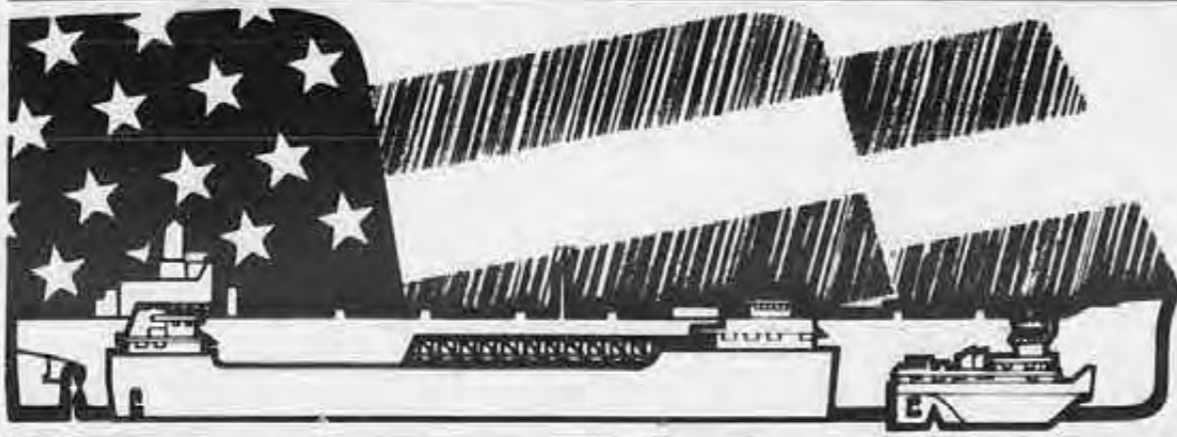


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SIU Awards \$70,000 in College Scholarships

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LOG

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USCG Backs Down on Plan To Eliminate Tankermen

SIU's 5-Year Fight Pays Off

FIVE years ago—in 1974—the Coast Guard proposed a set of rule changes which would have eliminated the requirement for a certified tankerman aboard tank barges under tow.

For these past five years, the SIU has had a running battle with the Coast Guard over these proposed changes.

This month, the persistence of the SIU paid off when the Coast Guard announced that it was calling off the rule-making proceedings.

For the time being, at least, the jobs of hundreds of unlicensed tankermen have been saved, and the safety of their vessels and crewmates have been secured.

This is what has happened:

In 1974, the Coast Guard announced proposed rule

changes which would have transferred the tankerman's jobs to licensed personnel in the wheelhouse. In effect, the Coast Guard was saying that there was no need for a separate tankerman aboard tank barges underway.

The SIU immediately objected to the proposed changes. In a strongly-worded letter to the Coast Guard, SIU President Paul Hall summed up the Union's concern over the proposed rule changes this way: "The removal of the tankerman from tank barges underway is not justified by any factual or operational evidence, and would result in a vital skill being lost from the crew."

Throughout the long running battle with the Coast Guard, the SIU has continued to maintain that it is essential that the training and skills of tankermen be improved and then maintained at

a high level. And, the Union has backed up its assertions with an effective training program at the SIU's training center at the Harry Lundeberg School in Piney Point, Md.

The Coast Guard persisted all during this time in trying to eliminate the tankerman's job—even though the SIU demonstrated that the tankerman's presence was essential for the safety of the tow under way.

What the Coast Guard proposal would have wrought is potential disaster. By combining the job responsibilities of towboat operator and tankerman, the Coast Guard was offering to put unbearable pressures on the towboat operator. The result would almost certainly have been neglect of the tankerman's responsibility under way with all of the attendant hazards to crew and vessel safety, as well as increased

possibility of pollution.

The Coast Guard has abandoned its efforts to eliminate the requirement of having a separate qualified tankerman aboard tows, at least for now. In their announcement, the Coast Guard said that they would study the matter further.

That's good. The SIU believes that any study will show that the role of the tankerman is essential in dealing with many hazards that are normally faced during the tow of volatile substances in tank barges. We believe the study will also document the need for tankermen in dealing with the normal maintenance and repair of tank barges under tow.

