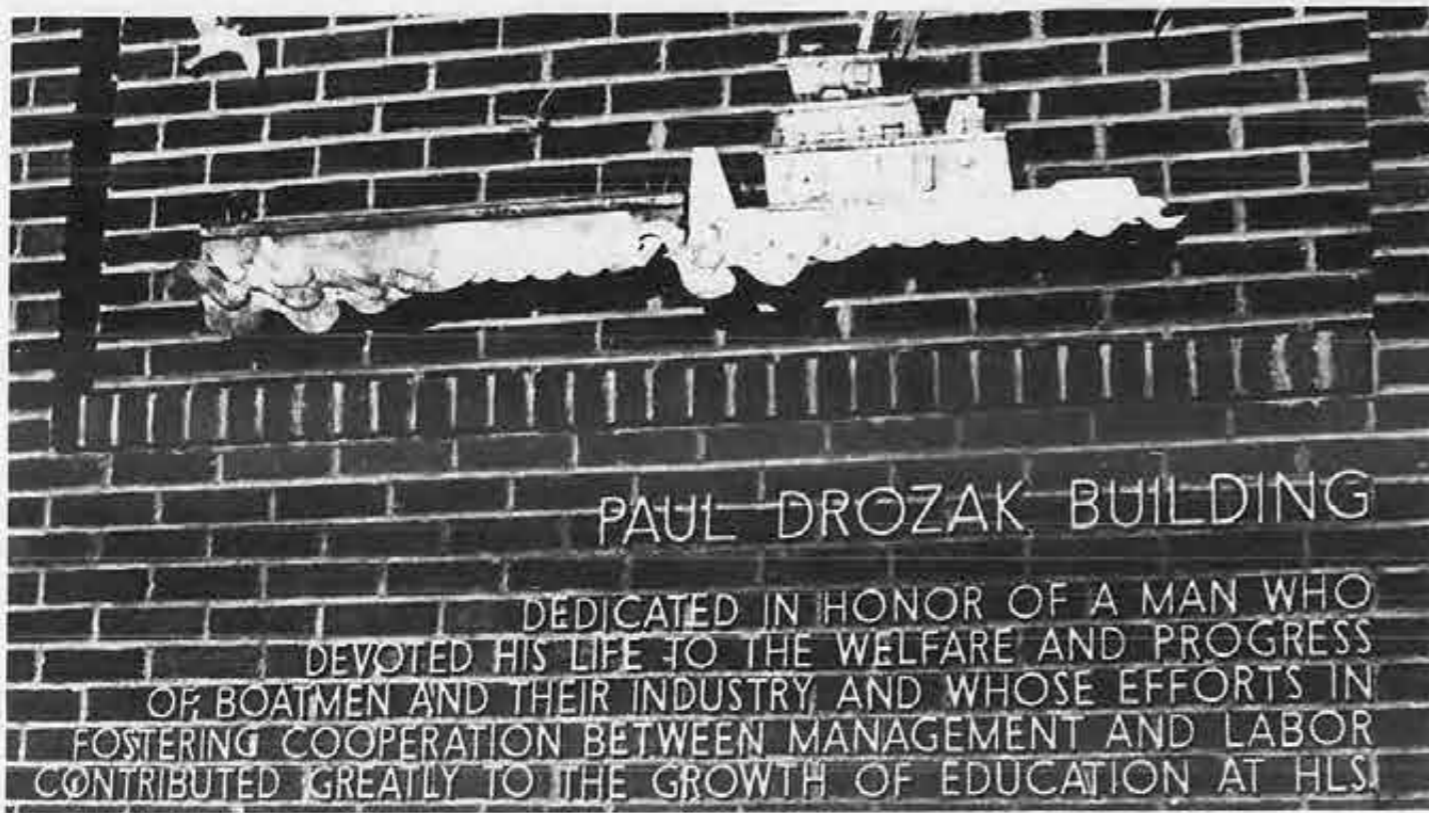
The SIU has led the U.S. maritime industry for years with its training facilities and programs. And we saw, years ago, that LNG was an up-and-coming thing that would require its own specialized training courses. When LNG carriers came along, we were ready. Our seamen were ready to go on the first LNG ships—to operate them safely and efficiently.

Being trained, being qualified—being ready—has put Seafarers on top of the LNG transportation surge.

Most importantly, there are more LNG ships coming. Besides these three newly acquired El Paso ships I mentioned, (bringing the total number of SIU-crewed LNG to 13), Seafarers will also go aboard the new *LNG Libra* (Energy Transportation). El Paso also plans to launch three more U.S.-flag LNG ships in the coming year, which will make a total of 17 LNG ships crewed by Seafarers by year's end.

El Paso Marine's decision to go all the way with the SIU is an affirmation of something we've always believed in, and invested in heavily: the principle that good training, especially given the technology of today, is essential.

As long as the individual members of the SIU continue to take advantage of the Union's training facilities and programs, it looks good for the future, brothers; real good.



(Left). The inscription on the front of the Paul Drozak Building. (Below). Students receive individual help from the reading teachers in the Learning Center.



# New Vocational Education Building Opens



(Above). The lobby of the Drozak Building provides a pleasant place for students to chat between classes. (Right). Conference style tables provide ample room for chart-work in the towboat operator classroom. (Below). The First Aid/CPR class is for trainees and upgraders. Closed circuit televisions are installed in each classroom.



The Paul Drozak Building houses the Deck Department offices and classrooms, the Industrial Relations classrooms, the First Aid/CPR classroom, the Counseling Services Office, the Learning Center and the Public Relations Office.

The Deck Department instructors have office areas where they can meet with students in between classes or plan lessons. All of the classrooms reflect their specific use and are furnished to meet the students' needs. The pilot and towboat operator classrooms have tables so that students can easily plot courses on large charts. Cloud charts and aids to navigation are on display around the rooms for easy reference. Publications containing Coast Guard regulations for motor vessels are also available to the students. In the pilot class, a geochrome is used for determining time zones and for teaching celestial navigation. From this lighted board of the world, students can figure the times for sunrise and sunset.

The Able Seaman and Quartermaster classes are also specially equipped to meet the needs of SIU members. Boom ship models, knot boards, wire splicing boards and aids to navigation are on display.

All of the classrooms have closed circuit television and receive programs from the Audio

Visual area on the Zimmerman.

All of the students in the basic vocational program and several in upgrading courses take the First Aid/CPR course. The classroom is located in the Drozak Building. The course is 20 hours in length and is incorporated into the students' regular curriculum.

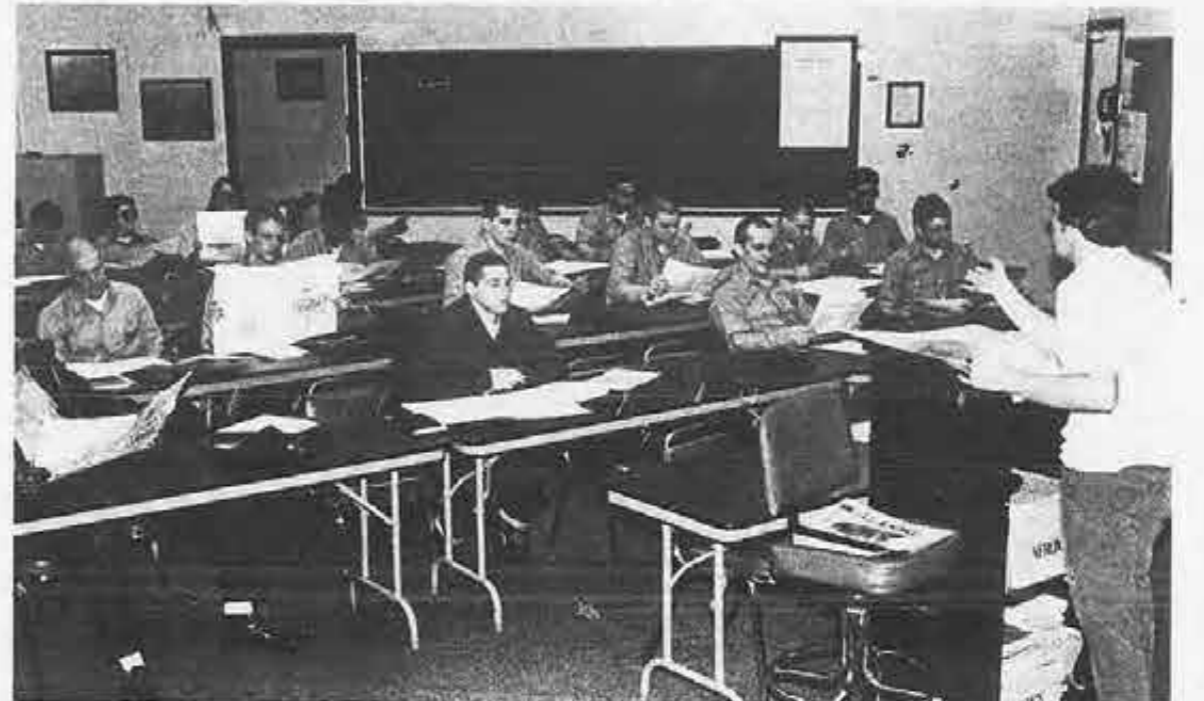
The Industrial Relations Department also has a classroom area in the newest vocational building. Trainees and upgraders attend class sessions to learn about their union benefits, contract and responsibilities.

An annex to the Reading Lab, the Learning Center, is available to students who need help with their reading skills.

Counseling services are available to all students and staff at HLS. Counselors Rick Reisman and Doug Elliott are in their offices daily. A large meeting room is available for group sessions.

The Public Relations office is also located in the Paul Drozak Building. The staff prepares the *Skipjack*, publications for the school, and materials for the departments at HLS.

The Paul Drozak Building houses a variety of activities, all of which are essential to the training of Boatmen and Seafarers. These activities reflect the efforts of Paul and of the Harry Lundeberg School to help all SIU members.



Terry Bader tells HLS trainees about their union responsibilities in the Industrial Relations classroom.

# A Tribute to a Life of Helping Others

The Harry Lundeberg School recently expanded its facilities and opened a second vocational education building. The facility is named after Paul Drozak, the late Vice-President of the SIU. It is dedicated to Paul in honor of his efforts to help the Boatmen of this nation.

The necessity for a new building at HLS developed, in large part, from the growth of upgrading courses for the Boatmen Paul so ably represented. Most of the area in the building houses Deck Department offices and classrooms.

Paul was born in Coy, Alabama in 1927 and his family resides in Magnolia, Texas. Paul had been involved with the SIU since 1945. From 1945 to 1951, Paul worked aboard ships as an SIU member. At this time, Paul went to Seattle as an organizer for the SIU. Even though he shipped a few more times, Paul had found the work he loved—working to better the lives of his fellow SIU brothers.

In 1954, Paul served two years in the U. S. Army and then returned to work as an SIU patrolman in the port of New York. In 1961, he became the agent in the port of Houston. He held this position for 11 years.

In 1972, Paul was elected SIU Vice President in charge of the Lakes and Inland Waters. He held this post until his death. Paul held many posts and responsibilities in

addition to Vice President of the SIU. He was Gulf Coast Area Director of the SIU-affiliated United Industrial Workers Union, he served as Port Commissioner in Houston,

the second largest port in the nation. Paul was Executive Vice President of the Harris County Central Labor Council and Secretary-Treasurer of the West Gulf Port Council of the AFL-CIO Maritime Trades Department. He was also the Vice President of the AFL-CIO Texas State Labor Federation.

Paul Drozak was a most capable leader of the SIU and a friend of every SIU member. He nurtured the old SIU-affiliated IBU from its birth in 1961 to a position years later when it became the largest trade union representing American Boatmen.

He was also a firm believer in the goals and values of the Harry Lundeberg School and was instrumental in securing advice and input from industry as the school's programs developed.

The inscription on the front of the Paul Drozak Building summarizes the feelings of staff and students at HLS about Paul: "Dedicated in honor of a man who devoted his life to the welfare and progress of boatmen and their industry and whose efforts in fostering cooperation between management and labor contributed greatly to the growth of education at HLS."



The memory of the late Paul Drozak, Vice President of Lakes and Inland Waters, has been honored at the Harry Lundeberg School by the dedication of a new building.



(Above). Each Deck Department instructor has his own area in the Drozak Building for meeting with students and co-workers.

(Right). Student Council members visit the Public Relations office to discuss items for the weekly newspaper, the *Lundeberg Log*.

(Far Right). Doug Elliott talks with a student in the Counseling Services office.



The Paul Drozak Building is the newest vocational education area at HLS.



# National Defense Demands Beefed Up Merchant Fleet

The ability of the U.S. merchant marine to serve as a logistical defense backup in times of national emergency has been called into question by several prominent witnesses appearing before the Senate Subcommittee on Merchant Marine and Tourism.

Herb Brand, president of the Transportation Institute, a non-profit organization devoted to maritime research and education, expressed grave reservation about the state of military preparedness of the American Merchant Marine, as did Samuel B. Nemirow, Assistant Secretary of Commerce for Maritime Affairs, and retired Rear Admiral George Miller.

According to Mr. Brand, part of the problem can be traced to the refusal of the Navy to consult with representatives of the maritime industry on matters of policy. "Until there are regular, substantive policy discussions,"

he asserted, "you will continue to see the disarray that presently prevails in the area of logistical support."

Mr. Brand expressed his views during a hearing held to determine the strengths and weaknesses of three bills (S. 1460, S. 1462, S. 1463) pending before the Subcommittee on Merchant Marine and Tourism.

The Transportation Institute believes that all three bills would help alleviate the logistical backup problems besetting our national defense system.

None of the bills specifically addresses itself to the problems of military preparedness. But each one does attempt to create a climate in this country more favorable to the building and operating of new ships.

The inability of the private sector to replace aging U.S. flag vessels with newer ones has been an important factor behind the

deterioration of the American merchant marine.

S. 1462 would authorize carriers to enter into bilateral shipping agreements, and in the process increase the amount of cargo carried on U.S. flag vessels.

S. 1463 would broaden and strengthen the authority of the Federal Maritime Commission to administer and enforce the

1916 Shipping Act. It would also enable ocean carriers to conduct their operations in a more efficient manner.

S. 1460 would provide more flexibility in the contract system and facilitate the implementation of agreements in international line shipping by clarifying the anti-trust immunity of such agreements.

## U.S. Jobless Rate Dips to 5.8%

WASHINGTON, D. C.—The country's unemployment rate dipped to 5.8 percent in November from October's 6 percent as employment rose slightly and despite layoffs in the auto and steel industries, the U.S. Labor Department reported.

The employment rise was among service and construction industries workers, blacks, teenagers and adult females. Total employment rose by 353,000 workers to 97.6 million persons working, according to the Labor Department's Bureau of Labor Statistics (BLS).

The number of persons losing jobs last month was 143,000 for a total of 6-million jobless nationwide.

Although, BLS Commissioner Dr. Janet L. Norwood declared "We are not in a recession," she added that the labor market data indicated

that the economy had slowed but not yet entered the recession that many economists predicted.

The unemployment rate for adult women fell to 5.5 percent from 5.8 percent in October. For black workers, it dropped to 10.8 percent from 11.7 percent. Teenagers had their rate decline to 15.9 percent from 16.6 percent. Black teenager workers had their rate go down to 33.1 percent from 35.7 percent! Adult males jobless rate held steady at 4.3 percent and the rate for all whites was unchanged at 5.2 percent.

Overall, the unemployment rate has hovered in the range of 5.5 percent to 6 percent since August 1978. But the rate of growth in employment has slowed substantially since last winter.

## Marad Looking at Development of All-Purpose Cargo Vessels

While the rest of us are gearing ourselves for a new decade, the maritime industry is already preparing for the upcoming century.

A report released by the Maritime Administration carefully projected the development of a standardized general cargo ship to help meet the needs of the U.S. merchant marine through the year 2000. It did so by forecasting general cargo movements and service requirements on selected worldwide trade routes served by seven American flag operators.

The seven American flag operators included the following: Farrel Lines, American Export Lines, Lykes Bros. Steamship Co., Matson Navigation Co., Moore McCormack Lines, Puerto Rico Maritime Shipping Authority, and United States Lines.

According to the study it is "technically feasible to develop a standard liner design" adaptable enough to suit the needs of numerous operators. Such a development could make the American shipbuilding industry more competitive by lowering ship costs, providing for more rapid ship delivery, plus enhancing vessel safety and performance.

More importantly, it would lead to the availability of vessels "well-suited" to national defense purposes.

The Marad study is just one small example of the rapid technological advances which are changing the whole structure of the maritime industry. It is up to us seamen to keep up with those changes the best way we can.

## Golden Monarch Committee



Recertified Bosun Theodoros Gailas (left) ship's chairman of the ST Golden Monarch (Westchester Marine) leads the Ship's Committee on Nov. 19 of (l. to r.) AB Rich Shellenbach, deck delegate; Chief Steward Edward Dale, secretary-reporter; QMED Charles A. Martinez, engine delegate and Steward Delegate Angel M. Velez. The tanker paid off in the port of New York.

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# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

December 1979

Legislative, Administrative and Regulatory Happenings

## On the Agenda in Congress...

Congress is expected to stay in session right up to Christmas week, with adjournment not expected until Dec. 23. A number of issues of national and international importance are keeping both the House and Senate in late sessions. Meanwhile, several legislative items of concern to the maritime industry are still in the legislative hopper awaiting action by Congress.

Here is an up-date on what's happening to various maritime bills, which are in committee:

### \*OMNIBUS MARITIME BILL

On November 26, in testimony before the Subcommittee on Merchant Marine of the House Merchant Marine and Fisheries Committee, W. J. Amoss Jr., chairman of the National Maritime Council, recommended various legislative alternatives to Title III of the Omnibus Maritime bill.

The Council's testimony dealt in detail with the issues of cost parity, operating flexibility and market initiatives for U.S.-flag operators.

According to Mr. Amoss, the cost parity concept "is the only viable way to sustain healthy vessel operating and shipbuilding industries at a level capable of meeting the needs of national defense and economic security."

The NMC also proposed greater flexibility in fleet operations by allowing the operators, rather than the government, to make judgments as to the level of sailings on given routes as well as the types of vessels best suited to these routes.

On the issue of market initiatives, the Council's testimony included proposals for bilateral agreements, government impelled cargoes and tax incentives to foster the building of stronger, more versatile liner and bulk U.S.-flag fleets.

### \*SHIPPING ACT AMENDMENTS

On November 21, the Merchant Marine and Tourism Subcommittee of the Senate Committee on Commerce, Science and Transportation held a hearing on S. 1460, S. 1462 and S. 1463. This is the legislation sponsored by Senator Daniel Inouye (D-HI) to amend the Shipping Act of 1916.

Herbert Brand, president of the Transportation Institute, noted that the debilitated state of the merchant marine and the lack of coordination between military and civilian sectors was illustrated by the devastating reports of last year's "Nifty Nugget" military exercise.

Brand endorsed the three bills and emphasized that their passage "would begin to create a climate in which the private sector would begin to build new ships, and to have those ships ready for a national emergency and as a peacetime deterrent."

According to Mr. Brand,

- (1) S. 1460 would facilitate the implementation of agreements in international liner shipping;
- (2) S. 1462 would authorize carriers to enter into bilateral shipping agreements; and
- (3) S. 1463 would broaden and strengthen the authority of the Federal Maritime Commission to administer and enforce the 1916 Shipping Act and would enable ocean carriers to conduct their operations in a more efficient manner.

### \*DRY BULK SHIPPING

On November 28, the Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee held a hearing on various proposals designed to develop the U.S.-flag bulk fleet.

Congresswoman Lindy Boggs (D-LA), sponsor of H.R. 5113, the Maritime Bulk Trade Act of 1979, said the bill would "encourage the carriage of U.S. bulk commodities in ships registered under the United States flag and flags of United States trading partners."

Congresswoman Boggs explained, "Through the negotiation of cargo sharing agreements with U.S. bulk trading partners, at least 40 percent of the bilateral bulk trade would be reserved for the vessels of each nation."

Congressman Paul Trible (R-VA), sponsor of H.R. 5145, the companion measure to the Boggs bill, said that his bill would "eliminate the either/or dilemma facing vessel operators forced to choose between unsubsidized construction and operation of a vessel for domestic trade, or the subsidized construction and operation in foreign commerce."

Samuel B. Nemirow, head of the Mari-

## Stewards Come To Washington To See Political Action



Twelve SIU Stewards came to Washington last month for a first-hand look at their union's political and legislative programs—and they were impressed by what they saw. During their day-long visit, the Stewards—who are attending a recertification program at the SIU Harry Lundeberg School in Piney Point, MD—visited the Transportation Institute and the AFL-CIO Maritime Trades Department.

At both places, the Seafarers heard from staff members about the many legislative fights that the SIU is presently involved in. Among the Senior representatives they met were TI President Herb Brand and MTD Executive Secretary Jean Ingrao.

time Administration, testified in support of H.R. 4945, noting that the Administration's proposal would make the Merchant Marine Act of 1936 more responsive to the requirements of bulk operators. Mr. Nemirow addressed H.R. 5113, stating that "it has been United States policy to refrain from cargo sharing agreements as a general matter, but would be prepared...to protect where necessary the competitive rights of U.S. carriers."

