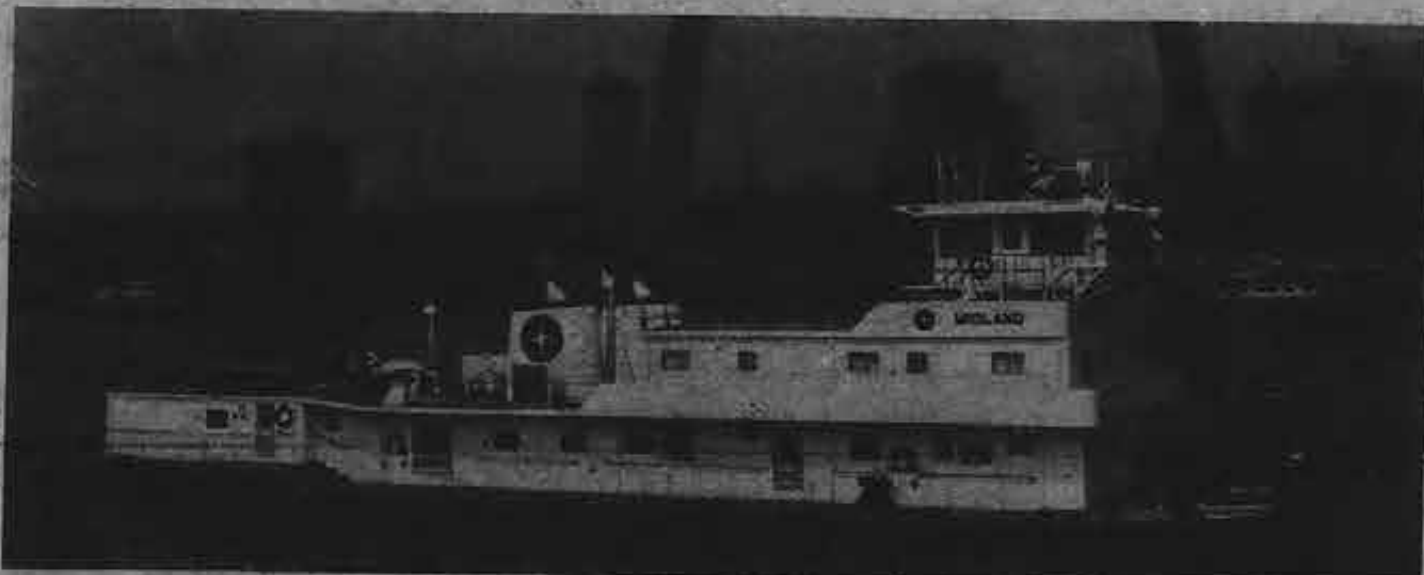
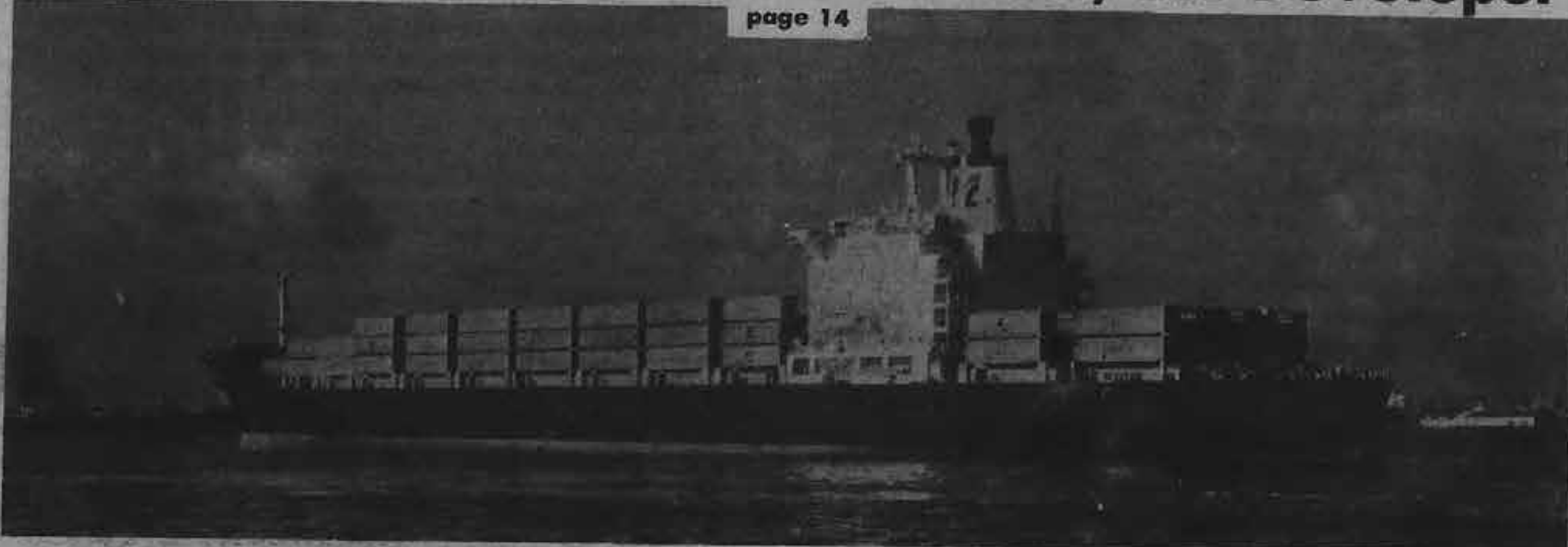


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SIU Crews Another Sea-Land Diesel, the Developer

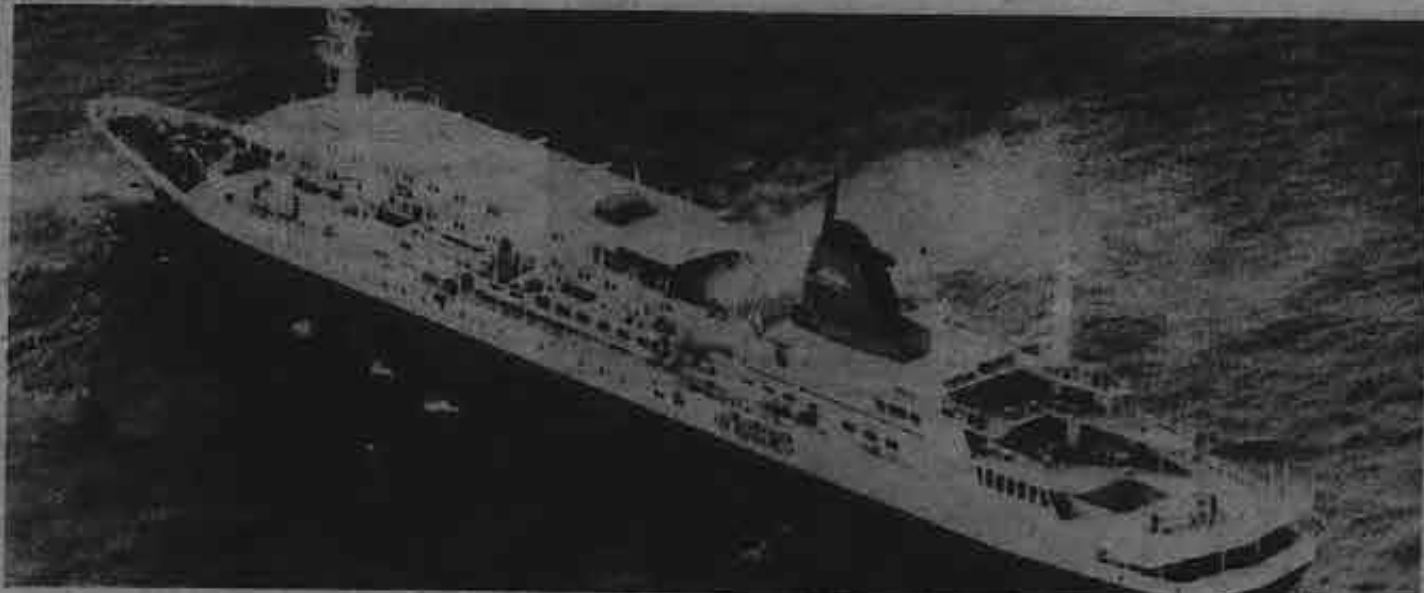
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Seafarers Save 457 in Dramatic Rescue

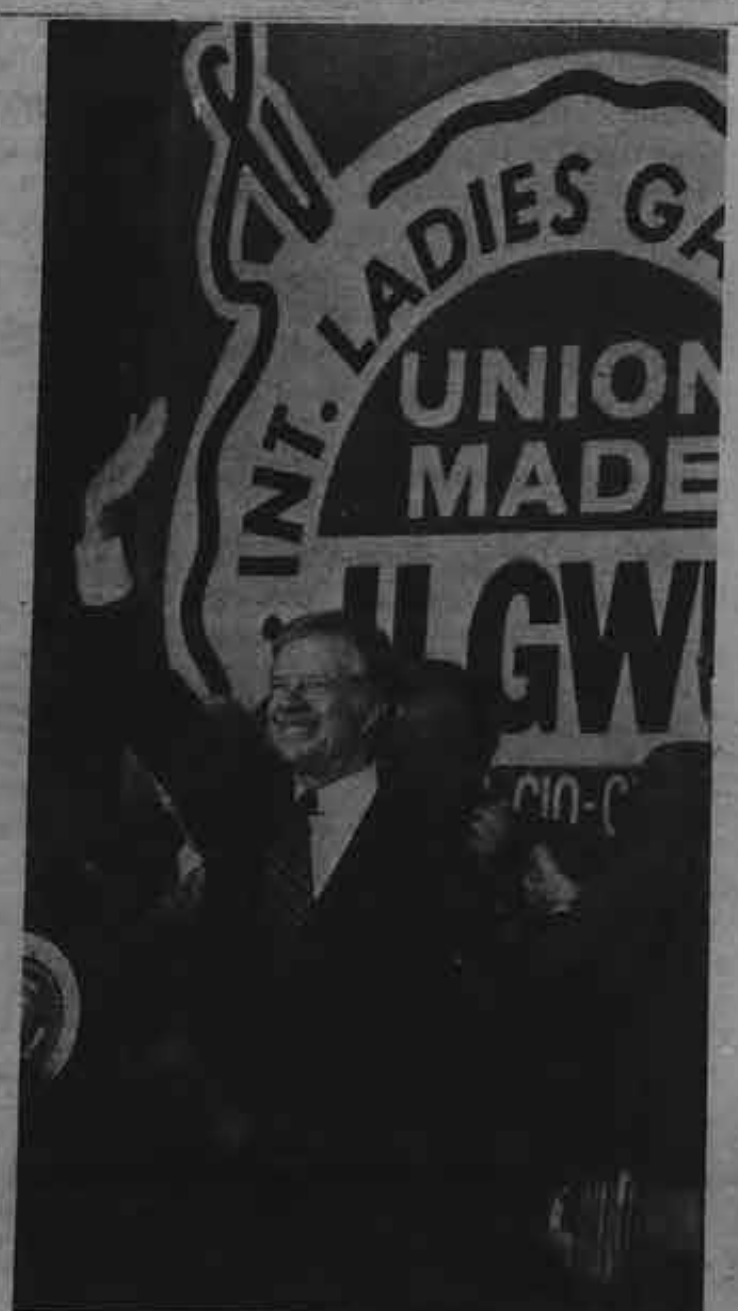
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PRESIDENT'S REPORT

FRANK DROZAK



AS we come down to the wire in this crucial election, the candidates have drawn the lines. They have let the American people know what their positions are on all the important issues of the day.

On Nov. 4, 1980, we will all know who did the best job of convincing the American people who is best to lead this country.

The SIU membership knows where this Union stands on the Presidential election. We support the Carter-Mondale ticket. We are supporting Carter because he has been a good maritime President. The SIU has done well during Carter's first Administration. We'll do even better if he is re-elected. And I'm very confident he will be re-elected.

But I want to make one thing very clear to this membership. And that is that no matter who wins the election—Carter or Reagan or Anderson—the SIU will never let-up on the political front in Washington, D.C.

A Carter victory by no means will allow the SIU to write its own ticket in Washington. It means that we have a friend in the White House. And it means that if we are successful in getting a beneficial bill through the Congress, the President will more often than not sign it.

A lot of people don't realize that the real key to political success in Washington depends on an effective lobbying effort in the House of Representatives and the Senate.

Many Congressmen and Senators have never even seen a ship close up, much less understand the complicated issues and problems facing the American maritime industry.

It is our job to try to educate the nation's legislators on the important maritime issues, as well as trying to make them understand that a strong America and a strong, stable economy depends a great deal on the health of the country's maritime industry.

It's an every day job, too. It is absolutely necessary to keep in constant touch with these legislators and their staffs. In politics, people forget you fast if you don't keep on top of them.

The SIU today, is more involved in the political arena than ever before. We have beefed up our Washington staff and they are doing an outstanding job for us.

We are also involved in many key Congressional and Senatorial races throughout the nation. This is in addition to our efforts for the Carter-Mondale campaign.

SIU members should be aware that the nation's conservative, anti-labor forces are mounting a well financed campaign to unseat some of labor's and maritime's staunchest friends in Congress. Needless to say, many of our friends are in real dogfights. Hopefully our efforts will help keep these people in office for another term.

The most important thing to remember, though, is that no matter who is in office, the SIU has to work and fight from bell to bell in Washington to keep our industry afloat and to keep our job security strong.

As we look ahead to this year's crucial election, we can take pride in the fact that our Union is strong, shipping is good, our benefit Plans are in excellent condition and our future looks bright. But at the same time, our merchant marine has fallen to tenth in the world, and it will take an all out effort to reverse that trend and bring our industry back to number one.

Putting this election in perspective, I am very confident the SIU is going to gain more friends than we lose.

We have never relied on anyone but ourselves for our security. Anything we have achieved, we have always had to work for and fight for.

We have gotten where we are today by hard work and perseverance. We will continue to put forth our best effort. And with the continued support and participation of this membership, we will succeed.

Bill Gives U.S. Coal Ships 'Head-of-Line' Privileges

President Carter is expected to sign into law S. 1442, a bill that would document six vessels under the flag of the United States. Included in the bill is an important amendment that would grant priority berthing privileges to American flag coal carriers engaged in the coastwise trade of the United States.

The amendment, which was first proposed by Rep. Brian Donnelly in the House and modified slightly in the final compromise version, is a response to the inadequate facilities that have hindered the development of this nation's coal reserves. Because of inadequate storage and port facilities, vessels carrying coal have had to endure port delays of thirty days and more while they wait in line to be loaded.

It had been a widespread custom for port officials to allow American flag vessels engaged in the coastal trade "to go to the head of the line." There were many reasons for this courtesy, the foremost being that coal is an

important alternative source of energy. Efforts to increase domestic consumption of coal would suffer a severe setback were shipments delayed an average of thirty days or more.

Exporters of coal, angered at the delay that their vessels have

had to experience while loading at antiquated port facilities, threatened to bring suit against ports and coal companies that gave "head of the line preference" to American flag vessels. Unsure of the outcome of such a suit, the coal companies and ports de-

cided to rescind the preference that they had given.

Congress, realizing that it is imperative that this country do all that it can to encourage the domestic consumption of coal, acted quickly to mandate "head of the line preferences."

Ocean Mining Group Visits SHLSS



In this picture, Ed Dangler, at right, Lockheed's international representative for ocean mining, talks with SHLSS Vice President Frank Mongelli, left, and Jack Caffey, N.Y. Port Agent and executive aide to SIU President Frank Drozak.

Senior officers from Lockheed Corporation's ocean mining group spent two days at the Seafarers Harry Lundberg School of Seamanship this month to inspect the SIU's training facilities—and they liked what they saw.

The Lockheed group invited SHLSS instructors to visit their exploratory facilities on the West Coast so that the school can begin setting a specialized training program for seagoing personnel in the ocean mining industry.

Also attending the two day meeting were Conrad Welling, Lockheed Senior Vice President, and Gordon Arbuckle, Special Council to the Ocean Minerals Group.

SIU Crew Saves 457 Liner Passengers At Sea

Williamsburgh Keys 'Greatest Rescue In Maritime History':

On the night of Sunday, Oct. 5, the SIU-contracted supertanker *TT Williamsburgh* (Bay Tankers) steamed into the port of Valdez, Alaska, her decks and hallways packed with the 457 luxury liner passengers she had helped evacuate in what the Coast Guard is calling "the largest single ship rescue in modern history."

The *Williamsburgh* was en-route from Valdez to Texas with a cargo of oil when she picked-up the radioed SOS from the Dutch registered cruise ship *SS Prinsendam*. Diverting course, the *Williamsburgh* reached the ocean liner, situated about 200 miles

west of Sitka, Alaska, early on the morning of Oct. 4.

As the first large vessel to arrive on the scene, the *Williamsburgh* was confronted with a full-scale emergency. The *Prinsendam* was on fire and, according to *Williamsburgh* Radio Operator Jim Pfister, the liner was "listing to the right and in danger of sinking."

Bobbing in lifeboats in the storm-lashed Gulf of Alaska were 470 passengers and crewmen who'd abandoned the cruise ship at 6:15 Pacific Daylight Time. About 40 of the *Prinsendam*'s crew had volunteered to remain aboard the vessel and fight the fire which had begun in the ship's engine room.

But the firefighting effort was severely hampered because the pumps required for pushing water through the firehoses were knocked out by the fire. The *Prinsendam*'s mostly-Indonesian crew attempted to battle the blaze with CO₂ and foam fire extinguishers but the fire continued to spread. By nightfall, flames had engulfed the *Prinsendam*'s upper decks and the remaining crewmen, along with the vessel's master, abandoned ship.

With the *Williamsburgh*'s arrival on the scene at about 9:00 A.M., the rescue operation began. For over 10 hours *Prinsendam* passengers, some barefoot and clad only in pajamas, were plucked from lifeboats in body slings and baskets by Coast Guard helicopters and flown to the deck of the *Williamsburgh*.

Airlifted to Deck

In the first hour of the rescue operation 150 passengers were airlifted to the *Williamsburgh*. As they landed on the supertanker's helicopter pad, they were taken below deck and supplied with coffee and other hot drinks by the SIU steward department.

While the first stages of the rescue went off without a hitch, as the effort proceeded the already-choppy seas rose to 25-foot swells and the wind whipped up to a 50-knot gale.

"We have very difficult sea conditions," reported *Williamsburgh* radio operator Pfister in a ship-to-shore radio call about four hours into the rescue. "We have 250 survivors on board now but another 200 are still in the water."

After 10 hours the *Prinsendam* passengers, most of them Ameri-



Some of the rescued passengers.

cans who'd paid from \$3,625 to \$5,275 for the 30-day cruise around the Orient, were safely aboard the *Williamsburgh*. Eighty-three people, including 18 passengers and crewmen and two paramedics who had been overlooked by the Coast Guard in the early part of the rescue, were safely aboard a Coast Guard cutter.

A few of the passengers picked-up by the *Williamsburgh* were reported suffering from mild exposure and were helicoptered immediately to Yakutat, Alaska where a C-130 Coast Guard plane flew them to Juneau or Sitka for medical treatment. But most of the passengers who'd spent hours in one of the six canvas-covered lifeboats or two tenders emerged from their harrowing ordeal in good health.

The Coast Guard cutter delivered evacuees to Sitka, 400 miles down Alaska's southeast panhandle. The *Williamsburgh* proceeded to Valdez, the southern terminus of the trans-Alaska pipeline.

A spokesman for Bay Tankers, the SIU-contracted company that operates the *Williamsburgh*, said the tanker had resumed her run and was heading back to Texas, as scheduled. She's expected in port on or about Nov. 15. The spokesman expressed the company's pride in the way the tanker's crew had handled the rescue operation. "They did a terrific job," he said. "Everyone is exhausted and we hope they're getting some well-deserved rest."

Upon hearing of the rescue SIU President Frank Drozak dispatched a telegram to the *TT Williamsburgh*. "Congratulations to the Captain, officers and crew for the effective show of

American seamanship in the rescue of passengers and crew of the *SS Prinsendam*," Drozak wrote.

Another kind of praise came from one of the Seafarers who deserves much credit himself for the phenomenal job done by the *Williamsburgh*'s steward department in providing hot drinks for 450 extra people.

In a call to the Harry Lundeberg School at Piney Point, Md., following the rescue, Seafarer Robert Rutherford, a recertified steward from Pacifica, Calif., said "Piney Point should be very proud for teaching the lifeboat course. Our men," Brother Rutherford said in the call from Valdez, "had to get off the tanker and go into the lifeboats and help with the rescue."

Seafarer Rutherford added that the mostly-Indonesian crew didn't have the kind of expertise in lifeboat operations that the SIU crewmen had. "Thanks to the lifeboat course at Piney Point," Rutherford said, "we knew what to do."

The weary *Prinsendam* passengers were also full of praise for the *Williamsburgh*'s crew and the Coast Guard and full of tales about their ordeal. One passenger, John W. Gyorkos, who was still clad in a tuxedo and dress pumps from the cruise ship's entertainment said that prior to the rescue he was beginning "to have doubts that we would all make it. When the seas started washing over the rail into the lifeboat," he said, "the cold was almost unbearable."

A North Carolina man, whose wife was evacuated to the *Williamsburgh*, said he prayed while he was waiting.

Williamsburgh Capt. Praises His Crew for Heroism, Compassion

Following is the text of a cable sent to the Union from A. H. Fertig, master on the *TT Williamsburgh*:

"Wish to advise you that in the saving and rescue of over 500 lives of passengers and crew of abandoned *Prinsendam* on October 4, 1980, every officer and rating on board the *Williamsburgh* displayed courage, heroism and extreme dedication far beyond the call of duty and deserve the highest praise and accolades for their skilled performance. This rescue was effected in gale force winds and seas with absolutely no help whatever from Dutch officers and Indonesian seamen from *Prinsendam*, who can receive nothing but contempt and condemnation for their actions during this abandonment."

"Notwithstanding the above, all from *Prinsendam* were rescued. The ships company, completely without any rest or sleep for some 60 hours, gave up their quarters and personal clothing to the survivors, most of whom were in the 60 to 80-year age bracket. This once again proves that the American seaman has no peers and stands miles above any other nationality on the high seas."

"I am proud to command this wonderful ship's complement, without whom none of the above would have been possible, and I would suggest that the above sacrifices should be recognized by the appropriate government agencies and/or underwriters. These suggestions were initiated by the survivors of *Prinsendam*, who now realize the difference between U.S. flag ships and brand "X" scows."

A. H. Fertig, Master,
T. T. Williamsburgh

SIU Sets Up New Program to Boost Services

Each Port Will Get a Field Representative

HELPING seamen! That's what this Union is all about. But the SIU has more of a responsibility to the people we represent than simply providing employment and securing good contracts and top notch benefits.

This Union believes deeply that our responsibility does not end at the union hall door. The SIU believes that we have a responsibility to help our people and their families, whether they are active seamen or retired, in every area that affects people's lives in this country.

SIU President Frank Drozak said, "I'm proud of the job this Union has done to provide for the welfare of this membership, but the complicated problems of today's society dictates that we simply have to do more."

That's why the SIU has instituted a brand new program. It's called the National Political, Social and Welfare Training Program.

Its goal can be described in just a few words—to provide better, faster and more effective services to SIU members, retirees and their families.