The SIU, for its part, will continue to offer training and upgrading programs to improve the skills and efficiency of tankermen.

The PRESIDENT'S Report



Paul Hall

A Commitment to the Future

TWO extremely important events occurred this month—events which I believe epitomize the modern day thrust of this organization.

First was the announcement of the winners of this year's SIU college scholarship grants. Overall, the Union will provide \$70,000 in college scholarships to eight deserving recipients.

Four of the winners are dependent children of SIU members. Each of them will receive a \$10,000 four-year scholarship.

We are all proud of these fine young students. But we should be equally proud of the fact that the four other winners are SIU members themselves. Two will receive the four-year \$10,000 grants. And two will receive the \$5,000 two year awards. (See pages 20-21)

The second event was the start this month of the second phase of the Bosun Recertification Program. (Pages 12-13)

Twelve SIU members are presently going through this two-month program. It is designed to provide these men not only with an indepth look into the many programs and problems involving our Union. But it will provide them with the tools to properly perform the crucial job of ship's chairman.

This group represents the first of three special classes of the Bosun Recertification Program to be conducted this year.

The reason I attach such significance to these two events is that they loudly demonstrate this organization's total commitment to education.

They are also vivid evidence of how far we have come in our efforts to provide top notch educational opportunities to our members.

It is my very strong belief that one of the things which severely handicapped the seamen's movement years ago was the unavailability of education to seamen and boatmen.

In fact, when we established this organization in 1938, the availability of education for seamen was no better than it was at the turn of the century.

Back then, there was little thought about education for seamen. We were embroiled in bitter battles to provide better wages, conditions and fringe benefits to SIU members.

However, after World War II, when the nation's legislators began to systematically dismantle the U.S. merchant marine, it became apparent

to us that fighting for the best contracts was only one part of the very difficult job of protecting the interests of this membership. In brief, we were slapped in the face with the fact that a good contract means nothing unless there are jobs to fill.

As the saying goes, the handwriting was on the wall. If we were to grow and prosper as an organization, we had to be prepared for the future. The answer for us then, as it remains today, is education.

We started out small in our commitment to education. Our first program was a lifeboat training course. The Union provided its first college scholarship some 27 years ago.

These initial programs were more symbolic than anything. But they were a start—a cornerstone on which to build for the future.

Today, it should be with a great deal of pride that every SIU member— young and old alike—should look upon our educational programs. Because it is my belief that our Union—with the help of the Lundeberg School—provides the finest educational opportunities for seamen and boatmen anywhere in the country.

These programs cover every area of educational importance to an SIU member. A young seaman or boatman, with a little desire, can go from an entry rating to the top of his respective department in just a few years simply by taking advantage of the educational opportunities available at HLSS. These vocational programs can also be used as college credits for those wishing to get a degree. Each program has been evaluated separately by the American Council on Education. For instance, completion of the FOWT course is worth six college credits. QMED is worth 18 credits.

Our School also provides a comprehensive program for academic education. This program is designed not only to aid our members in their vocational studies, but to help them improve their own all-around academic abilities. In this regard, the School also has a GED High School Equivalency Program. Well over 1,000 SIU members have taken advantage of it and have achieved their diplomas. This is a tremendous tribute to both the School and the hundreds of members who worked hard to advance themselves.

In our complex industry, though, vocational and academic education is only the beginning. The Lundeberg School also helps to provide education concerning the Union itself, developments in the industry, and the many political programs the SIU participates in to protect the jobs of SIU members while at the same time promoting the U.S. maritime industry.

Brothers, the SIU is in excellent condition today despite the fact that our industry as a whole is in trouble. Education has played a key role in our success.

It would be easy to say that we have done a good job in regard to education and stop right here. But the plain and simple fact is that we must continue to both expand our programs and our commitment to education if we expect to continue to grow as an organization.

We have come a long way in building our educational programs. They have paid off for us. They will continue to pay off for us. My advice is to be proud of them and take advantage of them.