Meanwhile, hearings are continuing on a number of bills of interest to the maritime industry:

### \*WATER PROJECT AUTHORIZATION—MARKUP

The Water Resources Subcommittee of the Senate Environment and Public Works Committee will continue to markup S. 703, water policy and project proposals authorization. Senator Mike Gravel (D-AK) will chair the markup.

### \*WAR RISK INSURANCE

The Merchant Marine Subcommittee of the Senate Commerce, Science and Transportation Committee will hold a hearing this month on S. 1452, legislation to extend on a permanent basis, the war risk insurance program of Title XII of the 1936 Merchant Marine Act. Senator Daniel Inouye (D-HI) will chair the hearing.

### \*U.S. DEFENSE SEALIFT CAPABILITY

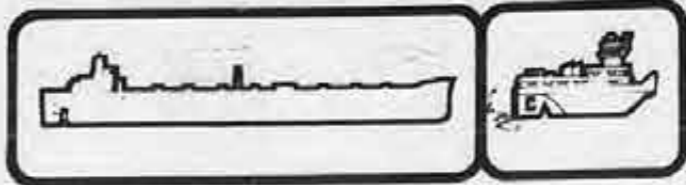
The Merchant Marine and Fisheries Committee will hold hearings this month on the national defense implications of the Omnibus Maritime bill and issues associated with the "Nifty Nugget" military exercise. Congressman John Murphy (D-NY) will chair the hearings.



The SIU Stewards also had an opportunity to meet and talk with two members of Congress: Rep. Glenn Anderson (D-CA) and Rep. Mike Lowry (D-WA).

During the afternoon, they visited the Capitol where these photos were taken. Pictured in the photo at left are Charlie Shirah, Michael Haukland, Don Collins, Henry Jones, Sherman Jarman, and Theodore Goodman. With them is Harry Lundeberg School Instructor Mike Mannion.

In the photo at right are Stewards Stig Ehlund, Bobbie W. Stearns Jr., Howard F. Clark, Hernel E. Edwards, Marvin E. Garrison, and Frank S. Paylor.



## HLS President Presents Views to Congress on Maritime Education, Training Programs

A proposed bill which would expand maritime education and training programs to state academies throughout the nation was variously applauded and attacked in two days of hearings before a select subcommittee of the House Merchant Marine and Fisheries Committee. The subcommittee is headed by Rep. Les AuCoin (D-Oregon).

The proposed bill—the Maritime Education and Training Act of 1979—is a complete remake of laws affecting maritime training and education, and brings together various laws which have been enacted over the years into one single act.

The proposal was enthusiastically endorsed by the U.S. Maritime Administration and the Coast Guard. However, several industry spokesmen, as well as representatives from the U.S. Maritime Academy at Kings Point voiced reservations about the bill.

The main objections centered on a lack of

coordination among existing training programs, and the fear the proliferation of training facilities would only exacerbate the problem.

One area of special concern to the Congressional committee was the high cost of education for maritime officers at the federal academy, and the "relatively low rate of retention" of seagoing officers from the academy.

Hazel Brown, president of the Harry Lundeberg School at Piney Point was a witness during the Congressional hearings. She stressed that "maritime education institutions must be a part of the industry" if their training programs are to be relevant.

Graduates of maritime schools should be prepared for "real jobs with adequate skills to handle their assignments." She said:

"Active advisory committees are essential.

These committees should consist of maritime educators, as well as union, management and government representatives."

Ms. Brown said that the advisory committees should not only regularly examine curricula to determine its relevancy, but should also "help to establish goals and objectives so that the manpower needs of the maritime industry are met."



Hazel Brown, President of the Harry Lundeberg School in Piney Point, MD, testified at a hearing of the Select House Subcommittee on Maritime Education and Training earlier this month, and urged that all maritime schools and academies upgrade their educational programs and teaching techniques to meet the demanding changes in the maritime industry.

## Court Lifts Restrictions on Rebuilding Lock #26

The United States District Court in Washington has given the green light for reconstruction of Lock and Dam #26 at Alton, Ill. Rebuilding of this crucial waterways project had been delayed by several suits filed by environmentalists and railroad interests.

As a result of the court decision, the U.S.

Corps of Engineers has already begun bank stabilization work at the site in preparation for building a totally new lock and dam facility.

It is now expected that a contract will be awarded early in 1980 for construction of the lock and dam. Construction will take several years.

## TT Brooklyn Gets OK for Alaska Oil Trade

The U.S. Maritime Administration this month approved an application to permit the *TT Brooklyn* to make at least two voyages in the Alaska oil trade. The applications were filed by American Petrofina Inc.

The 225,280 deadweight ton tanker is expected to make two consecutive trips from Valdez to the U.S. Gulf by way of Cape Horn. In its application to the Maritime Administration, Petrofina said an excessive inventory problem at its Port Arthur, Texas terminal made it necessary to ship about 1.4 million barrels of crude oil from its storage facilities at Valdez before the end of 1979.

The SIU-contracted *Brooklyn* was built in 1973 by Seatrain Shipyard in Brooklyn, N.Y. as the first in a series of 225,000 dwt tankers. The vessels were all built with construction differential subsidies.



## SIU Seniority Upgraders View Union's Political Activities

Six more Seafarers in the SIU's "A" Seniority Upgrading Program visited Washington last month to meet and talk with their union's legislative and political action representatives. The six—who were undergoing an intensive upgrading schedule at the Harry Lundeberg School at the time of their visit—had an opportunity to meet and talk with officials of the AFL-CIO Maritime Trades Department and the Transportation Institute.

While they were in Washington, the Seafarers also visited Congress where they met with Congressional staff aides. They also toured the Capitol where they had their picture snapped.

Seen here on the steps of the Senate side of the Capitol are Upgraders Charles Gallagher, Stanley Sporna, Joseph Gomez, Wencslaw Calderon, John Rizzo and Charles Clausen. With them are Betty Rocker, SIU Legislative Representative; Darrell Sanders, SIU Representative and Joe Wall, Harry Lundeberg School Director of Industrial Relations.

## US Merchant Fleet Hits 23 Million Tons

The privately owned ocean-going fleet of the U.S. Merchant Marine climbed to a new record tonnage last month, according to a report from the U.S. Maritime Administration. The U.S. fleet has set or equalled new tonnage records in 16 of the past 17 months, according to MARAD.

On Nov. 30, the deep-draft fleet totaled 737 merchant vessels of all types with a combined tonnage of 22.9 million deadweight tons.

Compared to one year ago, the number of ships in the U.S. merchant fleet dropped by nine vessels, but its overall capacity increased by 1.4 million tons. The large gain in capacity reflects the larger sizes of the new fleet additions during the past 12 months, and the comparatively smaller sizes of the older ships scrapped or sold foreign during that period.

According to the MARAD report, the active U.S. merchant fleet stood at 686 vessels on Nov. 30, with an overall tonnage of 21.6 million deadweight tons.

### Under Construction

As of Nov. 30, 51 merchant ships totaling nearly 2.5 million deadweight tons were under construction or on order in privately-owned U.S. shipyards.

The ships under construction or on order consisted of ten tankers, eight liquefied natural gas (LNG) carriers, 12 intermodal vessels, 11 dry-bulk ships, three cargo break-bulk ships, and seven special-type 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

# Meany

**I**N 1973, AFL-CIO President George Meany was the guest of honor at an awards dinner hosted by the Congressional Medal of Honor Society. They presented him with their annual "Patriots Award."

In his acceptance speech, Meany's sentiments were clear. "...labor organizations," he said, "are the indispensable instrument for free workers to improve their standard of living."

"Democracy," he continued, "is not the icing on our cake. It is our bread-and-butter. And a man can work up some pretty strong feelings over his bread and butter."

George Meany's passionate commitment to freedom has been the driving pulse of his life and of the American labor movement he led for so many years.

Meany fought against the abridgement of freedom in every form. He battled racketeering and corruption in labor's house, and facism, nazism, communism in the world beyond.

He fought for the right of every man and woman to work at any job regardless of their race, religion or sex; the right of every worker to earn a decent living wage and the right of every American to join a union.

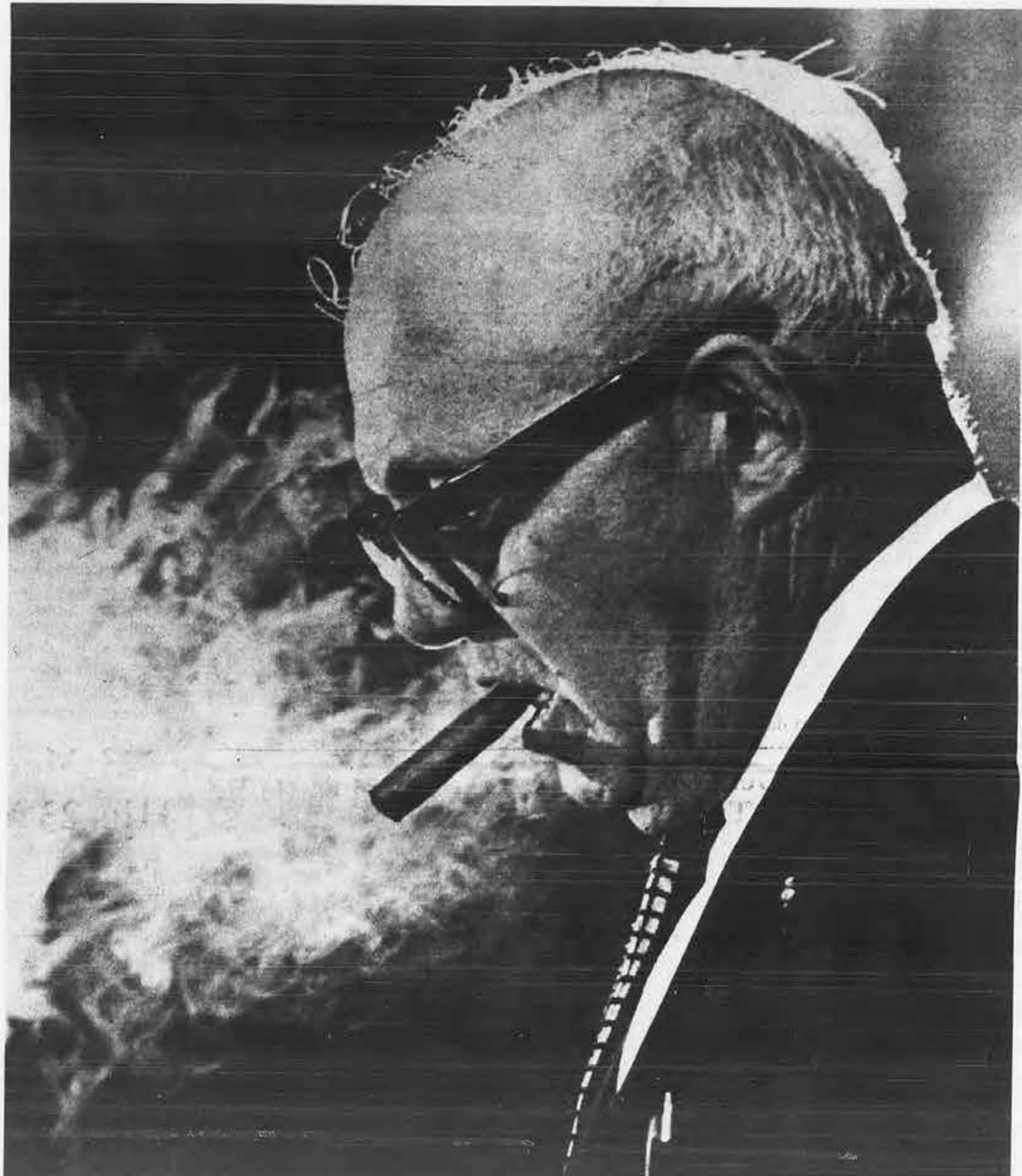
## High School Dropout

George Meany's roots in the labor movement go deep. Born in the Bronx, in 1895, his father Michael was a union plumber and president of Local 2 of the United Association of Journeymen & Apprentices of the Plumbing & Pipefitting Industry of the U.S. and Canada.

George Meany dropped out of high school to help support his family and at the age of 22 he'd completed the five years of training necessary to become a journeyman plumber, earning \$7.50 per week. On Sundays he earned extra cash as a catcher for a semi-pro ball team.

Due largely to his father's good name, George Meany started his climb in the "organ-eye-zation." At the age of 25, Meany was elected business representative for his plumber's local. And that was the last time he worked as a plumber.

That same year, 1919, Meany married Eugenia McMahon who was a New York City garment worker and a member of the ILGWU. The Meany's had three



daughters, 14 grandchildren and a marriage that lasted almost 60 years.

Meany rose quickly through the ranks of organized labor. In 1923 he was elected secretary of the Building & Construction Trades Council. During that year he traveled to the capital of N.Y. in Albany. "The idea of just going to Albany was a big deal," he reminisced. "The world was a little place for me in those days; the West was Hoboken."

By 1934, when he was elected president of the N.Y. State Federation of Labor the world (or at least Albany) was a little more familiar.

As the Federation's chief lobbyist, Meany earned a reputation as labor's most able advocate. In 1935 alone, 62 pieces of labor-backed legislation were passed and became law, thanks largely to Meany.

1935 was a red-letter year for labor. Mine Workers President John L. Lewis, along with some other union presidents, expressed their feelings that the American Federation of Labor should shift focus and reorganize along industrial rather than craft lines.

Eight industrial unions formed the Committee on Industrial Organizations within the AF of L. In 1938, the 3.7 million AF of

L members who had joined the Committee were expelled from the AF of L and the Congress of Industrial Organizations was born. The two powerful federations warred for the next 17 years.

But a lot of world history—and labor history—took place in the interim. In 1940, Meany became Secretary-Treasurer of the AF of L. Among his responsibilities was to sit as the AF of L's representative on the War Labor Board.

Meany's now-familiar reputation as strong willed, sharp-tongued and sarcastic seems to have solidified during those

*Continued on Page 12*



George Meany was a frequent speaker at SIU conventions over the years. At left is SIU President Paul Hall. This photo was taken at the SIU's 1971 convention.



This photo, nearly 30 years old, shows George Meany, left, then secretary-treasurer of the AF of L with William Green, Meany's predecessor as AF of L president and Senator Robert LaFollette, right.

*Continued from Page 11*  
years. At least, there are plenty of stories about Meany and the War Labor Board.

During one War Board meeting, Meany reportedly had an argument with Robert Black, a management member of the Board. "Bob," Meany said, cigar clenched between his teeth, "you are talking through your hat."

"Even if I am talking through my hat," Black replied, "I think I have a right to talk."

"All right," Meany shot back, "continue to talk through your hat."

#### Unions Need Freedom

The 1940s was a time of national and international turmoil. But out of that turmoil, Meany's course crystalized. He had come to realize that the fight for labor and the fight for freedom were one and the same.

Looking at Hitler's Germany and Mussolini's Italy, Meany said: "The first thing a dictator does is destroy the unions. He can't have his dictatorship if labor is free. And the first thing a union needs is freedom; otherwise it can't do its work as a union."

Nazism and fascism weren't

the only threats to world freedom. Meany fought equally hard against communism. In 1945 he spoke out against the newly-formed World Federation of Trade Unions, protesting Soviet domination within the international labor organization.

Meany proved to the unions of the free world, including the CIO, that the FTU was communist-run. And in 1949, he was a

Meany was well-versed in Gompers' philosophy. He'd read every one of the thousands of speeches Gompers, founder of the AF of L ever made. And in 1952, when William Green died, Meany became AF of L, president himself.

One of the hallmarks of the AF of L under Meany (and later of the AFL-CIO) was, as Meany once said, "that the AF of L had

They served up a beautiful meal, poured vintage wines and attempted to convince Meany that France's colonial policy was sound.

After the meal, the diplomats asked Meany if he had any questions. "Only one," he answered. "When are you going to stop kicking the Algerians around?"

When Meany became AF of L President one of the first things he did was reactivate a 9-man committee made up of AF of L and CIO representatives to talk about bringing the two organizations back under one roof.

Merger talks were long and difficult. During one round, Meany bluntly spelled out the two options facing the merger committee "We can go after unity the long way or the short way," he said.

"The short way is to merge into one trade union center which will protect the integrity of all affiliates. The long way," Meany went on, "is to solve all of our problems before merging. Which will it be?"

It was the short way. In 1955, AF of L President George Meany and CIO President Walter Reuther sealed the tough nego-

# Meany

founder of the International Confederation of Free Trade Unions.

Knowing that freedom depended on the ability of educated individuals to exercise it, Meany was one of the prime movers behind the creation in 1947 of Labor's League for Political Education.

Meany "put real life and sinew," said his protege and successor as Federation President Lane Kirkland, "into Samuel Gompers formula for participation in politics: to reward our friends and elect them, and to punish our enemies and defeat them."

its own foreign policy."

That policy, Meany freely admitted, "may or may not agree with the policy of the U.S. government."

The AF of L for example, strongly opposed aid to Franco's Spain and was far more severe towards France's policies in North Africa than the U.S. government was.

Meany conducted "foreign policy" the same way he ran everything else: bluntly and without mincing words.

One story has it that during the height of French repression in North Africa, Meany attended a dinner at the French embassy.



George Meany helped millions of dollars for the Jerry Lewis Muscular Distrophy Telethons. In this photo Lewis presents Meany with an award for his efforts.



Meany is a great supporter of all humanitarian efforts and causes including the March of Dimes. Photo was taken in 1966.



Here's a classic photo of a younger George Meany taken by the famous portrait photographer Fabian Bachrach.



Meany was a confidant and critic of many a U.S. President including the incumbent, Jimmy Carter.



Former President Johnson gives George Meany the rundown on some piece of labor-backed legislation in this 1960's photo.

tiations with a handshake and the AFL-CIO was born. Meany was elected the Federation's first president by unanimous acclamation.

But merger wasn't an end in itself. It was an important tool through which Meany, and the rest of organized labor, could more strongly pursue the goal of bettering the lives of American workers.

In his keynote address at the first Constitutional Convention of the AFL-CIO held in New York on Dec. 5, 1955, Meany vowed to make the AFL-CIO a powerful voice for American workers.

"This is not going to be any milktoast movement," he said. Labor will make "our full contribution to the welfare of our neighbors, to the communities in which we live and to the nation as a whole."

During the 1960s the AFL-CIO played an active role in working for key pieces of social legislation.

### Social Reforms

The first hourly minimum wage law went into effect in 1961, Social Security benefits were extended, Medicare adopted and aid to cities, public education and jobs were pushed through with the backing of the Federation.

In 1964, the long-awaited Civil Rights Act became law. Meany had worked tirelessly for it, believing that "the fight against discrimination goes to the very heart of the trade union philos-

ophy. You can't have a good trade union movement," Meany said, "unless you create the environment of freedom."

But Meany knew that passage of the Civil Rights Act did not mean the job was done. A statement issued by the AFL-CIO said the Act's passage "marked the beginning of a new struggle to translate the rights confirmed by Congress into living reality."

Throughout the '70's the Federation's political impact broadened. Through the Committee on Political Education, (COPE), the AFL-CIO's political arm which coordinates labor's manpower on local levels, the Federation's ability to reward political friends and punish enemies grew. And the Federation continued speaking out against repression abroad.

and to shelter workers long beyond the lifetime of everyone in this hall."

Though no one doubted the wisdom of his words, everyone found it hard to say goodbye.

Speaker after speaker praised Meany's many accomplishments and his lifelong dedication to human rights. Time after time delegates rose in cheering ovations.

George Meany changed the lives of millions upon millions of working people. He helped to build a labor movement "whose only objective," said Sol Chaikin of the ILGWU, "is to bespeak the best aspirations of working men and women; whose only aspirations are to maintain a political democracy where we can worship as we please, speak as we please, without censorship or prior restraint; where we can change our form of government from time to time without force or violence, where we can hope not only for ourselves but for our children and grandchildren as well that better life, that freer life to which all human beings aspire."

The stunning record of George Meany's life speaks for itself. "Words," Lane Kirkland said, "cannot match in eloquence the record of George Meany's achievements and contributions to the enhancement of human values."

"The life work of this one valiant man," Kirkland continued, "would do honor to a dozen men, if divided among their histories. He is living proof of how much difference one person, armed with his qualities, can really make in the course of human events."

When George Meany left the dais for the last time as AFL-CIO president the delegates stood and cheered for a long time. It was hard to say goodbye.

# Meany

But as far afield from Meany's Washington, D.C. office as the Federation's voice and influence reached there was never any question about who ran the show.

Three years ago, Lane Kirkland and three Federation department heads had reportedly worked long and hard forging the AFL-CIO's position on a Congressional bill. When the work was done, Kirkland and the others went to Meany for his okay. Meany decided to reverse the position they had arrived at.

"Well fellows," Kirkland said to the department heads, "now we're unanimous."

Leaves Healthy Movement

After more than half a century dedicated to the trade union movement and the pursuit of freedom, George Meany has called it a day.