The program has just gotten

off the ground. But as President Drozak said, "we're on our way. It's just a matter of applying ourselves and making it work."

The long range goal of the program is to have a Field Representative assigned to each port, 20 in all.

This person's job is to help—to help the membership, to help a member's family while he is at sea, to help our pensioners.

For instance, if you have a problem with a welfare claim, the Field Representative will be the person to talk to or see at the Union hall. If you're having a problem with a pension or a vacation check, the Representative will be at your disposal.

If you are at sea, and your wife or a dependent needs help or information regarding your benefits, the Field Representative will be there.

But this is just the start of the Representative's job. If you get the runaround from Social Security, or Medicare, or Unemployment, or Public Health, the Representative will be available to lend a hand. He will be specially trained in community services. And he will be trained in what people are entitled to from the Federal Government, the State or the local municipality, or

township in which a member resides.

The Field Representative will also be charged with providing a competent, effective grass roots political effort for the ultimate welfare of this membership.

The Field Representative will keep in touch on a local, "back-home" basis with Senators and Congressmen. He will also have the responsibility of getting involved with citywide and community wide politics.

This country is run by the politicians. And if we don't keep on top of them, whether it be in Washington, D.C., or St. Louis or Mobile, or Long Island, N.Y., the SIU and SIU members will not get proper recognition.

In addition, around election time, the Field Representative will be able to key the Union's efforts in the election campaigns of our friends in Congress.

Essentially, the Field Representative will be able to do hundreds of things, and do them fast, that the Port Agent or Patrolmen can't handle immediately.

President Drozak said, "our port officials do an outstanding job. But they can't be in two places at one time. They have to pay off ships or service our tugs

and towboats almost every day. That doesn't leave them with enough time in the day to tend to a lot of other important things dealing with the well being of the membership. I believe this new program will go a long way toward solving this problem."

So far the Union has assigned 13 Field Representatives. They are presently working in Brooklyn, Algonac, Mich., Baltimore, Boston, Cleveland, Duluth, Houston, Jacksonville, Jersey City, Norfolk, San Francisco, Seattle, and Wilmington, Calif.

Before the end of the year, there will be 20 assigned to every SIU port on the East, West and Gulf Coasts, the Rivers and Great Lakes. The Program will be coordinated out of the SIU's office in Washington by Ms. Mariann Rogers. And it will be directly overseen by SIU President Frank Drozak.

Shortly after the New Year, all 20 Field Representatives will be brought into Piney Point for a thorough two month educational program to school them on the SIU and the programs of this union.

The Log will continue to carry stories and picture layouts of the progress of this important new Program.

Small Vessel Bill: Some Good, Bad News

WASHINGTON, D.C.—A bill has been passed by the Congress that is both beneficial and detrimental for maritime labor and maritime safety.

Called the Small Vessel Manning and Inspection bill, there are provisions of the bill that the SIU supported and there are others that we vigorously opposed.

The bill's conference report, in which differences in the Senate and House versions of the legislation were resolved, was passed by the House of Representatives late last month by a vote of 279 to 111. As the Log goes to press, the legislation has been sent to President Carter.

For many months the SIU has been actively involved with this legislation. Through lobbying efforts, testimony before committees, and letters to Congressmen, the Union has supported parts of the bill while opposing certain provisions.

Among the bill's points that the SIU supported are the following:

- Fifty percent of the AB's aboard a deep sea vessel can be

blue ticket AB's. (Current law says that 65 percent of the AB complement has to be green ticket AB's.) The SIU fought for the 50 percent provision in order to broaden the job opportunities for the growing number of blue ticket AB's who are available for shipping.

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

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

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

- Fines for inspection violations were increased from \$100 per violation to \$500 per day for each day of inspection.

- Time spent in approved school training programs counts as seetime.

Portions of the bill that the SIU opposed include the fol-

lowing:

- 1.) The percentage of AB's on vessels with a two-watch system can be reduced from 65 percent to 50 percent. In a letter sent to Congressmen by Ray Denison, director of the AFL-CIO Department of Legislation, he noted that "this action would permit the replacement of a qualified, able seaman by an unskilled, inexperienced, ordinary seaman."

- 2.) Establishment of a six-month AB 'Special' in the mining and oil industry. The SIU contended that the service requirement for AB 'Special' should be increased in the bill to a minimum of 12 months if safe working conditions were to be maintained. The Union won its point in the House version of the bill but in the conference committee the six-month Senate version prevailed.

- 3.) Permission for offshore supply vessels to operate under the two-watch system. By sanctioning the two-watch system the workday of seamen aboard these vessels can be increased from the standard eight to twelve hours.

- 4.) The seetime requirement for AB's on seagoing tugs and towboats has been reduced from 18 to 12 months.

In his letter, Drozak noted that many of these provisions will "benefit principally the offshore oil industry while jeopardizing the lives of the human beings involved and at the same time, our nation's environment."

As SIU President Frank Drozak said in a letter to Congressmen, "We know of no other instance where the U.S. Congress mandated and legislated twelve-hour workdays for the American workers."



Labor Rallying Behind Carter-Mondale Team

**President Relying On
Trade Unionists To Put
Him Back in White
House**

THE labor movement has a staunch friend in President Jimmy Carter. This was clearly evident when Carter spoke recently (Sept. 29) at the convention of the International Ladies Garment Workers Union in New York City.

The ILGWU, which represents some 350,000 workers in the garment industry, has endorsed President Carter in his re-election bid.

As he arrived at the site of the convention, Carter was greeted by a throng of well-wishers, including a contingent from the SIU. As he stepped from his limousine, turned and waved to the crowd, signs saying "SIU SUPPORTS CARTER-MONDALE IN '80" waved back.

In a rousing, cheering display of solidarity, some 1,000 delegates were joined by officials from other unions, as well as several prominent New York political leaders, in giving Carter a warm welcome to the convention.

Carter's remarks were well received by those who had gathered to hear him speak. He pledged to continue working toward a number of pro-labor goals, including an increase in the



President Jimmy Carter arriving in New York City to address ILGWU Convention. Carter was greeted by an enthusiastic crowd which included Seafarers waving signs proclaiming the SIU's support for the Carter/Mondale ticket.

minimum wage, and improving the job security of the American worker.

"We are working to protect American jobs," he said, "from unfair foreign competition." In addition, he emphasized that "full employment is my goal."

Carter's remarks covered a broad range of issues, from foreign affairs to equal rights. But he kept coming back to those

issues that especially concern the American worker. "I believe," he said, "that people have a right to a decent living."

Carter's reception at the ILGWU convention has been described as one of the most enthusiastic he has yet received in his campaign for re-election. He has emerged as the clear labor favorite in the campaign.

In summation, and borrowing

from the ILGWU's own slogan and song, Carter urged those attending the convention to "look for the union label" when voting in November.

The AFL-CIO, of which the SIU is a member, and most other labor organizations throughout the country, have recognized and are backing the one candidate they feel wears the "union label": Jimmy Carter.

SIU Backed Bill Passed to Spur U.S. Fishing Industry

WASHINGTON, D.C.—A bill supported by the SIU and designed to greatly reduce foreign fishing in U.S. waters, was passed by the House of Representatives late last month.

At the end of 1979 a similar bill was passed by the U.S. Senate. Now the bill must go to President Carter.

Numbered H.R. 7039, the legislation passed by the House is entitled the **American Fisheries Promotion Act**.

The purpose of the bill is the expansion of the U.S. fishing industry. This would be accomplished, in part, through gradual elimination of foreign fishing in U.S. waters and through enlargement of existing loan programs.

The SIUNA has a number of fishing affiliated unions that will benefit from this legislation.

The attempt to greatly expand the U.S. fishing industry actually

goes back to 1976 when the Fishery Conservation and Management Act (FCMA) became law. At that time, U.S. claims to fishing rights off its coasts were expanded from 12 miles to 200 miles. Within that zone, limits were put on foreign fishermen who also were required to pay certain license fees.

It was hoped that the U.S. fishing industry would substantially grow as a result of that 1976 Act. However, this did not happen. U.S. landings have only increased from 23 percent in fishing zones established by the U.S.

The bill just passed by the House and Senate establishes a **phase-out formula for foreign fishing in the U.S. zones**. It provides that if American fishermen increase their catch, the foreign allocation will be reduced accordingly.

U.S. fishermen must demon-

strate an ability to absorb a larger share of the harvest. If they do well in a particular year, an additional share of the harvest would be reserved for them the following year. That reserve would be given back to foreign fishermen if American fishermen fail to utilize it.

There will also be a doubling of the license fees that foreign fishermen must pay. Last year foreigners paid \$15 million in license fees. Further, the bill establishes 100 percent observer coverage on all foreign vessels within the U.S. fisheries zone.

To help U.S. fishermen grab a bigger share of the market, the bill also provides, among other things, the following incentives:

- Revitalization of the fisheries loan fund for a two-year period. This will provide low-interest loans to fishermen who are about to default on their

fishing vessels. Also, to the extent funds are available, loans could be provided for operating expenses.

- Extension of Title XI Obligation Guarantee program to shoreside facilities and to fishing vessels involved in high risk ventures. There is \$10 billion available under this program and ten percent of that amount could be used for fishing vessels. Eligibility would be limited to firms that are 75 percent U.S. owned.

- Revitalization of an act that says 30 percent of import duties on fish products are to be applied to research and development.

Also, the bill seeks to improve the marketing of American caught fish. For instance, the bill provides for assignment abroad of at least six special fisheries trade officers to assist in market development.

U.S. and China Sign Bilateral Pact Giving

Washington, D.C.—In a White House ceremony destined to go down in the history books, President Carter and a representative of the People's Republic of China signed a reciprocal maritime agreement on Sept. 17. The pact, which includes cargo sharing and port access provisions similar to the U.S./U.S.S.R. trade agreement, formally opens the door to an expected trade bonanza between the U.S. and the PRC for the first time in 30 years.

Under the cargo sharing provisions of the agreement, both U.S. flag merchant ships and those flying the flag of the PRC are each entitled to "an equal and substantial" share of the bilateral trade.

"Each party," says the three-year pact, "...shall provide to vessels under the flag of the other party, a general cargo share and a bulk share in each category to those vessels under its flag and consistent with the intention of the parties that their national flag vessels *will carry not less than one-third of bilateral cargoes.*"

The pact's port access provisions open 55 U.S. East Coast, Gulf, West Coast and Great Lakes ports to calls by PRC-flag vessels on four days notice. China has opened all 20 of her ports which are open to international shipping, including one now under construction, to American-flag ships on seven days notice. Three factors were weighed by both nations in arriving at port selection: com-

mercial considerations, reciprocity and protection of national security interests.

Signing of the trade agreement was hailed by the SIU which has been pushing for a bilateral shipping agreement since the first overtures to reopening U.S.-

China trade were made 22 months ago.

While the Carter Administration has said repeatedly that they oppose widespread use of bilateral shipping arrangements between the U.S. and her trading partners, the Administration felt

U.S./China trade fell into the category of being appropriate for bilateralism.

Assistant Secretary of Commerce for Maritime Affairs, Samuel B. Nemirow, who headed up the U.S. delegation that negotiated the trade agreement,

U.S. ports open to access by Chinese vessels are:

Portland, Maine
Boston, Massachusetts
Fall River, Massachusetts
New York (New York and New Jersey ports of the Port of New York Authority), New York
Albany, New York
Philadelphia, Pennsylvania (including Camden, New Jersey)
Wilmington, Delaware
Baltimore, Maryland
Richmond, Virginia
Morehead City, North Carolina
Wilmington, North Carolina
Georgetown, South Carolina
Savannah, Georgia
Boca Grande, Florida
Port Everglades, Florida
Ponce, Puerto Rico
Tampa, Florida
Mobile, Alabama

Gulfport, Mississippi
New Orleans, Louisiana
Burnside, Louisiana
Baton Rouge, Louisiana
Orange, Texas
Beaumont, Texas
Port Arthur, Texas
Galveston, Texas
Houston, Texas
Corpus Christi, Texas
Brownsville, Texas
Anchorage, Alaska
Skagway, Alaska
Ketchikan, Alaska
Seattle, Washington
Bellingham, Washington
Longview, Washington
Everett, Washington
Tacoma, Washington
Portland (including Vancouver, Washington), Oregon
Astoria, Oregon

Coos Bay (including North Bend), Oregon
Eureka, California
Stockton, California
San Francisco (including Alameda, Oakland, Berkeley, Richmond), California
Sacramento, California
Los Angeles (including San Pedro, Wilmington, Terminal Island), California
Long Beach, California
Honolulu, Hawaii
Erie, Pennsylvania
Cleveland, Ohio
Toledo, Ohio
Bay City, Michigan
Chicago, Illinois
Kenosha, Wisconsin
Milwaukee, Wisconsin
Duluth, Minnesota/Superior, Wisconsin

U.S.-China Trade Pact At a Glance

The aims of the historic U.S./People's Republic of China bilateral shipping agreement, signed by President Carter and Chinese Vice Premier Bo Yibo on Sept. 17, are:

- to facilitate trade between the U.S. and the PRC;
- to guarantee to U.S.- and PRC-flag merchant ships an "equal and substantial" share of cargoes moving between the two nations;
- to entitle the U.S. and China to not less than one-third of all cargoes moving by sea between the two nations;
- to open 55 U.S. ports to Chinese-flag merchant ships on four days notice;
- to open 20 Chinese ports to U.S.-flag merchant vessels on seven days notice.



President Carter and Chinese Vice Premier Bo Yibo put their 'John Hancocks' on the historic U.S.-China trade pact, which assures U.S. flag vessels at least one third of the cargo share moving between the two nations.

Chinese ports open to commercial vessels of the United States are:

Dalian
Qinhuangdao
Tianjin
Yantai
Qingdao

Lianyungang
Wenzhou
Shanghai
Ningbo
Fuzhou

Xiamen
Shantou
Shanwei
Huangpu
Guangzhou

Zhanjiang
Beihai
Haikou
Basuo
Shijiusuo (under construction)

American Ships One Third Cargo Share

said bilateral shipping with the PRC was the only way "to safeguard U.S. commercial interests."

The shipping agreement, one of four accords signed in the White House Rose Garden ceremony, was actually finalized earlier this month in Peking where it was initialed by Nemrow and the head of the PRC negotiating team. But the agreements, which also cover textile trade, civil aviation and consular services, did not become binding until they were officially approved by Carter and Chinese Vice Premier Bo Yibo.

Following the ceremony, President Carter said the agreements signal "a new and vital force" for world peace and stability.

Mr. Bo, who led the Chinese delegation to the U.S.-China Joint Economic Committee, said his nation was "very gratified to see our relations have been making good progress. Especially after the Soviet invasion of Afghanistan," Bo noted, "the present U.S. Administration has been pursuing more enthusiastic policies in its relations with us."

Under the new bilateral shipping agreement, China is expected to become the number

one Communist trading partner of the United States. Trade with China is forecast to reach \$4 billion by the end of this year and to top \$10 billion by 1985.

According to the U.S. Department of Commerce, the leading Chinese export to the U.S. last year was oil and other petroleum products which accounted for nearly \$1 billion of total U.S. imports from China. At the same time, the U.S. sold the PRC \$54 million in oil and natural gas drilling equipment last year. "Oil," said Assistant Treasury Secretary C. Fred Bergsten, "is a very important part of our trade

program with China."

The U.S./PRC bilateral shipping agreement has a three-year tenure which may be extended, subject to negotiations between the two nations, prior to the pact's Sept. 1983 expiration date. The pact may be cancelled by either Party on 90 days' written notice.

In addition, the accord provides for periodic meetings between the U.S. Dept. of Commerce and the PRC's Ministry of Communications "for a comprehensive review of matters related to the Agreement."



MTD Supports Expansion of Galveston Port

THE port of Galveston may soon be bustling with incoming and outgoing deep draft vessels laden with crude oil, grain and ore, if a bill, H.R. 6864, makes it through the U.S. Senate.

The legislation, which has already been passed by the House, includes a provision to extend the Deepwater Port Act of 1974 and authorizes the deepening of the port of Galveston as well as enlargement of the harbor and channel.

Private industry in the Galveston area is reportedly ready to pump millions of dollars into the port improvement project. Pending Congressional passage of H.R. 6864, industry plans to invest over \$300 million for construction of new port facilities, oil distribution pipelines and tank farms plus an additional \$80 million for construction of a coal export terminal.

Support for the bill, now awaiting mark-up by the Senate Committee on Environment and

Public Works, is strong from all quarters. The federal Dept. of Transportation, the U.S. Army Corps of Engineers, the Environmental Protection Agency, Galveston-area industry, as well as the SIU and the AFL-CIO Maritime Trades Dept. are backing the bill which is expected to boost Galveston's economy as well as the economy of the nation as a whole.

In a letter to Senate Environment & Public Works Committee Chairman Jennings Randolph, MTD Executive Secretary-Treasurer Jean Ingrao called for "immediate approval of H.R. 6864," saying the bill "addressed critical national and regional needs." One benefit from passage of the bill, Mrs. Ingrao noted, is the "significant reductions in transportation costs for imported crude oil and exported grain, coal and ore which will certainly accrue from the economies... which result from the use of deep draft vessels."

"Considering the importance

of such deepwater port facilities to our nation's energy transportation network," she added, "it is evident that this extension of the Deepwater Port Act is both warranted and appropriate."

H.R. 6864 had bipartisan sponsorship in the House from Rep. Ray Roberts (D-Tex.), chairman of the House Subcommittee on Water Resources and from Rep. Don Clausen (R-Calif.), the ranking minority member of that Subcommittee.

The bill now before the Senate Committee is similar, but not identical to the House measure. There are three key differences between the original version of the bill (which is the version backed by both the SIU and the MTD) and the version now awaiting mark-up by the Senate Committee. Specifically, the differences relate to:

1) **cost-sharing.** The original bill called for the costs of the port deepening project to be divided with the federal government

picking up 75 percent and the locality covering 25 percent. The Senate version splits the cost-sharing with a 66 2/3 percent share for the federal government and 33 1/3 for the locality.

2) **funding ceiling.** The original bill contains no ceiling on funding for the project while the Senate version does cap the allocation.

3) **project study.** Both versions of the bill authorize the Army Corps of Engineers to conduct a feasibility study of the harbor project. But the original bill imposes a 12-month deadline on the study, while the revised bill does not. The SIU and MTD feel an open-ended study could create unwarranted delays in the kick-off date of the project.

No action will be taken on the bill until Congress returns from their Election recess in November. At that time, the SIU and the MTD will be working to get the Senate Committee to adopt the original version of H.R. 6864.

AFL-CIO's Kirkland Named to High Powered Energy Panel

THE Senate Energy Committee has okayed the six individuals to serve on the new Synthetic Fuels Corporation board of directors that will oversee the Federal Government's crucial \$88 billion synthetic fuels development program.

President Carter's nominees now await confirmation by the full Senate.

Named to chair the board and serve as chief executive officer is Deputy Energy Secretary John Sawhill.

AFL-CIO President Lane Kirkland has been nominated to serve a

5-year term as a member of the board.

The Synthetic Fuels Corporation was established by the Energy Security Act, which the President signed into law June 30. It puts forth an ambitious program that seeks to stimulate commercial production of 2 million barrels per day of synthetic fuels by 1992—about one third of current oil imports.

When he announced the appointment of Sawhill, President Carter declared that the scope of the project "is greater than the sum total of the interstate highway system, the

Marshall Plan and the space program all combined."

Other board nominees are:

- Secretary of the Interior Cecil Andrus;
- Vice President Frank Savage of Equitable Life Insurance Company;
- Catherine Cleary, adjunct professor of business administration, University of Wisconsin, and former chairman of the First Wisconsin Trust Company of Milwaukee; and
- John D. deButts, retired chairman of American Telephone and Telegraph Company.



Lane Kirkland

Flying Out to Brand New SIU Diesel, the Sea-Land Voyager



Here's part of the first SIU crew for the brand new diesel containership, Sea-Land Voyager, which was delivered to the company in the Far East. Among those in photo are Seafarers Glen Christenson, Walter Davidson, Donald Gearhart, George Rowland, Fred Maciolak, Victor Acevedo, Hector DeJesus, Elias Limon, Robert Hamil, Marvin Lambethe, Marius Del Prado, Andrew Perrone, Nick Back, A. Mat, Joseph Pazos, Bernard Romanoff, Melvin Herring and Francis Buhl. Also in photo are SIU representative George Ripoll, left, and Sea-Land Paymaster Norman Wilson, seated.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1980

Legislative, Administrative and Regulatory Happenings

T.I. to Task Force: 'Coal Export Must Help U.S. Fleet'

Many experts agree that the United States must make proper use of its coal resources if it is to improve its balance of payments deficit and break OPEC's stranglehold on the American economy. Responding to that message, President Carter has asked John Sawhill, Deputy Secretary of the Energy Department, to head a newly-formed Interagency Coal Export Task Force.

The Task Force will analyze the present condition of the coal industry, outline different options available to the American people in regards to the development and export of their coal reserves, and make

recommendations to the President some time in December based on its findings. The report is expected to assess the roles to be played by government and the private sector. It will also try to balance competing national interests, such as the need to increase coal production versus ecological and cost considerations. All interested parties have been invited to express their views on the subject.

Peter Luciano, Executive Director of the Transportation Institute, has responded to that invitation by submitting a letter to the new head of the Interagency Task Force.

Luciano stressed that the coal export issue is one that affects many different segments of the American business community. It therefore offers this country a significant opportunity to combine the expansion of its coal exports with other equally important national goals, such as the strengthening of the badly weakened American flag merchant marine through the promotion of bilateral trade agreements.

Dredgers Stuck in Bureaucratic Muck

According to a study conducted by the General Accounting Office (GAO), the American dredging industry has suffered severe and unwarranted financial penalties as a result of unnecessary delays in the processing of dredging permits.

Present Corps of Engineers regulations require that the average processing for dredging applications not exceed three and a half months. The actual processing time, however, lies between four and ten months. According to the GAO study, it is not uncommon for projects to be delayed two years or more while several different government agencies review a company's application. The cost of these delays has been known to top twenty million dollars.

GAO concludes that the delays can be traced to the fact that too many agencies have become involved in the permit process. It is difficult, if not impossible, to coordinate the actions of four or five separate government agencies, all of which are subject to bureaucratic infighting, conflicting policy objectives and limited yet overlapping spheres of jurisdiction. The one

thing that these agencies have in common is the ability to hold up a permit and make it a pawn in a bureaucratic power struggle.

Senate Unit Opens Door to Waterway Tolls

In a surprising departure from historic practice, the Senate Water Resources Subcommittee has voted to repeal provisions in the law that prohibit Federally operated canals and locks from imposing tolls and operating charges. The prohibition was enacted in 1884 to encourage the development of this nation's water-ways so that they could become a cost and fuel efficient method of transporting inter-state commerce. Groups opposed to the repeal note that it would hinder the development of American coal resources by making it more costly to transport those resources to specially constructed ports and storage centers.

The SIU is opposed to tolls on the nation's inland waterways.

Bill Passed to Strengthen Multi-Employer Pensions

Congress has given final approval to a labor supported bill that seeks to protect the economic security of workers covered by multi-employer pension plans. About eight million workers will be effected by the new legislation, including seamen.

The bill seeks to strengthen the Employee Retirement Income Security Act (ERISA), a major reform bill that was passed in 1974 when it became evident that the solvency of many of this nation's privately run pension plans could not be guaranteed.