Support in Congress Grows to Bar Alaska Oil Export

House, Senate Units Vote 'Yes' to Halt Oil Export Scheme

As bumper-to-bumper lines continue to form at gas stations across the country, increasingly bitter opposition is being voiced over plans to export Alaskan-produced crude oil to Japan.

The most recent evidence of opposition to exporting America's largest domestic oil supply came earlier this month as two crucial votes were taken in Congress.

By a solid 21-9 margin, the House Foreign Affairs Committee voted in favor of the strongly worded amendment to the Export Administration Act of 1979. Introduced by Rep. Howard Wolpe (D-Mich.), the amendment would extend and strengthen restrictions barring the export or exchange of Alaskan crude under any but the most critical emergency situations.

An almost identical bill introduced before the Senate Banking, Housing and Urban Affairs Committee by Sen. Don Riegle (D-Mich.) was narrowly passed by an 8-7 vote.

Committee passage of the measures was hailed as a victory for U.S. consumers and the country's national security needs by a broad-based coalition of consumer, citizen-action and labor groups which have fought against the Alaskan oil export scheme for over a year. Floor action on the act is expected in both the House and the Senate in the course of the next few weeks.

Modeled on legislation drafted by Rep. Stewart McKinney (R-Conn.) the current legislation says essentially that Alaskan oil should be reserved for the use of the energy hungry United States.

The Export Administration Act of 1979, tagged H.R. 3783 in the House and S.737 in the Senate, mandates that the export, exchange or swap of Alaskan crude can be authorized by the President only if such exports result in benefits to U.S. consumers.

If passed, the Act would fulfill Congress' original intent in authorizing construction of the Trans-Alaskan Pipeline when it promised this domestically produced oil to the

American people.

Specifically the Act would allow the President to go ahead with an export or exchange of Alaskan North Slope oil only under the following circumstances:

- such export would not diminish the quantity or quality of crude in the U.S.;

- within three months of any export, the cost of imported oil to American refiners and of oil to U.S. consumers is reduced. These items would have to be verified by a semi-annual government audit;

- any exports are approved under a terminable contract;

- the exports must be proven necessary to protect national security.

Congress would have final say on any proposed Alaskan oil export, with the authority to approve an export plan within 60 days of receiving the President's reason for authorizing it.

Also included in the measure are guidelines for any exports of Alaskan crude to Mexico or Canada and under what conditions an emergency sale of Alaskan oil "to a friendly state" could take place.

This month's House and Senate Committee votes were viewed by Congressional observers as a defeat for the Carter Administration. The Administration, and Energy Secretary James Schlesinger in particular, have consistently advocated exporting North Slope crude to Japan because they claim such exports would improve the U.S. balance of payments and create new jobs.

But sponsors and supporters of the Export Administration Act agree that the only true beneficiaries of an Alaskan oil export would be the multi-national oil companies.

Though the companies engaged in production of North Slope crude have already raked-in record breaking profits they would be able to save an additional "few pennies per barrel," Rep. McKinney said, by using foreign flag tankers to move the crude abroad instead of U.S. bottoms which are required for domestic transport of the crude.

"Exporting Alaskan oil may help the oil companies' profits," Sen. John Durkin (D-N.H.) proclaimed recently, "but it will not help solve

the country's energy problems."

The Carter Administration's contention that Alaskan oil exports would create new jobs has been loudly rebutted by labor, consumer, and citizen action groups including the Consumer Federation of America; the Citizen/Labor Energy Coalition and the Consumer Energy Council of America among many others.

In a statement opposing the export of domestic oil, the AFL-CIO charged that the U.S. economy would suffer "through the loss of tanker employment, shoreside and shipyard jobs, and the tax and wage benefits they produce."

In addition, exporting Alaskan oil

and bringing in replacement supplies from either the Middle East or Mexico would force the U.S. into an increasingly dependent relationship with unstable foreign countries.

The Consumer Federation of America pointed out that if Alaskan oil were exported, America's already "gross dependence" on foreign oil suppliers would increase. And the nation's economy and national security would suffer.