At the 13th Biennial Convention of the AFL-CIO held last month in Washington, Meany assured the delegates that the labor movement would continue to move ahead without his hand on the wheel. "This federation is the house of labor," Meany said. "It is well-built—ready to stand



One of George Meany's most important achievements for the labor movement is the merger of the AF of L and the CIO in 1955. After the merger was endorsed by the 1955 Convention, George Meany, left, and the late Walter Reuther join hands and raise the gavel for the first time as the AFL-CIO's top officers.

# Carter to Mull Northern Tier Pipeline for 60 Days

WASHINGTON, D.C.—President Carter late last month announced that he is delaying his decision on construction of the Northern Tier Pipeline route.

The President told Congress that he is postponing for 60 days his choice of a pipeline route to bring Alaska crude oil to inland states.

The SIU, the Maritime Trades Department, and the AFL-CIO strongly support the Northern Tier route. This pipeline, which would begin at Port Angeles, Wash., would stretch across the states of Washington, Idaho, Montana, and North Dakota to end at Clearwater, Minn. It would cover 1,557 miles

and would have a design capacity of up to 993,000 barrels per day.

The line would connect with existing lines along the way to serve refineries in the Rocky Mountain and mid-central states.

American-flag ships would carry the oil down from Alaska to Port Angeles.

Former Secretary of Energy James Schlesinger had recommended approval of the line. Also, the Secretary of the Interior Cecil D. Andrus has given his support to the project. However, he qualified that support. In a letter to the President, he advised Carter to "revoke ap-

proval" of the line within a year if enough private financial support isn't forthcoming by then.

In that case, Andrus said, approval should be shifted to the Canadian Trans-Mountain Oil Pipeline.

In its support of the Northern Tier Pipeline route, the MTD pointed out that this line would be located wholly within the U.S. This, the MTD noted, would provide America with complete control over the oil going through it. This line would also give maximum employment opportunities to American workers, the Department said.

During the building of this

pipeline, an average of 4,260 construction personnel will be employed over an eight to twelve month period. Approximately \$130-million will be paid out in construction wages, the MTD stated.

The manufacture of the material and equipment for the system will generate additional employment opportunities.

For the manufacture of the pipe and the steel for the tanks, it's estimated that about 4,250 jobs will be created for one year.

During the actual operation of the pipeline, approximately 130 personnel will be employed with annual wages in excess of \$2 million.

## Seatrains Head, Friend of Maritime Joseph Kahn Dies

Seatrains Lines and Shipbuilding Corp. chairman of the board Joseph "Joe" Kahn, 63, died after a brief illness at University Hospital, New York City on Dec. 3.

Kahn—a leading advocate of a strong and competitive U.S. merchant marine—with his longtime partner Seatrain president Howard M. Pack, was a pioneer in introducing new ideas into the break bulk cargo shipping and supertanker shipbuilding industries.

In 1930, he left his native Russia at 16 to join the family fur firm, Kahn Brothers & Pinto here. Twenty years later, with Pack, he went into shipping founding Transeastern Associates with a single World War II Liberty ship. By 1960, they had a fleet of 36 ocean bulk cargo carriers! Five years later they bought the SIU-manned six containership Seatrain Lines, a struggling coast-

wise run carrying cargo and railroad cars.

In 1976, innovative Seatrain reactivated the old Brooklyn (N.Y.) Navy Yard building three 225,000 dwt supertankers and employing 2,000 SIU-affiliated UIW shipbuilders until the Yard had to shut down in 1978.

"No matter what the problem," said UIW East Coast Area Director Ralph Quinonez, "Kahn sat down and listened. And we were always able to work it out. Even at the end," he added, "when the Yard was closing."

Kahn pioneered the construction of the 115,000 dwt supertanker icebreaker *TT Manhattan* for the U.S., "landbridge" shipping operations in 1972 and use of the high-speed, gas turbine containership. Seatrain also developed new logistic support "unitization" techniques



Joseph Kahn

during the Vietnam War and operated tankers for the MSC.

As chairman of the board of trustees of the Transportation Institute; president of the American Maritime Assn. and a member of the Board of Managers of the American Bureau of Shipping, "Joe" Kahn was a sharp critic of the U.S.

Government's neglect of maritime.

"I honestly believe," he said last year... "that the U.S. is too big, too strong, too powerful not to have her own capability both in the construction and manning of ships."

"The public believes and perhaps the Navy mistakenly believes, that it has the world fleets to call on in case of emergency. I personally don't believe it, because I don't know, in the event of an emergency where the loyalty of an American-owned Greek or French ship or so on is going to be..."

Kahn in 1941 volunteered as a World War II U.S. Army private being mustered out in 1946 as a first lieutenant.

Surviving are his widow, Susan of New York City; two brothers, Leonard also of New York City and Samuel of Lawrence, L.I., N.Y. and a sister, Tanya of Roslyn, L.I., N.Y.

## Biaggi Bill Would Overhaul 'Seamen's Documentation' Laws

Rep. Mario Biaggi (D-N.Y.) has introduced legislation which would totally revamp the process of "seamen's documentation," which at one time was the only thing seamen had for protection from abuses by the shipowner.

Essentially, Biaggi's bill would abolish all the U.S. statutes governing the form of the shipping agreement. Some of these statutes are over 100 years old. These statutes outline the formula for sign-ons, sign-offs, working conditions, length of voyage, etc.

Biaggi introduced the bill, he said, because the present laws are out-of-date in light of the collective bargaining gains made by the maritime unions in providing for the protection of their members.

If Biaggi's bill is passed into law; the job of issuing regulations and setting forth the form of the shipping agreement would fall to the Coast Guard.

Biaggi's bill would also permanently do away with the shipping commissioner. The Coast Guard has already halted the use of shipping

commissioners because Congress struck appropriations from the Coast Guard's budget this year for this expenditure.

The SIU believes that some of the

## Coast Guard Abolishes Shipping Commissioners

The United States Coast Guard, in response to legislation passed by Congress earlier this year, has officially abolished the position of Shipping Commissioner. According to a rule announced in the Federal Register, all duties performed by persons holding that title will be transferred to individual ship masters.

The action taken by the Coast Guard was made inevitable after Congress passed the Transportation Appropriations Act for Fiscal Year 1980. The act prohibited the Coast Guard, or any federal agency, from using public funds to pay wages or administrative costs for duties normally performed by the Shipping Commissioner.

The position of the Shipping Commissioner was established in the late nineteenth century to pro-

statutes are archaic and need revising. But at the present time, we are studying Biaggi's legislation very thoroughly to make sure that the bill, if passed, will not hurt the

individual seaman in any way. protect seamen from a host of abusive shipping practices, the most glaring being the tendency of certain shipmasters to involuntarily detain onboard ship the seamen who worked for them. Under the terms of the Shipping Commissioner Act of 1872, shipping commissioners were required to check all vessels destined for foreign ports and were deemed

## Crescent Expands to Mobile

Crescent Towing and Salvaging Company, an SIU contracted business based in New Orleans, has announced plans to expand its operations by establishing an Alabama Division which would eventually provide complete harbor towing service for the Port of Mobile.

Crescent will commence its Mobile operations by assigning two of

individual seaman in any way.

The *Log* will keep the membership informed on the latest concerning this important bill in upcoming issues.

responsible for the protection of seamen's rights.

The change in the relationship between the shipmaster and crew, as well as the growth of strong and effective maritime unions, rendered the position of Shipping Commissioner obsolete. It had become nothing more than an unnecessary federal expense.

its newest tugs there. Officials at the company express confidence that the two tugs, the 2,400 h.p. *Marion Smith* and the 1,800 h.p. *Elizabeth Smith*, will be followed by many more.

Crescent presently operates New Orleans' largest tugboat fleet—20 tugs which range in power and size from 1,500 h.p. to 4,000 h.p. and from 300 to 400 tons displacement.

# Deep Sea Members Get 4% Cost-of-Living Hike

*The SIU is pleased to announce that under the terms of our Standard Freightship and Standard Tanker Agreements, SIU members will be receiving a 4% cost-of-living increase in all wage related areas. In other words, the 4% cost-of-living increase is applied to base wages, overtime, the premium rate and the penalty rate.*

**SPECIAL NOTE:** The 4% cost-of-living increase also applies to the Deep Sea Vacation benefit.

*The new wage rates become effective Dec. 16, 1979.*

## STANDARD TANKER AGREEMENT WAGES, PREMIUM & OVERTIME RATES AS OF DECEMBER 16, 1979

	Base Wages Monthly Rate	Premium Rate Sat., Sun. & Holidays	Overtime Rate Excess of 8 Hrs. Mon.-Fri.
<b>DECK DEPARTMENT</b>			
Boatswain (on vessels constructed since 1970) .....	\$1,496.63	\$12.99	\$7.09
Boatswain (25,500 DWT or over) .....	1,356.67	12.49	7.09
Boatswain (under 25,500 DWT) .....	1,305.80	11.39	7.09
A.B. Deck Maintenance .....	1,113.52	9.71	5.43
Able Seaman .....	979.95	8.56	5.43
O.S. Deck Maintenance .....	899.76	7.87	4.31
Ordinary Seaman .....	777.07	6.80	4.31
<b>ENGINE DEPARTMENT</b>			
Q.M.E.D. ....	1,496.63	12.99	7.09
Chief Pumpman .....	1,369.09	11.92	7.09
Second Pumpman/Engine Mtce. ....	1,369.09	11.92	7.09
Ship's Welder Mtce. ....	1,212.04	10.44	7.09
Engine Utility .....	1,102.34	9.80	7.09
Oiler Mtce. Utility .....	1,129.40	9.81	5.43
Oiler .....	979.95	8.56	5.43
Fireman/Watertender .....	979.95	8.56	5.43
General Utility/Deck Engine .....	899.76	7.87	4.31
Wiper .....	899.76	7.87	4.31
<b>STEWARD DEPARTMENT</b>			
Chief Steward (on vessels constructed since 1970) .....	1,496.63	12.99	7.09
Steward/Cook .....	1,496.63	12.99	7.09
Steward/Baker .....	1,493.63	12.99	7.09
Chief Steward (25,000 DWT or over) .....	1,362.08	11.87	7.09
Chief Steward (under 25,500 DWT) .....	1,311.22	11.42	7.09
Chief Cook .....	1,176.98	10.26	7.09
Cook and Baker .....	1,149.22	9.71	7.09
Third Cook .....	1,019.36	8.37	5.43
Assistant Cook .....	1,019.36	8.37	5.43
Messman .....	751.19	6.59	4.31
Utilityman .....	751.19	6.59	4.31
<b>PENALTY RATES</b>			
<b>Off Watch, Monday through Friday</b>			
Group I	\$7.90		
Group II	6.34		
Group III	5.64		

## FREIGHTSHIP/PASSENGER AGREEMENT WAGES, PREMIUM AND OVERTIME RATES AS OF DECEMBER 16, 1979

	Base Wages Monthly Rate	Premium Rate Sat., Sun. & Holidays	Overtime Rate Excess of 8 Hrs. Mon.-Fri.
<b>DECK DEPARTMENT</b>			
Boatswain (SL7s, SL18's Lash, Mariner & Passenger) ...	\$1,438.38	\$12.38	\$7.09
Boatswain .....	1,272.19	11.08	7.09
Carpenter .....	1,170.47	10.20	7.09
Carpenter Maintenance .....	1,170.47	10.20	7.09
A.B. Maintenance .....	1,081.65	9.42	5.43
Quartermaster .....	1,020.19	8.90	5.43
Able Seaman .....	968.57	8.46	5.43
Fire Patrolman .....	968.57	8.46	5.43
O.S. Maintenance .....	809.37	6.61	4.31
Ordinary Seaman .....	757.10	6.61	4.31

*continued on following page*

continued from previous page

## FREIGHTSHIP/PASSENGER AGREEMENT WAGES, PREMIUM AND OVERTIME RATES AS OF DECEMBER 16, 1979

	Base Wages Monthly Rate	Premium Rate Sat., Sun. & Holidays	Overtime Rate Excess of 8 Hrs. Mon.-Fri.
<b>ENGINE DEPARTMENT</b>			
Chief Electrician (SL7's, SL18's, Lash, Mariner & Passenger) .....	1,538.87	13.50	7.09
Chief Electrician (Delta) .....	1,536.29	12.99	7.09
Chief Electrician .....	1,496.63	12.99	7.09
Crane Mtce./Electrician .....	1,496.63	12.99	7.09
Electrician Reefer Mtce. ....	1,496.63	12.99	7.09
Second Electrician .....	1,399.07	12.19	7.09
Engine Utility Reefer Mtce. ....	1,399.07	12.19	7.09
Refrigeration Engineer (when one is carried) .....	1,399.07	12.19	7.09
Refrigeration Engineer (when three are carried)			
Chief .....	1,435.06	11.18	7.09
First Assistant .....	1,275.22	10.67	7.09
Second Assistant .....	1,189.60	10.35	7.09
Q.M.E.D. ....	1,438.38	12.38	7.09
Plumber Machinist .....	1,282.86	11.18	7.09
Unlicensed Junior Engineer (Day) .....	1,224.08	10.67	7.09
Unlicensed Junior Engineer (Watch) .....	1,102.18	9.62	7.09
Deck Engineer .....	1,187.04	10.35	7.09
Engine Utility/FOWT (Delta) .....	1,198.34	10.35	7.09
Engine Utility .....	1,118.01	9.76	7.09
Evaporator/Mtce. ....	1,025.45	8.96	7.09
Oiler .....	968.57	8.46	5.43
Oiler (Diesel) .....	1,042.31	9.10	5.43
Watertender .....	968.57	8.46	5.43
Fireman/Watertender .....	968.57	8.46	5.43
Fireman .....	968.57	8.46	5.43
Wiper .....	899.71	7.87	4.31
Ship's Welder Mtce. ....	1,201.56	10.35	7.09
Oiler/Maintenance Utility .....	1,118.01	9.10	5.43
General Utility/Deck Engine .....	899.71	7.87	4.31
<b>STEWARD DEPARTMENT</b>			
Chief Steward (SL7's, SL18's, Lash & Mariner) .....	\$1,438.38	\$12.38	\$7.09
Steward Cook .....	1,438.38	12.38	7.09
Steward/Baker .....	1,438.38	12.38	7.09
Chief Steward .....	1,272.19	11.08	7.09
Chief Cook .....	1,130.76	9.87	7.09
Cook & Baker .....	1,102.17	9.62	7.09
Second Cook .....	968.57	8.37	5.43
Third Cook .....	955.49	8.37	5.43
Assistant Cook .....	955.49	8.37	5.43
Messman .....	751.20	6.59	4.31
Utilityman .....	751.20	6.59	4.31
<b>Passenger Vessels</b>			
Chief Steward .....	1,678.76	14.54	7.09
Chef .....	1,272.19	11.08	7.09
Chief Cook .....	1,130.76	9.87	7.09
Head Waiter/Wine Steward .....	1,130.76	9.87	7.09
Chief Baker .....	1,130.76	9.87	7.09
2nd Steward/Head Waiter .....	1,129.56	9.78	7.09
3rd Steward/Storekeeper .....	1,128.55	9.78	5.43
Chief Pantryman .....	1,127.34	9.76	5.43
Butcher .....	1,121.33	9.70	5.43
2nd Cook .....	1,112.79	9.63	5.43
2nd Cook/Larder .....	1,112.79	9.63	5.43
Cook and Baker .....	1,102.17	9.62	7.09
Asst. Head Waiter .....	1,102.17	9.62	7.09
2nd Baker .....	1,099.77	9.52	5.43
3rd Night Cook .....	1,094.77	9.48	5.43
Bartender .....	955.49	8.37	5.43
Bartender/Club Steward .....	955.49	8.37	5.43
Messman Utility .....	751.20	6.59	4.31
Utilityman .....	751.20	6.59	4.31
Galley Utility .....	751.20	6.59	4.31
Pantryman .....	751.20	6.59	4.31
Passenger Waiter .....	751.20	6.59	4.31
Officer Bedroom Steward .....	751.20	6.59	4.31
Passenger Bedroom Steward .....	751.20	6.59	4.31
Night Steward .....	751.20	6.59	4.31
Stewardess .....	751.20	6.59	4.31
Deck Steward .....	751.20	6.59	4.31
Deck/Smoking Room Steward .....	751.20	6.59	4.31
Janitor/Utilityman .....	751.20	6.59	4.31
Day Porter/Utilityman .....	751.20	6.59	4.31
Chief Utility .....	751.20	6.59	4.31
Crew Messman .....	751.20	6.59	4.31
Crew Pantryman .....	751.20	6.59	4.31
Crew Bedroom Steward .....	751.20	6.59	4.31
Beautician-Barber .....	1,072.93	None	None
<b>PENALTY RATES</b>			
<b>Off Watch, Monday through Friday</b>			
Group I	\$7.90	Group II	6.34
		Group III	5.64



# At Sea & Ashore

## SS Alex Stephens

From Dec. 26 to Jan. 31 from the port of Tampa, the *SS Alex Stephens* (Waterman) will carry a cargo of 10,000 metric tons of bulk phosphate to the port of Chittagong, Pakistan.

## Matson Navigation Co.

SIU steward department members aboard the *SS Maunalei*, *SS Californian*, *SS Lurline*, *SS Maunawili* and the *SS Hawaiian Citizen* (all Matson Line) had sweet-smellin' fragrant, voyages early this month.

Their ships carried a record number of 234,000 Pacific Northwest Douglas fir and spruce Christmas trees in 275 refrigerated containers to Honolulu, Hawaii from the port of Seattle. The largest shipment on a single vessel was 91 containers.

## SS Columbia

From Jan. 10-20 from a Gulf port, the *SS Columbia* (Ogden Marine) will haul a cargo of 22,500 metric tons of bulk wheat to the ports of Port Said or Alexandria, Egypt.

## TT Brooklyn

Asst. Sec. of Commerce for Maritime Affairs Samuel B. Nemirow has given the green light to the 225,000 dwt supertanker *TT Brooklyn* (General Electric) to make two consecutive voyages to load on oil at Valdez, Alaska first on Dec. 25. The tanker will then sail around Cape Horn, South America to offload her 1.4 million barrels at the Gulf.

## Waterman Steamship Corp.

MARAD has also okayed Waterman's bid to buy 140 LASH reconditioned lighters worth \$7,679,523. The five-year-old lighters measure 61½ feet by 31 feet by 13 feet and weigh 360 tons each.

## Bombay-Calcutta, India

U.S. flag ships will carry 50 percent of the \$179-million cargo of three Boeing 747 Jumbo jets plus spare parts sold to Air India. A MARAD waiver allows India vessels to carry the other half of the cargo.

## Montreal, Quebec

SIU Canadian Seafarers will man two Norwegian 14,000 dwt petrochemical tankers with 24-member crews, bought by the Hall Corp., here around July 1980.

The first tanker will be delivered in Rotterdam, the Netherlands. She will be rechristened the *ST Coastal Transport* in an eastern Canadian port.

In season, they will sail on the Great Lakes and on the St. Lawrence Seaway. In winter, they will sail around the world to Europe and South America.

## Hsinkang Harbor, China

SIU steward department personnel sailing on the 22,208 dwt *SS President Wilson* (American President Lines) recently were on the first breakbulk ship to dock in Mainland China in 30 years. They also brought to the port of Seattle the first fully containerized cargo (93 boxes) shipped from Red China directly to the U.S.A. APL started the China run in 1965.

The boxes held flannel shirts, textiles, baskets, craftwork and drums of honey. Offloaded in China were 10,000 bales of cotton.

## Washington, D.C.

Six SIU companies' 86 ships have been "adopted" by U.S. elementary school classrooms in the Propeller Club of the U.S. 40-year-old Adopt-a-Ship Plan.

APL and Delta Line had 23 ships each adopted, Maritime Overseas 16, American Steamship 14, Waterman six and Sea-Land four.

Schoolkids write the vessels' masters over the year after they've asked their teachers questions about the ship, crew, cargoes and ports of call. Captains and officers supply data on ships, trade routes, climate, weather, geography, history and origins and use of cargoes carried to and fro.

Captains visit the classes and the kids visit the ships.

## San Juan, P.R.

Puerto Rico Marine has bought 400 new refrigerated trailers worth \$8.5 million. It also rented 700 trailers for its R/O R/O ships on the East Coast-Florida runs. And has ordered 50 lift-on reefers for its New Orleans to San Juan run.

## Bangkok, Thailand

Now Sea-Land is the only U.S. dry and refrigerated container carrier on regularly scheduled weekly runs from the West Coast to Bangkok via Hong Kong.

## Portsmouth, Va.

In the "final planning stage" is a mammoth offshore from here floating oil tanker superport and pipeline (linked to a future refinery on shore) capable of supplying all East Coast refineries.

The \$1 billion project, 50 to 75 miles east of the Virginia Capes could handle a third of the nation's crude imports—2-million tons daily. And would be the biggest in the country and first on the East Coast able to dock 150,000-ton tankers. Oil imports are now at 6.4 million barrels a day.

On Dec. 10, the Secretary of the Army okayed construction of a \$600 million 175,000 barrels daily refinery here.

State planners are considering a new agency to issue tax-exempt revenue bonds to fund the plan.