The legislation addresses itself to the special problem that confronts this nation's 2,000 multi-employer pension plans, like the SIU's. It creates incentives for companies to remain in existing pension plans, improves funding standards, and provides penalties for employers who decide to withdraw from multi-employer pension plans, thereby endangering the solvency of those plans and burdening the federal government with financial obligations that should properly be assumed by the private sector.

President Carter is expected to sign the bill into law.

Maritime Must Make Public Aware of Industry's Plight

In an address before the Mobile Chapter of the Propeller Club, Captain William Figari, National President of the Propeller Club of the United States and Corporate Vice President of the Crowley Maritime Corporation, an SIU contracted company, said that the maritime industry must close ranks "to make the public aware of the problems that must be resolved for it to operate as it should."

He stressed that the Propeller Club, which has a membership of 16,000 people, has done all that it could to publicize the plight of the American flag Merchant Marine.

He commended other maritime organizations for their work, expressed hope that the industry as a whole could make the American people aware of the need to strengthen their merchant marine, and of the potentially disastrous consequences if they do not.

SIU Towboat Operators in Washington



A group of SIU Towboatmen spent a day in Washington recently while they were attending upgrading courses at the Seafarers Harry Lundeborg School in Piney Point. During their visit to the nation's capital, a number of them met with Congresswomen Beverly Byron, a

Democrat from the Hagerstown/Frederick district in Maryland. Pictured here with Rep. Byron are (l-r) Lonnie Keys, John Littleton, Norman Seekford, SIU Representative John Russell, Tank Lehw, Eddie Chevalier, and Joe Carsoj.

Fed Agencies Skirt U.S. Flag Use, SIU Charges

THE SIU has stepped-up efforts to halt the growing trend within some Federal agencies to skirt the nation's Cargo Preference laws.

Most recently, the Commodity Credit Corporation of the U.S. Dept. of Agriculture proposed an agricultural export program which avoids the U.S.-flag shipping requirements applicable to government cargoes under law.

The proposed program, called the "Intermediate Credit Export Sales Program for Foreign Market Development Facilities," would authorize the CCC to "enter into agreements with U.S. private or foreign private or government agencies" to finance U.S. agricultural exports for three to 10 year periods.

In a letter sent last month by SIU President Frank Drozak to Dr. Kelly Harrison of the USDA's Foreign Agricultural

Service, Drozak charged that the proposed program "will undermine current Congressional and Executive efforts to strengthen the U.S.-flag merchant marine." In addition, Drozak continued, the program "specifically excludes application of this nation's cargo preference laws."

In his letter to Harrison, Drozak underscored a point made in letters and telegrams sent to Labor Secretary Ray Marshall, to key Congressmen and Senators and to President Carter over the past two months.

The SIU supports U.S. agricultural export programs, Drozak said, but such programs must not be allowed to deprive U.S.-flag vessels of badly-needed cargo. "Our agricultural export policy," Drozak pointed out, "should not be viewed as independent of our national policy of promoting a strong, competitive U.S.-flag merchant

fleet."

While both the SIU and the AFL-CIO Maritime Trades Dept. are "distressed over continuing efforts by the Dept. of Agriculture through the CCC to circumvent existing laws and long-standing policies," the problem, Drozak said, could be simply resolved by President Carter.

Drozak outlined that solution to President Carter in a letter dated Sept. 19. "I respectfully urge you," Drozak wrote, "to issue a directive to all Federal agencies...instructing them to ship at least 50 percent of the cargo under their control in U.S.-flag ships."

Such a directive, Drozak told the President, merely instructs the federal agencies "to follow existing guidelines." In addition, insisting on compliance by all federal agencies with Cargo Preference laws, parallels,

Drozak reminded the President, Carter's firm commitment to the U.S. merchant marine which the President presented to Congress last July.

"Within the Executive Branch" Carter's message to Congress said, "I intend to ensure that federal actions promote rather than harm our merchant marine. In particular," the President continued, "provisions in existing laws calling for substantial or exclusive use of American-flag vessels should be vigorously pursued."

Cargo Preference laws were enacted in 1954 to provide the U.S.-flag merchant fleet with at least 50 percent of all government-financed cargoes. Strict enforcement of those laws is both within the President's power and in line with his stated commitment to the U.S. merchant marine.

Even Senators Love the Log



Senator Warren Magnuson (D-Wash.), right, keeps up on his maritime news the same way SIU members do, by reading the *Log*. Making sure that the Senator had his copy is a *Log* reader from way back, the SIU's own Edward X. Mooney, enjoying Seattle these days. Mooney ran into Sen. Magnuson at the Washington State AFL-CIO Convention, held recently. Sen. Magnuson is up for election this year and the SIU is supporting him all the way. He's been a great friend to the SIU and maritime during his long, distinguished career in the Senate.

New Orgulf Towboat Crewed by SIU Boatmen

A bright, new red and white towboat has been added to the SIU-contracted fleet.

She's the 138-foot *M/V Midland* (Orgulf) and she means more jobs for SIU Boatmen in the Rivers and Gulf where she'll be running from New Orleans, La. to Cairo, Ill.

The barges she'll be towing carry mainly coal and grain.

The *Midland* has a beam of 44 feet, a draft of 9½ feet, and is fitted with a double bottom in the engine room.

Her two turbo charged engines are 16 cylinder diesels with a 3,070 horsepower.

Lakes Shipowners Visit SHLSS



John Mason (center), director of Vocational Education, explains one of the many upgrading programs available at the Seafarers Harry Lundeberg School of Seamanship to a group of Great Lakes shipowners. The group came to the Lundeberg School for a three-day look at the school's varied educational programs. Pictured here in the HLSS machine shop are, from left, Floyd Brown, American Steamship Co.; Louis Ervin, American Steamship Co.; Dan Campbell, SIU legal staff; Mason; Daniel Cornille, Oglebay Co.; and Sidney Smith, Erie Sand Steamship Co. Others who came for the visit were John Jaeger, Glamo; Ralph Biggs, Litton Great Lakes Corp.; Jack Blunt, SIU Port Agent; Joe Zigler, SIU representative; and David Rebert, Great Lakes Seamen's Appeals Board.

SIU's Jack Caffey Named V.P. of New York Port Council

SIU New York Port Agent Jack Caffey was named as a Vice-President to the Executive Board in the Greater New York and Vicinity Maritime Port Council. The appointment was announced at that body's most recent meeting which was held October

3rd at the World Trade Center.

Named along with Caffey was Sidney Heller of the UFCW who was appointed Secretary-Treasurer of the Board. The Maritime Port Council holds regular meetings to provide a format for AFL-CIO member union operating in the Port of New York to air their problems and discuss possible solutions.

In his remarks to the Council members Caffey pointed to the SIU's rank-and-file members who were present at the meeting and strongly suggested that the "other unions also get their membership involved through representation at the meetings."

Sen. Daniel K. Inouye Gets AOTOS Award

Says Gov't Must Give U.S. Fleet 'Extra Edge'

SEN. Daniel K. Inouye (D-Hawaii) chairman of the Senate Subcommittee on Merchant Marine and Tourism, received the Admiral of the Ocean Sea Award (AOTOS), given annually "to the person who has done the most for the cause of the U.S. flag merchant marine." The award was presented on Sept. 26 at a dinner in New York.

In accepting the award, first given in 1970, Sen. Inouye, 56, sponsor of the Ocean Shipping Bill of 1980, told his audience of more than 700 that a change in U.S. Government policy is needed to give the U.S. merchant fleet an "extra edge" in order to "sail or sink."

Inouye explained, "I believe the Federal Government must do whatever is necessary to assure what every other government does directly or indirectly—make certain that its flag vessels have that 'extra edge' in competing for cargo in its own trade and that its shipbuilding and ship repair industry has that 'extra edge' to make it more attractive than that of its competitor."

Continuing, the Hawaiian Senator asked "...we should find out what it is about our existing laws and policies which make it more attractive for U.S. shippers all too often to ship on foreign bottoms; for U.S. ship operators to build foreign (\$10-billion worth from 1974 to 1980) and for U.S. companies to

operate (490 ships—90 dry bulkers) under flags of convenience."

In conclusion, Inouye pledged that his subcommittee will try to find out what would give American ships that "extra edge." If successful, he said, "...we will once again have enough ships to carry a substantial share of U.S. liner, tanker and dry bulk cargoes... and a strong shipbuilding and ship repair industry."

"Now more than any time since World War II, our national security and economic growth depend on a strong and vital maritime industry," he stressed.

Among other awards, the Senator holds the Distinguished Service Cross.

Presenting the AOTOS award was MARAD head Samuel B. Nemirow, assistant secretary of Commerce for Maritime Affairs. He was general chairman of the awards committee.

S-L Finance Crew Honored

Honored with the AOTOS Mariner's Plaque for outstanding seamanship in rescue operations at sea were the officers and SIU crew of the *SS Sea-Land Finance*.

On Sept. 27, 1979, "...enroute from Japan to Taiwan received an SOS from the *M/V Genciano*. Voice contact was made with the stricken vessel 35 miles ahead and lookouts posted. Despite heavy seas and Force 8 winds, ladders and lines were rigged and with the emergency crew standing by, the *Sea-Land Finance* approached



Honored as this year's Admiral of the Ocean Seas, Sen. Daniel Inouye (D-Hawaii), at left, meets with SIU New York Port Agent Jack Caffey during AOTOS Award dinner on Sept. 26.

the *Genciano*, which lowered her lifeboat. In a fine display of seamanship, a line was passed to the lifeboat and all 23 crewmembers of the *Genciano* were rescued." Capt. Robert J. Sutter accepted the award.

Receiving the Mariner's Rosettes for "...outstanding courage and devotion to duty" were *SS President Wilson* (APL) Cadet Midshipman Paul Rubino, AB John McManus and Maintenceman Antone Souza "for entering the water (on July 17, 1979) at the risk of their own

lives to rescue 19 Vietnamese boat people, whose own boat was sinking."

The *SS President Tyler* (APL) Chief Mate Fred J. Gloor Jr. who on Dec. 31, 1979 "for risking his own life by attempting the rescue of a crewmate who had fallen into the waters of Pusan Harbor and applying cardio-pulmonary resuscitation."

Among the honored guests on the dais was SIU's Jack Caffey. In the audience was Transportation Institute Chairman Herb Brand.

El Paso, Algeria LNG Settlement Imminent

As the *Log* goes to press, a settlement is imminent in the six month controversy that has halted the import to the U.S. of Algerian natural gas.

The controversy has affected six SIU-contracted El Paso LNG ships. For many months now, two have been sitting in port with crews but no cargo and four have been laid up. In anticipation of a settlement, one of the four, the *El Paso Howard Boyd*, was recently crewed.

The problem is pricing. El Paso Co., which operates the six SIU-contracted ships, made an agreement with Algeria in 1969 to import part of her abundant supply of natural gas to the U.S.

El Paso built specially designed and very expensive terminals at Cove Point, Md. and Savannah, Ga. to receive the LNG. Imports started arriving in 1978 and since then, Algeria has

radically upped its prices.

Last year, El Paso and Algeria agreed on a price of \$1.94 per thousand cubic feet of LNG. This was approved by the U.S. Department of Energy (DOE) which, under law, must rule on the price of any imported gas.

Meanwhile, however, the Algerian government decided to press for an even greater price increase than what had been negotiated. Algeria would like gas prices to be comparable with crude oil prices of the (OPEC) countries.

Negotiations over the price then began between that North African country and the company. But when the talks broke down in early spring, the DOE took over. Now, according to one report, it looks like Algeria will agree to a price "very close" to that charged by Mexico and Canada for their natural gas.

SIU Tugs Usher Saratoga



The USS Saratoga, a Navy aircraft carrier, gets a Union escort into Philadelphia. Two of the three tugs docking the Saratoga are the SIU-contracted *Reedey Point* (Curtis Bay) and the *Theresa McAllister* (McAllister Bros.). The Saratoga is due to enter Sun Shipyard for a half billion dollar overhaul. Expected to take two years, the overhaul will provide a major boost to employment at the Shipyard and in the surrounding areas.

Big Apple Gets Some Alaska Oil, Courtesy of Overseas Valdez

Everybody's talking about oil these days because of the Iran-Iraq War and the possibility of oil shortages caused by that war.

More than ever this points up the importance of the Alaska oil pipeline, and the importance of American tankers bringing the oil to the lower 48 states.

Numerous SIU ships are involved in the Alaska oil lift, including the **Overseas Valdez**.

Her usual run is from the Pacific side of the Panama Canal, where she picks up Alaska oil from the terminal at Puerto Armuelles, to Texas. But this month, she delivered a load of Alaska black gold to the New York area, where the *Log* caught up with her.

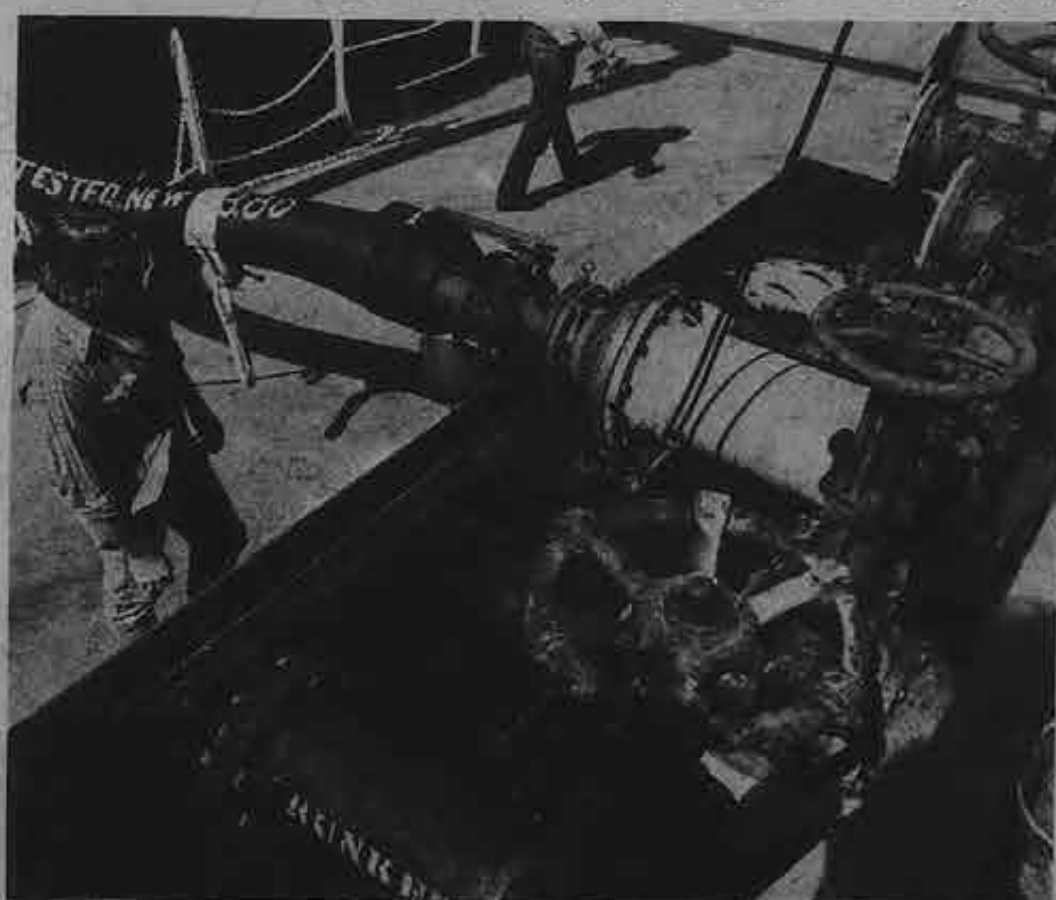
The crew was glad to visit New York, especially in the Autumn, the best time of the year in the Big Apple. And the Big Apple was glad to see them too, and their Alaska oil as well.



The Overseas Valdez lightering at Stapleton Anchorage in the port of New York.



Ted Katros, crewmember, is caught by surprise by *Log* photog as he handles his pantry chores.

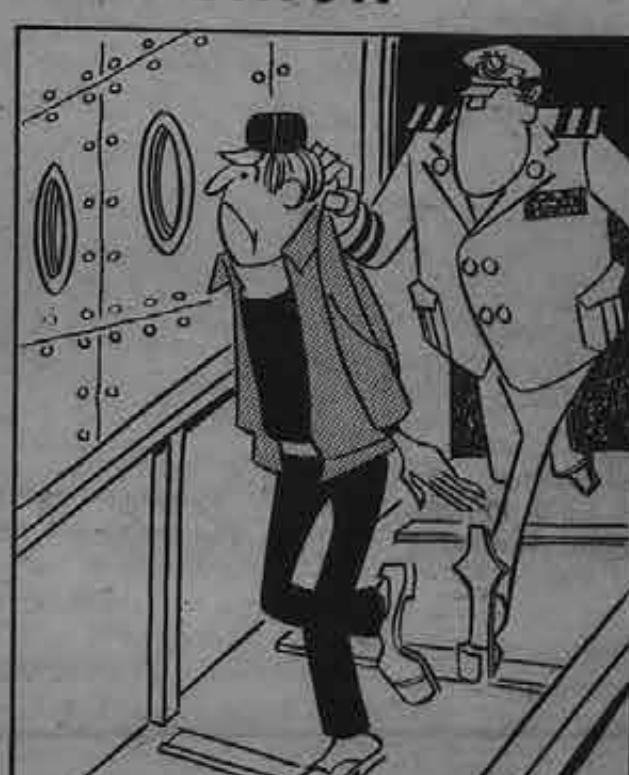
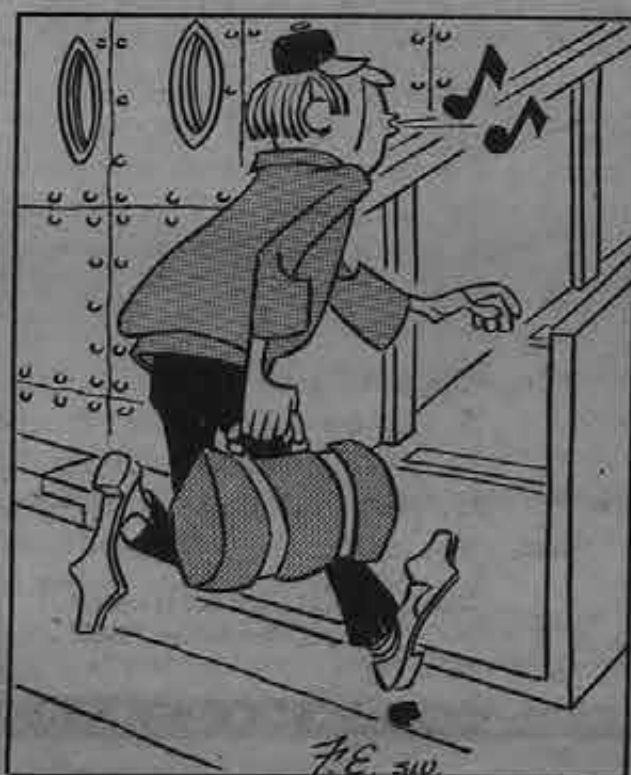


OS Tom Scott surveys a job well done after hooking up hose to start lightering operations.



Catching up on news and views is wiper Michael Gutierrez paging through the *Log*.

A MESSAGE FROM YOUR UNION



SEAMEN'S
USE
OF
NARCOTICS
LEADS
TO
PERMANENT
LOSS
OF
PAPERS
■

Hall Helped Give Life to IBT Local: They Remembered

Donate \$12,100 to Cancer Fund

RIGHT from the founding of Local 810 of the International Brotherhood of Teamsters, the late SIU President Paul Hall was a good friend to the union.

When Brother Hall passed away from cancer on June 22, that union gave him a fitting tribute. A donation of \$12,100 was given by the Local in Hall's memory to the Cancer Research Fund of New York University's School of Medicine.

Of that money, \$10,000 was actually donated by the New York based Local. When the union's executive board voted to give this donation, it also agreed to call for contributions from

others as well. The remaining \$2,100 was given by companies with whom Local 810 has contracts.

The Local was founded in the early 1940's by Milton Silverman. According to a union spokesman, Silverman "got invaluable help from Paul Hall. It would have been impossible to organize without him."

Silverman and Hall remained friends over the years and the SIU "came out in their white caps on many occasions" to assist their brothers in Local 810.

In announcing the donation, the president of the Local, Dennis Silverman, called Hall "a staunch friend and fearless fighter for economic justice."

Local 810, whose headquarters is in New York City, has 10,000

members in the greater New York area. Most Local members are involved in manufacturing work and in the retail and

wholesale trade. The Local also represents the skilled maintenance employees at the New York University Medical Center.



President of Teamsters Local 810, Dennis M. Silverman (third from left), presents checks for \$12,000 in memory of former SIU President Paul Hall to Dr. Martin Begun, dean of New York University's School of Medicine Cancer Research Fund as SIU Acting Secretary-Treasurer John Faye (third from right) looks on. Also present at the ceremony in Local 810's New York City headquarters last month were, from left: Dr. Louis Zimmerman, Local 810 medical director; Max G. Sanchez, the Local's vice president; Milton Silverman, president emeritus of the Local, and John Saulnier, shop steward at the NYU Medical Center.

Marad Folks Visit SIU Hdqts.



SIU headquarters rolled out the red carpet to these representatives of the U.S. Maritime Administration who were taking part in a labor studies program. This pic was snapped in the editorial offices of the Log. The group also took a tour of the Union hall and witnessed a job call. They also took in the services offered to SIU members and their families at the Headquarters Clinic. The consensus among the visitors, "thanks a bunch, we liked what we saw."

Personals

Steve Wagerik, Bill Ball

At the request of Seafarer Harold Kammet, please contact Pechner, Dorfman Associates, 1845 Walnut St., Suite 1300, Phil., Pa. 19103, (215) 561-7100, notifying them of your current mailing address.

Leroy G. Lamb

Please contact your lawyer, Bernard Sacks at 215-925-8200.

Ronnie Abella

Please contact, Jose M. Cortell, Valle Verde #1, Ponce, P.R. 00731.

Joseph Freeman Phillips

Please contact, Mrs. Edith Phillips, 5073 Quince Rd., Memphis, Tenn. 38117.

Joseph John McAndrew

Please contact, Jo-Anna B. McAndrew (Waters), 3105 Pierpoint Dr., Apt. C-8, Mobile, Ala. 36606. Tel. 479-9749.

Bernard "Mike" Toner

Please contact, your brother, John J. Toner, 3716 University Dr., Fairfax, Va. 22030. Tel. (703) 591-3564.

Dick "Buddah" Chatfield

Please contact, Capt. Bob Trees, Antwerp, Belgium, important.

Richard D. Wood

Please contact, Harry Margosian at 2416 Union Ave., Wesleyville, Pa. 16510.

James Kontos

Please contact, Red Campbell, at the Union Hall in New York about your passport and Union book. Tel. (212) 499-6600 Ext. 213.

Redmond Conroy

Please contact, Peter J. Bassing, 4020 Aspen Pl., Oakland, Ca. 94602. Tel. (415) 482-1717 or (415) 457-9191.

George W. B. Phillips

Please contact, Judy immediately. Urgent!

A Poem for Paul Hall

Down through thirty-four generations, LORD
Great, great men have risen on earth's horizons
O yea, LORD, and You have blessed them
And blessed the world through them.