## M/V Indiana Harbor

The new 1,000-foot *M/V Indiana Harbor* (American Steamship) broke the Great Lakes cargo tonnage record last month carrying 70,171 net tons of iron ore pellets in two consecutive runs from Two Harbors, Minn. to Indiana Harbor, Ind. The old record was 68,912 tons.

## Personals

### Sam Baugh

"Six Pack" Sam Baugh—Need information for Chapter 2. Call Jake T. Karaczynski at home.

### Bruce Williamson

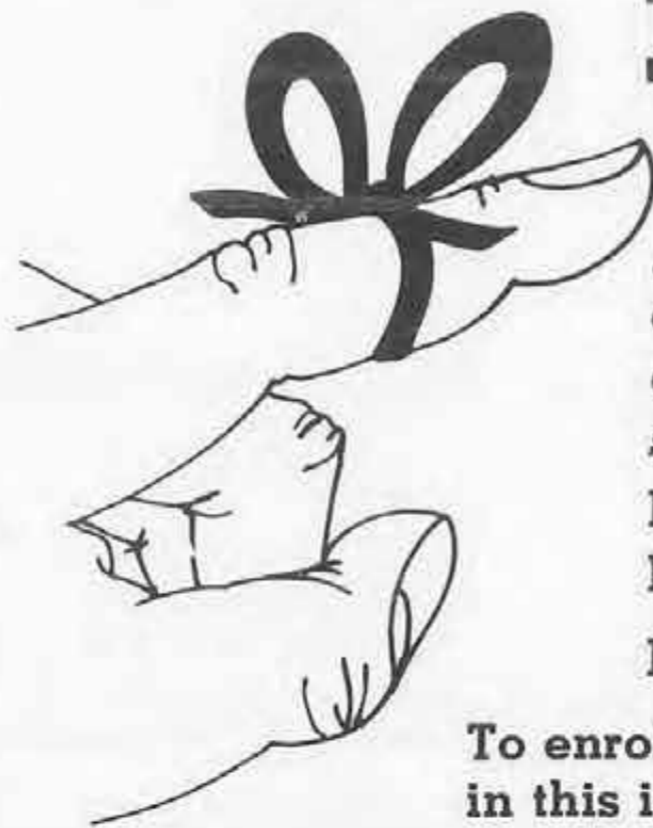
Please contact your father, it is important. Call collect—Tel. Day—(716) 722-2020 — Night — (716) 589-4868. You can write to P.O. Box 2797, Rochester, New York 14626.

### Anthony Denddo

Please contact Walter H. Stovall, 4635 Oakley Avenue, Cleveland, Ohio 44102.

### Charles R. Murphy

Please contact your mother, 3864 Taliluna Avenue, Knoxville, Tenn. 37919.



## Don't Forget...

... That new LNG ships are under construction now and that you can be aboard one soon — IF you've got the skills and know-how.

**DON'T FORGET** the LNG course begins at HLS on February 4.

**DON'T FORGET** to enroll...

To enroll contact HLS or fill out the application in this issue of the Log



## LETTERS



## TO THE EDITOR

### A Faithful Log Reader

I have been reading the *Log* since 1950 and always found it to be good reading and very interesting especially following everything the membership did to make the SIU what it is today, the best in the world bar none.

As I am in my senior years, most of the SIU members who I knew and passed the *Log* on to me after my husband died are no longer around. So I would like to thank the Union for putting me on the mailing list for the *Log*.

My husband is a departed seaman. Most of our friends were also seamen. I have followed the stories of the sea and will never get tired of them and the good work the members and officials have done down through the years to make the SIU the great Union it is today.

Sincerely,  
Florence Ryan  
West New York, N.J.

### Red Cross Appreciated Helping Hand

It is with great pleasure that I write this note of thanks to such a fine Union, the SIU, for all the help and assistance given during the two floods that hit the Texas Gulf area in July and September.

A special thanks to those who put together the crews to do the much needed survey of the damaged area. I had the pleasure of working with four fine SIU members during the survey in the Alvin area on Sept. 22. They worked hard, long hours to get the survey completed so the flood victims could receive assistance.

Again, thanks to the SIU for a job well done.

Sincerely and Fraternaly,  
Dwight E. Patrick  
National Field Office  
American National Red Cross

### SIU Member Romancing Thru Law School

I've started my second year at Northwestern School of Law here in Portland. The first year was a bitch! So much work was assigned that some people in my class literally had nervous breakdowns. College studies seem like a vacation in retrospect. I think law schools have an unwritten policy of assigning more work than can be completed. But I haven't figured out why.

Spent most of this summer aboard the *SS Del Oro*, running down the West Coast to South America and back. What a romance run! Unfortunately there was no overtime to earn back all the money spent romancing.

I wish I could say it felt good to be back in school. But sitting down and reading all the time doesn't feel as good as manual labor. There is actually more work the second and third years than in the first. But its not as bad because the psychological impact is over.

My studies include Constitutional Law, an advanced course in Criminal Law, Evidence, and Ethics (a required course since Watergate). My most interesting course is Admiralty (maritime) Law. Admiralty is the oldest branch of law in our legal system. Some of the court decisions cite as far back as the Phoenicians and to the Middle Ages for precedent.

I've finally figured out why injured sailors always have lawyers hovering around them. Seamen have so much protection in law

that we are almost wards of the court! In addition, two days a week I teach a course called Street Law in one of Portland's rougher high schools, for credit, not pay.

Many of my classmates are forced to hold down jobs part-time to make ends meet. I feel sorry for them. Their studies suffer and they always look tired. Thanks to the SIU \$10,000 Scholarship, which is enough to almost completely cover the exorbitant cost of tuition, I am able to use my summer savings to eat on. So far I have been able to avoid the time-pinch that a job would represent. I may yet have to jump on one of Sea-Land's Alaska ships of the line over Christmas vacation, but I'll face that prospect when it comes.

Given the high cost of college tuition these days, especially in private schools, I for one would not have been able to go to law school without the benefit of the Union scholarship. Yet, when I applied for the \$10,000 scholarship for 1978, only five other sailors had sent in applications! In 1975 (1976?) not a single sailor applied for the scholarship! The scholarship benefit is there, the terms are liberal, and it doesn't cost a dime to apply. I urge every SIU sailor that can spare time off from making a living to apply for the scholarships offered by our union.

To all my shipmates I extend a greeting. And to all my union brothers, whether past or future shipmates, I say thank you. The welfare benefits paid by the companies based day-for-day and job-for-job on your work have made this scholarship possible.

Fraternaly,  
John Merriman M-2273  
Portland, Ore.

### First Class Service

May I take this opportunity to express my sincere appreciation for the manner in which the Seafarers Welfare Plan handled the hospital and medical expenses of my wife's recent operation.

The Welfare Plan's prompt attention to this matter indeed saved me much worry and anxiety.

We of the SIU membership can be justly proud of our Union and the people who help make it function so smoothly.

Fraternaly,  
George Rosholt, R-1130  
Holly Hill, Fla.

### Came Thru in the Clutch

I wish to express my thanks and appreciation for a fine union like the Seafarers International Union.

Last Nov. 15 thru Dec. 15, 1978, I was confined to Gulf Coast Community Hospital due to a freak accident that occurred when I had my own car run over my left arm.

My hospital bill was \$8,000 and the Seafarers Welfare Plan paid the entire bill as well as 80 percent of my doctor bills. Without such wonderful coverage, I don't know what we would have done.

My husband, Harvey Hood (Bk. H-406) and I would like to express our thanks and appreciation once again for everything the Union has done for us.

Sincerely,  
Elizabeth Hood  
Waveland, Miss.

### Pensioner Offers Holiday Wishes

I wish to send my best wishes for a Happy Holiday Season to our president, Paul Hall, and all the officials of the SIU, and of course, to all my fellow brother Seafarers on land or sea and in foreign ports around the world.

My thoughts are all the time with them. Hoping that all my brothers enjoy themselves this Holiday Season, here's for a prosperous and happy 1980 as well.

Fraternaly,  
Paul Capo, Retired  
Metairie, La.

# Name of the Game for the '80s Is—Energy

**T**HERE is no one who is not affected by the energy crisis. Whether it's for heating and cooling our homes, cooking our food, driving our cars, or taking public transportation, energy plays an integral part in our daily lives.

But for the Seafarer, the energy crunch has an even greater impact. Like everyone else, the Seafarer counts on different forms of energy to help him get through each day. But unlike many people, the Seafarer is also involved in the vital business of transporting energy.

A large part of the SIU-contracted fleet consists of tankers involved in the carriage of domestic and foreign oil. The Union also has under contract 13 ships that are carrying liquid natural gas (LNG).

The results, then, of U.S. energy policy, affect the Seafarer both at home and at work.

That's why the SIU has been pushing for a strong, sound energy policy that will make America more independent.

For years the Union has fought to get a greater percentage of imported oil on U.S.-flag ships. Right now, American-flag vessels carry less than five percent of U.S. oil imports.

It's true that America must strive to cut down on her oil imports. But, realistically, we must face the fact that for years to come, America will be importing oil. Therefore, if we have to rely on the instability of foreign imports, we at least do not have to compound the shaky situation by putting that oil on foreign-flag ships.

There are a number of other measures that the U.S. govern-

ment and the American people can start to implement right now to make us energy strong. At their recent conventions, the AFL-CIO and the Maritime Trades Department outlined some of these measures. The SIU supports these measures.

First of all, Americans must learn to conserve energy and use it rationally. The MTD suggested

such moves as gasoline rationing; controls on heating, lighting, and cooling; initiation of utility rates which promote savings, and the establishment of stricter fuel efficiency standards.

Secondly, the U.S. must develop alternate energy sources to oil. The MTD suggests that the government "make a strong commitment to advancing solar, gasohol and geothermal technology." The Department also stated that greater use must be made of available energy sources, such as, coal, nuclear power, and LNG.

Though much of the LNG would be imported, it would at least give us another alternative to the large imports of crude oil.

Thirdly, in order to best utilize our domestic sources of energy, we must fully use and update the means of transporting that energy. As the MTD stated, "Both pipelines and ships play a vital role in the distribution of petroleum to all regions of the country and both the national oil pipeline network and domestic tanker fleet must be strengthened."

Also, other sources of domestic energy, such as coal, can be

efficiently and inexpensively transported by ship and boat.

Besides the measures outlined above, both the MTD and AFL-CIO supported President Carter's plans for an Energy Mobilization Board, an Energy Security Fund, and a windfall profits tax on oil companies. They also support the creation of a government agency to determine (1) how much oil should be imported, (2) its price, and (3) its equitable allocation to all regions of the country.

Most of these measures would have been unheard of ten years ago. Unfortunately, perhaps, we came to rely heavily on—what was then—cheap sources of foreign energy. Today the energy crisis presents a large challenge to all of us. How we meet it as Americans and as Seafarers will help determine the shape of our lives and our jobs for years to come.



## LOG

December, 1979

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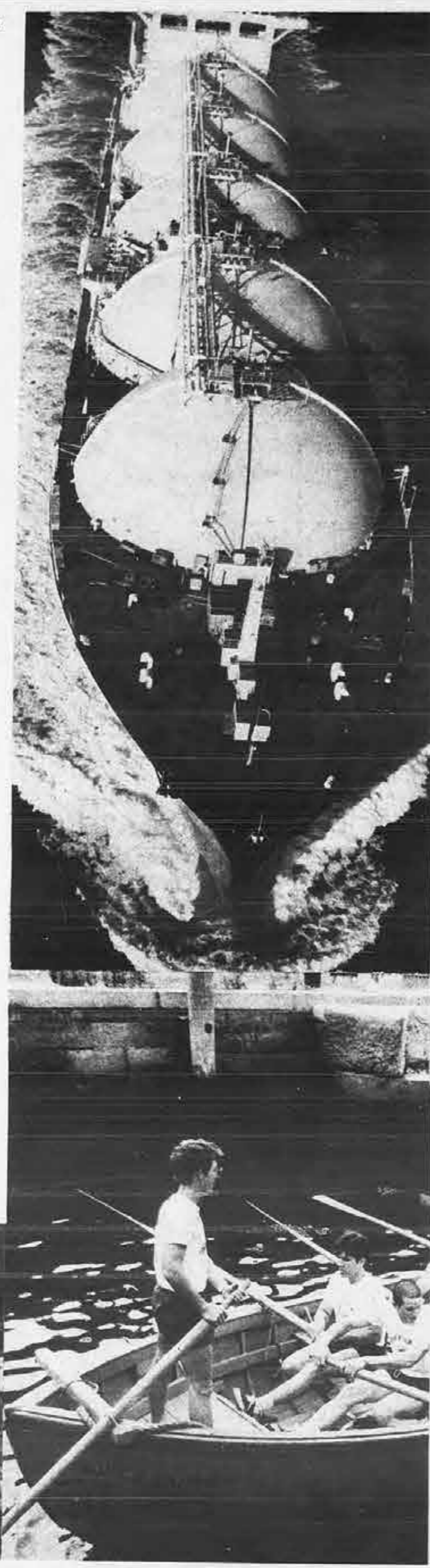
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December 1979 / LOG / 19

# 1980 Upgrading Course Schedule, Harry Lundeborg School of Seamanship, Piney Point, Md.

Course Name	Starting Dates
LNG	January 7 February 4 March 31 April 28 May 26 June 23 July 21 August 18 September 15 November 10
QMED	January 3 May 22 September 25
FOWT	January 17 March 13 April 10 May 8 July 3 July 31 September 25 October 23 November 20
Marine Electrical Maintenance	January 7 May 12 August 18
Marine Electronics	February 18 June 23 September 29
Refrigeration Systems maintenance & Operations	February 18 June 23 September 29
Pumproom Maintenance & Operation	March 31 August 4 November 10
Diesel Engineer (Regular)	January 7 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
Conveyor Engine Room Automation	February 11 May 12 September 15
Towboat Operator	January 21



## Piney Point, Md.

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
Towboat Operator Scholarship Program	January 7 April 7 July 7 September 29
Celestial Navigation	March 17 August 4
1st Class Pilot	October 6
Quartermaster	March 3 May 26 October 13
Able Seaman	January 3 January 31 March 27 April 24 May 22 June 19 July 17 August 14 September 11 November 6
Steward Recertification Program	January 7 March 10 May 12 July 14 September 8 October 13



Course Name	Starting Dates
Bosun Recertification Program	February 11 April 7 August 11
A Seniority Upgrading Program	January 7 February 4 March 10 April 7 May 5 June 9 July 7 August 11 September 8 October 6 November 10 December 8
Lifeboat	January 3 January 17 January 31 February 14 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 accommodate applicants.
Cook & Baker	
Chief Cook	
Chief Steward	

*Start the Decade Off Right: Plan on Taking an HLSS Upgrading Course This Year*

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

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(713) 983-1679  
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1311 Mission St. 94103  
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408 Avalon Blvd. 90744  
(213) 549-4000  
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# Dispatchers Report for Deep Sea

NOV. 1-29, 1979

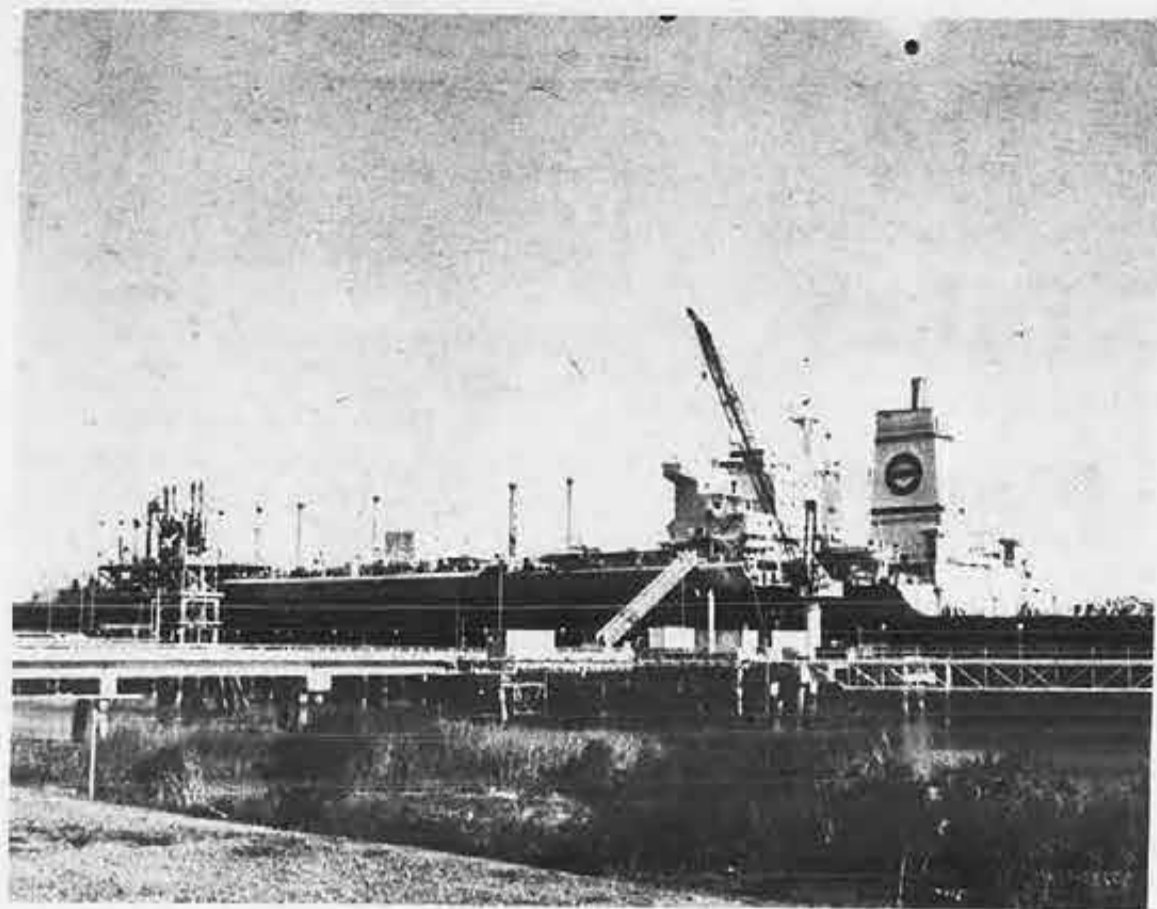
Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	6	3	2	7	8	3	8	4	1
New York	128	30	16	105	76	17	170	40	13
Philadelphia	9	8	0	5	14	1	17	8	1
Baltimore	31	5	0	23	7	4	37	10	1
Norfolk	7	7	10	14	8	6	18	8	10
Tampa	9	6	4	12	7	4	10	4	5
Mobile	22	6	0	21	8	1	25	5	0
New Orleans	97	18	12	60	41	10	139	23	11
Jacksonville	41	10	5	29	9	2	62	17	6
San Francisco	46	7	5	36	18	3	87	9	6
Wilmington	21	8	7	9	10	9	61	12	15
Seattle	36	11	13	43	31	33	61	12	15
Puerto Rico	21	0	2	18	7	4	22	0	0
Houston	74	17	11	90	26	10	117	28	12
Piney Point	6	1	0	6	16	0	0	0	0
Yokohama	2	1	0	0	2	0	2	0	0
<b>Totals</b>	<b>556</b>	<b>138</b>	<b>87</b>	<b>478</b>	<b>288</b>	<b>107</b>	<b>811</b>	<b>182</b>	<b>96</b>
<b>ENGINE DEPARTMENT</b>									
Boston	2	3	0	2	3	0	3	3	0
New York	98	44	7	85	52	4	157	71	13
Philadelphia	13	5	1	11	7	1	13	4	2
Baltimore	17	10	1	18	6	1	28	14	1
Norfolk	7	2	2	9	6	0	18	2	3
Tampa	12	4	2	1	3	2	16	4	1
Mobile	16	10	0	18	8	0	23	12	0
New Orleans	66	22	0	47	33	1	105	34	5
Jacksonville	23	10	5	17	8	1	37	17	9
San Francisco	28	14	2	20	9	1	52	17	5
Wilmington	17	5	3	7	6	5	16	9	3
Seattle	26	11	5	28	9	2	31	8	9
Puerto Rico	3	5	0	12	16	4	6	0	2
Houston	35	19	4	49	27	5	65	21	8
Piney Point	4	3	0	4	12	0	0	0	0
Yokohama	0	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>367</b>	<b>167</b>	<b>32</b>	<b>328</b>	<b>205</b>	<b>27</b>	<b>570</b>	<b>217</b>	<b>61</b>
<b>STEWARD DEPARTMENT</b>									
Boston	1	0	0	2	5	0	1	0	0
New York	55	19	5	56	72	0	65	23	10
Philadelphia	1	3	0	5	9	4	5	1	0
Baltimore	8	2	0	8	6	2	10	6	0
Norfolk	7	3	1	8	10	4	11	4	4
Tampa	5	0	0	5	2	1	7	0	0
Mobile	20	3	0	14	6	2	27	3	0
New Orleans	38	6	3	36	25	5	54	5	3
Jacksonville	17	3	0	23	16	0	21	5	0
San Francisco	19	5	2	25	11	4	34	6	4
Wilmington	11	0	8	3	2	19	15	3	9
Seattle	14	4	10	15	6	3	22	3	12
Puerto Rico	5	6	1	12	11	3	8	3	1
Houston	34	4	3	39	32	2	50	6	3
Piney Point	0	3	0	0	41	0	0	0	0
Yokohama	0	0	0	0	0	0	1	1	0
<b>Totals</b>	<b>235</b>	<b>61</b>	<b>33</b>	<b>251</b>	<b>254</b>	<b>55</b>	<b>331</b>	<b>69</b>	<b>46</b>
<b>ENTRY DEPARTMENT</b>									
Boston	3	7	0				3	11	4
New York	32	149	73				36	211	173
Philadelphia	0	17	4				7	31	11
Baltimore	7	22	9				20	41	22
Norfolk	4	24	16				7	29	29
Tampa	3	9	5				4	17	6
Mobile	3	8	2				10	11	3
New Orleans	30	65	16				39	62	33
Jacksonville	8	39	9				11	55	27
San Francisco	22	30	6				25	32	22
Wilmington	2	13	45				5	33	110
Seattle	8	23	21				11	39	58
Puerto Rico	9	23	7				8	21	13
Houston	20	45	26				21	81	70
Piney Point	0	62	0				0	0	0
Yokohama	0	0	0				0	0	0
<b>Totals</b>	<b>151</b>	<b>536</b>	<b>239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>674</b>	<b>581</b>
<b>Totals All Departments</b>	<b>1,309</b>	<b>902</b>	<b>391</b>	<b>1,057*</b>	<b>747</b>	<b>189</b>	<b>1,919</b>	<b>1,142</b>	<b>784</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.

Shipping in the month of November was good to excellent in all A&G deep sea ports, as it has been for the last several years. Over 2,000 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 1,057, 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.



AB George Breuer is a member of the first SIU crew to board the *El Paso Sonatrach* in Savannah, Ga., last month.



Like her five El Paso sister ships, the *Sonatrach* measures 948 feet long, has a beam of 135 feet, a draft of 36 feet and weighs in at 58,800 gross tons when fully loaded.



Jim Dernbach, sailing QMED, is an LNG veteran, like most of the Seafarers crewing the *Sonatrach*.

## SIU Crews Prove Best: 3 More LNGs the Reward

**El Paso's Move Proves Top Notch Quality of Seafarers on High Technology Ships of Today and Tomorrow**



Cook & Baker Albert Campbell is ready for 'em in the galley of the *El Paso Sonatrach*.

*Continued from Page 3*  
homework. They've taken the LNG courses at Piney Point. And they've come out the most highly trained, capable crewmen in the world.

The payoff is obvious. With the crewing of the *Sonatrach*, the *Consolidated* and the *Paul Kayser*, SIU members will be aboard six out of six El Paso LNG ships. Seafarers will also man three more LNG carriers currently under construction for the company.

And we're crewing all eight vessels in Energy Transport Co.'s LNG fleet.

By 1981, SIU members will be crewing 17 ships, the largest LNG fleet in the world.

But that's just the beginning. LNG is still a largely untapped energy alternative for the U.S. In the years ahead, LNG will be playing an increasingly important role in filling the nation's fuel needs. And the SIU will continue playing a key role in LNG transportation.



Ready for his first trip on an LNG vessel is Jim Fletcher, shipping ordinary on the *El Paso Sonatrach*.



The *Sonatrach's* complicated engine room control board is a familiar sight to wiper Nick Farinaccio. Brother Farinaccio has also sailed on the *El Paso Southern* and the LNG *Aquarius*.



LNG veterans all are (l-r) Harry Huston, chief steward; R. Wood, quartermaster, and Dominick Orsini, QMED. Nick Marrone, Piney Point port agent, looks on.



Like all SIU members who ship on LNG vessels, AB Dave Drinan came through the LNG course at HLS. Drinan, relaxing in the *Sonatrach* crew's lounge, got first-hand LNG experience by shipping on the LNG carrier *Aries*.



# The Lakes Picture

## Algonac

Winter is well on her way in all Great Lakes ports with Erie, Pa., and Buffalo, N.Y. reporting record, 30-inch-plus, snowfalls by the first week in Dec. With the frost comes the end of the shipping season on the Great Lakes and the 73-year-old *J.B. Ford* (Huron Cement) was the first SIU-contracted laker to lay up. The cement carrier arrived at her winter berth in Sturgeon Bay, Wis., on Dec. 1. Following on the *J.B. Ford's* heels will be the entire Erie Sand Steamship Co. fleet. About three-quarters of the SIU-contracted American Steamship Co. fleet is also scheduled for lay-up by mid-month. Eight of the company's ore carriers are tentatively set for winter runs, hauling coal from Duluth to power plants on the lower Lakes.

\* \* \*

The SIU-contracted fleet of Kinsman Line grain carriers are all on their final runs of the 1979 season. They will all lay up by mid-December, when the winter weather on Lake Superior will force these old-timers to call it a day. The Kinsman fleet usually lays-up by Thanksgiving but they're running later this year to help move a backlog of grain out of the port of Duluth.

\* \* \*

Negotiations for improved fringe benefits and a vacation plan on behalf of SIU members who crew Bob Lo Co's two passenger ferries have been wrapped up.

\* \* \*

The SIU-contracted *John J. Boland* (American Steamship) went into a shipyard at Ashtabula, Ohio for repair work on her port bow. The *Boland* hit the breakwater at Ashtabula in Oct., when she was bound for Green Bay, Wis. with a load of coal. There were no injuries reported but the bulk carrier was too badly damaged to continue the run and her cargo had to be off-loaded. When repairs were completed the *Boland* re-loaded and resumed her run.

## Frankfort

Long-awaited renovation and repair work on the carferry *Arthur K. Atkinson* has finally gotten underway. The car ferry, operated by Michigan Interstate Railway Co., should be ship-shape in another 16 weeks. Right now, her engine is being removed. It will be sent to a shipyard in Pennsylvania for rebuilding. After the engine is re-installed, the *AKA* will be sent to the shipyard for further repair work.

The *City of Milwaukee* is now in the shipyard for her annual inspection. She's expected to be back in service by mid-month. When the *City of Milwaukee* is running again the carferry *Viking* will go into the shipyard for repairs on her bow-thruster.

\* \* \*

The newly redecorated Frankfort Union hall is meeting with enthusiastic approval from SIU members. Great Lakes Seafarers say the Frankfort hall is now a lot more comfortable and homey.

## Chicago

Chicago port officials finally reached agreement with two companies which will jointly operate the new Iroquois Landing Lakefront Terminal, a container-handling facility. The terminal is partially completed. Construction of a new warehouse facility is expected by June, 1980.

## Resolutions

The Maritime Trades Dept. of the AFL-CIO is made up of 42 national and international unions with a combined membership of close to eight million workers. Led by SIU President Paul Hall, the MTD works towards improving the picture for the U.S. maritime industry by pushing

for key pieces of Congressional legislation. At the MTD's convention, held in Washington, D.C., Nov. 12 and 13, delegates passed a series of resolutions which chart the MTD's course for the future. Among the many maritime and labor-related resolutions were three which impact directly on Great Lakes seamen. Following is a brief summary of those three resolutions:

- The MTD called for construction of bigger icebreakers so that the navigation season on the Great Lakes and the St. Lawrence Seaway could be extended.
- The Department urged the Coast Guard to beef up shipboard safety on Great Lakes vessels by rescinding their 1969, 1971 and 1973 load-line amendments for bulkers and requiring watertight bulkheads on all new vessels.
- The MTD opposed any additional toll increases on the St. Lawrence Seaway.

## Duluth-Superior

The U.S. Corps of Engineers will be taking a new look at a harbor-deepening project for the upper harbor in Duluth-Superior. The project was originally planned two years ago but the Corps shelved it when state and local agencies in Minnesota and Wisconsin began battling over where the dredged material would be dumped. That issue has now been resolved and the project is expected to get underway shortly.

## Winter Navigation

There will be no official winter navigation on the Great Lakes this year. Congress never acted on re-funding the experimental winter navigation program on the Lakes and the St. Lawrence Seaway and the project died by default. Observers say it's too costly and risky to undertake winter shipping without federal money and protection.

Some Great Lakes vessel operators had planned to run their ships late in any case but they've found they have to contend with problems other than the weather this year.

There's less of a demand for ore shipments from Lakes vessel operators' regular customers than in years past. Ore users have stockpiled against the winter and don't need much more ore. In addition, automobile production in the area is way off, down by as much as 25 percent, according to some estimates. Several auto manufacturing plants have closed and more shut downs could follow. That means Lakes ore carriers can't get the cargoes necessary to justify late winter runs.

## GREAT LAKES SEAFARERS!

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### Learn to be a GATEMAN or CONVEYORMAN

Sign up today for the

### Conveyor Department Course

at HLS. This special course is just for Great Lakes Seafarers. It covers:

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- ★ Belt Repair
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- ★ Electrical Troubleshooting
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Conveyor Department jobs are available NOW.

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The Conveyor Department Course is your opportunity to get ahead. It starts February 11, and it's four weeks long.

Don't Miss it!  
Sign up Now!



### New Orleans

The sternwheelers *Delta Queen* and the *Mississippi Queen* are going into winter layup for repairs and facelifting here in this port. The *Delta Queen* will be laid up on Jan. 25 for eight weeks and the *Mississippi Queen* will be laid up on Feb. 1 for four weeks.

The *Mississippi Queen's* calliope's big sound was featured recently in an article headlined "Big Noise on the Mississippi" in Ford Times Magazine. Calliopes were first used on the Hudson River and came to the Upper Mississippi on the sternwheeler *Excelsior*.

\*

This port's Great Lakes Dredge and Dock Co. got a \$2-million contract from the U.S. Corps of Engineers for maintenance dredging of the 15-foot, 125-foot wide Freshwater Bayou in Vermilion Parish, La.

The 20-mile dredging will be from the bayou lock to the Gulf Intracoastal Waterway near the Vermilion River.

\*

Canal Barge is having built new Towboat Hull No. 138, 140 feet by 34 feet and 11 feet with delivery expected in April 1980.

### Houston

G & H Towing crewed its new tug *Denia* on Dec. 8 and she is now doing shipdocking operations in this port and in the port of Galveston.

\*

Moran Towing of Texas is having two tankbarges built in the Todd Shipyards here. The first, a 130,000 barrel 400 foot by 78 feet by 32 feet (Hull 626) will be delivered in April 1980. The second, of like dimensions and carrying capacity (Hull 627) will be delivered in September 1980.

### Port Sutton, Tampa

The tug *Vigilant* (Dixie Carriers), according to cook Duncan "Pat" V. Patterson, had a great Thanksgiving dinner on their run. Beside Tom Turkey, they devoured stuffing, sweet and mashed potatoes, beans, blackeyed peas, cranberry sauce, mincemeat and pumpkin pies, Waldorf salad, cranapple juice, cider and "just about everything else."

The cook says "one of our able-bodied deckhands" traveled up to "the cold country" British Columbia, Canada to visit his dad for Christmas. Another went with his girlfriend to Montana to hunt and fish. Another brought back several antelope and deer from Colorado.

### Great Lakes

A \$4-million dredging contract has been let to the Great Lakes Dredge and Dock Co. here by the Army Corps of Engineers to dredge the Cuyahoga and Old Rivers in Cleveland Harbor. Restoration of channel depths began in the Cuyahoga River and will continue through the fall. The job will be completed in the spring.

In August 1980, the abuilding split hull dredge, the *Dodge Island* (Great Lakes Dredge and Dock) will be delivered from the Southern Shipbuilding Corp., Slidell, La. The dredge will be 281 feet by 52 feet by 21 feet.

\*

A 180 foot by 40 foot supply boat, the *San Mateo*, is being built for GATX.

\*

Next spring work on the new span, the Arrowhead Bridge, will be started to link the ports of Duluth, Minn. and Superior, Wisc.

### Philadelphia

Port Agent John Fay spent the middle part of this month in London, England attending meetings of the International Maritime Consultative Organization (IMCO).

\*

IOT Mariner's fleet will have the coastwise 135 foot by 38 foot tug *Freedom* delivered shortly and the tug, Hull No. 346, delivered next year from the Main Iron Works, Houma, La.

### St. Louis

Contract negotiations at Ozark Marine and Orgulf are expected to begin soon.

\*

Renovation of the Union Hall here will be finished in the next few weeks, according to Port Agent Don Anderson.

\*

Early last month, the new 5,600hp towboat *National Energy* (National Marine) was launched at the Dravo Shipyard, Neville Is., Pa. She's 142 feet by 42 feet and she'll be manned by a crew of 11 for diesel sailing on the Lower Mississippi after trials and outfitting.

Also last month, National Marine got the new towboat *National Know-How* from the Albert Ortis Boat Builders, Krotz Springs, La. She measures 65 by 26 feet and has 1,200hp diesels.

National Marine also has on order 22 tank barges from Nashville Bridge Co., Hillman Barge & Construction Co. and Jeffboat. Four will be 297½ feet by 54 feet and the rest 195 by 35 feet.

For the company, a new 3,200-ton capacity drydock, its fifth and biggest, was towed up the Mississippi by the towboat *National Gateway* to its vessel and engine repair facility at Hartford, Ill. The drydock is 200 by 70 feet with 58 feet between the wingwalls. Delta Shipyard, Houma, La. built it.

## Carter Sends Xmas Greetings

## To America's Merchant Seamen

TO THE MEN AND WOMEN OF THE  
UNITED STATES MERCHANT MARINE

AS the Christmas spirit of fellowship and goodwill embraces our land, it is fitting that we who are at home remember those American seafarers who will be at sea during this festive holiday.

Seafaring demands long separations from loved ones and friends—separations which are especially painful during Yuletide celebrations. Yet, the continuous flow of our Nation's waterborne commerce must be maintained at all times. Your dedicated service, which contributes so much to our economic vitality, is appreciated by all Americans.

Rosalynn and I extend to each of you and your families our warmest greetings and best wishes for good health and happiness in the New Year.

President Jimmy Carter

## Monthly Membership Meetings



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



## 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.

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

### ST. LOUIS, MO.

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

### NEW ORLEANS, LA.

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

### LOS ANGELES, CALIF.

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

### MOBILE, ALA.

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

### DETROIT, MICH.

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

### BOSTON, MASS.

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

### SEATTLE, WASH.

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

### CHICAGO, ILL.

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

## Tug Ocean Service Visits Big Apple



Here's the crew of the Tug Ocean Service (IOT) recently on a work visit to the port of New York at Pt. Tremley, Linden, N.J. They are (l. to r.) Mate Charley Pugh, OS Bob Mazzella, AB Robert Burns, Cook Ralph Wilson, Capt. Jeff Eldredge and AB Darcy Etheridge.

## Dispatchers Report for Inland Waters

NOV. 1-29, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
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	7	7	2	0	0	0	10	17	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	2	1	0	1	1	3	4	4
Mobile	8	1	1	12	0	1	7	1	0
New Orleans	10	7	12	0	0	1	12	8	17
Jacksonville	0	0	0	0	0	0	2	2	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	3	9	0	0	0	6	8	16
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	2
Houston	1	3	2	0	1	1	5	13	11
Port Arthur	11	4	18	12	4	10	10	4	24
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	7	0	25	2	0	1	21	13	38
Piney Point	0	23	0	0	23	0	0	1	0
Paducah	22	7	38	1	6	0	25	27	167
<b>Totals</b>	<b>67</b>	<b>57</b>	<b>108</b>	<b>27</b>	<b>35</b>	<b>15</b>	<b>101</b>	<b>98</b>	<b>283</b>
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	1
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	1	0	0
Mobile	0	0	0	3	0	0	0	0	0
New Orleans	1	0	0	0	0	0	1	0	1
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	1	0
Houston	2	0	0	0	1	0	4	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	0	1	0	0	0	0	0	1
<b>Totals</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>6</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	1	0	0	0	1	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	1	0	2
Jacksonville	0	0	0	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	1	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	4	0	0	2	3	1
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	1	0	7	0	0	0	2	0	16
<b>Totals</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>22</b>
<b>Totals All Departments</b>	<b>74</b>	<b>60</b>	<b>118</b>	<b>34</b>	<b>38</b>	<b>16</b>	<b>114</b>	<b>104</b>	<b>311</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.

EVERYTHING is pretty much back to normal on the SIU-contracted paddlewheel steamboat *Delta Queen*. But those who worked the boat last summer will always remember one week in August that was far from normal.

It was the week President Carter came on board, along with his wife Rosalynn, his daughter Amy, plus dozens of aides, Secret Service men, and 50 members of the press.

The *LOG* caught up with the *Delta Queen* in Louisville, Ky. last month. We caught the first heaving line when she came in, and cast off the last hauser when she departed southbound down the Ohio River. In between, we talked with one member of the crew who was on board "the week the President came to call."

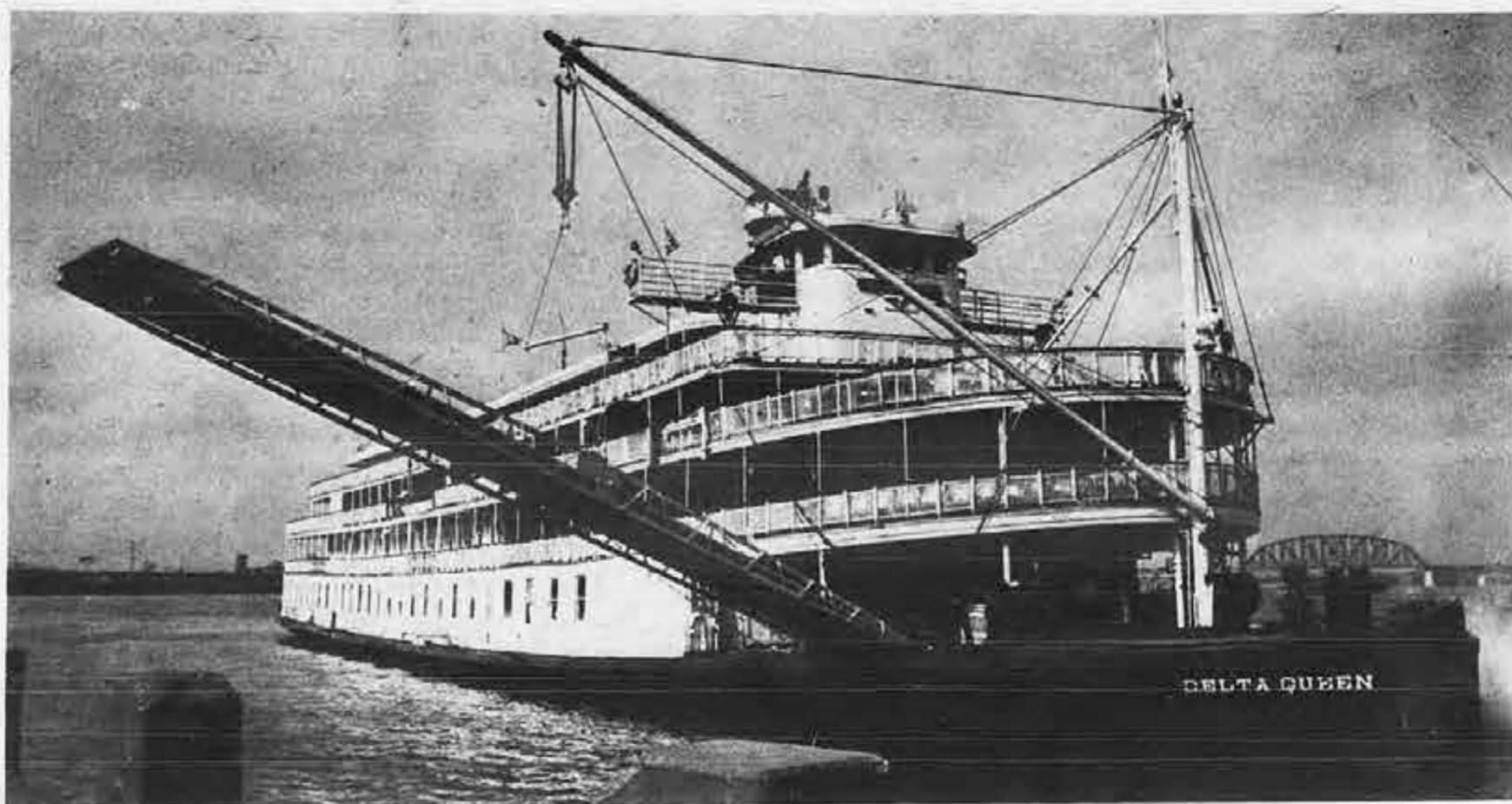
Purser Greg Abbott, 21, of Falmouth, Mass. has worked on English Channel car ferries, on the New York "Dayliner," and on the Block Island Ferry. But he readily admits they can't compare to his experience on the *Delta Queen* last summer. As a purser, he had to work doubly hard during that week in August.

"It was crazy," confided Abbott. "For one thing, we had to make arrangements for 50 new press people *each day*." Finding room for everybody—the purser's job—was just one of many new challenges put on the entire crew by the President's



Purser Gregg Abbott was on the *Delta Queen* the week the President was aboard.