Forty generations have come and gone
And the greatest of Men
Was Your own Son.

Yet, O LORD, from the lovingkindness
Wisdom and understanding of Your vast heart
Occasionally You have given us men
Like Paul Hall.

You gave them
And You took them away.

Thank You, LORD
For letting an humble seafaring man like me
Cross his path and meet him there.

Thank You, LORD, for words of wisdom
Strength and encouragement
Which passed from his heart to mine.

Thank You for the manhood
He laid on the souls
Of countless seafarers

Thank You for the ships at sea
That will rise and sink
On all the oceans
Under all the flags
Remembering him.

Thank You
For the America he loved
And his strong spirit
That brought victory many times
When we were whipped.

Lord, we know that You love our nation
You wouldn't have given us
A man like him
Had You not held us dear to Your heart.

Amen.

Seafarer Thurston John Lewis
Mena, Arkansas 71953

Coal—Once a Stepchild—Soon to Be Favored Son of Energy World

AFTER a long period of indifference, Americans seem to have rediscovered that coal exists. Congressmen feel compelled to extol its charms. Newspaper writers like to pepper their stories with frequent references to it.

Unfortunately, it takes more than good will and earnest sounding campaign speeches to unearth this country's vast coal reserves, transport them to adequately equipped port and harbor facilities, and carry them to foreign markets.

More than one energy expert has been known to exclaim that coal is the best hope for the future. It can help Americans defuse the Energy Crisis. It also has the potential of becoming an important export commodity. By developing our immense coal reserves and selling them to energy-poor countries like Japan, France and West Germany, we Americans will be able to come to grips with the balance of payments problem that has severely weakened our national economy.

For many years coal remained the step-child of the energy world. It was costly to mine. It was felt to be a "dirty" source of energy, one that would add considerably to the already high

levels of pollution found in the air of this country's cities and industrial centers.

Oil was much cheaper. Nuclear power was felt to pose fewer ecological problems.

Things have changed in the last few years.

For one thing, the incident at Three Mile Island, Pa. has shaken the public's confidence in the safety of nuclear power.

For another, the price of oil has skyrocketed to the point where it is now cheaper for Americans to spend billions of dollars investing in ways to clean up coal than to continue buying foreign oil at its present, not to mention future, price.

Coal Exports to Rise

The figures speak for themselves. In 1978, Americans exported 39 million tons of coal. This year, that figure is expected to top 100 million.

According to industry experts, several things stand in the way of a full-scale development of this nation's coal reserves. By far the most serious problem is the **lack of adequate port and harbor facilities**. Present facilities are either obsolete, or rapidly becoming so.

Rivers, channels and harbors must be deepened. Modern dry bulk carriers cannot fit into potential American coal ports such as Seattle, New York, New Orleans and Baltimore.

Industry experts and local governments contend that the problem is a national one. They assert that neither the coal industry nor the states have the resources to dredge individual ports and harbors. That would take hundreds of millions of dollars.

It is up to the federal government to establish a coherent coal policy, something which it has not yet done. If the United States does not take an active part in the development of its coal reserves, **it will lose its competitive edge to Australia and Canada**, both of which have vast reserves of coal waiting to be exploited. Both countries have the technology to market their resources.

Carter Has Plans

There are signs that the situation is turning around.

President Carter has called for the formation of an Interagency Export Task Force. It is expected to issue a policy statement by December 1st of this year.

Federal money has been

allotted to step up development of this nation's coal reserves. Ways are being devised to "clean up" coal and make it safe for widespread use.

The question of coal has important ramifications for the maritime industry. Once the coal is mined, it has to be carried somewhere. That brings into question this nation's whole maritime policy.

At the present time, **American flag vessels carry only 2 percent of this nation's dry bulk trade**. Maritime experts contend that the government has an unprecedented opportunity to revitalize an important segment of the American flag merchant marine, merely by subscribing to accepted international trade practices.

Were the U.S. government to enter into bilateral trade agreements that would set aside a certain percentage of the cargoes generated by the increase in coal-related trade, then the American flag merchant marine would be given a tremendous boost in the arm.

Politicians are fond of talking about "siezing" the moment." Well, the moment is here.

Sea-Land Developer on Pacific-Southwest Run

Sea-Land is running right on schedule with its D-9 ship construction program. Nine of the 12 diesel-powered, 745-ft. containerships have now been delivered including the *Sea-Land*

Developer. The last three—the *Sea-Land Innovator*, *Sea-Land Freedom*, and the *Sea-Land Mariner*—are due to be delivered late this month.

The *Sea-Land Voyager* was

delivered last month, and was followed by the *Sea-Land Endurance* on Oct. 1.

Crewed last summer were the *Sea-Land Express* and the *Sea-Land Independence*, both now on the Gulf-Northern Europe run, and the *Sea-Land Developer*, on the Pacific Southwest run.

All of Sea-Land's D-9's should be in operation before the end of the year, meaning just that many more barrels of oil saved by the switch to diesel (perhaps a 35 percent saving of fuel over the steam turbine vessel of comparable size).

Sea-Land is keeping up with the fuel conservation trend. And the SIU has done its part in supplying trained personnel by setting up the Diesel course at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Individual Seafarers are urged to keep in step themselves with the new trend, by signing up for that course just as soon as they can see clear to do so.

The D-9's are here!

New Address For Chicago Hall

The SIU Union hall in Chicago has moved to new, more comfortable quarters as of this month.

Logistically, the move is a small one. The new Union hall is right across the street on S. Ewing Avenue, from the old location. The change-of-address puts the Chicago Union hall right on the banks of the Calumet River. Now Seafarers and Boatmen who come by the hall to register or to visit can keep an eye on the river traffic below them.

The address of the new Chicago SIU hall is: 9402 S. Ewing Avenue, Chicago, Ill., 60617. (The old address was 9383 S. Ewing.) The phone number remains unchanged. It's still (312) 721-0733.

Right now, the finishing touches are being put on the new Union hall to make it as comfortable and efficient for Union members as possible. All work is expected to be finished shortly and all Union business in the port of Chicago will be transacted out of the new quarters.



Attending a meeting of the *Sea-Land Developer's* Ship's Committee recently were, l. to r.: San Francisco Patrolman Robbie Robertson, Deck Delegate JoJo Touart, Steward Delegate Al Westbrook, Engine Delegate C. W. Rosenberg, and Bosun and Ship's Chairman Carl Olsen.

SIU Urges Carter to Sign Towing Safety Bill

A BILL which will create a vehicle for communication between the Coast Guard and all segments of the inland waterway industry has been okayed by both houses of Congress and is now awaiting President Carter's signature.

The bill, H.R. 6242, will set up a Towing Safety Advisory Committee to the U.S. Coast Guard. The 15-member Committee will include a broad cross-section of spokesmen representing diverse interests in the inland industry.

Representatives of inland towing companies, labor, offshore oil groups, as well as government, environment and shipper's groups will convene, under the auspices of H.R. 6242, to offer

input and advice to the Coast Guard on matters concerning the safe operation of towing vessels and barges on the inland waterways.

In addition, the Committee, whose members will be appointed by the Coast Guard, will review license and crewing regulations and will provide the Coast Guard with guidance prior to publication of any regulations governing the inland waterways.

The Towing Safety Advisory Committee is expected to fill the communication gap between the Coast Guard and inland interests which was created when the similar Towing Industry Advisory Committee was dismantled in 1977.

Efforts to resurrect an advisory panel to work with the Coast Guard on issues related to inland vessel operation have had support from all sectors of the industry, including the SIU.

Following House and Senate passage of H.R. 6242 in late September, SIU President Frank Drozak sent a letter to President Carter urging him to sign the bill.

"As the representative of thousands of boatmen aboard vessels in the U.S. inland and coastal towing fleets," Drozak wrote, "we have long advocated efforts to increase marine safety. We believe," Drozak added, "that this legislation before you is a positive step in that direction."

"The combination of industry

management, labor, port districts, shippers and the public," who will make up the Committee will create a panel "genuinely representative of the industry as a whole," Drozak told the President.

There has been "an undeniable need for a formalized process between the regulating agency and the industry subject to its oversight," Drozak added, finishing by pointing out that the Advisory Committee "will provide the vehicle needed to correct this deficiency to the benefit of industry and government alike."

President Carter had not acted on H.R. 6242 when the *Log* went to press but he is expected to sign it.

U.S. Merchant Fleet Ready, Able to Support Navy

THE U.S. Navy is making waves in calm seas when it comes to the issue of the U.S.-flag merchant marine's naval support role.

That was the thrust of a letter, dated Sept. 18, which was sent by SIU President Frank Drozak in reply to an earlier letter from Assistant Secretary of the Navy J. A. Doyle.

"The Military Sealift Command and the Navy are performing tasks that can, and should, be performed by the commercial sector," said Drozak, echoing the SIU's oft-repeated stand on the merchant marine's capability to adequately perform military support work. "If you were totally determined," Drozak continued, "to use the merchant marine in the performance of naval fleet support functions, we believe very strongly that it could be accomplished by Exec Order."

Secretary Doyle, who heads up the Navy's Dept. of Manpower, Reserve Affairs & Logistics, acknowledged that the U.S. Navy is in need of help from the merchant marine. In a letter to Drozak dated Aug. 15, Doyle indicated the Navy's concern "with the sealift shortages which would have a significant effect on our ability to support deployed forces oceans away."

"The task," Doyle said, referring to a military sealift, "will require extensive... support by a strong U.S.-flag merchant marine."

But in the next breath Doyle raised "the matter of crew control as an obstacle to using contract crews..."

Doyle's worries about chain-of-command and the "laws and regulations" which preclude the Navy "from directly employing those mariners who are not

members of the civil service," were swept aside by SIU President Drozak.

"We do not share your view that changes of law would be needed before you could directly employ non-civil service employees," Drozak told Secretary Doyle. "It should be possible to gain effective crew control by including a few key terms in your charters."

Driving home the point that "the issue of crew control... can be worked out satisfactorily in a contractual arrangement," Drozak offered concrete proposals. The obligations of all parties involved in Naval support work would be made clear by drafting collective bargaining agreements which stipulate that:

- the operators of contracted vessels must notify the union, at the outset, that the vessels crewed by union members are carrying

military cargo so that nothing interferes with the transportation of that cargo;

- the Master of the vessel must report directly to the Fleet commander for all operational orders;

- Navy personnel can be put aboard the vessel, "as has been done routinely in the past."

"If discipline is a problem," added Drozak, "this, too, can be dealt with in the contract."

In addition, Drozak noted that the Harry Lundeberg School of Seamanship in Piney Point, Md., could be used for any special training program the Navy might require of Union members employed in Naval support work.

The School "has always served the needs of this changing industry," Drozak said. "It would be available for any purpose the Navy would regard as necessary to meet its requirements."

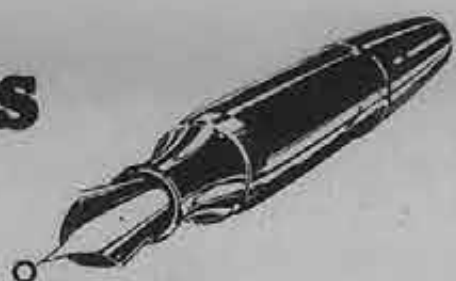
Keeping Those Political Irons in the Fire....



SIU President Frank Drozak has been working hard lately pushing the SIU's interests in the political arena. And he's been keeping some pretty influential company. In photo left, Drozak gives a warm handshake to Vice President Walter Mondale at the New York State AFL-CIO Convention. And in photo right, Drozak is among a crowd of well-wishers at President Carter's Labor Day picnic on the White House grounds.

LETTERS

TO THE EDITOR



Spent Honeymoon With SIU

I finally got married this summer.

And the next day I went to sea. Me, a crew of 300 and my bride.

Before you get the wrong idea, however, I suppose I should add that it was a pleasure cruise we were on and almost 700 other tourists had signed on with me and the new Mrs. as passengers.

Our ship was the *S.S. Oceanic Independence*, the only vessel cruising passengers in and out of U.S. ports to fly the American flag and a vessel whose crew is proudly SIU.

Since June of this year, the *Oceanic Independence* has been in service cruising the Hawaiian Islands, leaving Honolulu at Saturday midnight and making four stops at three other islands before returning the following Saturday.

While neither of us had ever been on anything bigger than a ferry boat, my wife and I couldn't think of a more romantic way to honeymoon around Hawaii than onboard ship. But we were not without our reservations.

We'd watched a few episodes of television's *Love Boat* before we left and it made us seasick. Not the ship, but the people on board. The dentists and accountants. The aging Republicans who still wore ties on vacation and the Beautiful People who know all the disco steps. The smarmy kids you'd like to throw overboard and the middle aged singles who consider jumping themselves.

They were all aboard on our cruise. But as it turns out, we didn't have to have anything to do with them. And, in fact, everyone we did meet was as personable as could be.

This was especially true of the crew.

To a person, they were pleasant and helpful. Many were young. Some were short on experience. But everyone we met seemed to work well together and enjoy their jobs.

As a union family—my wife and I met while working for the Brotherhood of Railway and Airline Clerks—we were particularly impressed with the presence and apparent strength of the SIU onboard the ship.

We had overheard many conversations amongst crew and between crew and passengers about the union. And always there was an enthusiasm and pride that made us feel right at home.

In fact, we thought the honeymoon was over and we were back home in our Washington area office, when the galley staff walked off the job one evening right between our salad and entree.

However, they resolved the problem in time for dessert and the cruise continued on a steady course.

The union had won its point.

Fraternally,
Bob Douglas
Rockville, Md.

Oldtimer Remembers Paul Hall

We have all lost a good man, a good Brother, a good leader. He was a man of great understanding. He always had time to talk to you or listen to what you had to say, and he would always help when he could. For those of us who knew him, it will take a long time to get him out of our minds.

I remember the rough days building this union. And I remember the good days too. He was always there backing us all the way. Many of us from the old days are gone. But the SIU still remains one of the best unions in the world. There is so much more to say about the Great Man, Paul Hall, I cannot find the words.

Fraternally,
Hezekiah Donovan, Bk. D-159
New York City

Captain Praises SIU Crew

I would like to take this opportunity to express my appreciation for the timely and efficient manner in which the crew responded during the emergency evacuation of Crewmember, R. B. Kelley in Manzanillo, Mexico on July 21, 1980. Their cooperation during the evacuation operation enabled Mr. Kelley to be put under a Doctor's supervision in as short a time as possible which is a critical factor in the treatment of apparent heart victims. I thank the crew once again for their cooperation.

Fraternally,
W. B. White, Master
S.S. Montpelier Victory

Early Pension Is 'Cats Meow'

I wish to thank the Union for the Early Normal Pension. My husband was a bosun. For my husband, the pension, and Piney Point, and the entire Union of today is a dream come true.

My husband said, "Only my labor union has ever been able to do anything on time."

My husband is only 56 years old. Because of our Union pension, we still have time to enjoy our grandchildren, and, our golden years together.

For us, this Early Normal Pension is really the "Cats Meow."

This Winter, thanks to our Union pension, we hope to be singing a song, "North to Alaska."

Thankfully,
Mrs. Alida Backrak
Reno, Nevada

They Love Messman Marisa

I have been going to sea for 36 years and never have I seen a lady who can light up the eyes of welcome as Marisa Stevens has done for the crew since she came on as messman. We of the *Westward Venture* hope you can use up some space to let all know that it has been a pleasure to know and be on a ship with such a person.

Fraternally,
Crew of the *Westward Venture*

White House Thanks SIU

On behalf of President Carter, I want to thank the SIU for its letter concerning the Deep Seabed Hard Minerals Resources Act (Ocean Mining Bill).

We appreciate the time and effort spent by the Seafarers International Union towards enactment of this legislation.

Sincerely,
Stuart E. Eizenstat
Assistant to the President
for Domestic Affairs and Policy

Scholarship Winner at 'Bama

As I prepare to enter my senior year at the University of Alabama, I felt it an appropriate time to outline my college activities thus far.

Also, I feel this is an appropriate time to express my gratitude for SIU Scholarship and for the opportunities it has provided. The financial security it affords has not only fully provided for my education, but it has given me "peace of mind" with regard to those financial obligations, and by eliminating the necessity of work, has enabled me to devote more time to both academics and extracurricular activities. My education would certainly have been much different had it not been for the SIU and this outstanding program.

Again, thank you for your support. I look forward to having contact with you again in the near future.

Sincerely,
Craig Cantrell
Mobile, Alabama

Voting—Your Right, Your Responsibility

THE United States of America was founded on a trust in the American people. Beginning with the Declaration of Independence which says governments derive "their just powers from the consent of the governed," this nation has belonged to her people.

"The basis of our political system," George Washington said when his term of office as President was ending, "is the right of the people to make and to alter...their government." Throughout the 200 years of U.S. history, that right has remained intact.

Our elected representatives—from the President of the United States on down—are caretakers of our government. They rule on our behalf, with our consent, and they are directly accountable to us for their actions.

Without a mandate from the people of the United States our leaders cannot govern. Unless they represent us well, they will not receive that mandate.

The American political system is a partnership between the governors and the governed. A partnership that makes demands on all of us. That partnership demands of the U.S. government, said FDR, that it be "...strong enough to protect the interests of the people." And it demands, Roosevelt continued, "a people strong enough and well enough informed to maintain... sovereign control over its government."

A responsive government, accountable to the people, is a concept as true today as it was at the drafting of the Declaration in 1776. As true now as it was at FDR's "Fireside Chat" back in 1938. And it is as important now as at any time in American history that we the people be well enough informed to choose our leaders wisely.

Each member of this Union, as a resident of a community, should



know whether the people seeking election, or re-election in that community, have acted in the best interests of their constituents. As a Union, the SIU has always made it our business to support those candidates who support the jobs and job security of U.S. maritime workers.

Politics is Porkchops. Bills are

introduced and debated almost daily in the U.S. Congress and in state and local bodies throughout the country which have direct and long-range bearing on American working people.

By maintaining a sure and steady presence in Washington, D.C. and, through the port councils of the AFL-CIO Maritime Trades Dept., in port cities across the country the SIU is constantly working for a stronger, better, more capable merchant marine.

But working on Capitol Hill is only half the battle. The other half is getting those candidates whose concerns parallel our own, elected. And that is the responsibility of every member of this Union; of every citizen of this nation.

Exercising the right to vote is our birthright as Americans. It is a right denied to millions of the world's people. For that reason alone, we have an obligation to use it well.

Absentee Ballots

There is no valid excuse for not voting, including being away from home on Election Day. If you are on-board ship on Nov. 4 you can vote by absentee ballot. The only requirements for absentee voting is


that you are a U.S. citizen and you are registered to vote.

To request an absentee ballot, write or visit the local Board of Elections or County Clerk's office in the city or county in which you're registered to vote. Tell them you're a merchant seaman and will be away from home on Election Day. They will provide you with a form which you must fill out and return to them. Upon receipt of that form, they will send you your absentee ballot which must be returned on the Friday before Election Day.

Being an American citizen carries with it rights and privileges unequalled anywhere else in the world. But those rights and privileges are ours only so long as we continue to choose leaders who will protect them.

As soon as we, as a people, stop making informed choices in the voting booth, we are no longer entitled to the trust in our wisdom on which the Founding Fathers built the American political system.

The time when we refuse or are unable to make informed choices on Election Day is the time when we relinquish our right to be a people at liberty in a vital, responsive democracy.



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LOG

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Capt. Russel Holmes skippered the campaign which led to the overwhelming vote by Star & Crescent Towing Co. employees to join the SIU. Capt. Holmes, now ship's delegate, poses happily with SIU member Mary Zimmerman, tour guide aboard the boats.



Deckhand N. Valencia, right, jokes around with the microphone which tour guide Cindy Delgadillo uses to point out the sights of San Diego harbor to tour passengers.

San Diego Tour Boats Crews Vote SIU All the Way



The Silvergate is one of Star & Crescent Towing's excursion boats. She's now under SIU contract.



Chuck Reed is a boat operator for Star & Crescent Towing.



Boat Operator Dick Hayle keeps 'em moving as passengers board excursion boat.

Workers at the Star and Crescent Towing Company have overwhelmingly voted to join the SIU. They had originally been represented by the Inland Boatmen's Union of the Pacific, but had balked when they heard that the IBU of the Pacific had decided to disaffiliate from the SIU.

The IBU of the Pacific managed to pick up just one vote out of a total 27 cast.

Star and Crescent Towing operates the sight-seeing boats that tour the picturesque San Diego Harbor. The company employs everything from tour guides to licensed captains, all of whom are now represented by the SIU.

The workers became very concerned when they heard that the IBU of the Pacific had disaffiliated. They approached SIU organizers because they feared that they would no longer continue to be adequately represented.

Frank Gill, Luigi Iovino and Joe Goren led the SIU campaign. They were ably assisted by Russel Holmes, one of the licensed captains that the company employs.

San Diego, with its world-renowned zoo, its beautiful geography and its interesting Hispanic architecture, is one of this country's pre-eminent cities. But the harbor is San Diego's crowning glory. After the vote at Star and Crescent Towing, the SIU rules it.



Boat Operator R. E. Hayle knows San Diego harbor like the back of his hand.



Joaquim Neves is a deckhand aboard SIU-contracted sightseeing boats operated by Star & Crescent Towing.



Richard Waisoner, Star & Crescent Towing deckhand, is proud to be member of the SIU.

Voting Procedures, Sample Ballot, Other Information for 1980 General Election of Officers, 1981-1984 Seafarers International Union Atlantic, Gulf, Lakes & Inland Waters District

SECRET ballots, for the election of officers and job holders for the term 1980-1984, will be available to members of the Atlantic, Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America from Nov. 1 through Dec. 31. The ballot will contain the names of all qualified candidates as was determined by the Union's Credentials Committee and membership in accordance with the Union's Constitution.

The election will be conducted by a mail ballot as provided by the Union's Constitution. Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available to full-book members in good standing at union halls.

A full list of cities and street addresses where ballots will be available accompanies this story.

Election procedures are spelled out in detail in Article XIII of the SIU Constitution which is printed in this special supplement of the *Log*.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Monday through Saturdays, except on legal holidays, at any of the designated port-city locations from Nov. 1 through Dec. 31.

Mailing envelopes containing ballots must be postmarked no later than Midnight, Dec. 31, 1980 and must be received by Jan. 5, 1981.

Only full-book members in good standing are eligible to vote. Each member must present his book to the port agent or the agent's designated representative when the member secures his ballot, his ballot envelope and a postage-paid, pre-addressed envelope in which to return the ballot envelope containing the ballot. When the member receives his ballot, his book will be stamped with the word "voted" and the date.

The top part of the ballot above the perforated line will be retained by the port agent.

In cases where a member does not produce his book, or where there is a question about his being in good standing or otherwise eligible to vote, the member will receive a mailing envelope of a different color marked with the word "challenge," and his book shall be stamped "Voted Challenge" and the date.

Absentee ballots will be available to members who believe they will be at sea or in a Public Health Service Hospital during the voting period, and unable to secure a ballot. Requests for absentee ballots must

be made by registered or certified mail postmarked no later than midnight, Nov. 15 and must be delivered no later than Nov. 25, 1980. The requests must be mailed to the Secretary-Treasurer's office at SIU Headquarters in Brooklyn. Seafarers requesting absentee ballots are cautioned to include with the request the address where they want the ballot to be mailed.