## It's Quiet Now, But What an August for Delta Queen



The 53-year-old *Delta Queen*, as she looked coming into Louisville last month.

visit. Abbott, explaining just how tight the room situation was that week, said that "we even had three Coast Guard commanders sleeping on cots in the gift shop."

The President's daughter, Amy, being no more—or less—mischievous than most other youngsters, also contributed to altering the "normal" atmosphere on the *Delta Queen*: "She liked to hang around the purser's office," said Abbott with a grin. "We have a bell in there that she rang all the time." Well, what can you do when it's the President's daughter!

"And she ran that poor Secret Service guy ragged," chuckled Abbott. "She hid from him once in the ladies room, and another time in the life preserver box on the bow. All in all, she was just having some fun, like little girls will—it was fun for all of us."

The atmosphere changed in other ways too. Explained Abbott: "In the lounges you'd hear nothing but the patter of typewriters going. That lasted all week long, until the press cleared out."

With the President on board the *Delta Queen*, there was another drastic change from the norm. The crowds assembled along the shore were bigger than any the crewmembers had seen before. And they were gathered at all hours of the day and night at towns all the way from St. Paul to St. Louis.

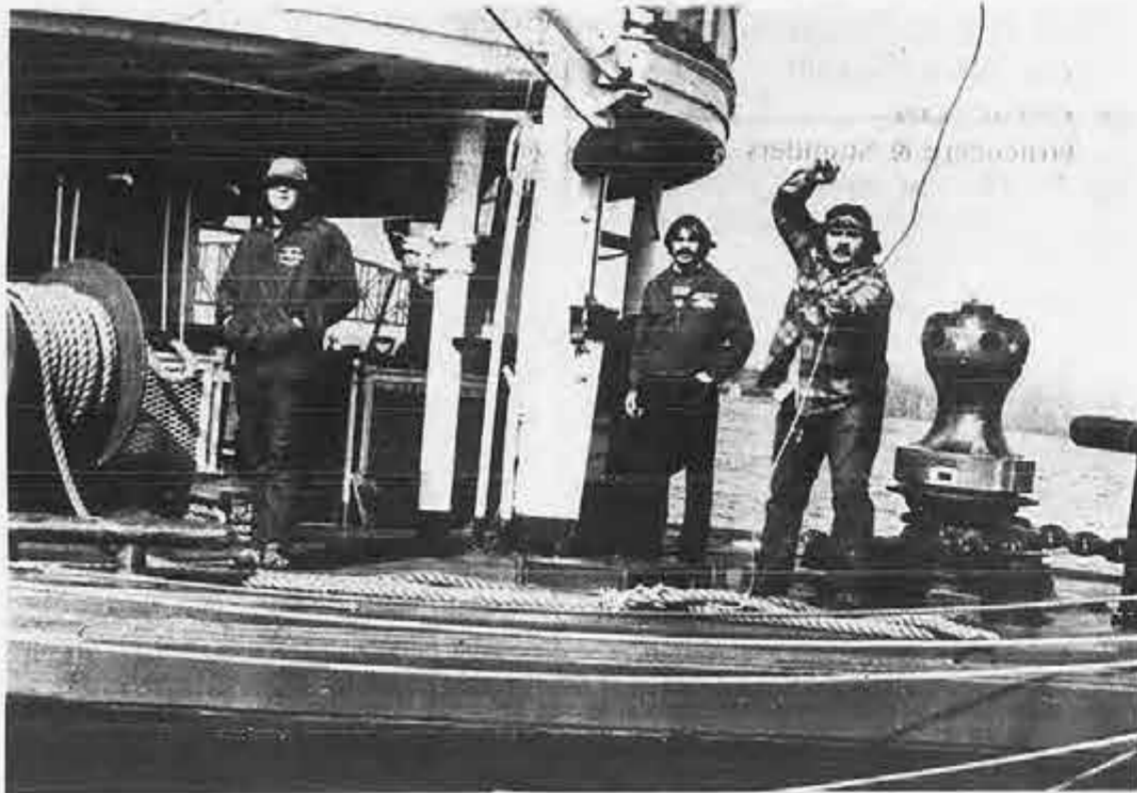
Abbott noted, however, a difference between the crowds assembled in the big cities and the small towns. "The only place you saw any political signs were in the bigger cities... and you saw both

pro and con. In the little towns it was different; you didn't see any signs. The people, no matter how they might've felt politically, were just glad to see the President for the novelty of it."

Greg Abbott, a devoted fan of the vintage paddlewheeler (he's even been to the town in Scotland

where the engines were built), was quick to point out, however, that the President wasn't the only one the crowds turned out to see.

"The people love this old boat," he said, "and I think it was important that the President rode on the *Delta Queen*. The boat has a real following too."



*Delta Queen* deckhand Jim Lewis throws the first heaving line (it was caught by the *Log* photographer).



Deckhand Kari Preston hauls a *Delta Queen* hawser to the pin.



## Digest of SIU Ships' Meetings

**HOWARD BOYD** (El Paso Marine), October 28—Chairman, Recertified Bosun D. La France; Secretary R. Boyd; Educational Director O. Sessions; Deck Delegate D. Bradley; Engine Delegate Emmet Neathery; Steward Delegate Vincent Chervez. No disputed OT. Chairman noted that all crewmembers must be properly relieved of duty before leaving the ship. The master thanks the crew for doing a good job and making this a good voyage. The crew would like to thank Headquarters for the fast replies we have been receiving on problems on the LNG ships. It is a great help. A vote of thanks to the steward department for a job well done.

**SEATTLE** (Sea-Land Services), October 18—Chairman P. M. Clarke; Secretary R. Clarke; Educational Director J. Owens; Deck Delegate T. Faulkner; Engine Delegate S. Orr; Steward Delegate L. Rinaldi. No disputed OT. Chairman reported that this has been a good trip. 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 Elizabeth, N.J.

**LNG TAURUS** (Energy Transport), October 21—Chairman, Recertified Bosun T. Brooks; Secretary F. Costango; Educational Director G. Bernous; Deck Delegate Clarence Burgo; Engine Delegate Mark Freeman; Steward Delegate Pat Geary. No disputed OT. Secretary reported that Frank Boyne, Yokohama Port Agent, was pleased with the crew and enjoyed the meeting with all members when he visited the vessel in Nagoya last trip. Softball team is going to practice before next scheduled game with the Bontang All Stars. The recreational tournaments are progressing well. A vote of thanks to the steward department for a job well done. Next port Bontang, Indonesia.

**NEWARK** (Sea-Land Service), October 7—Chairman, Recertified Bosun C. E. Owens; Secretary C. M. Modellas; Educational Director R. G. Nickalasky; Engine Delegate Arthur G. Andersen; Steward Delegate James A. Wight. No disputed OT. Chairman urged all members to act now in participating in the upgrading course that is held in Piney Point in order to have their job security. Discussed the advantage for those members who upgrade themselves and the disadvantages for those who do not. Also reminded the crew to always read the Log so they will know all the changes and news that is going on in our Union. Discussed the importance of donating to SPAD. Advised members to report immediately all hazardous conditions while working aboard the ship. Observed one minute of silence in memory of our departed brothers. Next port Seattle, Wash.

**SEA-LAND MARKET** (Sea-Land Service), October 21—Chairman, Recertified Bosun William R. Kleimola; Secretary T. R. Goodman; Educational Director T. Wiatrowski; Deck Delegate Bernard Saberon; Engine Delegate E. Liwag; Steward Delegate Thomas Maley. No disputed OT. Chairman complimented Saloon Mess, Diana Morges and noted that she was a nice addition to the *Sea-Land Market* crew and the SIU. Also discussed the importance of donating to SPAD. The steward thanked his department for their fine cooperation.

**DELTA SUD** (Delta Steamship), October 9—Chairman, Recertified Bosun Ramon Ferrera; Secretary E. Vieira; Educational Director J. C. Dial; Engine Delegate E. Welch. No disputed OT. Chairman noted that there were Logs brought on board by the patrolman while in New Orleans. Requested members to bring them back to the lounge after reading so that others can get a chance to look at them. Up until now everything has been going well with no real beefs or accidents. Let's hope it continues throughout the trip. Suggested that those members who plan on going to upgrading school should get their applications in as soon as possible. A vote of thanks to the steward department.

**MARYLAND** (Interocean Mgt.), October 7—Chairman, Recertified Bosun B. Mignano; Secretary R. F. Frazier; Educational Director G. Dickens; Engine Delegate B. L. Harris; Deck Delegate Larry Thompson. \$28.84 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. Secretary suggested that all who are eligible should register for upgrading at Piney Point for better jobs and security. Engine Delegate B. L. Harris asked if it would not be possible for all departments, especially the engine and steward departments, to know how to operate the monitors and other firefighting equipment on board. Observed one minute of silence in memory of our departed brothers. Next port in Panama.

**SEA-LAND GALLOWAY** (Sea-Land Service), October 14—Chairman, Recertified Bosun C. Englund; Secretary J. Keno; Educational Director B. Harris; Deck Delegate C. Nealis; Steward Delegate Richard Williams. Some disputed OT in deck and engine departments. Chairman reported that at the last safety meeting the Captain mentioned that you must wear your shoes at all times. No one is to wear clogs or sneakers and anyone caught without their shoes on except in their own room will be logged. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**TAMARA GULDEN** (Transport Commercial), October 28—Chairman William Eckles; Secretary N. Hatgimios; Educational Director Frank Rizzo; Deck Delegate James McLinden; Engine Delegate Victoria D'India; Steward Delegate Patrick Devine. No disputed OT. Chairman advised that all men who qualified should go to Piney Point to upgrade themselves. There was a minute of silence in memory of John Hoggie who passed away at home and for Edward Wagner. Both men will be missed in the SIU. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

**SEA-LAND RESOURCE** (Sea-Land Service), October 7—Chairman, Recertified Bosun Peter Drewes; Secretary J. Gibbons; Educational Director William Thomas; Engine Delegate John Duda; Steward Delegate Joseph Roberts; Deck Delegate Peter Lypen. Chairman discussed the importance of donating to SPAD. Also requested that more members should attend the safety meeting as they are most important. Thanked the crew for their cooperation in running a good ship. A vote of thanks to the steward department for a job well done. Next port New York.

**OVERSEAS NATALIE** (Maritime Overseas), October 21—Chairman, Recertified Bosun F. H. Johnson; Secretary C. A. Guerra; Educational Director Talmadge L. Moss; Deck Delegate Lawrence Duette; Engine Delegate Elkin Kent; Steward Delegate Prince Baker. \$232 in ship's fund. No disputed OT. Educational Director urged all those who qualify to go to Piney Point to upgrade themselves. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Next stop in Panama.

**PANAMA** (Sea-Land Service), October 7—Chairman, Recertified Bosun M. Kerngood; Secretary N. Evans; Deck Delegate David J. Kiernan; Engine Delegate E. Cuenca; Steward Delegate M. F. Bluit. No disputed OT. Chairman held a safety meeting and the crew was told not to dog down the watertight doors leading to the main deck as this is a fire hazard. It was noted that the problem with the air conditioning would be taken care of in Rotterdam. Requested all men getting off the ship to clean their room for new men coming on. A vote of thanks to the steward department for a job well done. Next port Naples, Italy.

**OVERSEAS VIVIAN** (Maritime Overseas), October 21—Chairman J. L. Bass; Secretary H. W. Roberts; Educational Director C. Coelio; Deck Delegate J. Westphal; Engine Delegate Dean Dobbins; Steward Delegate Walter Cutter. No disputed OT. Educational Director reported that Piney Point is still the best thing for anyone who wants to better themselves. You can upgrade yourselves and become better educated about the new systems of today. Everyone who qualifies should take advantage of this opportunity. A note of thanks to the steward department for a job well done.

**POINT MARGO** (Point Shipping), October 7—Chairman, Recertified Bosun H. Rains; Secretary B. Fletcher; Educational Director C. Allen; Steward Delegate E. J. Mathews. \$11.50 in ship's fund. No disputed OT. Chairman urged all entry rating such as wiper, messman, O.S. to go to Piney Point after six months to upgrade to A.B., FOWT and Cooks. More seamen are needed aboard these ships with key rating. Also discussed the importance of safety and to try to practice harmony and cooperation with our fellow shipmates.

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

SANTA MARIANA  
COUNCIL GROVE  
WESTWARD VENTURE  
MONTICELLO VICTORY  
OVERSEAS ANCHORAGE  
PISCES  
THOMPSON PASS  
MERRIMAC  
COVE RANGER  
GREAT LAND  
SEA-LAND COMMERCE  
DELTA PANAMA  
ULTRAMAR  
DELTA MAR  
OVERSEAS HARRIETTE  
DEL RIO  
SAN PEDRO  
OVERSEAS ARCTIC  
DELTA NORTE  
THOMAS LYNCH  
JOHN B. WATERMAN  
JOHN TYLER  
MARYLAND  
OVERSEAS ALEUTIAN  
POTOMAC  
COVE NAVIGATOR  
ZAPATA COURIER  
OGDEN CHALLENGER  
OVERSEAS ALASKA  
GOLDEN MONARCH  
JEFF DAVIS  
MAYAGUEZ  
BRADFORD ISLAND  
SEA-LAND VENTURE  
OGDEN CHARGER  
DELTA NORTE  
SEA-LAND MC LEAN  
OVERSEAS VALDEZ  
BROOKLYN  
DELTA CARIBE  
COVE LEADER  
ARIES  
DELTA MEXICO  
TAMPA  
AGUADILLA  
SANTA MERCEDES  
SEA-LAND CONSUMER  
SAM HOUSTON  
GOLDEN ENDEAVOR  
TRANSCOLORADO  
PORTLAND  
SEA-LAND EXCHANGE  
BANNER  
OVERSEAS WASHINGTON  
OGDEN CHAMPION  
SEA-LAND TRADE  
OVERSEAS JOYCE  
PHILADELPHIA  
MANHATTAN  
HOUSTON  
DELTA BRAZIL  
OGDEN LEADER  
DELTA COLUMBIA  
BAYAMON  
DELTA BOLIVIA  
SEA-LAND ECONOMY  
SEA-LAND FINANCE  
CAGUAS  
OGDEN TRAVELER



Michael Rosenthal steers the towboat *Susan Collins* in the waterways around HLS. All of the students handle the workboats for practical training.



Rene Mayer plots a course during his classroom sessions of the scholarship program.

# More Qualified Boatmen Complete Scholarship Program

The Transportation Institute Towboat Operator Scholarship Program is continuing to be a success for SIU Boatmen.

In December, fourteen more Boatmen completed the 12-week course and will be testing for their Towboat Operator Licenses soon. To date, over 120 people have participated in this program.

The Boatmen who have taken the scholarship program have been enthusiastic. They receive the instruction they need to take the licensing exam and the practical know-how to back up that license.

The Transportation Institute Towboat Operator Scholarship program is only offered at the Harry Lundeberg School. There is no other program like it to be found. While enrolled in the program, students get their room, board, books, and tuition free. All of the students in the scholarship program also get a weekly stipend of 125 dollars.

The course is divided into classroom instruction and on-the-job training. The classroom work prepares the students for the licensing examination. They learn aids to navigation, chart plotting, and navigation problems.

The time the students spend in on-the-job training is Coast Guard approved as wheelhouse time. In these sessions, the students actually handle the towboat *Susan Collins* and the tugboat *CL-2* in the waterways around the Piney Point area. They make up tows with the school's barges and in the process help HLS trainees learn basic skills. Thus, they gain practice in managing a crew while at the wheel of the HLS vessels.

The Transportation Institute, the SIU, and the Harry Lundeberg School extend congratulations to the following Boatmen who completed the 12-week Towboat Operator Scholarship Program: Arthur Butterworth, Joe Bausch, Charles Marett, Larry Levinson, Carl Moor, Craig Doty, Rene Mayer, Norman Finger, Glenn Zientak, Curtis Hintze, Michael Rosenthal, Henry Fromal, Thomas Casey, and Mark Naumann.



Under the direction of Captain Irvin Gros, Mark Naumann approaches the HLS dock with one of the school's workboats during on-the-job training.



Classroom instruction gives the students the theoretical knowledge they need. Here, Chuck Dwyer helps Carl Moor with aids to navigation.

## It's your Industry And it needs you

Move to the top. Apply now for a Transportation Institute Towboat Operator Scholarship. It's the best deal in the country for Boatmen who want to get ahead:

- ★ special curriculum offered only at the Harry Lundeberg School
- ★ room, board, and books free
- ★ tuition free
- ★ weekly stipend of \$125
- ★ time spent in on-the-job training is Coast Guard approved as the equivalent of wheelhouse time
- ★ day-for-day work time credit for HLS entry graduates



See your SIU Representative to apply.



SIU Bosun George Birch gets the heavy lift ready to unload giant piping into the waiting supply boat.



On board the *Delta Mexico* (Delta Line) in Soyo, Angola, Seafarers in the deck department prepare jumbo boom for heavy lift operation.

## On Delta Mexico It's Seafarin' and Longshore Work

**O**N the ocean, the Seafarers of the *SS Delta Mexico* (Delta Line) are expected to be good at their jobs. And they are.

But they've also proven their worth in a long and tough job while the ship was docked.

Chief Steward Paul L. Hunt wrote to the *Log* about a recent voyage to Soyo, Angola to deliver drilling machinery and pipe for an oil company. "The thing that made this an unusual voyage," wrote Hunt, "is that the crew had to do all of the long-

shore work under the most difficult conditions."

Hunt described how the *Delta Mexico* anchored offshore in the mouth of the Congo River. The current, he said, runs at seven knots and the ship was rolling with the swells.

A work boat was secured to the side of the ship. Local workers hooked up in the holds while the deck department handled the topside unloading.

This work was carried on around the clock for five days. As

Hunt said, it "left some pretty tired men."

He noted that this was the first time any of the ABs had ever unloaded heavy equipment and other types of cargo.

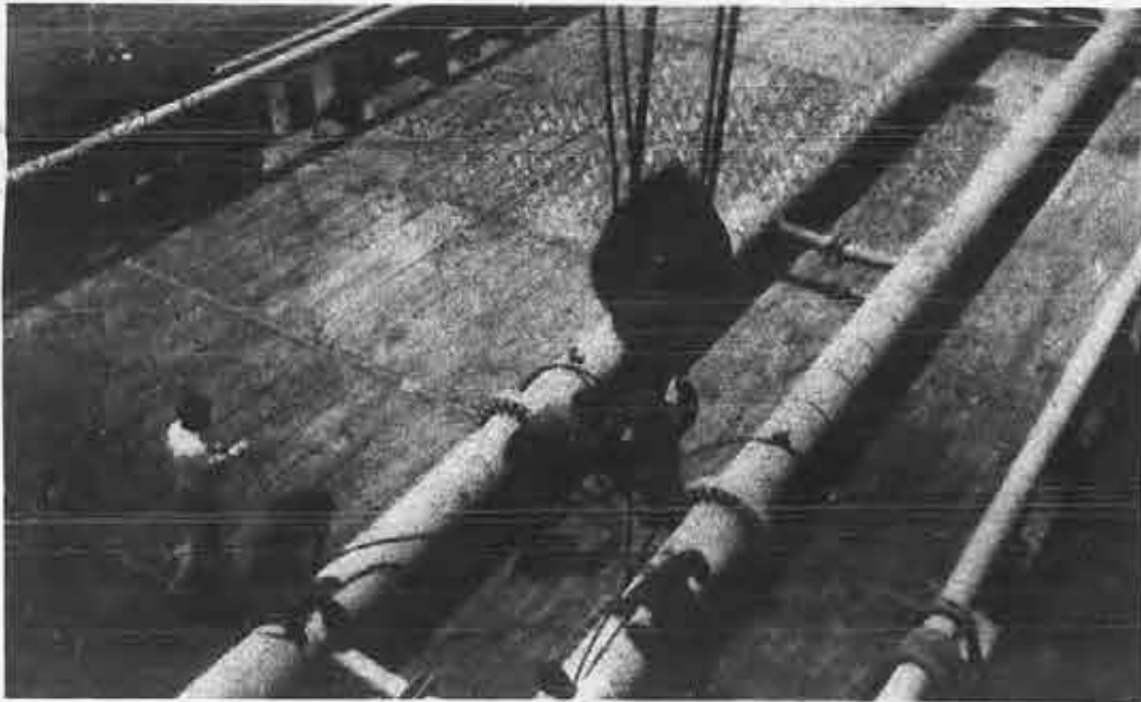
"But under the able direction of our bosun George Birch," Hunt wrote, "it did not take the men long to get the hang of it. They operated like veteran longshoremen before they finished the first shift."

He noted that some of the young ABs had just completed

the able seaman course at the Lundeberg School.

Hunt also praised the work done by the Seafarers in his steward department. Besides feeding the regular meals to the crew, they had to prepare three meals a day for the oil company personnel as well as night meals for the crew and the oil workers.

All around, it was a job well done. And as Brother Hunt put it, "This is positive proof that the SIU still turns out the best seamen in the world."



The piping, which was approximately 85 feet long, is loaded onto the supply boat.



Some of the members of the steward department stop working for a minute to have their photo taken. From left are: Floyd Peavy, chief cook; Hubert O'Brien, baker, and Ambrosio Fachini, third cook.

## A MESSAGE FROM YOUR UNION

I CAN HANDLE IT!

**NARCOTICS ARE FOR LOSERS**

□

IF CAUGHT YOU LOSE YOUR PAPERS FOR LIFE!

□

**THINK ABOUT IT!**

# A Seafaring Santa

BY JOE SCUTERI

'Twas The Night Before Christmas  
On The Converted T-2  
The Crew Was All Sleeping  
There Was Nothing To Do

Our Stockings Were Hung  
Round The Boiler With Care  
Not For No Special Reason  
Cept They Dry Better There

I Was Lying Half Dozing  
All Snug In My Rack  
The Porthole Was Open  
A Breeze On My Back

When All Of A Sudden  
Much To My Surprise  
I Heard Sleigh Bells Ringing  
Somewhere In The Skys

I'm Cracking, I Thought  
Or Dreaming, Or Both  
But As I Lay Thinking  
A Hearty Voice Spoke,

"On Bonnie, On Rubbie  
On Suzy, On Jean  
On Roxie, On Trixie  
On Sweet Genevieve

On Cindy, On Lois  
On Gertrude, On Mae  
That Don't Sound Like No Reindeer  
I Thought With Dismay

I Jumped To The Porthole  
Not Believing My Eyes  
A 40 Foot Sailboat  
Was Filling The Sky

It Was Decked Real Fancy  
With Pine Trees And Bright Light  
And 11 Cute Ladies  
Dressed In Red And In White

And Out On The Bow  
Just As Fat As Could Be  
Stood St. Nick And An Elf  
They Were Checking Our Lee

And Once They Decided  
With The Wink Of An Eye  
They Dropped To The Ocean  
Right Out Of The Sky

I Ran Up The Stairwell  
And Right Out On Deck  
They Were Having Some Trouble  
Making Fast To Our Wreck

So I Dropped Them A Ladder  
And I Lowered A Line  
And Pulled Up 4 Seabags  
And 9 Cases Of Wine

St. Nick Was A Strange One  
Not Like Pictures I'd Seen  
With Tattoos And An Earring  
Now What Could This Mean

I'm The Seafaring Santa!  
He Said With A Grin  
Then Tossed Me A Gallon  
Of Beefeaters Gin

He Yelled "Call All Hands"  
We've Got Partying To Do  
I've Still Got One Ship  
Off The Coast Of Peru

So I Ran Down Below  
Calling All Who Could Hear,  
Someone Threw A Boot,  
Caught Me Right On The Ear

Well When I Came Too  
The Ship Was A Wreck,  
With Quart Jugs And Seamen  
Sprawled All Over The Deck

And Up In The Heavens  
Just A Speck To My Eye  
The Sailboat Was Sailing  
Off Into The Sky

Christmas Morning Was Quiet  
Aboard Our Lost Ship  
The Crew Wasn't Talking  
They Were All Very Sick

And No One But Me  
Could Remember That Night  
Except That They Partyed  
And Had A Big Fight

There Might Have Been Girls  
But Their Memory Was Hazy  
And They Finally Decided  
I Was Most Likely Crazy...

And Now I Will Leave You  
My Story Is Through  
But Before I Get Going  
Let Me Say This To You

If You're Out On The Ocean  
On That Night Of The Year  
And Your Being Forgotten  
Is Your One Biggest Fear

Just Remember Who's Coming  
And You Will See I Was Right  
Now Merry Christmas My Brother  
And To All A Good Night.



## Pensioner's Corner



**John Joseph Ciesielski, 63**, joined the Union in the port of Baltimore in 1956 sailing as an engineer and deckhand for the Charles H. Harper Associates from 1968 to 1977. Brother Ciesielski was a former member of Engineer Local 25. He was born in Baltimore and is a resident of Talcott, W. Va.



**Frank Hansen, 63**, joined the Union in the port of Philadelphia in 1961 sailing as a captain and pilot for McAllister Brothers in 1955 and for the P.F. Martin Co. from 1956 to 1979. Brother Hansen was a former member of the Masters, Mates and Pilots Union and the NMU. He was born in Philadelphia and is a resident of Manahawkin, N.J.



**Charlie Freeman Haywood, Sr., 63**, joined the Union in the port of Norfolk in 1961 sailing as an engineer for the McAllister Brothers from 1952 to 1979. Brother Haywood was a former member of the United Mine Workers Union from 1953 to 1961. He was born in North Carolina and is a resident of Virginia Beach, Va.



**Laurie G. "Red" Lewis, 64**, joined the Union in the port of Norfolk sailing as an engineer for the Carteret Towing Co. from 1956 to 1979. Brother Lewis is a veteran of the U.S. Coast Guard in World War II. He was born in North Carolina and is a resident of Newport, N.C.



**Jeffrey J. Dekerlegand, 62**, joined the Union in the port of New Orleans in 1977 sailing as a deckhand for Radcliff Materials from 1969 to 1979. Brother Dekerlegand was born in Arnaudville, La. and is a resident there.



**Anthony Howard Gentile, 58**, joined the Union in the port of Baltimore in 1957 sailing as a captain for Baker and Whiteley Co. from 1945 to 1977 and as a mate for the Curtis Bay Towing Co. from 1977 to 1979. Brother Gentile is a former member of the ILA. He attended the 1978 SIU Atlantic Coast Educational Conference at the HLS in Piney Point, Md. Born in Baltimore, he is a resident there.



**Toivo Elmer Hoffren, 65**, joined the Union in the port of Buffalo, N.Y. in 1959 sailing as a fireman-watertender. Brother Hoffren was born in Wisconsin and is a resident of Maple, Wis.



**William Joseph Benish, 65**, joined the SIU in 1948 in the port of New York sailing as a chief steward and bartender. Brother Benish was born in Spokane, Wash. and is a resident of Seattle.



**Irving Beecher Brown, 65**, joined the SIU in the port of San Francisco in 1953 sailing as a fireman-watertender, AB and quartermaster. Brother Brown is also a cable splicer. He is a Piney Point upgrader and attended the 1970 HLS Educational Conference. Seafarer Brown is a veteran of the U.S. Army during the Korean War. Born in Paia Maui, Hawaii, he is a resident of Seattle.



**Clifton Earl Phillips, 52**, joined the Union in the port of Norfolk in 1959 sailing as a barge captain for the Chesapeake & Ohio Railroad from 1947 to 1979. Brother Phillips was a former member of the Masters, Mates and Pilots Union. He is a veteran of the U.S. Navy in World War II. Boatman Phillips was born in Newport News, Va. and is a resident there.



**Anthony John Raymond, 56**, joined the Union in the port of Baltimore in 1951 sailing as a deckhand for the Baker-Whiteley Towing Co. from 1954 to 1979. Brother Raymond was a former member of the NMU. He was born in Baltimore and is a resident there.



**Henry Rosco Rice, 63**, joined the Union in the port of Philadelphia in 1957 sailing as an AB, mate, 200-mile tugboat operator and 1st Class Pilot for the C. G. Willis Towing Co. from 1956 to 1961 and for IOT from 1961 to 1979. Brother Rice sailed 42 years. He was a former member of the ISU. Boatman Rice was born in Lowland, N.C. and is a resident there.



**Hugh Avery Williamson, 63**, joined the Union in the port of Norfolk in 1961 sailing as an AB for the M. Lee Hudgins Oil Co. from 1961 to 1972 and for the Curtis Bay Towing Co. from 1972 to 1979. Brother Williamson was born in Hobucken, N.C. and is a resident of Portsmouth, Va.



**Wilson Earl Dirlam, 66**, joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender. Brother Dirlam sailed 33 years. He was born in Newark, N.J. and is a resident of Jacksonville, Tex.



**Peter Sibayan Mencias, 67**, joined the SIU in the port of San Francisco in 1968 sailing as a chief cook. Brother Mencias is a veteran of the U.S. Military Sealift Transport Service during World War II. He was born in Pangasina, P.I. and is a naturalized U.S. citizen. Seafarer Mencias is a resident of San Francisco.



**Alex R. Vasquez, 55**, joined the SIU in the port of Houston in 1955 sailing as a 3rd cook. Brother Vasquez sailed 32 years. He is a veteran of the U.S. Army in World War II. A Texas native, he is a resident of Houston.



**Jose Juan Antonio "Joe" Vigo, 65**, joined the SIU in the port of Tampa in 1954 sailing as an OS and steward utility. Brother Vigo was born in Tampa and is a resident of Gretna, La.



**Rene Hidalgo, 66**, joined the SIU in the port of New Orleans in 1962 sailing as a chief cook. Brother Hidalgo sailed 25 years. He was born in Youngsville, La. and is a resident of Oberlin, La.



**Thomas Albert Jackson, 64**, joined the SIU in 1939 in the port of Baltimore sailing as a chief steward. Brother Jackson was born in Greenville, S.C. and is a resident of Baltimore.



**Carlos Maunel Luna, 62**, joined the SIU in 1947 in the port of Baltimore sailing as a chief cook. Brother Luna sailed 39 years. He was born in Puerto Rico and is a resident of Kenner, La.



**Ange-Michel Theodore Panagopoulos, 48**, joined the SIU in the port of New York in 1960 sailing as a chief steward. Brother Panagopoulos at one time "sailed under seven flags in 26 years." He sailed 29 years. Seafarer Panagopoulos attended the Cooks and Stewards School, The Netherlands and the Ecole des Cuisinier and Hotelier, Lausanne, Switzerland. He also graduated from the Union's Chief Steward Recertification Program in 1963. In 1972, he attended a Piney Point Educational Conference and in 1971 he attended HLS Workshop No. 2. A native of Alexandria, Egypt, he is a naturalized U.S. citizen and a resident of East Marion, L.I., N.Y.

## Dispatchers Report for Great Lakes

NOV. 1-29, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Algonac (Hdqs.)	34	9	3	49	80	2	22	12	7
<b>ENGINE DEPARTMENT</b>									
Algonac (Hdqs.)	10	14	0	23	37	0	24	20	12
<b>STEWARD DEPARTMENT</b>									
Algonac (Hdqs.)	1	5	3	12	29	0	10	2	4
<b>ENTRY DEPARTMENT</b>									
Algonac (Hdqs.)	16	90	9	0	0	0	18	69	46
<b>Totals All Departments</b>	<b>61</b>	<b>118</b>	<b>15</b>	<b>84</b>	<b>146</b>	<b>2</b>	<b>74</b>	<b>103</b>	<b>69</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.

# He's No James Bond, But This AB Is Still A Hero

What seaman hasn't dreamed of being a hero? To do brave deeds without getting your hair messed up, to save a beautiful woman from the clutches of the villain, to fly faster than a speeding bullet. It all seems so much larger than life.

James Bond to the contrary, heroic deeds are often the result of ordinary, every-day behavior. Sometimes doing one's job properly can accomplish more than a thousand grand gestures.

Just ask Anthony Aronica, able seaman. On Christmas Day of 1978 he found himself standing watch on the SIU manned *Ponce*, somewhere at sea off the Bahamas. Christmas: not exactly a day that one relishes working. Some people would just as soon skip watch and quietly toast Santa Claus and his merry band of elves.

Aronica, however, is what most oldtimers would call "good people." He understands the

value of doing one's job. So on that lonely Christmas Day he forced himself to stand watch. And while on duty he spotted what appeared to be seaweed and floating timber a half mile from the ship.

Closer inspection of the area revealed that the floating timber was all that remained of a shrimp trawler which had been overturned. The crew was adrift nearby in a small aluminum skiff which was filled with water and devoid of provisions. It is unlikely that the three men in the skiff could have lasted another day.

A rescue operation was launched and it was successful. The entire crew was involved, from the deckhands who launched the lifeboat which picked the men up, to the steward department who fed the survivors once they came onboard.

But as Frank Drozak, Executive Vice-President of the SIU, noted in a letter of commendation, the "initial cause of the rescue" had been Aronica's keen eye. Had the A.B. not done his job properly, the three men would never have been rescued.

Nearly a year has elapsed since

the incident. Recently, however, Aronica was given an award by the Admiral of the Ocean Seas Committee. The award is given to those people whose heroism and outstanding seamanship exemplify the best the maritime industry has to offer.

James Bond he's not. A hero, he is.

## Monies Due

The following Seafarers have money due them from Sea Land for subsistence. The checks can be picked up at the Union hall in Brooklyn. Ask for John Dwyer at the counter.

D. SANTANA—SS# 068-48-7992  
 R. STOKES—SS# 227-20-4523  
 W. RAMIREZ—SS# 581-56-9799  
 A. ORITZ—SS# 095-18-6193  
 R. SUY—SS# 120-54-1098  
 P. T. HANSEN—SS# 116-48-5715  
 R. KAPLAN—SS# 131-38-4181  
 A. DRAGAZIS—SS# 099-44-3145  
 J. S. OCOT—SS# 153-62-2137  
 H. DAHBALI—SS# 126-46-2467  
 R. BRIGHT—SS# 225-36-1606  
 R. BRADFORD—  
 SS# 212-40-7640  
 J. P. LASKY—SS# 094-20-3296  
 R. LYNCH—SS# 122-48-2213  
 L. PETRIK—SS# 556-84-4227  
 H. ALEIDAROOS—  
 SS# 119-40-7818



AB Tony Aronica (center) now on the dredge *Sugar Island* shows his Admiral of the Ocean Sea Award (AOTOS) Mariner's Plaque for "outstanding seamanship in rescue operations at sea." Tony was lookout on the *SS Ponce* (PRM) on Christmas Day 1978 when he spotted marooned fishermen in a skiff from a sunken fishing boat off the coast of Florida.

## 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.





The tug *Howard H* sits dockside in Long Beach awaiting a shipdocking call.



SIU Wilmington Port Agent Luigi Iovino (seated right) discusses events aboard the *San Joaquin* with the tug's Captain David Farris (left) and Engineer Tim Horger.



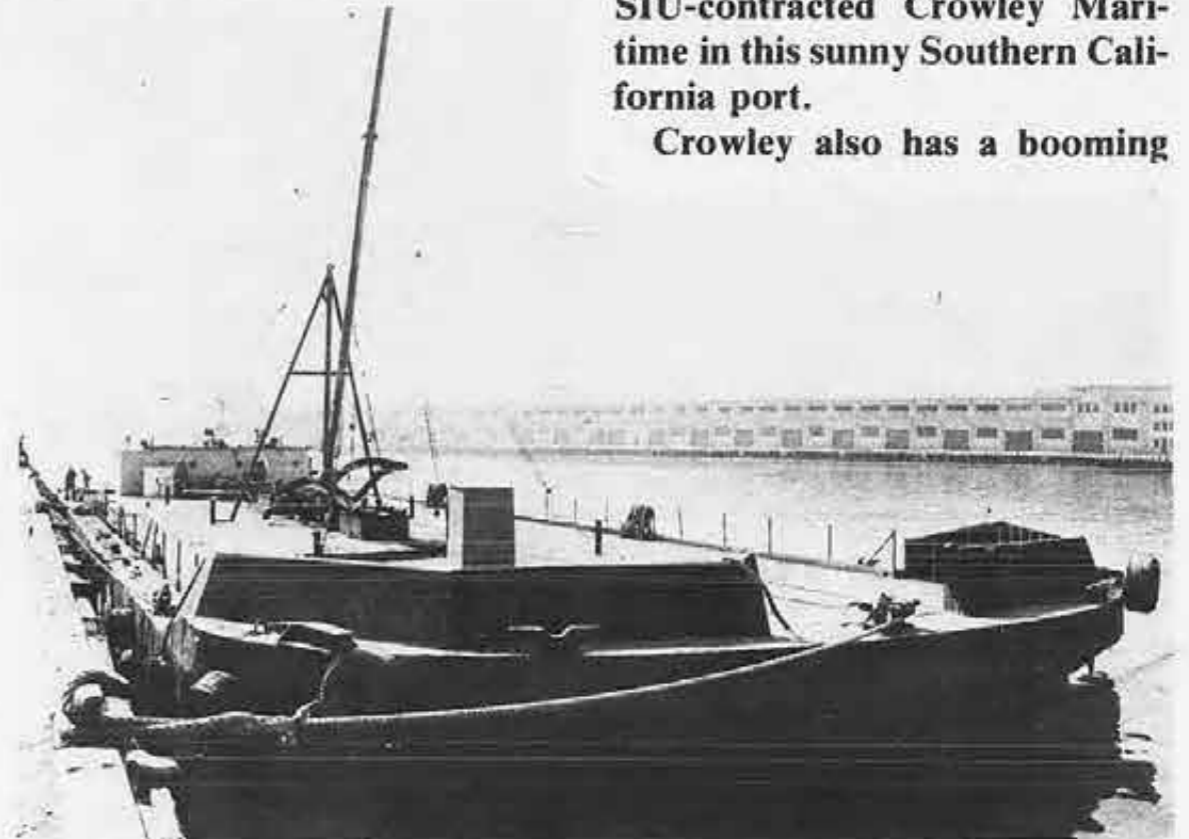
A couple of happy barge hands are tankerman Marshall Oatman (left) and lead tankerman Jim Wilson...

## Shipdocking, Bunkering,

The Los Angeles Harbor area, long a mainstay for deep-sea SIU members, has recently become a

land of opportunity for SIU Boatmen as well. The major reason for this is the activities of SIU-contracted Crowley Maritime in this sunny Southern California port.

Crowley also has a booming



...and here is where they work, Crowley Towing's Barge #203. The barge is loaded with 13,000 plus gallons of bunkers which will be used to fuel some thirsty L.A. bound ship.



This is Crowley's tug *Catano* which formerly saw service in San Juan Harbor.



On board the *Howard H* with SIU Port Agent Luigi Iovino (left) are crewmembers (l. to r.) P.D. Bridgforth, cook; Bill Privette, A.B.; Henry P. Dobbs, engineer and Kenny Hunt, captain.



Lloyd LaBeach, utilityman on the *San Joaquin*, has been with Crowley ever since graduating from the HLSS in October of 1978. Here he's seen brushing up on politics.

An uncommon sight to most SIU tugboatmen is a vessel such as the *San Joaquin*, which is not a tug at all but a pushboat. These vessels are everyday fare for SIU members who ply their trade on the inland waterways and western rivers.



## Lightering in Sunny L.A.

towing business between Florida's eastern coast and Puerto Rico. The company, has one of the fastest growing inland fleets under the SIU banner.

Overall, Crowley's activities

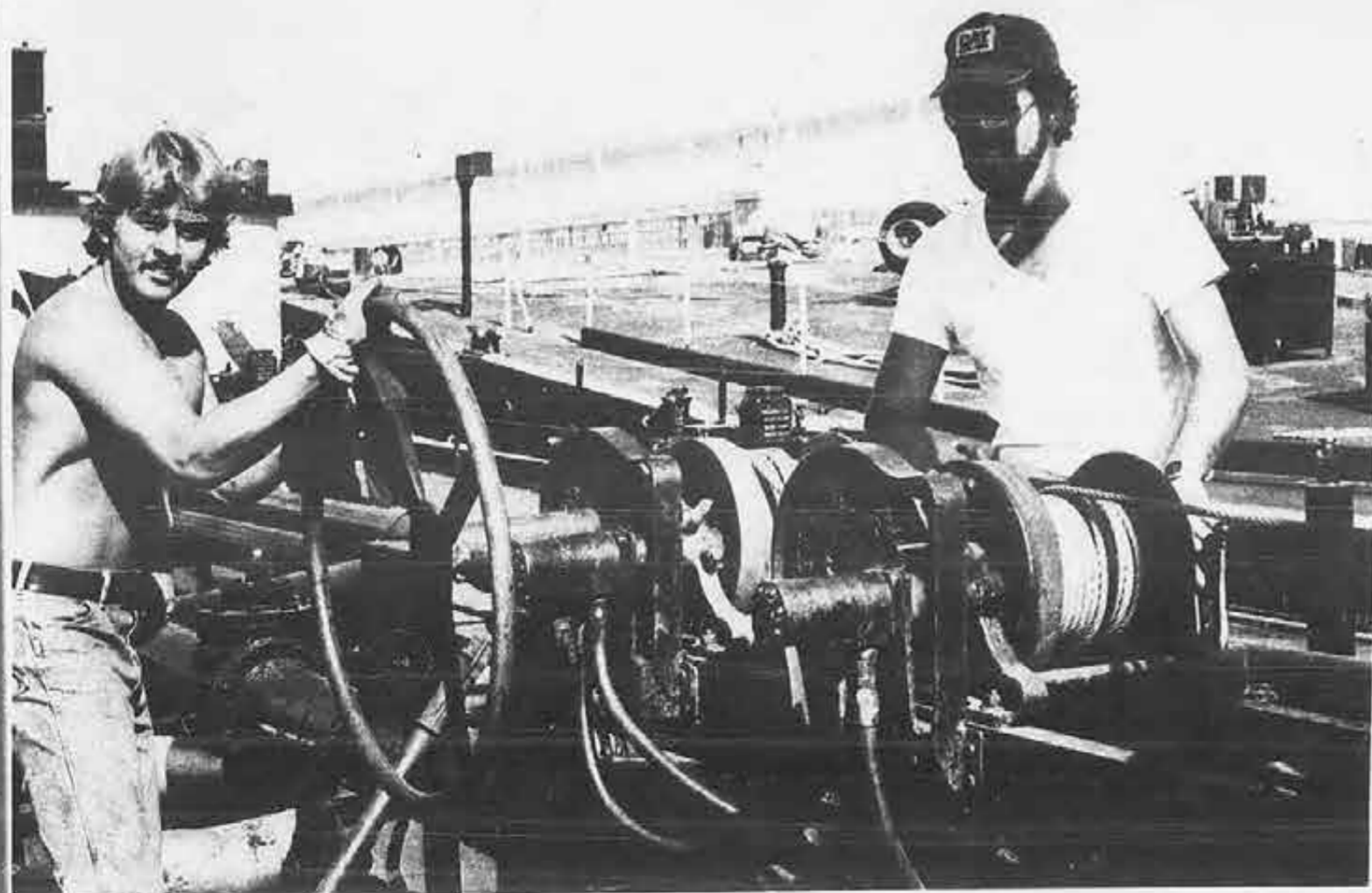
have opened up 200 jobs for SIU Boatmen in the company's tug and barge fleet in Los Angeles. Crowley's boats do shindocking work, as well as bunkering ships and lightering tankers offshore.