Once he receives his ballot and envelopes, the member's vote becomes completely secret since, after he marks his ballot in secret, he inserts it into the envelope marked "Ballot," seals it and places it into the mailing envelope already addressed to the Depository Bank, seals the mailing envelope and mails it.

While he must sign his name on

the first line of the upper lefthand corner of the mailing envelope, and print his name and book number on the second line, the secrecy of the ballot—which is encased in an unmarked ballot envelope—is complete.

No ballot will be opened for counting until all envelopes containing valid ballots have first been opened, the ballot envelope removed intact, and all ballot envelopes mixed together. In no way will there be any connection between the mailing envelope—containing the member's name—and the ballot envelope or the ballot itself.

Ballots will be counted by a rank-and-file Union Tallying Committee consisting of two members elected from each of the Constitutional Ports. They will be elected in December.

Notice On Unopposed Candidates

candidate.

The entire section, contained in Article XIII, Section 5(a) of the SIU Constitution, reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Commit-

tee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change."



ELECTION NOTICE OF 1980 ELECTION FOR ELECTION OF 1981-1984 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 1980 and shall continue through December 31, 1980.

VOTING LOCATIONS

ALPENA	800 North Second Avenue, Alpena, Michigan 49707	NEW YORK	675 Fourth Avenue, Brooklyn, New York 11232
BALTIMORE	1216 E. Baltimore Street, Baltimore, Maryland 21202	NORFOLK	115 Third Street, Norfolk, Virginia 23510
BOSTON	215 Essex Street, Boston, Massachusetts 02111	PADUCAH	225 South 7th Street, Paducah, Kentucky 42001
CHICAGO	9383 So. Ewing Avenue, Chicago, Illinois 60617	PHILADELPHIA	2604 South Fourth Street, Philadelphia, Pennsylvania 19148
CLEVELAND	1290 Old River Road, Cleveland, Ohio 44113	PINEY POINT	St. Mary's County, Piney Point, Maryland 20674
DETROIT (ALGONAC)	520 St. Clair River Drive, Algonac, Michigan 48001	PORT ARTHUR	534 Ninth Avenue, Port Arthur, Texas 77640
DULUTH	324 W. Superior Street, Duluth, Minnesota 55802	PORTLAND	421 S.W. Fifth Avenue, Portland, Oregon 97204
FRANKFORT	417 Main Street, Frankfort, Michigan 49635	PUERTO RICO	1313 Fernandez Juncos, Stop 20, Santurce, Puerto Rico 00909
GLOUCESTER	63 Rogers Street, Gloucester, Massachusetts 01930	SAN FRANCISCO	350 Fremont Street, San Francisco, California 94105
HONOLULU	707 Alakea Street, Room 102, Honolulu, Hawaii 96813	SEATTLE	2505 First Avenue, Seattle, Washington 98121
HOUSTON	1221 Pierce Street, Houston, Texas 77002	ST. LOUIS	4581 Gravois Avenue, St. Louis, Missouri 63116
JACKSONVILLE	3315 Liberty Street, Jacksonville, Florida 32206	TAMPA	2610 West Kennedy Blvd., Tampa, Florida 33609
JEFFERSONVILLE	211 E. Market Street, Suite 106, Jeffersonville, Indiana 47130	TOLEDO	935 Summit Street, Toledo, Ohio 43604
JERSEY CITY	99 Montgomery Street, Jersey City, New Jersey 07302	WILMINGTON	408 Avalon Boulevard, Wilmington, California 90744
MOBILE	1 South Lawrence Street, Mobile, Alabama 36602	YOKOHAMA	Room 801, Nohkyo Kyosai Building, 1-2 Kaigan-Dori, Naka-ku, Yokohama, Japan 231-91
NEW ORLEANS	630 Jackson Avenue, New Orleans, Louisiana 70130		

SIU Constitution Rules on Election

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

Except as provided in Section 2 (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seafaring and/or employment as required for candidates.
- In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated _____
Signature of member _____

Book No. _____

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach headquarters

no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefor must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted, with sufficient detail. The report shall be signed by all of the Committee members, and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes, and then posted on the bulletin board in each port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(h) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without

prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided, shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturdays, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the ports shall first set forth Headquarters and then shall follow a geographical pattern, commencing with the most northerly port of the Atlantic Coast, following the Atlantic Coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient

amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number, and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt, acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances; while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 4(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Head-

quarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted, must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4. (a) At the close of the last day of the period for securing ballots, the Port Agent in each port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth, by serial number and amount, the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 18 full book members. Two shall be elected from each of the 9 ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid, utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the port in which Headquarters is located, to arrive at that port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the port in which Headquarters is located, shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten. The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner, and notify the Secretary-Treasurer.

in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting, which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in this Section 4, except where specific dates are provided for, the days shall be the dates applicable, which provide for the identical time and days originally provided for in this Section 4. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Job Holders:

(a) A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Headquarters Representative, Port Agent or Patrolman:

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 11 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

No.

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FOR ELECTION OF 1981-1984 OFFICERS AND CONSTITUTIONAL AMENDMENTS
VOTING PERIOD NOVEMBER 1st, 1980 THROUGH DECEMBER 31st, 1980

OFFICIAL BALLOT For Election of 1981-1984 Officers and Constitutional Amendments

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 1980 THROUGH DECEMBER 31st, 1980

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

<p>PRESIDENT Vote for One</p> <p>1 <input type="checkbox"/> Leo Cronsohn, C-801</p> <p>2 <input type="checkbox"/> Frank Drozak, D-22</p> <p>EXECUTIVE VICE PRESIDENT Vote for One</p> <p>3 <input type="checkbox"/> Anthony C. Aronica, A-449</p> <p>4 <input type="checkbox"/> Ed Turner, T-8001</p> <p>SECRETARY-TREASURER Vote for One</p> <p>5 <input type="checkbox"/> Joseph DiGiorgio, D-2</p> <p>VICE PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT Vote for One</p> <p>6 <input type="checkbox"/> Angus Campbell, C-217</p> <p>7 <input type="checkbox"/> Robert (Bob) O'Rourke, O-3</p> <p>VICE PRESIDENT IN CHARGE OF THE ATLANTIC COAST Vote for One</p> <p>8 <input type="checkbox"/> Leon Hall, Jr., H-125</p> <p>VICE PRESIDENT IN CHARGE OF THE GULF COAST Vote for One</p> <p>9 <input type="checkbox"/> Joe Sacco, S-1287</p> <p>VICE PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS Vote for One</p> <p>10 <input type="checkbox"/> Mike Sacco, S-1288</p> <p>HEADQUARTERS REPRESENTATIVE Vote for Four</p> <p>11 <input type="checkbox"/> Jack Blutt, B-15</p> <p>12 <input type="checkbox"/> John Fay, F-363</p> <p>13 <input type="checkbox"/> George McCartney, M-948</p> <p>14 <input type="checkbox"/> Steven Troy, T-485</p>	<p>NEW YORK AGENT Vote for One</p> <p>15 <input type="checkbox"/> Jack Caffey, C-1010</p> <p>NEW YORK JOINT PATROLMAN Vote for Eight</p> <p>16 <input type="checkbox"/> Horace Hamilton, H-8001</p> <p>17 <input type="checkbox"/> Lulge Iovino, I-11</p> <p>18 <input type="checkbox"/> Earl "Emil" Lee, Jr., L-8001</p> <p>19 <input type="checkbox"/> Frank Mongelli, M-1111</p> <p>20 <input type="checkbox"/> Carl Peth, P-755</p> <p>21 <input type="checkbox"/> George Ripoll, R-708</p> <p>22 <input type="checkbox"/> Trevor Robertson, R-723</p> <p>23 <input type="checkbox"/> Robert Selzer, S-1258</p> <p>PHILADELPHIA AGENT Vote for One</p> <p>24 <input type="checkbox"/> Ted Babkowski, B-1</p> <p>PHILADELPHIA JOINT PATROLMAN Vote for Two</p> <p>25 <input type="checkbox"/> Robert "Joe" Air, A-61</p> <p>26 <input type="checkbox"/> Stephen Papuchis, P-5198</p> <p>BALTIMORE AGENT Vote for One</p> <p>27 <input type="checkbox"/> George Costango, C-5795</p> <p>BALTIMORE JOINT PATROLMAN Vote for Two</p> <p>28 <input type="checkbox"/> Richard Avery, Jr., A-20017</p> <p>29 <input type="checkbox"/> Robert Pomerlane, P-437</p> <p>MOBILE AGENT Vote for One</p> <p>30 <input type="checkbox"/> D.L. "Sheriff" Dickinson, D-227</p> <p>31 <input type="checkbox"/> Thomas Glidewell, G-467</p> <p>MOBILE JOINT PATROLMAN Vote for Two</p> <p>32 <input type="checkbox"/> Jack M. Dalton, D-337</p> <p>33 <input type="checkbox"/> Hubert Hollis Johnson, J-192</p> <p>34 <input type="checkbox"/> Edward "Edd" Morris, M-1358</p> <p>35 <input type="checkbox"/> Darry Sanders, S-2016</p> <p>36 <input type="checkbox"/> George Vukmir, V-269</p>	<p>NEW ORLEANS AGENT Vote for One</p> <p>37 <input type="checkbox"/> Gerald A. Brown, B-1159</p> <p>NEW ORLEANS JOINT PATROLMAN Vote for Three</p> <p>38 <input type="checkbox"/> Donald C. Anderson, A-5244</p> <p>39 <input type="checkbox"/> Leo Bonser, B-1193</p> <p>40 <input type="checkbox"/> Mike Worley, W-752</p> <p>HOUSTON AGENT Vote for One</p> <p>41 <input type="checkbox"/> Louis Guarino, G-520</p> <p>HOUSTON JOINT PATROLMAN Vote for Three</p> <p>42 <input type="checkbox"/> Patrick Pillsworth, P-1079</p> <p>43 <input type="checkbox"/> John Ruiz, R-1116</p> <p>44 <input type="checkbox"/> Harmando Salazar, S-1966</p> <p>45 <input type="checkbox"/> F.E. "Gene" Taylor, T-180</p> <p>SAN FRANCISCO AGENT Vote for One</p> <p>46 <input type="checkbox"/> Juan J. Reinos, R-70</p> <p>SAN FRANCISCO JOINT PATROLMAN Vote for Two</p> <p>47 <input type="checkbox"/> D. "Frank" Boyne, B-8</p> <p>48 <input type="checkbox"/> Gentry Moore, M-8001</p> <p>DETROIT AGENT Vote for One</p> <p>49 <input type="checkbox"/> Jack Allen, A-674</p> <p>DETROIT JOINT PATROLMAN Vote for One</p> <p>50 <input type="checkbox"/> Byron F. Kelley, K-12039</p> <p>ST. LOUIS AGENT Vote for One</p> <p>51 <input type="checkbox"/> James Martin, M-5290</p> <p>ST. LOUIS JOINT PATROLMAN Vote for One</p> <p>52 <input type="checkbox"/> Manuel "Joe" Sigler, S-2101</p>
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PROPOSITION # 1

Are you in favor of amending Article V, Section 1(a) of the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO in accordance with the resolution mailed to you, to read as follows:

Article V, Section 1

"(a) dues annually in the sum of \$200.00 which shall be paid in equal quarterly amounts on a calendar year basis, no later than the first business day of each calendar quarter, except as herein otherwise provided, and such dues shall be increased from time to time by percentages equal to the percentages of negotiated wage increases inclusive of cost of living increases but not more than 10% annually over dues then in effect as provided in this paragraph (a) during the previous twelve months, and such dues inclusive of such percentages amounts rounded off to the nearest dollar with 50 cents or less rounded off to the dollar immediately below and 51 cents or more, rounded off to the dollar immediately above, and shall be payable in equal calendar quarterly amounts no later than the first business day of the calendar quarter immediately following any such increases, except as herein otherwise provided, and;"

YES

☐

PLACE "X" IN BOX OF YOUR CHOICE

NO

☐

PROPOSITION # 2

Are you in favor of amending the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, in accordance with the proposed amendments outlined in the resolution mailed to you for the purpose of creating a Vice President in Charge of the West Coast?

YES

☐

PLACE "X" IN BOX OF YOUR CHOICE

NO

☐

Complete Text of Ballot Propositions

PROPOSITION #1

WHEREAS, our regular dues presently in the sum of \$200.00 yearly as provided for in Article V, Section 1(a) of our Constitution, has remained unchanged for many years, and

WHEREAS, notwithstanding the membership's adoption several years ago of working dues related to days worked, in addition to such regular dues as provided in Article V, Section 1(b) of our Constitution, costs of our Union operations have increased over the comparable years in percentage amounts in excess of such working dues increase, and

WHEREAS, in order to discharge the Union's responsibilities to the membership it is necessary that our Union receive increased revenue so as to provide necessary and competent personnel and facilities as well as to preserve and further the Union's interest as an institution for the membership's benefit, and

WHEREAS, inflation the past several years has increased most substantially and it appears reasonably to continue for future years, necessitating that provision be now made to accommodate to the results of such future events, and

WHEREAS, it appears most fair and appropriate that any dues increases bear relationship to wage increases inclusive of cost of living increases negotiated by the Union for the membership, and

WHEREAS, such dues increases to be most fair and appropriate should be equal percentage-wise with a maximum annual increase, to the percentage of such negotiated wage increases inclusive of cost of living increases so that if wage increases and/or cost of living increases are received by the membership in an amount for example of 9%, then the dues exclusive of dues related to days worked, shall be increased by 9%, and

WHEREAS, as stated, there should be a maximum percentage to which dues shall be increased in any consecutive twelve months and which shall be not more than 10% annually over that in effect in the previous consecutive twelve months, and

WHEREAS, until otherwise decided by the membership as Constitutionally provided, such percentage increases of dues exclusive of dues related to days worked should take place at a time when such wage increases inclusive of cost of living increases occur, and

WHEREAS, in the interest of sound administrative procedures, such increases in dues, however, should not occur until the first calendar quarter immediately following the effective date of any such increases inclusive of cost of living increases, and

WHEREAS, your Executive Board has carefully reviewed this matter and unanimously agreed that the adoption of this Resolution is in the best interests of the membership and the Union and have authorized Vice President Leon Hall to submit this Resolution on behalf of your unanimous Executive Board as a proposed amendment to our Constitution and particularly Article V, Section 1(a), to be voted upon by our membership all in the manner provided by our Constitution for Constitutional amendments.

NOW, THEREFORE, IT IS RESOLVED:

Article V, Section 1(a) of our Constitution shall be amended to read as follows:

"(a) dues annually in the sum of \$200.00 which shall be paid in equal quarterly amounts on a calendar year basis, no later than the first business day of each calendar quarter, except as herein otherwise provided, and such dues shall be increased from time to time by percentages equal to the percentages of negotiated wage increases inclusive of cost of living increases but not more than 10% annually over dues then in effect as provided in this paragraph (a) during the previous twelve months, and such dues inclusive of such percentages amounts rounded off to the nearest dollar with 50 cents or less rounded off to the dollar immediately below and 51 cents or more, rounded off to the dollar immediately above, and shall be payable in equal calendar quarterly amounts no later than the first business day of the calendar quarter immediately following any such increases, except as herein otherwise provided, and;"

THE FOLLOWING CONSTITUTIONALLY ADOPTED PROPOSITION, TO BE VOTED UPON, IF ADOPTED, WOULD AMEND THE CONSTITUTION TO PROVIDE FOR A NEW OFFICE AND OFFICER — VICE PRESIDENT IN CHARGE OF THE WEST COAST

PROPOSITION #2

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

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

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

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

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

Article X, new Section 7 shall be added to read as follows:

"Section 7. Vice President in Charge of the West Coast:

The Vice President in Charge of the West Coast shall be a member of the Executive Board and entitled to cast one vote in that body. He shall supervise and be responsible for the activities of all the Ports and the personnel thereof on the West Coast including their organizing activities. The West Coast area is deemed to mean the States of California, Oregon, Washington, Alaska and Hawaii. In order that he may properly execute his responsibilities, he is empowered and authorized to retain any technical or professional assistance he deems necessary, subject to the approval of the Executive Board."

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

The first paragraph is amended to read:

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

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

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

These amendments, if approved, shall become effective upon the date of certification of the Union Tallying Committee.

At Sea & Ashore

SS Kauai

Fresh from the Sun Shipyard, Chester, Pa., the 720-foot, 38,800-ton new containership *SS Kauai* (Matson Navigation) carried 1,200 containers on her maiden voyage to the port of Honolulu on Sept. 23.

The \$76.5 million ship, which has three sisterships, made a special port of call to her island namesake, Nawiliwili, Kauai.

She returned to Terminal Is., Los Angeles Harbor to team up with the *SS Manulani* on the run. The *SS Maui* and *SS Manukai* sail the 98-year-old San Francisco-Honolulu run.

Sea-Land Service

This month Sea-Land Service plans more sailings with added tonnage from the East Coast and the Gulf to Northern Europe with direct, long haul weekly sailings from eight ports and twice-weekly sailings from Port Elizabeth, N.J.

On the North Atlantic run, SL-7s carrying 1,096 containers, will call weekly at Rotterdam and Bremerhaven from Port Elizabeth and Portsmouth, Va.

The stepped-up operation also calls for Sea-Land vessels to call at Rotterdam three times a week and twice weekly at Bremerhaven and Algeiras, Spain.

A 739-foot SL-18 and three 635-container D-6s will sail weekly from Port Elizabeth, Wilmington, N.C. and Charleston, S.C. to Rotterdam and Algeiras.

From the Gulf, three 839-container D-8s and two SL-18s will sail weekly from Houston, New Orleans, Jacksonville and Port Everglades to Bremerhaven and Algeiras.

SS Merrimac

From the Gulf on Oct. 5-15, the bulk carrier *SS Merrimac* (Ogden Marine) will carry 17,800 metric tons of sulfur to Alexandria or Port Said, Egypt.

Philadelphia

With the Japanese expecting to import 80.5 million tons of steam coal in 1995 after importing 25 million tons of metallurgical coal in 1974, the port of Philadelphia's Greenwich Pier 124 will get \$26.5 million from the state to modernize and increase its capacity from 3 million tons to 20 million tons by the mid-1980s.

With Northern Europe also expecting to import more coal and the U.S. expected to export 120 million tons of coal by 1990, this port's Port Richmond will be modernized to hike its capacity to 10 million tons a year.

Overseas Valdez Committee



SIU Patrolman Teddy Babkowski (seated left) makes out a dues receipt on Sept. 24 for AB Steve Boettcher (seated right) a 1978 Piney Point Grad. With them is the Ship's Committee of the *ST Overseas Valdez* (Maritime Overseas) of (seated center) Bosun Henry Jones; ship's chairman and (standing l. to r.) Chief Steward Babalu Evans, secretary-reporter; Steward Delegate Jose Romero and Engine Delegate Dave Cameron. The ship paid off at Stapleton Anchorage, S.I., N.Y.

Puerto Rico Marine

Puerto Rico Marine plans to start early next year a R/O R/O trailership run between the ports of New Orleans and San Juan.

The new weekly run will sail from the company's newly-leased 15½ acre France Road terminal which has a 700-foot berth and a marshaling yard for 700 containers.

Trailer Marine Transport

Five 400-foot double-deck barges of Trailer Marine Transport (Crowley Maritime) will be converted into triple-deck ships.

They will be on the R/O R/O cargo run between Lake Charles, La. and San Juan.

Each barge's third deck will be 18 feet wider than lower decks giving it another trailer lane on each side so capacity is increased from 180 to 288 40 and 45-foot trailers.

Two are already ready and all will be in service by the end of the year.

Coordinated Caribbean Transport

Coordinated Caribbean Transport expects its new tug-barge vessels to enter the run between Miami and Ecuador soon.

U.S. Maritime Administration

Since MARAD now has only one supplier of U.S. Merchant Marine service ribbons, it is going to issue non-exclusive licenses to make and sell these ribbons.

The ribbons are for Korea, Vietnam, Pacific War Zone, Pre-Pearl Harbor Defense, Atlantic War Zone, Victory Medal and the Med-Mideast War Zone.

N.Y. State AFL-CIO

The N.Y. State AFL-CIO Convention endorsed a plan to build an offshore "energy island" in the Atlantic off New York City.

The plan calls for widening the Erie Canal and using the dirt fill to build the island to make and store energy.

The island would house oil refineries, power plants, natural gas storage tanks and be a port for oil tankers.

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Dispatchers Report for Deep Sea

AUG. 1-30, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	10	5	1	8	5	0	13	5	4
New York	122	49	10	117	89	8	176	67	19
Philadelphia	6	4	2	7	5	1	18	7	2
Baltimore	24	10	3	24	12	2	36	17	6
Norfolk	11	11	5	25	12	1	25	17	14
Tampa	15	8	4	13	9	1	21	14	6
Mobile	21	7	0	29	8	0	29	11	0
New Orleans	72	20	2	73	21	0	135	29	8
Jacksonville	35	14	2	20	6	0	63	27	8
San Francisco	20	5	0	21	3	0	75	15	3
Wilmington	25	16	11	24	16	7	44	23	22
Seattle	42	12	5	88	57	9	58	16	9
Puerto Rico	22	2	1	24	9	0	24	2	1
Houston	76	27	6	85	46	4	126	37	18
Piney Point	0	4	0	0	17	0	0	1	0
Yokohama	0	0	0	4	2	0	2	0	0
Totals	501	194	52	562	317	33	845	288	120
ENGINE DEPARTMENT									
Boston	7	5	1	1	5	1	8	4	1
New York	102	55	6	109	75	4	153	80	14
Philadelphia	8	4	0	6	6	2	10	8	0
Baltimore	20	11	2	25	9	1	32	16	5
Norfolk	18	7	1	12	7	0	32	15	5
Tampa	5	5	0	6	10	3	9	7	1
Mobile	18	10	1	20	15	1	30	10	0
New Orleans	49	10	0	30	18	0	119	34	5
Jacksonville	21	2	1	13	3	0	34	9	4
San Francisco	16	11	2	10	12	0	48	16	2
Wilmington	13	12	3	14	14	2	24	17	5
Seattle	30	13	4	41	36	7	48	17	8
Puerto Rico	9	1	1	9	9	0	13	5	0
Houston	45	17	2	45	37	1	102	28	3
Piney Point	0	3	0	0	13	0	0	0	0
Yokohama	0	1	0	0	0	0	0	1	0
Totals	361	167	24	341	269	22	662	267	53
STEWARD DEPARTMENT									
Boston	3	2	0	3	4	3	3	2	0
New York	43	21	4	78	64	2	72	41	9
Philadelphia	2	3	0	2	1	0	5	4	0
Baltimore	10	3	0	16	11	0	15	9	0
Norfolk	7	7	1	14	13	1	15	12	3
Tampa	3	4	4	8	7	4	3	2	4
Mobile	9	0	0	17	5	0	17	1	0
New Orleans	29	5	1	21	9	0	67	16	2
Jacksonville	5	4	0	12	2	0	16	7	1
San Francisco	6	5	2	9	8	11	29	15	22
Wilmington	5	5	0	14	6	1	14	8	7
Seattle	30	5	5	46	14	12	35	8	8
Puerto Rico	6	4	0	5	5	0	14	6	1
Houston	30	3	0	32	28	6	58	2	0
Piney Point	2	12	0	1	72	0	1	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	190	83	17	278	249	40	364	133	57
ENTRY DEPARTMENT									
Boston	5	10	7	5	16	8	5	16	8
New York	35	124	66	45	287	191	45	287	191
Philadelphia	2	13	3	6	43	8	6	43	8
Baltimore	13	26	11	18	50	25	18	50	25
Norfolk	4	27	11	11	54	26	11	54	26
Tampa	3	14	7	4	23	9	4	23	9
Mobile	7	13	3	4	25	11	4	25	11
New Orleans	22	40	11	41	111	33	41	111	33
Jacksonville	12	27	5	14	74	21	14	74	21
San Francisco	4	20	10	22	65	85	22	65	85
Wilmington	7	22	48	12	52	141	12	52	141
Seattle	17	27	19	24	43	35	24	43	35
Puerto Rico	8	22	1	12	30	50	12	30	50
Houston	11	38	20	21	58	50	21	58	50
Piney Point	0	83	0	0	2	0	0	2	0
Yokohama	1	0	0	1	1	0	1	1	0
Totals	151	506	222	240	934	653	240	934	653
Totals All Departments	1,203	950	315	1,181	835	95	2,111	1,622	883

*"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 August was good in all A&G deepsea ports, as it has been for the last several years. A total of 2,111 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 1,181 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 for the foreseeable future.

Directory

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

Frank Drozak, president
Joe DiGiorgio, secretary-treasurer
Leon Hall, vice president
Angus "Red" Campbell, vice president
Mike Sacco, vice president
Joe Sacco, vice president

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Digest of SIU Ships' Meetings

OGDEN CHARGER (Ogden Marine), August 10—Chairman, Recertified Bosun Neil Matthey; Secretary N. Andrews; Deck Delegate J. Ferro; Engine Delegate A. Norman; Steward Delegate John Platts. Some disputed OT in deck and engine departments. Frank Boyne, Yokohama port agent met ship in Sasebo. The Union and Company will talk to those concerned who can have extra launches in Kaoh-sang. 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.

LNG LEO (Energy Transport), August 3—Chairman Clarence Burgo; Secretary Michael Haukland; Deck Delegate Michael Marquette; Steward Delegate Steve Wagner. No disputed OT. Captain requested that all movie cassettes should be put away properly especially during stormy weather. Also that all on board should wear proper shoes, hard hats while out on deck and long sleeve shirts and trousers. Shower clogs or Japanese motor cycle boots will not be accepted. A vote of thanks to the steward department for a job well done.

SEA-LAND GALLOWAY (Sea-Land Service), August 31—Chairman, Recertified Bosun C. James; Secretary Peter K. R. Schulz; Educational Director Donald Peterson; Deck Delegate George Alexander; Steward Delegate Richard Williams. No disputed OT. Chairman gave a vote of thanks to the Chief Cook and members of the steward department who functioned as a well coordinated unit in performing their duties in absence of a steward. Secretary stressed the need for positive attitudes where ships performances are concerned. The Log was received and passed around for all to read. Next port Elizabeth.

SEA-LAND PATRIOT (Sea-Land Service), August 17—Chairman, Recertified Bosun James Boland; Secretary H. Strauss; Educational Director W. Walton. No disputed OT. Chairman held a discussion on the importance of upgrading and of donating to SPAD. This is an election year and everyone should read about the candidates and most important vote. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

OVERSEAS VALDEZ (Maritime Overseas), August 3—Chairman, Recertified Bosun J. W. Parker; Secretary M. Reeves; Educational Director D. Compeau. No disputed OT. \$29 in ship's fund. \$277 in movie fund. Secretary reported that he appreciated the help given by crew in keeping messhall and pantry clean at night. There were no communications received. Expect a mail boat will be coming sometime on Monday. A vote of thanks to the steward department for a job well done.

OGDEN WILLIAMETTE (Ogden Marine), August 10—Chairman, Recertified Bosun Sven Jansson; Secretary George Luke; Educational Director Joel Spell; Deck Delegate John Donaldson. No disputed OT. Secretary reported that the steward department is doing a good job. Sorry to report that we are losing Stuart Schonberger, Saloon Messman on this trip. He has been a good man and we hope to be able to get another as good as he has been. All departments have cooperated and made this a good trip. Observed one minute of silence in memory of our departed brothers. Everyone still feels badly over the loss of our President Paul Hall. The next port is New York.

LNG GEMINI (Energy Transport), August 24—Chairman, Recertified Bosun M. G. Woods; Secretary C. Shirah; Deck Delegate B. Isenstadt; Engine Delegate David Shaw; Steward Delegate Robert Adams. Frank Boyne, Yokohama port agent is meeting the ships regularly and having a meeting on each ship as it arrives in Japan. Secretary reported that pool parties are held on each trip and requested that picnic tables be built and stored on pool deck and the tables to be only used for food service. No disputed OT. A vote of thanks to the steward department for cookouts by the pool. Next port Tobato.

DEL MUNDO (Delta Steamship), August 24—Chairman, Recertified Bosun C. Jordan; Secretary R. De Boissiere; Educational Director W. H. Sanders; Engine Delegate Max Stewart. No disputed OT. Educational Director requested that the crew report anything unsafe so that nobody gets hurt. A special vote of thanks to all department delegates for an excellent job. Report to Log: "C. Jordan, bosun and Deck gang secured and fixed a deck crane which collapsed in Barranquilla, Colombia. Thanks to such old timers for doing such a terrific job that nobody was hurt. Our hats off to all of them for a job well done." Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

SEA-LAND EXPLORER (Sea-Land Service), August 24—Chairman, Recertified Bosun John Cisiecki; Secretary T. R. Goodman; Educational Director Gerald Johnson; Deck Delegate Richard Schaffer; Engine Delegate Eric L. Younce; Steward Delegate Harry D. Silverstein. Chairman reported that he spoke to Yokohama port agent, Frank Boyne about ship movies and how the crew would appreciate a better selection. There was also a report on safety. Chief Steward, Theodore R. Goodman, reported that the next voyage would be his last. He is going back East and extended his gratitude to all departments for their cooperation. No disputed OT. Next port Yokohama.

SEA-LAND PRODUCER (Sea-Land Service), August 17—Chairman B. R. Kitchens; Secretary Robert J. Liegel; Educational Director K. Hart; Engine Delegate E. Wilson; Steward Delegate B. Wright. Some disputed OT in deck department. Chairman reported that the steward, E. Green, was put off in the Azores Island because of illness. Later learned that he had suffered a mild heart attack. Secretary reported that a safety meeting was held on Friday, August 15th. It was suggested that all crewmembers wear hard hats on deck when cargo is being loaded. The engine department reported that it needed dust masks. Observed one minute of silence in memory of our departed brothers.

SEA-LAND BALTIMORE (Sea-Land Service), August 3—Chairman, Recertified Bosun Robert Gorbea; Secretary George W. Gibbons; Educational Director W. J. Dunnigan. \$15.25 in ship's fund. Some disputed OT in steward department. A letter was received in answer to the letters sent to the hall, regarding Paul Hall's passing. Chairman told the crew that they should read the Log so that they will know what is going on in the Union. Discussed the importance of donating to SPAD. A vote of thanks to the bosun and his men on the garbage detail. Also a vote of thanks to the steward department. Next port Elizabeth.

POINT SUSAN (Point Shipping), August 3—Chairman C. J. Dockery; Secretary L. Gadson; Educational Director A. Thaxton; Deck Delegate W. Sorenson; Engine Delegate Robert S. Davis; Steward Delegate Robert D. Bridges. \$4 in ship's fund. No disputed OT. Chairman encouraged the young members to use the opportunity they have in upgrading themselves at Piney Point. The Log contains information on the dates for the classes you can enroll in. The Log was received and read and all other communications have been posted. A vote of thanks to the steward department for a job well done. Next port Tunis.

POINT MARGO (Point Shipping), August 7—Chairman William A. Aycock; Secretary J. Darrow; Educational Director A. G. Otts. No disputed OT. Chairman held a discussion on Union benefits and advised all members to read the Log and to support our Union by writing to their respective Congressmen to support our merchant fleet for job security. Recommended Timothy L. Smith, AB for upgrading at Harry Lundeberg School. Secretary also talked to crewmembers on why and how to write to their Congressman and Senators and to encourage their families and friends to do the same. If you can, obtain a copy of the May 1980 issue of the Log. On page 2 you will find the procedure to follow in writing to your Congressman. It would be beneficial to tear out the page and keep it handy for future reference. Educational Director talked about safety measures in certain areas of the ship. A vote of confidence for a good steward and his department and to the crewmembers who have made it a very pleasant trip without any complaints or incidents. Crew gave their full support to Brother Frank Drozak who has carried out the difficult job of our departed President Paul Hall. "We of the SS Point Margo give our vote of confidence and full hearted support to him. We are behind you all the way."

LNG AQUARIUS (Energy Transport), August 10—Chairman Pete Water; Secretary F. T. Motus; Deck Delegate John Lawson; Steward Delegate Mark Simpson. \$4.50 in ship's fund. No disputed OT. The new Log was received and put out for all to read. Chairman requested those who had a problem to come to him to see if it could be settled to everyone's satisfaction. A special vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND ECONOMY (Sea-Land Service), August 24—Chairman, Recertified Bosun W. D. Crawford; Secretary Roy R. Thomas; Educational Director V. H. Fredevickson. \$100 in movie fund. Some disputed OT in deck department. Chairman read all the communications that were received and posted them and discussed the importance of upgrading at Piney Point. Also the importance of donating to SPAD. Reminded all crewmembers to wear hard hats in the shipyard. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

SUGAR ISLANDER (Pacific & Gulf Marine) August 3—Chairman, Recertified Bosun Arthur McGinnis; Secretary George L. Vourloumis. No disputed OT. Chairman requested that all men getting off to leave their rooms clean for the next man who comes on board and to leave keys when paying off the ship. Report to Log: "A vote of thanks to the steward for keeping the steward department on the ball. The food was out of this world. We felt like we were eating like kings. Thanks from the crew."

OGDEN MERRIMAC (Ogden Marine), August 17—Chairman, Recertified Bosun G. Troche; Secretary O. Esquivel; Engine Delegate James McNeely. Some disputed OT in deck and engine departments. Secretary reported that all of the crew of the Merrimac were very saddened about the death of our great Union President, Paul Hall. We will always remember him and how he fought for all of us to be a strong Union. May he rest in peace and God bless him. Next port Norfolk.

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

New York	Paul Revere
Columbia	Montpellier Victory
Jacksonville	Thomas Nelson
Great Land	Sea-Land Finance
Ultrasea	Overseas Ohio
Cantigny	Connecticut
Tampa	Sea-Land Liberator
Potomac	Sea-Land Leader
Delta Caribe	Tamara Guilden
Del Viento	Borinquen
Lionheart	Overseas Aleutian
Banner	Sea-Land Resource
Arecibo	Golden Dolphin
Pisces	Puerto Rico
Capricorn	Williamsburgh
Delta Mar	Overseas Anchorage
Philadelphia	Overseas Alice
Del Monte	Santa Clara
Bayamon	Robert E. Lee
Brooklyn	Del Mondo
Liberator	Beaver State
Long Beach	Sea-Land McLean
Delta Norte	Sea-Land Trade

Seafarers Harry Lundeberg School of Seamanship

Upgrading For Jobs and Job Security

by JOHN MASON

Director, Vocational Education
Continuing vocational education is your key to success in the maritime industry. This truth is more urgent now than ever.

Each year maritime technology changes your jobs, and makes necessary the need for new skills. The changes present you with two choices: stay with the older vessels as they are phased out (and your job along with it); or accept the challenge of new technology and upgrade your seafaring skills.

There is no choice, really. We live in a changing world, and only those who are willing to change will ride the tide to better jobs and a better way of life. The maritime industry is moving into a decade of change. The next ten years will bring many radically new types of ships and tugs and barges. And we must be ready to man this equipment. Education is the key.

The courses offered at the Seafarers Harry Lundeberg School of Seamanship are continually updated to keep pace with advances in the maritime industry. I am certain that students in 1978 Electrical Maintenance course would find the 1981 Electrical Maintenance course changed in many ways. The point is: don't rule out the idea of retaking a course as a refresher.

What about Seafarers who have never taken an upgrading course?

Now is the time! The Lundeberg School offers a total learning package to accommodate Seafarers of all ages and all levels of education. For those who need help with problems in reading or study skills, the help is here—and it's the best help you will find anywhere.

There are many excuses for putting off the time for upgrading. But, there's a more compelling reason for doing it: your job and your job security depend upon keeping your seafaring skills abreast with advances in marine technology. The future belongs to those who prepare for it.



This Is the New Team at Piney Point

The new administration at the Seafarers Harry Lundeberg School of Seamanship at Piney Point took time out from a very busy schedule for this team photo. At center is Frank Mongelli, vice president of the Seafarers Seaman'ship School. At his left is Ken Conklin, commandant of the school. At far right is John Mason, director of vocational education. At left is Jacqueline Knoetgen, director of academic education. At far left is Chuck Svenson, head of the school's publications and public relations department.

Academic Staff is Ready To Assist Every Upgrader

by JACKIE KNOETGEN
Director, Academic Education

There are some people—particularly "older" persons—who avoid going back to school because they are afraid they won't be able to keep up with the rest of the class. They are afraid they will fail.

Those of us who have spent many years as educators know that this is a very real problem. But we also know that the fear goes away once you take the plunge.

In today's fast-changing world, we know that unless we keep up with the changes by upgrading

our skills—we are going to be left behind. Nowhere is this more true than in the maritime industry. So, upgrading is not a luxury—it is a necessity.

Here, at the Seafarers Harry Lundeberg School of Seamanship, we make it easy for you. The academic staff—working closely and in conjunction with the vocational staff—is ready and eager to help you successfully complete whatever upgrading course you want to take. Our staff includes specialists to help you with reading problems, and to help you improve your study skills.

At the present time, we have full-time teachers assigned to work with our upgraders right in the vocational area. These teachers, and others in the academic staff, are available throughout the day—and after-hours where needed—to help you.

The point is: All of us at the Seafarers Lundeberg School are here to help you. We want you to succeed. To do that, we have assembled what we believe is the best teaching staff anywhere in the country. Our teachers are knowledgeable, and they are dedicated. All that is needed now is your willingness to try.

Seafarers Now Get Transportation For Completing SHLSS Courses

Upgraders who satisfactorily complete any of the various upgrading courses offered at the Seafarers Harry Lundeberg School of Seamanship at Piney Point will be reimbursed for their transportation costs, it was announced by SIU President Frank Drozak.

Under the new program, reimbursement checks will be issued at the Lundeberg School upon the satisfactory completion of any upgrading course. Reimbursement will be for transportation both to and from the Lundeberg School.

Bosuns and Stewards in the SIU recertification programs, and "A" Seniority Upgraders will receive their travel reimburse-

ment checks in New York at the completion of their programs.

SHLSS Vice President Frank Mongelli reminded upgraders

that they should have receipts for their transportation costs so that they may receive full credit for their expenses.



Ed Boden, left, and John Twomey, right, received the first travel checks under the SIU's new transportation reimbursement plan for upgraders at the Seafarers Harry Lundeberg School of Seamanship. Presenting the first travel allowance checks was SHLSS Vice President Frank Mongelli.

Two Seafarers Earn High School Diplomas Through HLSS Continuing Education Plan

"The teachers here are concerned about you and your education. They really want to help you."

That's how Seafarer Legette Jones summed up his experience in earning a high school diploma through the G.E.D. program at the Seafarers Harry Lundeberg School of Seamanship.

Brother Jones dropped out of school in 1968, and he has been going to sea since that time. But now, at 29 years of age, he has begun to see the importance of continuing education. He said:

"I want to expand my knowledge of the world around me, and the only way I can do this is to get all the education I can."

Seafarer Jones, who hails from Jacksonville, Fla., said that what he liked most about the High School Program at the Lundeberg School was "the individual help we get when we need it."

Brother Legette Jones is not a newcomer to SHLSS. Since he has been sailing, he has achieved a lifeboat and firefighting endorsement at the school, as well as certificates for LNG and Quartermaster.

Seafarer Thomas McQuay, 28, dropped out of school in the seventh grade. "It seemed like nobody really cared whether I stayed or not, and I guess I just lost interest," he explained.

But now, some years later,

Brother McQuay is beginning to see the need for education.

"I've been going to sea for some 11 years now, and I'm doing alright," he said. "But I have outside interests in free-lance photography and cosmetology. And I'll need a good education and a high school diploma if I am going to get where I want to go."

Seafarer McQuay has been to the Lundeberg School before, and has taken advantage of the many upgrading courses offered including Assistant Cook, Cook & Baker, Chief Cook, and LNG.

How does he feel about the programs at the Lundeberg School? "The staff shows a great deal of interest in each student, and they will spend as much time as you need on any area that you are having difficulty with," Brother McQuay said.

"I would recommend this program very highly to anyone who wants to get ahead," he said.



Seafarer Legette Jones with teacher Tracy Auman.

"An eye-opening experience"

'Older' Seafarers Have Praise For SHLSS Upgrading Opportunities

Horace Ledwell is 52 years of age. James Dickinson is 56. Seafarer Ledwell has been going to sea for 34 years. Seafarer Dickinson has been sailing for 37 years. Both are now at the Seafarers Harry Lundeberg School of Seamanship to improve their sea-going skills and upgrade their ratings.

Why would these two Seafarers who have been sailing with the SIU since the 1940's want to go back to school?

"It's a great opportunity," explained Brother Ledwell who ships out of the Port of New

York. "Many of us have some experience working with engines and machines, but here we get to

learn the theory as well as the practical skills."

Seafarer Dickinson, who hails

from Birmingham and ships out of the Port of Mobile, agrees. "This whole experience has been a real eye-opener for me," he said. "I'm learning a lot about diesel engines that I never knew before."

And both of these seasoned Seafarers agree that more "older guys" should come to the Seafarers School. "It's a great opportunity for all of us to keep our skills up-to-date," said Seafarer Ledwell. "And it's insurance for our jobs and job security," added Brother Dickinson.



James Dickinson



Horace Ledwell

Lundeberg School Graduates LNG Class



The Seafarers Harry Lundeberg School of Seamanship last month graduated another class of Seafarers who had qualified to sail aboard liquefied natural gas (LNG) carriers. This course is part of the SIU's continuing program to supply qualified and well-trained Seafarers to its contracted operators. Pictured above are (front row, l-r) HLSS Instructor David Frazier, Adrian Delaney, William O'Brian, Boyd Higginbotham, Nicholas Celona, John Biletz, Russell Zeller, James Allen and Charles Thorpe. In the back row are (l-r) Simon Hargrove, Edward Smith, Joseph Graney, William Robinson, Lee Allen, Thomas Kline, Bruce Smith and Tom Peden. Missing from the class photo are Monroe Watson and Marvin Deloach.

Able Seamen Are Ready For Sea



Deck Instructor Abe Easter, at right, looks through the glass darkly at the latest group of Seafarers to complete the Able Seaman at the Seafarers Harry Lundeberg School of Seamanship. Actually, Abe is pleased because the class passed with high marks. In front, from left, are Randall Halsey, John Picciolo, John Ray, Theodore Vasquez and Joseph Hance. In back are Walter Ott, Erwin Salis, Paul Flowers, Arne Gulhey and Robert Ott.

Able Bodied Seamen:

Pam and Lori Come Back to SHLSS To Begin Sea Career Upgrading

Seafarers Pam Monaco and Mary Lori Frantino graduated a month apart back in the Fall of 1978 after completing the 12-week basic training program at the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

They are both back at the Lundeberg School, wiser and more experienced, and they are both eager to move up the ladder in their chosen careers. Today they are on the first rung of that upgrading ladder as they turn to begin the intensive four-week Able Seaman course at SHLSS.

Pam is 23 and hails from San Francisco. She was the first woman to complete the basic training course at SHLSS, graduating in September 1978. Since then she has shipped as Ordinary Seaman with Sea-Land. Pam likes the sea ("It gives

me peace of mind."), and she hopes to get a Mate's license someday.

Lori, outgoing and gregarious, is 26 and comes from Plattsburgh in Upstate New York. Since her graduation from HLSS in October 1978, Lori has shipped as Ordinary aboard the *El Paso Southern*, *Point Susan*, and the *Overseas Washington*. Lori loves deep sea sailing ("It's great therapy."), and she, too, plans to continue upgrading to secure a Mate's license.

Meanwhile, at Piney Point, both Seafarers are hard at work learning the ropes of their chosen vocations. The AB course at the Lundeberg School is a blend of classroom and on-the-job training to provide the upgrading Seafarers with all of the skills they will need to perform their duties efficiently and safely.



Lori Frantino



Pam Monaco

New Physical Education Program Is Launched

Bart Rogers reported aboard at the Seafarers Harry Lundeberg School of Seamanship last month and immediately launched a wide-ranging physical education program. "It's something we've needed for a long time," said SHLSS Vice President Frank Mongelli. The Physical Education program is available to upgraders as well as to all trainees. Bart Rogers, seen here putting some trainees through their paces, says the daily exercise regimen will help "to keep our Seafarers in top form—both mentally and physically."



Notice to Mariners

SHLSS Lists Schedules For Upgrading Classes

The Seafarers Harry Lundeberg School of Seamanship has announced the schedule of upgrading classes for the remainder of 1980:

November 1980

Pumproom Maintenance & Operation: Nov. 10-Dec. 19.
Able Seaman: Nov. 6-Dec. 4. (This is the last AB class for 1980.)
"A" Seniority Upgrading: Nov. 10-Dec. 8.
Lifeboatman: Nov. 6-Nov. 20.
Nov. 20-Dec. 4.
Tankerman: Nov. 6-Nov. 20.
Nov. 20-Dec. 4.

December 1980

"A" Seniority Upgrading: Dec. 8-Jan. 5.
Lifeboatman: Dec. 4-Dec. 18.
Dec. 18-Jan. 1.
Tankerman: Dec. 4-Dec. 18.
Dec. 18-Jan. 1.

January 1981

(Note: The following upgrading course schedule for January 1981 is approximate, and being given here so that Seafarers can make plans for upgrading. Firm course dates will be published as soon as they are available.)

LNG: Jan. 5-Jan. 29.
QMED: Jan. 15-April 9.
FOWT: Jan. 29-Feb. 26.
Marine Electronics: Jan. 5-Feb. 12.
Diesel (Unlicensed): Jan. 5-Jan. 29.
Diesel (Licensed): Jan. 5-Jan. 29.
Diesel (Scholarship): Jan. 5-Feb. 29.
Conveyorman: Jan. 5-Jan. 29.
Towboat Operator (Scholarship): Jan. 5-Feb. 26.
Third Mate: Jan. 5-Mar. 12.
Able Seaman: Jan. 5-Jan. 29.
Steward Recertification: Jan. 5-Mar. 2.
"A" Seniority: Jan. 5-Feb. 2.
Lifeboatman: Jan. 2-Jan. 15.
Jan. 15-Jan. 29.
Jan. 29-Feb. 12.
Tankerman: Jan. 2-Jan. 15.
Jan. 15-Jan. 29.
Jan. 29-Feb. 12.

To register for any of the courses, use the Upgrading Application Form on the back page of this special HLSS section.