Mate Nick Domangue (left) and Captain Beau Kelly guide the *Sea Wolf* as she leaves port.



In the galley of the tug *Catano* are (l. to r.) Cook Chester Sodowski, Captain Joe Tucker and Engineer Carl Vorekamp.



Piney Point grads Dan Schultz (left) and Ronnie Elmas, both tankermen, set the wheels in motion on Barge #76.



Capt. Beau Kelly checks his clearance as the *Sea Wolf* gets ready to move away from Barge #76.



**Pensioner Carlos Casanova Morales, 74,** succumbed in the Hospital Ravia, San Juan, P.R. on Aug. 1. Brother Morales joined the SIU in 1939 in

the port of New York sailing as a bosun. He sailed 55 years. Seafarer Morales walked the picketlines in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. A native of Humacao, P.R., he was a resident of the Bronx, N.Y. and Bayamon, P.R. Surviving are a daughter, Mrs. Miriam Velarde of Walkersville, Md. and a stepdaughter, Mrs. Marta Bonfont of Bayamon.



**Pensioner Harris Edwards Phillips, Sr., 63,** died of heart disease in the University of Southern Alabama Medical Center, Mobile on Oct. 17. Brother Phillips joined the SIU in 1939 in the

port of Mobile sailing in the deck department. He was born in Greensboro, Ala. and was a resident of Satsuma, Ala. Interment was in Mobile Memorial Gardens Cemetery. Surviving are his widow, Sarah; a son, Harris Jr. and a daughter, Donna Jean.



**Pensioner Thomas Snow, 61,** died in Chula Vista, Calif. on Sept. 13. Brother Snow joined the SIU in 1947 in the port of Boston sailing as an AB and deck

delegate. He sailed 32 years. Seafarer Snow was a veteran of the U.S. Marine Corps in World War II. Born in Boston, he was a resident of Chula Vista and Neponset, Mass. Cremation took place in the La Vista Crematory, National City, Calif. Surviving are his mother, Katherine of Neponset; a sister, Eleanor of Dorchester, Mass. and a stepbrother, John F. Ryan of Chula Vista.



**Pensioner James Mayo Taylor, 68,** died of cancer in the Beaufort County (N.C.) Hospital on July 3. Brother Taylor joined the Union in the port of Norfolk in 1960 sailing as a deckhand

for Southern Materials Co. from 1952 to 1956 and for GATCO from 1958 to 1971. He was a member of UMA from 1956 to 1960. Brother Taylor was born in Bath, B.C. and was a resident there. Burial was in Pamlico Memorial Gardens Cemetery, Washington, D.C. Surviving are his widow, Retha; two sons, Carl and James; a daughter, Dianna and three grandchildren.



**Manuel Taitano Taguacta, 50,** succumbed to bronchopneumonia in the San Francisco USPHS Hospital on Nov. 7, 1978. Brother Taguacta joined the SIU in

the port of Yokohama, Japan in 1969 sailing as a fireman-watertender. He sailed 12 years. Seafarer Taguacta also worked on the Sea-Land Shoregang in Oakland, Calif. He was a veteran of the U.S. Navy during the Korean War. A native of Agana, Guam, he was a resident there. Cremation took place in the Rahia Crematory, Novato, Calif. Surviving are three daughters, Sun Lee, Jane Lee and June Lee; his parents, Mr. and Mrs. Jesus Taguacta of Guam and two brothers, José of Agana and Vincente of San Diego, Calif.



**Edward Alfred Wagner, 52,** died of natural causes at sea aboard the *SS Tamara Guilden* (Transport Commercial) on July 12 enroute to the port of Philadelphia. Brother Wagner joined the SIU in that port in 1955 sailing as a bosun.

He was a graduate of the Union's Maritime Advancement Program in 1965. Seafarer Wagner was a PFC veteran of the U.S. Army during World War II. A native of Philadelphia, he was a resident there. Burial was at sea. Surviving are his mother, Margaret; a brother, William and a sister, Mrs. Margaret Lattanzio, all of Philadelphia.



**Emil C. Sivridis, 43,** died of heart-lung failure in the San Francisco VA Medical Center on Sept. 10. Brother Sivridis joined the Union in the port of San Francisco

in 1968 sailing as a waiter for the Delta Steamship Co. He graduated from the Marine Cooks & Stewards Union Training School, Pacific District, San Francisco in 1968. Sivridis was born in Varna, Bulgaria, was a naturalized U.S. citizen and a resident of San Francisco. Burial was in the Olivet Memorial Park Cemetery, Colma, Calif. Surviving are a stepson, Terrance K. West of Ft. Clayton, Panama Canal Zone; a sister, Mrs. Zafi Marinova and a niece, Violita Marinova, both of Varna.

**Leo Watts, 59,** died on Apr. 10. Brother Watts joined the SIU in the port of New Orleans in 1951, sailing on the Delta Line in 1965. He was a resident of Livingston, La. Surviving are his widow, Bertha; a daughter, Susan and his parents, Mr. and Mrs. Fred M. and Gertrude Watts of Livingston.

**John Tulp Sr., 79,** passed away on July 12. Brother Tulp worked as a miller for Galveston (Tex.) Wharves from 1950 to 1962. He was born in Chicago, Ill. and was a resident of Texas City, Tex. Surviving are a son, Michael and a daughter, Mrs. Hazel Thomas, both of Texas City.



**Pensioner William Vasillios Kouzounas, 73,** passed away from lung failure in Biddeford, Me. on Aug. 21. Brother Kouzounas joined the SIU in the port

of New York in 1962 sailing as a chief steward. He sailed since 1952 and during the Vietnam War. Seafarer Kouzounas was born in Greece, was a naturalized U.S. citizen and was a resident of Saco, Me. Burial was in St. Demetrios Cemetery, Saco. Surviving are his widow, Venetia and a daughter, Venus.



**Pensioner John P. Stewart, 83,** succumbed to a stroke in the Kenmore Mercy Hospital, Tonawanda, N.Y. on Aug. 19. Brother Stewart joined the Union

in 1939 in the port of Buffalo, N.Y. sailing as a wheelsman for the Erie Sand and Navigation Steamship Co. in 1959. He sailed 37 years. Born in Scotland, he was a resident of Kenmore, N.Y. Interment was in the Mt. Olivet Cemetery, Tonawanda. Surviving is a daughter, Mary Ann.

**Pensioner Hobert Brooks, 73,** died of a liver ailment in San Francisco on June 24. Brother Brooks joined the Union in 1946 in the port of San Francisco sailing as a steward utility for the Pacific Far East Line. He was born in Kentucky and was a resident of San Francisco. Burial was in the Woodlawn Memorial Park Cemetery, Colma, Calif. Surviving are two sisters, Mrs. Mary Bell of Dayton, Ohio and Mrs. Wriddler (Rita) Lewis of Cincinnati, Ohio.

**Pensioner Charles Chinn Jeong, 64,** died of heart failure in the San Francisco USPHS Hospital on Sept. 27. Brother Jeong joined the Union in 1935 in the port of San Francisco sailing as a storeroom porter for the Matson Line. He was born in Montana and was a resident of Berkeley, Calif. Cremation took place in the Mt. View Crematory, Oakland, Calif. and his ashes were scattered on the sea. Surviving are his widow, Jane and a sister, Mrs. May Lee of San Francisco.

**Pensioner Joseph Kreis Meyers, 67,** succumbed to cancer in the Central Gardens Convalescent Hospital, San Francisco on June 30. Brother Meyers joined the Union in 1934 in the port of San Francisco sailing as a steward for the American President Line in 1937. He was a resident of San Francisco. Cremation took place in the Reilly Mortuary, San Francisco and burial was in the Olivet Memorial Park Cemetery, Colma, Calif.

**Pensioner Michael Karl Burhart, 67,** died on Oct. 2. Brother Burhart joined the Union in the port of New York in 1960 sailing as a deckhand for the Baltimore & Ohio Railroad from 1929 to 1974. He was a union member since 1941. Boatman Burhart was a veteran of the U.S. Army in World War II. Born in Adams, Mass., he was a resident of Staten Island, N. Y. Surviving are his widow, Gertrude and two sons, Michael Jr. of Staten Island and John.



**Pensioner Dawson Calvin Lynam, 65,** died of a hemorrhage in Doctors Hospital, Mobile on Oct. 10. Brother Lynam joined the SIU in

1947 in the port of New York sailing as a chief cook. He sailed 40 years and attended the HLS in Piney Point, Md. Seafarer Lynam was a veteran of the U.S. Coast Guard in World War II. Born in Monroe County, Ala., he was a resident of Frisco City, Ala. Interment was in the Union Cemetery, Frisco City. Surviving is a sister, Mrs. Maureen L. Baggett of Monroeville, Ala.



**Pensioner Charles Everett Richley, 73,** died in the Paul Oliver Memorial Hospital, Frankfort, Mich. on Aug. 7. Brother Richley joined the Union

in the port of Frankfort in 1960 sailing as an oiler. He sailed 44 years. Laker Richley was a veteran of the U.S. Army in World War II. A native of Arcadia, Mich., he was a resident of Lynn Haven, Fla. and Elberta, Mich. Interment was in the Gilmore Township Cemetery, Benzie County, Mich. Surviving are his widow, Della of Pensacola, Fla. and a brother, Frank of Elberta.

**Pensioner Robert Bruce "Bob" Hunt, 67,** died of heart-lung failure in the Woodruff Community Hospital, Lakewood, Calif. on May 25. Brother Hunt joined the SIU in 1947 in the port of Galveston sailing as a chief steward. He sailed 39 years. Seafarer Hunt received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Young America*. Born in Oklahoma, he was a resident of Long Beach, Calif. Burial was in Forest Lawn Memorial Park Cemetery, Cypress, Calif. Surviving are two sisters, Mrs. Lillian Mae Henry of Muskogee, Okla. and Mrs. Alta Newman of Cypress.

**Pensioner Michael Roche, 69,** succumbed to cancer on Aug. 1. Brother Roche joined the Union in the port of New York in 1963 sailing as a mate on the Tug *Utica* (Eric-Lackawanna Railroad) from 1928 to 1975. He was a former member of the Teamsters Union, Local 518. Boatman Roche was born in Ireland and was a naturalized U.S. citizen. He was a resident of Union City, N.J. Surviving are his widow, Anna; a son, John and two daughters, Mary and Anna.

**William Harold Faison, 54,** died at the Sacred Heart Hospital, Pensacola, Fla. on Apr. 20. Brother Faison joined the Union in the port of Mobile in 1972 sailing as an engineer for Radcliff Materials from 1971 to 1979. In 1971, he sailed on the company's *M/V Gobbler*. Boatman Faison was born in Andalusia, Ala. and was a resident of Saraland, Ala. Interment was in Mobile. Surviving are two sons, Thomas of University, Miss. and Richard of Mobile; his parents, Mr. and Mrs. Chester and Lula Faison of Mobile and a sister, Mildred of Pensacola.

**Help  
A  
Friend  
Deal  
With  
Alcoholism**



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

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

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

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

**Alcoholic Rehabilitation Center**

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

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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



Stanley Sporna



Seafarer Stanley Sporna, 25, graduated from the HLS Entry Trainee Program in 1976. Brother Sporna upgraded to FOWT there in 1978. He has the CPR, firefighting and lifeboat tickets. He lives in Mobile and ships out of the port of New Orleans.

Jose A. Gomez



Seafarer Jose A. Gomez, 46, sails as an AB which he got in the port of New York. He has the firefighting, lifeboat (1974) and CPR tickets. Brother Gomez was born in Puerto Rico, lives in Brooklyn, N.Y. and ships out of the port of New York.

Wenscslaw Calderon



Seafarer Wenscslaw Calderon, 26, is a graduate of the Piney Point 3rd Cook Program. He upgraded to FOWT there last year. Brother Calderon has the firefighting, lifeboat and CPR endorsements. Born in New York City, he ships out of the port of New York.

Charles Clausen



Seafarer Charles Clausen, 33, started sailing with the SIU in 1974. He now sails on LNG tankers. Brother Clausen earned his QMED, LNG and welding endorsements at the Harry Lundeberg School, Piney Point, Md. He also has his cardio pulmonary resuscitation (CPR) training and his lifeboat and firefighting tickets. Born in Rockville Center, L.I., N.Y., he lives in Suffolk, Va. and ships out of the port of New York.

Charles J. Gallagher



Seafarer Charles J. Gallagher, 52, began sailing with the SIU in March 1967 as an electrician from the port of New York. Brother Gallagher served in the U.S. Navy from 1945 to 1965. He upgraded to FOWT and reefer engineer in the port of New York. And got his LNG and Marine Electrical Maintenance training at the HLS. He has his firefighting, lifeboat, first aid and CPR training. He lives in Dumont, N.J. and ships out of the port of New York.



John T. Rizzo



Seafarer John Rizzo, 22, graduated from the HLS in January 1978. He upgraded to FOWT there in April 1978. Brother Rizzo has the lifeboat, firefighting and CPR endorsements. A native of Bay Ridge, Brooklyn, N.Y., he lives in and ships out of the port of New York.

## Bill Livanos Didn't Fiddle With His \$10,000 Grant

Like lots of people, Vassilios "Bill" Livanos, son of Seafarer John V. Livanos, has always liked "fiddling around with machinery."

"Since high school, I've always liked taking things apart," Bill says. "I liked tinkering around with record players and I was always fixing cars."

Bill Livanos is still fiddling around with machinery. Only today, he's a well-paid mechanical engineer.

A winner of the SIU's four-year, \$10,000 college scholarship in 1973, Livanos attended Stevens Institute of Technology in Hoboken, N.J.

If it hadn't been for the Union's scholarship, Bill says his life might now be very different. "The scholarship came at a very good time for me. It kind of helped me make the decision to go to school out-of-state," said Livanos, who's from Brooklyn, New York.

In addition, because of the \$10,000 college grant, Bill was able to pick one of the country's top schools in his field.

Bill graduated from Stevens in 1977 and began a well-engineered climb up the career ladder.

His first job was as a plant engineer for Dupont Corp., in Newark, N.J. "Basically," Livanos explains, "the job dealt with troubleshooting—checking out the design and insulation of equipment used in manufacturing."

A year and a half later, Bill took a plant engineer's job at Union Carbide. And job number three began just a few months ago when Bill became a divisional engineer with Matheson Gas Products.

"I'm still doing basically the same work," he said, "but I'm



Bill Livanos

doing it on a company-wide instead of a plant-wide basis."

In his free time Livanos plays tennis and racquet ball and he's an amateur photographer as well.

"My photo interests are rather broad," he says. "I do a lot of scenery as well as portraits and other things." Livanos also does his own developing and printing in the darkroom he shares with a fellow shutterbug.

Along with everything else, Bill is going to graduate school now, studying for a Masters degree in mechanical engineering at Stevens.

Bill's father, Seafarer John Livanos, joined the SIU in the port of New York in 1947, shipping in the deck department. Brother Livanos was born in Greece and he's been a seaman since 1930.

Seafarer Livanos was "very pleased" when Bill won the Union's scholarship, according to his son. And Brother Livanos is surely proud of his son today. Bill took advantage of the opportunities that the SIU scholarship program offers. And he parlayed that opportunity into a top-notch career.

### Notice to Members On Shipping Procedure

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

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

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

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

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

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

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

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# Why Not Apply for an HLS Upgrading Course Now!

## HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)

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

Address \_\_\_\_\_  
(Street)

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

Deepsea Member  Inland Waters Member  Lakes Member

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

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) or License Now Held \_\_\_\_\_

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

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_  
(dates attended)

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

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

Dates Available for Training \_\_\_\_\_

I Am Interested in the Following Course(s) \_\_\_\_\_

### DECK

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

### ENGINE

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

### STEWARD

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

### ALL DEPARTMENTS

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

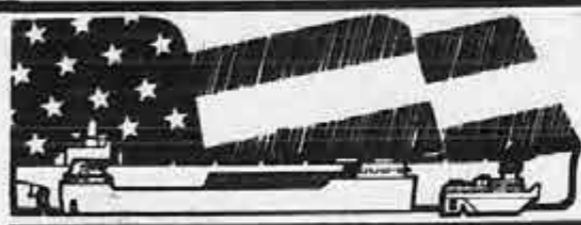
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

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

SIGNATURE \_\_\_\_\_

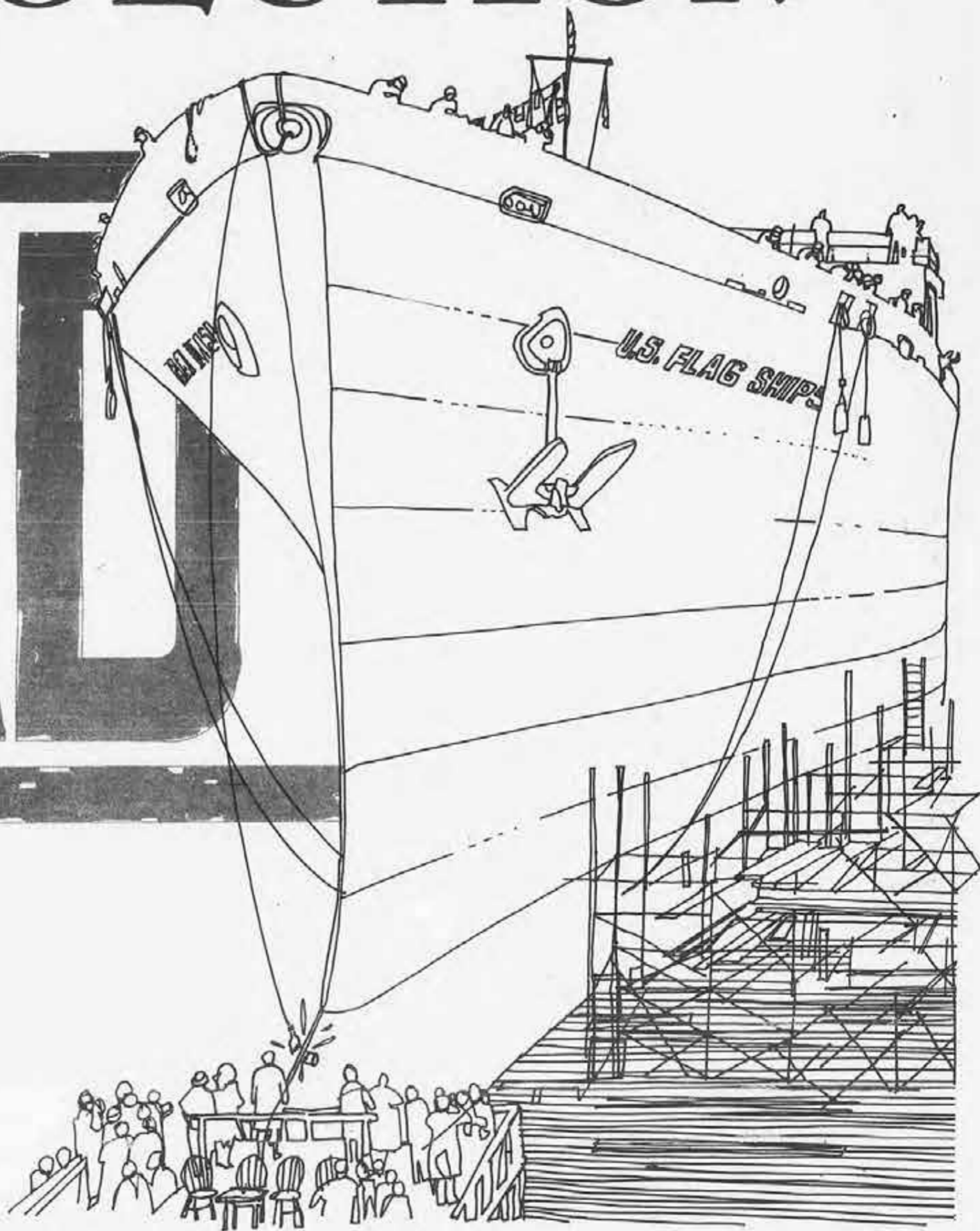
DATE \_\_\_\_\_

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



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