Apply Now for an SHLSS Upgrading Course

(Please Print)

Seafarers Harry Lundeborg School of Seamanship Upgrading Application

(Please Print)

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

Address _____
(Street)

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

Deep Sea 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 ☐ CPR ☐ 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
- ☐ Third Mate

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

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

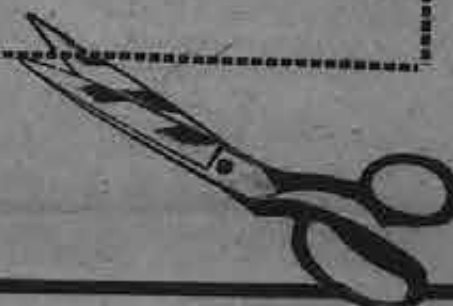
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

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

SIGNATURE _____ DATE _____

Please Print

RETURN COMPLETED APPLICATION TO:
Seafarers Lundeborg Upgrading Center
PINEY POINT, MD. 20674





James William Downey, 60, died of arteriosclerosis in the Seattle USPHS Hospital on Apr. 22. Brother Downey joined the SIU in the port of Baltimore in 1955 sailing as an AB. He also sailed during World War II and the Vietnam War. Seafarer Downey was a veteran of the U.S. Army in World War II. He walked the picketline in the 1962 Robin Line beef. Born in Boston, Mass., he was a resident of Seattle. Cremation took place in the Washelli Crematory, Seattle. Surviving are his widow, Arlita; a son, James Jr. of Charlestown, Mass.; a daughter, Denise, also of Charlestown and his mother, Velteru of Oakland, Calif.



Thomas "Tommy" Wilburn Finch, 55, died of cancer on Mar. 13. Brother Finch joined the SIU in the port of Houston in 1958 sailing as a FOWT. He sailed for 39 years. Seafarer Finch was a veteran of the U.S. Navy during World War II and the Korean War. A native of Galveston, he was a resident there. Burial was in Galveston Memorial Park Cemetery. Surviving are his widow, Augustine; a son, Frederick and two daughters, Mrs. Debra Kay and Mrs. Linda McKinney, both of Galveston.

Steven C. Caldwell, 30, died of multiple injuries in Owl's Head, Me. on May 30, 1979. Brother Caldwell joined the Union in the port of Boston in 1972 sailing for Mariner Towing from 1972 to 1979. Surviving are his widow, Gail of Lincolnville, Me.; a son, Alexander; a daughter, Victoria and his parents, Mr. and Mrs. Charles Caldwell.

Pensioner Tomas Elcaide Desamito, 69, died of heart-lung failure in the Mary's Help Hospital, Daly City, Calif. on Feb. 18. Brother Desamito joined the MC&SU in the port of San Francisco. He started sailing on the West Coast in 1946. Seafarer Desamito sailed in the steward department on the *SS Lurline*. Born in the Philippines, he was a resident of Daly City. Cremation took place in the Skylawn Memorial Park Crematorium, San Mateo County, Calif. His ashes were strewn on the seas. Surviving are his widow, Opal, and a brother, Stanley of San Francisco.

Pensioner Frank "Seas Lover" Gonzales, 82, passed away on Apr. 5. Brother Gonzales joined the MC&SU in the port of San Francisco sailing as a cook and baker. He sailed 48 years and during World War II. Seafarer Gonzales was a resident of Sacramento, Calif. Surviving are two sons, Frank Jr. and another son; a daughter, Valentina of San Francisco and seven grandchildren.



Pensioner William Andrew Ford, 72, passed away from heart failure at home in Baltimore on Mar. 28. Brother Ford joined the SIU in 1946 in the port of Baltimore sailing as a cook. He sailed 33 years. Seafarer Ford was born in Baltimore. Burial was in Mt. Auburn Cemetery, Baltimore. Surviving are his widow, Virginia; his mother, Bertha of Baltimore; three grandsons, William and Gregory Lona and Justin Hayes and two granddaughters, Bessie Hayes and Beverly Daniels.



Pensioner Graciano Louis Fraustio, 63, died of heart failure in the TMB Hospital, Galveston on Feb. 24. Brother Fraustio joined the SIU in the port of Houston in 1956 sailing as a chief cook. He sailed 24 years. Seafarer Fraustio was born in Cuero, Tex. and was a resident of Houston. Interment was in Thomaston (Tex.) Cemetery. Surviving are a son, Graciano Jr.; a daughter, Mary of Corpus Christi, Tex.; a grandson, Alfonso and a granddaughter, Selma.



Michael Steven Tolson, 21, died of kidney failure on Apr. 13. Brother Tolson joined the Union (MC&S) in the port of Seattle in 1979 sailing as an assistant cook. He also sailed for APL, PMA and the Prudential Line. Tolson was a 1976 graduate of the MC&S Training School. Born in Seattle, he was a resident there. Burial was in Mt. Pleasant Cemetery, Seattle. Surviving are his father, Thomas of Seattle; his mother, Mrs. Beth Oler of Pittsburg, Calif. and a sister, Centina of Oakland, Calif.

Pensioner Jack Edward Slager, 71, passed away in the Treasure Is. USN Air Station Dispensary, San Francisco on Jan. 8. Brother Slager joined the MC&SU in 1931 in the port of San Francisco sailing as a waiter and 2nd and 3rd deck steward for APL during World War II. He was a union patrolman in 1938 in San Pedro, Calif., welfare representative in 1965 and UIW COPE delegate in 1967 in the port of San Francisco. Seafarer Slager was a retired U.S. Navy chief command steward for 25 years. During World War II, he served aboard the *USS Munda* and *USS Cape Esperance*. He was awarded the Commander Military Order of the Purple Heart Medal, the Merchant Marine Combat Medal with Bar with two Battle Stars, the American and Asiatic-Pacific Campaign Medals, Philippine Liberation Medal, Presidential Unit Citation and World War II Victory Medal. Slager was born in Chicago, Ill. and was a resident of San Francisco. Interment was in Woodlawn Memorial Park Cemetery, Colma, Calif. Surviving are his widow, Rita of San Carlos, Calif.; three sons, Jack Jr. of Arcadia, Calif.; Kevin of San Carlos and Paul and two stepdaughters, Bernadetta and Patricia Lucas.



Joseph Ramirez Grana, 62, succumbed to arteriosclerosis in Baltimore on June 22. Brother Grana joined the SIU in the port of Baltimore in 1957 sailing as an AB and in the steward department. He sailed 34 years. Seafarer Grana also sailed on the Calmar Line. Born in Havana, Cuba, he was a resident of San Juan, P.R. He was a naturalized U.S. citizen. Burial was in St. Stanislaus Cemetery, Baltimore. Surviving are his mother, Maniela of Las Palmas, Canary Is., Spain, and a brother, Donald Angel Q. Grana of Las Palmas.



Oliver Joyce Fielding, 67, died of cancer in the Nassau Bay (Tex.) USPHS Hospital on Jan. 29. Brother Fielding joined the Union in the port of Houston in 1957 sailing as a chief engineer for G & H Towing from 1957 to 1980. He sailed 33 years. Boatman Fielding was a former member of the Hoisting Engineers Union. He was born in Centerville, Tex. and was a resident of Pt. Bolivar, Tex. Interment was in Pt. Bolivar Cemetery. Surviving are his widow, Marie; a son, Jack and a daughter, Mrs. Robbie F. Seifert of San Antonio, Tex.

William "Bill" Lathers Long Jr., died of heart failure at home in Moultrie, Ga. on Mar. 12. Brother Long joined the Union in the port of San Juan, P.R. in 1975 sailing as a cook for the Sheridan Transportation Co. and for the Tug Management Co. from 1977 to 1979. He was born in Florida. Cremation took place in the Gulf Coast Crematorium, Tallahassee, Fla. Surviving is his widow, Hazel.

Pensioner Bennie Stephens Lupton, 59, died of heart failure in the Norfolk USPHS Hospital on Apr. 26. Brother Lupton joined the Union in the port of Norfolk in 1962 sailing as a captain for IOT. He was born in North Carolina and was a resident of Virginia Beach, Va. Burial was in Riverside Memorial Park Cemetery, Norfolk. Surviving is a stepson, Tommy G. Maynard of Virginia Beach.

Pensioner Charles "Ernie" Vomastek, 57, died of arteriosclerosis in the Santa Tustin Community Hospital, Calif. on Mar. 17. Brother Vomastek joined the MC&SU in the port of Wilmington, Calif. in 1953 sailing as a waiter for 15 years on a luxury liner. Born in Maryland, he was a resident of Santa Ana, Calif. His ashes were scattered on the seas. Surviving are a stepson, Cory Rose of Dryden, Mich. and a sister, Lillian of Wilmington.

Pensioner Alma Belle Hammet, 79, died of natural causes on Feb. 21. Sister Hammet joined the MC&SU in the port of San Francisco in 1952. She sailed as a stewardess on the *SS Lurline*. Seafarer Hammet was born in Overton, Tex. Cremation took place in the Rosehill Crematory, Linden, N.J. Surviving are a son, Gordon of Jackson Heights, N.Y.C. and a granddaughter, Susan.



Pensioner Felix Francis Miller, 86, died of heart failure in the U.S. Veterans Administration (VA) Hospital, Milwaukee, Wisc. on June 8. Brother Miller joined the Union in the port of Milwaukee in 1961 sailing as a tugman for the Great Lakes Towing Co., Great Lakes Dredge and Dock Co. and for Merritt, Chapman and Scott. From 1925 to 1937, he sailed on the *Tug Edward E. Gillen* (Clark Towing) from 1938 to 1951 on the *Tug W. H. Meyer* (Great Lakes Towing) and from 1942 to 1947 on the *Tug Welcome* (Milwaukee Tugboat Line). Laker Miller was a veteran of both the U.S. Navy and U.S. Army in World War I. A native of Milwaukee, he was a resident there. Burial was in Wood National Cemetery, Milwaukee. Surviving is his widow, Martha.

Pensioner Joe Louis Barro, 72, died of heart failure in the Sierra View Memorial Hospital, Sun Valley, Calif. on Apr. 7. Brother Barro joined the merged Marine Cooks & Stewards Union (MC&SU) in the port of San Francisco in 1956 sailing as a room steward for the Matson Line before and during World War II until 1962. He sailed 30 years. Seafarer Barro began sailing in 1935. Born in Cuba, he was a resident of San Francisco, Calif. Burial was in the San Fernando Mission Hills Cemetery. Surviving are his widow, Carmen of Sylmar, Calif. and two sons, Joe Jr. of San Fernando and Thomas.

Pensioner Inocencio P. Baldonado, 83, passed away from a stroke at home in San Francisco on Feb. 14. Brother Baldonado joined the MC&SU in the port of San Francisco in 1953 sailing as a waiter for the Matson Line during World War II and the Pacific Far East Line (PFEL) and the American Presidents Line (APL) from 1956 to 1958. He was born in the Philippine Islands. Seafarer Baldonado was cremated in the Olivet Memorial Park Crematory, Colma, Calif. His ashes were scattered on the seas. Surviving are two nephews and four nieces.

Pensioner Carlos Enrique Jaramillo, 75, succumbed to hepatitis in Imbabarra, Ecuador on Jan. 1, 1977. Brother Jaramillo joined the MC&SU in the port of San Francisco in 1951 sailing in the steward department. He was born in Atuntaqui, Ecuador and was a resident of San Francisco. Interment was in Hermandad Franciscana Cemetery, Imbabarra. Surviving are his widow, Marie of San Francisco; a son, Ivanhoe of Quito, Ecuador; a stepson, Jose Luis Carrado of Tampico, Mexico and a sister, Mrs. Delfina Montalvo of Guayaquil, Ecuador.

Pensioner James Franklin "Big Jack" Jackson, 69, died of a heart attack in the Scott and White Clinic, Temple, Tex. on Nov. 4, 1979. Brother Jackson joined the MC&SU in 1951 sailing as a waiter for the Matson Line. He was a resident of Taylor, Tex. Interment was in the Taylor City Cemetery. Surviving are his widow, Lovetta of Connor, Tex.; a daughter, Roanowina of Australia; a son, Anthony; two brothers, Henry and Edward of Taylor and a sister, Mrs. Edna Sanders of Taylor.

Green C. G. Crew Blamed In Tragedy

LACK of adequate training and seagoing experience on the part of two key Coast Guard officers was the primary cause of the worst peacetime accident in Coast Guard history, according to the National Transportation Safety Board.

That accident occurred on the night of Jan. 28, when the Coast Guard cutter *Blackthorn* sank within minutes of colliding with the SIU-contracted tanker *Capricorn* (Apex Marine) at the mouth of the Tampa Bay Channel. Twenty-three Coast Guardsmen died in the accident. No injuries occurred to the crew of the 605-foot *Capricorn* which ran aground but did not spill any of the 150,000 barrels of bunker fuel she was carrying.

The National Transportation Safety Board pinned the cause of the collision on the *Blackthorn's* failure to keep to the proper side of the Channel. The reason for that failure, the NTSB said, was inadequate supervision of the navigation of the cutter's officer of the deck (OOD) by the vessel's commanding officer.

The NTSB's report was issued last month, following an investigation of the accident. The Coast

Guard also convened a Marine Board of Inquiry in the wake of the collision but has not yet released their final findings.

In their report, the NTSB noted a dismal, all-around lack of experience of the *Blackthorn's* crew.

The commanding officer had been on shore duty for five years before taking command of the cutter, the Board's report said. He took command of the *Blackthorn* only six months before the accident.

In addition, the OOD, who was "conning" or directing the *Blackthorn's* movement at the time of the accident, had reported to the vessel for his first seagoing assignment only seven months earlier. For three out of those seven months, the Board pointed out, the *Blackthorn* had been in drydock in Tampa.

The Board also pointed out that on the night of Jan. 28, the entire deck crew of the Coast Guard vessel was making their first trip out of heavily trafficked Tampa Bay.

The NTSB's report cited the testimony given by the OOD during the Board's inquiry, that the one-degree change he had

noted in the *Capricorn's* bearing minutes prior to impact indicated no risk of a collision to him. This "dramatically illustrates that the conning of the *Blackthorn* had been left to a novice," said the Board, adding that an experienced mariner would "not have reached such a conclusion from the small bearing change."

Further, the report said, the *Blackthorn's* commanding officer failed to notice the *Capricorn* "until seconds before the collision, although he was on the *Blackthorn's* bridge and ultimately in charge of its navigation."

Since the CO had been ashore for five years, the Board said, "he should not have been selected for command without having been subjected to a comprehensive refresher course."

The NTSB concluded its report by issuing 73 safety recommendations to the Coast Guard to prevent such accidents or to up the chances of crew survival in the event an accident does occur. The recommendations include:

- additional training of Coast Guard commanding officers and deck officers on large cutters, including underway training for

officers assigned to seagoing command after extended shore duty;

- requiring the use of a harbor pilot when a CG commanding officer is unfamiliar with pilotage waters;

- improved emergency training for Coast Guardsmen;

- relocation of channels in Tampa Bay to eliminate the 4-channel intersection where the accident occurred.

- require all Coast Guard candidates for command or designation as qualified deck watch officer on Coast Guard cutters over 100 ft. in length to pass an examination similar to that required for corresponding merchant marine licenses and to be re-examined on a periodic basis.

The Board's safety recommendations also included calling for a Coast Guard study of cutter safety gear and emergency lighting. When the *Blackthorn* capsized, her emergency lighting system failed to function. No abandon-ship call was made on the cutter's PA system and liferafts could not be launched. Survivors of the wreck clung to floating debris.

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:

Angus "Red" Campbell
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 Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.



This pretty little girl was with her mom at the Sunday market in Pisac.



This stunning cathedral is one of several to be found at the Plaza de Armas in historic Cuzco.



Also at the market in Pisac, woman is shaded from sun by a beautiful hat of local design.

On 'Sweetheart' Run, Why Not See the Sights

AH, that wonderful "sweetheart run" to South America has mesmerized many a seaman, young and old.

One well known SIU member spent 22 years on a Delta ship—not because he loved the ship so much—but because he absolutely lov-v-v-v-ed that "sweetheart run."

With today's new fast turn-around ships, port time has been cut drastically. But a good number of SIU ships, specifically Delta Line ships, still provide Seafarers, who lust for solid ground, with plenty of time to go ashore.

For sure, everyone has his own particular thing to do. Some like the night-life. Some like the sunlight. Still others like to explore the special sights.

Seafarer Bill Mullins, quite a photographer in his own right, fits into the latter category. (All the photos on this page were snapped by Brother Mullins.)

He loves to seek out the natural beauty of the places he visits. He'd much rather visit a historic church than a nightclub.

He loves people too. All kinds

of people. And they like him right back.

On a recent trip to Peru, Bill was in his glory. Peru has some of the most stunning landscapes in the world. It's loaded with history too.

With camera in hand, Bill started out at the port of Callao, just a stone's throw or so from Lima, the capital of Peru.

He hopped a cab to the airport in Lima. From there, he hopped a plane (one hour ride—leaves three times a day) to historic Cuzco. And from there, it was a three hour train ride to Machupicchu, the famed lost city of the Incas.

He also managed to visit the Market place (only on Sundays) at Pisac, a half hour ride by bus from Cuzco. Bill loved this trip, mainly because the Market is a bustling center for bartering among the local people.

All in all, it was just what the doctor ordered for Bill Mullins (he had been laid up for three months with a broken ankle.)

Bill Mullins' style may not be your style. But it certainly is an admirable one.

For all you first-trippers, and even you oldtimers looking for

something different, the trip to Cuzco and Machupicchu is well worth it.

It might even add a little spice to that old "sweetheart run." It did for Bill Mullins.



The peaceful beauty of Machupicchu, lost city of the Incas, discovered by archaeologists in early 20th century.



A couple of local inhabitants of Machupicchu. Approach them carefully. Llamas have been known to nip.



What time is it? Check this sundial at Machupicchu.



Edgar Nelson, 55, joined the SIU in 1943 in the port of New York sailing as a bosun and QMED. Brother Nelson is a veteran of the U.S. Army during the Korean War. He was born in New York and is a resident of Wilmington.



Horace Carmichael, 66, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Carmichael sailed around the world during World War II, Korean War and Vietnam War. On July 7, 1942, he was torpedoed off Trinidad, B.W.I. In Vietnam, on a ship he was riding, a fire was put out in a hold loaded with 1,000 pound bombs. He has the distinction of sailing under the toughest skippers in the Waterman fleet. In 1960, he received both the SIU Personal Safety Award and the USPHS Certificate of Sanitation for sailing aboard an accident-free and clean ship, the *SS Iberville*. Seafarer Carmichael worked on the Sea-Land Shoregang in Oakland-San Francisco from 1968 to 1980. At his retirement party there, 300 to 400 persons paid him tribute. Shipmate William R. Cameron says he "... never heard anyone say anything bad about Carmichael." He was born in Mobile and is a resident of Oakland.



Cleo Copeland, 65, joined the SIU in the port of Savannah in 1955 sailing as an oiler. Brother Copeland sailed 29 years. He is a veteran of the U.S. Navy in World War II. Seafarer Copeland was born in Georgia and is a resident of Pembroke, Ga.



Joseph Rivera Cuelles, 65, joined the SIU in the port of New York in 1950 sailing as a Chief Cook. Brother Cuelles sailed 32 years and during the Vietnam War. In 1963, he rode the Bull Line. Seafarer Cuelles walked the picketline in the 1962 Robin Line beef. He is a veteran of the U.S. Army in World War II. Born in Manila, P.I., he is a resident of Arabi, La.



Armando Garcia de Jesus, 51, joined the SIU in 1946 in the port of New York sailing as a cook. Brother de Jesus won a 1960 Union Personal Award for sailing aboard an accident-free ship, the *SS Alcoa Patriot*. He was born in Fajardo, P.R. and is a resident there.



William Clyde Farmer, 67, joined the SIU in the port of San Francisco in 1958 sailing as a bosun. Brother Farmer upgraded to QMED at the Harry Lundberg School, Piney Point, Md. in 1974. He was born in Oklahoma and is a resident of Eureka, Calif.



John Joseph Kulas, 62, joined the SIU in the port of New York in 1955 sailing as a fireman-watertender. Brother Kulas sailed 35 years. He was born in Boston and is a resident of Salem, Mass.



George Washington Bowden Jr., 55, joined the SIU in the port of Norfolk in 1955 sailing as a bosun deep sea from 1955 to 1971. Brother Bowden sailed 34 years. He sailed inland for the Willis Barge Lines in 1975 and for McAllister Brothers as an AB from 1973 to 1980. Seafarer Bowden was born in Norfolk and is a resident of Chesapeake, Va.

Pensioner's Corner



Leslie Burnett, 63, joined the SIU in 1947 in the port of Mobile sailing as a chief steward. Brother Burnett sailed 39 years. He is also a carpenter. Seafarer Burnett was born in Kingston, Jamaica, B.W.I. and is a resident of New Orleans.



Curtis Charles Chamberlain, 65, joined the Union in the port of Philadelphia in 1961 sailing as a captain and pilot for the Taylor and Anderson Towing Co. from 1958 to 1980. Brother Chamberlain also sailed for the Werner Co. from 1946 to 1958. He is a former member of the Electrical Workers Union. Boatman Chamberlain was born in Philadelphia and is a resident of Audubon, N.J.



Richard Allen Funk, 51, joined the SIU in the port of Philadelphia in 1951 sailing in the steward department for 39 years. Brother Funk was on the picketline in the 1962 Robin Line beef. He is a veteran of the U.S. Air Force in World War II. Seafarer Funk was born in Philadelphia and is a resident of Jacksonville.



Louis Clifford Pugh, 75, joined the SIU in 1938 in the port of Boston sailing as an AB for 53 years! Brother Pugh was born in Alabama and is a resident of Mobile.



Rafael Lleyes Quesada, 65, joined the SIU in the port of New York in 1955 sailing as a wiper for 32 years. Brother Quesada walked the picketline in the 1962 Robin Line beef and the 1965 District Council 37 strike. He was born in Ponce, P.R. and is a resident there.



Henry Edward Abel, 62, joined the Union in the port of Houston in 1956 sailing as a chief-engineer for ABCL from 1976 to 1980 and from 1967 to 1976 for Inland Tugs. Brother Abel also sailed as an oiler and cook for G & H Towing from 1955 to 1967. He is a former member of the Bus Drivers Union, Local 16 from 1952 to 1954. Boatman Abel was born in Brenham, Tex. and is a resident of Koshkonong, Mo.



Norman Lee, 65, joined the SIU in the port of Houston in 1957 sailing as an oiler for 40 years. Brother Lee was born in Lake Charles, La. and is a resident of Houston.



William Jackson Brogan, 51, joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for the Curtis Bay Towing Co. of Virginia from 1947 to 1980. Brother Brogan hit the bricks in the 1965 Chicago (Ill.) Taxi beef. He is a former member of the United Mine Workers Union (UMW) from 1954 to 1961. Boatman Brogan was born in North Carolina and is a resident of Virginia Beach, Va.



Domingo Lallave, 59, joined the SIU in 1944 in the port of New York sailing as a bosun, cook and wiper. Brother Lallave sailed 41 years. He also was a ship's delegate. And he hit the bricks in the 1961 N.Y. Harbor beef, 1962 Robin Line strike and the 1965 District Council 37 beef. Seafarer Lallave from 1970 to 1974, was on the Sea-Land Shoregang in Port Newark, N.J. In 1967, he put himself up as a candidate in the Union election for vice president in charge of contracts but was disqualified. Born in Mayaguez, P.R., he is a resident of Brooklyn, N.Y.



Leonard Earl Maham, 66, joined the SIU in the port of Wilmington in 1960 sailing as an AB for 30 years. Brother Maham was born in Norwood, Ohio and is a resident of Jacksonville.



Thad Rudolph De Loach, 59, joined the SIU in the port of New York in 1954 sailing as a chief steward for Delta Lines. Brother De Loach attended a Piney Point Educational Conference in 1971. He was born in Georgia and is a resident of Jacksonville, Fla.



Arthur Joseph Fontaine Jr., 47, joined the SIU in the port of New York in 1958 sailing as a bosun. Brother Fontaine sailed 29 years. He was born in Providence, R.I. and is a resident there.



Alfred "Al" Hanstvedt, 62, joined the SIU in 1947 in the port of New York sailing as a recertified bosun. Brother Hanstvedt sailed 43 years and with the Waterman Steamship Co. He graduated from the Union's Recertified Bosuns Program in 1974. In 1959, he received a captain's commendation as the outstanding seaman aboard the *SS Emilia* (Bull Line). A native of Bergen, Norway, he is a resident of Toms River, N.J.



Charles John Hickox, 59, joined the SIU in the port of New Orleans in 1958 sailing as a chief steward. Brother Hickox did tug organizing and picketline duty in the 1950s in the ports of New Orleans and Houston. He is a former member of the Carpenters and Joiners Union, AFL-CIO. Seafarer Hickox is a veteran of the U.S. Army and U.S. Air Forces in World War II when he earned his GED. Born in Atlanta, Ga., he is a resident of Folkston, Ga.



Robert "Bob" Franklin Mackert, 56, joined the SIU in the port of Baltimore in 1959 sailing as a recertified bosun. Brother Mackert sailed 26 years. He is a veteran of the U.S. Navy in World War II when in May 1943 off Oran, North Africa his ship was under attack as German bombers blew up one of the vessel's gun turrets. He received captain's commendations in 1975 aboard the *ST Overseas Arctic* (Maritime Overseas) as he and his crew mucked 18 ballast tanks in winter in Odessa, Russia. Last year, he and his deck gang butterworthed nine cargo holds of the *OBO Ultra Sea* (Apex Marine) working day and night for 27 hours. They also painted the ship's nine hatches, decks and trims in four days. Born in Cumberland, Md., he is a resident of Baltimore.

12 Complete 4th 1980 Steward Recert Class

THE chief steward is essential to the smooth running of the ship's committee.

To upgrade the considerable skills the stewards already possess, the SIU last year established the Steward Recertification Program. Last month the 12 men who took part in the fourth class to be held this year, graduated from the Program.

Like their brothers who have participated in other classes, these stewards spent six weeks at the Harry Lundeberg School of Seamanship in Piney Point, Md. and two weeks at Union Headquarters.

At the HLSS, the stewards took part in classes such as menu planning, work scheduling, inventory control and requisition, advanced culinary skills, typing and communication techniques. They also received first aid, CPR, and firefighting training.

While at Headquarters, the stewards were given first hand information on how the various departments are run. This included important details on the Pension and Welfare Plans.

The knowledge the stewards gained at HLSS and Headquarters will help them do an even better job in their roles as chief steward and as secretary-reporter of the Ship's Committee.

Any steward who has not yet applied for this Program is strongly urged to do so. Just see an SIU representative or write to Headquarters for an application.



Samuel Goodman



R. Juniel



Leo E. Stewart



Ira C. Brown



Charles E. Bell



Marvin Deloatch



Roque R. Macaraeg



Carlos Diaz



Adrian Delaney



Oscar Smith



Cristiano Modellas



Hans Spiegel



Special Notice

To avoid any problems and delays when being flown from U.S. ports to foreign countries, please carry on your person the following documents:

Passport
Union Book
Clearance Slips
Vaccination Card
Seamans Papers

Seamen have encountered problems by checking their bags at the airport with the documents in their bags which were lost or delayed in shipment.



AUGUST 1-30, 1980

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	53	22	6	83	66	1	60	17	13
ENGINE DEPARTMENT									
Algonac (Hdqs.)	29	10	4	48	30	0	27	16	5
STEWARD DEPARTMENT									
Algonac (Hdqs.)	12	8	3	26	16	0	7	4	3
ENTRY DEPARTMENT									
Algonac (Hdqs.)	47	76	20	0	0	0	51	94	47
Totals All Departments	141	116	33	157	112	1	145	131	68

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

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

Dispatchers Report for Great Lakes

U.S. Unemployment Drops to 7.6%

WASHINGTON, D. C.—The U.S. unemployment rate in August dropped slightly to 7.6 percent from July's 7.8 percent. The slight dip in the unemployment rate was attributed to a pickup in factory jobs employment.

The U.S. Labor Department's Bureau of Labor Statistics (BLS) reported that there were 8,019,000

workers unemployed in August, 188,000 fewer than in July.

Total employment in August stayed at 97,006,000 up 10,000 from July while the size of the labor force shrank by 178,000 to 105,025,000.

The jobless rate for factory workers was down a full percentage point to 9.3 percent. Job gains were noted in textiles, apparel, rubber, plastics, fabricated metals, lumber and wood products. Only electrical equipment registered a substantial decline.

The hard hit auto industry in Detroit showed some improvement in August as auto makers called back workers and retooled for smaller cars. Their jobless rate went from May's 29 percent to August's 21 percent.

However, the unemployment rate for construction workers jumped 2.2 percent to 18.3 percent. Employment in service industries rose a bit

for the second straight month. Federal Government employment showed a decline.

The jobless rate for adult men eased to 6.6 percent from July's 6.7 percent. The rate for jobless adult women went down to 6.5 percent from 6.7 percent.

Teenage unemployment rose to 19.1 percent from 19 percent. Black teenagers had a rate of 37.4 percent, an increase.

White workers had an unemployment rate of 6.8 percent; blacks 13.6 percent, Hispanics, 10.6 percent.

At a Congressional Joint Economic Committee hearing on the unemployment rate drop, Chairman Lloyd Bentsen (D-Tex.) asked "Is this the first robin of spring or one last rose of summer?"

BLS Commissioner Dr. Janet L. Norwood told the committee that "The deterioration in labor markets has clearly stopped."

Notice On Job Call Procedure (Inland)

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

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

Dispatchers Report for Inland Waters

AUGUST 1-30, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	1	0
Baltimore	7	3	0	2	0	0	10	11	6
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	4	4	0	0	3	5	3	3
Mobile	0	0	0	0	0	0	1	3	0
New Orleans	1	6	13	1	6	10	2	6	6
Jacksonville	1	1	1	0	0	0	2	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	4	1	4	1	1	4	10	7
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	2	7	3	10	6	11	5	12
Port Arthur	58	6	5	48	0	4	59	8	15
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	0	0	3	1	3	5	1	12
Piney Point	0	19	4	2	17	4	0	1	0
Paducah	6	4	72	0	2	4	13	12	188
Totals	79	49	107	63	37	35	112	62	252
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	1	3
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	1	0	0	2	0	0	0	0
Jacksonville	0	0	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	1	1	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	1	0	1	1	0
Port Arthur	2	0	0	0	0	0	3	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	1	2
Totals	3	1	3	1	3	0	7	4	11
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	1	1	0	1	1	0	0
Jacksonville	1	0	0	0	0	0	2	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	1	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	1	0	0	0	1
Port Arthur	0	0	0	1	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	1	1	0	2
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	16	0	0	0	4	1	25
Totals	3	0	18	2	1	3	10	1	29
Totals All Departments	85	50	128	66	41	38	129	67	292

*"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.

Legal Aid

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

NEW YORK, N.Y.

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

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

John Paul Jennings, Henning,
Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, California 94104
Tele. #(415) 981-4400

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

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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



St. Louis

The new towboat *Midland* (Orgulf Transport) was crewed here last month by SIU Boatmen.

A wage reopener was negotiated in the contract with National Marine Service last month with a Cost of Living (COLA) going into effect on Oct. 9, 1980.

The *Sternwheeler Delta Queen* (Delta Steamboat) had her shaft replaced last month at the Jeffboat Yard, Jeffersonville, Ind. after the 19 by 28 foot paddlewheel was broken by a large log on the Ohio River between here and Cincinnati.

The shaft came from the *Sternwheeler Delta King*—a California-based sistership no longer running.

Charges against the master of the sternwheeler *Mississippi Queen* (Delta Steamboat) were dropped by the Coast Guard last month. The paddlewheeler collided at dawn with the tanker *Spes* on Sept. 7 near the port of New Orleans.

Cleared was Capt. Arthur McArthur of Memphis who was charged with failure to slow down and sound a danger signal before the crash.

A bust memorial to jazz saxophonist Bix Beiderbecke, who once played on steamboats of the Streckfus Line, has been placed in Le Claire Park on the Mississippi River at Davenport, La.

Riverman and folksinger John Hartford will give a concert at the Missouri Theatre, St. Joseph, Mo. on Feb. 10, 1981.

New Orleans

Crescent Towing Co. was sold last month. The SIU wage, hours, working conditions and other benefits in the present contract and manning agreements will remain in effect.

Whiteman Towing Co. was also sold last month to the SIU-contracted Bay Houston Towing Co. More jobs for SIU Boatmen are expected when the new company goes into the shipdocking business here on Jan. 1, 1981.

This summer for the first time more than 200,000 tons of steam coal were barged down to this port. In the next 10 years, it's predicted that 100 million tons of steam coal will be barged down the Ohio-Mississippi-Gulf System for export, mostly to Europe.

In contrast, the East Coast does not have a single coal terminal to store the steam coal.

Someone has had the mouth-watering idea of writing a cookbook of Ohio-Mississippi-Gulf Riverboat Galley Recipes.

Send your favorite riverboat recipe to Liz Ashcraft, 48 Lucaya Dr., Kenner, La. 70062.

Former commercial artist, Capt. Lexie Palmore of the *Delta Queen* (Delta Steamship) will do the artwork.

Houston

Negotiations for COLA agreements were set to get underway with G & H Towing, Higman Towing and Moran Towing.

High school student Evangelina Torres here has won a trip aboard a *Delta Queen Steamboat Co.* vessel for her winning essay in the annual National Maritime Essay Contest sponsored by the Propeller Club of the U.S.

Jacksonville

The new dredge *Dodge Is.* (NATCO) is working out of this port. And the tug *W. D. Hayden* (Bay Houston Towing) was crewed last month for a Miami to Ecuador run.

Patrolman Jimmy Davis is recovering from a heart ailment.

Port Arthur

Crewing is expected soon on a new harbor tug for Sabine Towing. And Sabine expects delivery of a new canal tug shortly.

Our wandering Cook Duncan V. "Pat" Patterson is riding the tug *Bulwark* (Crowley Marine) in 4-foot swells feeding six shipmates from Corpus Christi, Tex. to Tampa and Lake Charles, La. He says his skipper, Capt. George Mawbry, "knows his stuff." Pat wants to upgrade at Piney Point next year.

Great Lakes

The American Steamship Co. and Republic Steel Co. last month signed a long-term contract for carrying iron ore pellets from the port of Lorain, Ohio to the port of Cleveland.

Next spring, American Steamship will take delivery of a new 630-foot self-unloading ship for this run. She'll have twin screws, eight rudders and bow and stern thrusters.

High school student Leona R. Wilson of Grand Marais, Minn. has won a towboat trip on the Upper Mississippi for her winning essay in the National Maritime Contest.

Tenn-Tombigbee Barge Canal

Just before Congress' adjournment, the House and Senate okayed a \$12-billion energy and water development appropriations bill which will assure continued work on the Tennessee-Tombigbee Barge Canal in Alabama and Mississippi.

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Eugene Dorsey Jr.



Seafarer Eugene Dorsey Jr., 25, graduated from the Harry Lundberg School (HLS) Entry Trainee Program in Piney Point, Md. in 1976. Brother Dorsey upgraded there to fireman-watertender (FOWT) in 1978. He has the firefighting, lifeboat and cardiopulmonary resuscitation (CPR) endorsements. Dorsey lives in St. Louis, Mo. and ships out of all ports.

James Anderson



Seafarer James Anderson, 20, is a graduate of the HLS Entry Trainee Program in Piney Point, Md. He upgraded to FOWT there in 1979. Brother Anderson earned the lifeboat, firefighting and CPR tickets. Born in San Francisco County, Calif., he ships out of the port of San Francisco.

Jon Nils Anderson



Seafarer Jon Nils Anderson, 20, is a 1978 HLS graduate. He upgraded to FOWT there. And he earned the LNG, junior engineer, machinist, pumpman and refrigeration engineer endorsement also. Brother Anderson has the firefighting, lifeboat and CPR certificates. Soon he plans to get his QMED endorsement. He lives in south San Francisco and ships out of West Coast ports.

Edward Gerena



Seafarer Edward Gerena, 26, is a 1977 graduate of the HLS Trainee Program. In 1979, he upgraded to AB there. He also earned his General Education Diploma (GED) at Piney Point. Brother Gerena holds the lifeboat, firefighting and CPR tickets. Born in south Brooklyn, N.Y., he ships out of the port of New York.

Michael McDermott



Seafarer Michael McDermott, 25, sails in the steward department as a cook and baker. Brother McDermott graduated from the HLS in 1978. He upgraded to cook and baker there in 1978 and to chief cook in 1979. And he holds the lifeboat, firefighting and CPR endorsements. A resident of Southhampton, Pa., he ships out of the port of Philadelphia.

Carl Tenteromano



Seafarer Carl Tenteromano, 25, is a 1976 graduate of the HLS. He upgraded to FOWT there in 1978. Brother Tenteromano also earned his firefighting, lifeboat and CPR tickets. Next month he plans to take the Pump-room Maintenance Course in Piney Point. He was born in Brooklyn, N.Y., lives there and ships out of the port of New York.

Lance Zollner



Seafarer Lance Zollner, 24, graduated from Piney Point in 1977. He upgraded to AB there in 1978. Brother Zollner has the firefighting, lifeboat and CPR certificates. A native of St. Louis, he lives in Miami, Fla. and ships out of all ports.

James McDaniel



Seafarer James McDaniel, 25, sails as a pumpman. He is a 1978 HLS graduate. Brother McDaniel upgraded to FOWT there in 1979. He holds the CPR, firefighting and lifeboat endorsements. And he lives in Kansas City, Mo. and ships out of the port of Houston.

David Dinnes



Seafarer David Dinnes, 23, graduated from the HLS Entry Program in 1977. Last year he got his AB upgrading ticket. Brother Dinnes has the CPR, lifeboat, tankerman and firefighting endorsements. He also got his GED in 1977. A native of California, he lives in Florida and ships out of the ports of Houston and New Orleans.

David Kiernan



Seafarer David Kiernan, 21, graduated from the HLS Entry Program in 1977. He upgraded to AB there in 1979. Brother Kiernan has the CPR, firefighting and lifeboat tickets. A native of Buffalo, N.Y., he lives there and ships out of the port of New York.

Patrick Bishop





Seafarer Patrick Bishop, 25, is a 1976 HLS trainee graduate. Brother Bishop upgraded to FOWT there in 1977. He holds the firefighting, lifeboat and CPR endorsements. A native of North Carolina, he ships out of the port of Jacksonville.

Ogden Champion Committee



Recertified Bosun John Little (seated r.) ship's chairman of the ST Ogden Champion (Ogden Marine) leads the Ship's Committee at a payoff on Aug. 26 at the Bayway Dock, S.I., N.Y. They are (seated l.) Chief Pumpman H. G. Sanford, educational director and (standing l. to r.) Chief Steward Bennie Garino, secretary-reporter and Baker Hosea McBride, steward delegate.

 Monthly Membership Meetings 				
Port	Deep Sea Date	Lakes, Inland Waters	UIW	
New York	Nov. 3	2:30 p.m.	7:00 p.m.	
Philadelphia	Nov. 4	2:30 p.m.	7:00 p.m.	
Baltimore	Nov. 5	2:30 p.m.	7:00 p.m.	
Norfolk	Nov. 6	9:30 a.m.	7:00 p.m.	
Jacksonville	Nov. 6	2:00 p.m.		
Algonac	Nov. 7	2:30 p.m.		
Houston	Nov. 10	2:30 p.m.	7:00 p.m.	
New Orleans	Nov. 11	2:30 p.m.	7:00 p.m.	
Mobile	Nov. 12	2:30 p.m.		
San Francisco	Nov. 13	2:30 p.m.		
Wilmington	Nov. 17	2:30 p.m.		
Seattle	Nov. 21	2:30 p.m.		
Piney Point	Nov. 8	10:30 a.m.		
San Juan	Nov. 6	2:30 p.m.		
Columbus	Nov. 15		1:00 p.m.	
Chicago	Nov. 11			
Port Arthur	Nov. 11	2:30 p.m.		
St. Louis	Nov. 14	2:30 p.m.		
Cleveland	Nov. 13			
Honolulu	Nov. 13	2:30 p.m.		



The Lakes Picture

ALGONAC

The *John A. Kling* (American Steamship) went into permanent lay-up last month. The reason cited by the company is that the cost of renovating the 58-year-old vessel is prohibitive.

Republic Steel recently signed a big, 25-year contract with American Steamship Co. which gives the SIU-contracted company access to the lucrative new ore-shuttle run from Lorain to Cleveland, Ohio beginning in the Spring of 1981. That's when American Steamship's brand-new self-unloader, designed for exclusive use on the winding Cuyahoga River, is due to be delivered. The vessel will be picking up ore at Lorain where the cargo will be delivered by 1,000 foot ore carriers, too big to make the run themselves.

The tremendous controversy surrounding the start-up of the Upper Peninsula Shipbuilding Co. (UPSCO) which has begun constructing units for a Lake Michigan integrated tug/barge system to replace other Lake Michigan carferries, is getting hotter and hotter. First, the FBI has reportedly begun subpoenaing records from the Michigan Dept. of Transportation. They are checking into the \$35 million pumped into UPSCO by the state.

More important, however, is the issue of manning on the new tug barge combo. Blueprints for the vessels call for accommodations to house an 8-man crew which will work a two-watch system. This substandard manning level, though, was turned down by the Officer in Charge of Marine Inspection (OCMI) in Duluth.

UPSCO appealed the OCMI's decision to the chief of the Coast Guard's Ninth Region in Cleveland. His ruling was that the tug/barge must carry a *minimum* crew of 16 and operate on a 3-watch system to ensure the safe operation of the vessel.

UPSCO was, apparently, unhappy with this ruling which means construction plans for the tugs would have to be revised and crew quarters doubled. (The keel of the first tug was laid on July 22).

Stepping in on behalf of UPSCO was no less a personage than the Hon. Frank Kelly, Michigan's Attorney General. After penning the appeal, Kelly sent it directly to Admiral Bell, Coast Guard Commandant, in Washington, D.C.

"If Adm. Bell approves the 8-man crew," warns SIU Algonac Port Agent Jack Bluitt, "it will have far-reaching implications for the entire maritime industry. It will," Bluitt added, "destroy the manning standards necessary for safe operation on the Great Lakes; standards it took the SIU and other maritime unions years to have set."

The unsafe manning level is one of the reasons the SIU has been fighting strenuously against the tug/barge plan. Other reasons include the Union's conviction, which is backed up by several authoritative studies, that the tug/barge combo won't be able to withstand the rigors of winter on the Great Lakes and that the tug/barges can't carry autos and passengers.

As of mid-September, SIU-contracted American Steamship was running only half its full-strength fleet of 20 vessels. But the *Charles E. Wilson* is fitting out Oct. 1 and the Union crew has been recalled.

CHICAGO

The Union's offices here have been moved from the old location at 9383 S. Ewing Ave., across the street to 9402 S. Ewing. The new quarters are recently remodeled and much more comfortable than the old location. The office phone number remains the same at 312-SA-1-0733.

FRANKFORT

A public hearing was held here on Sept. 12 for the purpose of discussion on the state of Michigan's proposals for the future of the state-run railroads and carferries. At least 160 people, including area congressmen and state senators, as well as SIU reps, showed up.

Support was reported very strong for one of the state's proposed plans which calls for running the state railroads and carferries out of the port of

Frankfort. This proposal also has the backing of the SIU as it directly affects the jobs of Union members aboard the Ann Arbor Carferries.

The Frankfort hearing was the first of several which will be held around the state. The next scheduled for Sept. 29 in Ludington where the finishing touches are now being put on a \$5.5 million harbor widening project. The project will enable thousand-footers to call at Ludington.

DULUTH

SIU-contracted Kinsman Lines is running all six of their vessels due to heavy grain movement.

WASHINGTON, D.C.

A multi-faceted bill aimed at improving the fortunes of Great Lakes shipping has been introduced in the House of Representatives by Rep. Thomas Ashley (D-Ohio). The bill, H.R. 8095, seeks to extend the navigation season on Lakes Superior, Huron, Michigan and Erie to Jan. 31 from the current mid-December shut-down.

In addition, the bill would allow subsidized U.S.-flag carriers to offer alternate routings in an effort to cut down on increasing cargo diversions through Canadian ports.

Finally, the bill would allow a 30-year stretch-out of the U.S. share of investment in the St. Lawrence Seaway. The St. Lawrence Seaway Development Corp. must repay the debt to the U.S. Treasury. Rep. Ashley said that extending the repayment period will "have the effect of guaranteeing present toll levels to users... The net result will make the Seaway more attractive to users, thereby increasing present traffic levels over today's present low volumes."

Rep. Ashley pointed out that the 24 harbors on Lakes Erie, Huron, Michigan and Superior account for one-sixth of the Gross National Product. Shutting down the Seaway every year, he said is "a crippling and unnecessary curtailment of one of the nation's most energy efficient and low-cost water transportation systems."

Rep. Ashley is acting chairman of the House Merchant Marine & Fisheries Committee.

WINTER NAVIGATION

The controversy over an extended shipping season on the St. Lawrence Seaway, while a hot topic in the maritime community for years, hadn't made much of a splash in the world beyond. Until last month, when the issue made it to the front pages of newspapers across the country.

The reason an extended navigation season on the Great Lakes and Seaway hit the headlines had little to do with the issue and a lot to do with personality (or persona, to be more exact). A man named Barry Freed, the leader of an environmental group called the Save the River Committee, which is working against an extended shipping season, stepped out of a small town in N.Y.'s Thousand Islands region and announced to the world that he was really Abbie Hoffman.

Remember Abbie Hoffman? He was an anti-war activist during the 1960's, the head of the Yippies, who'd clashed with the Government more than once. Hoffman's been on the lam since 1974 when he jumped bail pending trial on a drug charge.

Hoffman, a.k.a. Freed, became so involved in the Save the River Committee, he even testified before a Senate Committee. Nobody guessed his true identity. When Freed fessed up to being Abbie Hoffman, a lot of people were surprised.

But the revelation did nothing to change the feelings of Hoffman's fellow Save the River Committee members. "He did great by us," one committee member said. "He knew a lot more about the Government than we did."

Inger Committee



SIU Patrolman Teddy Babkowski (seated) makes out his report at a payoff aboard the *SS Inger* (Reynolds Aluminum) at Port Newark, N.J. on Sept. 13. With him are a crewmember and the Ship's Committee of (l. to r.) Galleyman Juan Morales, Messman A. Ortega, steward delegate, Chief Steward Jay Lewis, secretary-reporter, AB Wallace Wright, deck delegate and Bosun M. Zapata, ship's chairman.



LOG
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