Opponents of the export scheme view the next few weeks as crucial to convince congressmen and senators that passage of the Export Administration Act of 1979 is in the best interests of the United States and the American people.

SOHIO Gets OK to Build Terminal

One of the arguments used by the oil companies to build their case for the export of Alaskan crude is that moving the oil to Japan is the only way to ease the current glut of North Slope crude on the U.S. West Coast.

But California's South Coast Air Quality Management District threw a wrench into that argument last month by unanimously granting the Standard Oil Co. of Ohio a permit to go ahead with construction of their proposed \$1 billion tanker terminal and pipeline facility.

Sohio's distribution system, which will move Alaskan crude to the Mid-Western United States via Long Beach, Calif. now needs only an okay from the State Air Resources Board. That approval is expected shortly since Sohio has agreed to comply with anti-pollution standards.

"I am optimistic," said ARB Chairman Tom Quinn, "that we can reach our decision within one or two weeks."

Though ground-breaking for the pipeline and tanker facility now seems to be only weeks away, two months ago it looked like it would never be built.

California voters had given a green light to the Sohio project last November but in March the company announced that they were scrapping the project because it appeared to be hopelessly bound up by bureaucratic red tape.

However, Sohio decided to go ahead with the planned facility after receiving assurances from California Gov. Jerry Brown that the necessary permit application procedures would be speeded up.

The Sohio facility will be the first constructed specifically to handle high sulfur Alaskan crude. When it's completed, the distribution system will be able to move 500,000 barrels of oil a day, channeling the crude from Prudhoe Bay to markets in the Midwest via the Long Beach facility.

Approval of the Sohio project is especially timely as Congress gets ready to debate the Export Administration Act which would, if passed, reserve Alaskan crude for domestic use.

The existence of a California-to-Midwest distribution system in the near future will undoubtedly be a factor in their decision.

Log, Stewards News Merge

As the first anniversary of the merger of the SIU and the Marine Cooks & Stewards Union approaches, we are proud to announce that the *Log* and the *Stewards News* have completed a merger of our own.

The *Stewards News*, official publication of the Marine Cooks & Stewards Union for the past 27 years (643 issues), ceases publication this month. And with it, the *Log* will expand its coverage of West Coast maritime news to pick up where the *Stewards News* is leaving off.

Even though the merger of the SIU and MC&S took place last June, the *Stewards News* continued to publish while the details and mechanics of the merger were finalized.

The merger of the *Log* and the *Stewards News* is therefore another step in putting the final touches on what has been a truly beneficial consolidation of two brother unions.

Don Rotan, editor of the *Stewards News* all these years,

will become part of the staff of the *Log* as West Coast Associate Editor. The *Log* will benefit from his many years as a maritime writer and editor.

We feel that the merger of the *Stewards News* and the *Log* will give the SIU membership a better publication all around. We warmly welcome aboard our new readers on the West Coast, the members of the former Marine Cooks & Stewards Union.

Notice to SS Pittsburgh, SS Oakland Crewmembers

The *Log* wishes to notify all crewmembers who served aboard the Sea-Land containerships *SS Pittsburgh* (Voyage # 086) and the *SS Oakland* (Voyage # 125) that they have checks awaiting them at the Union Hall in the port of New York. To receive these checks, contact SIU Representatives Leon Hall or Jack Caffey at the Hall, or call them at (212) 499-6600.

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MCS Medical Plan Merged With SIU Welfare Plan

Consolidation Provides Major Medical Coverage to MCS Dependents

Dependents of active former MCS members will be beneficiaries of a major improvement in medical coverage beginning July 1, it has been announced.

The improved benefits will result from a change from Group Health Coverage to a "Major Medical Benefits" System. It comes from the merger of the former MCS Welfare Plan with that of the Seafarers International Union.

Inclusion of dependents of former MCS members in the larger SIU Welfare Plan will permit greater benefits at no increased cost to the companies.

Under the new plan, all dependents will be able to select the doctors of their choice, as well as hospital or clinic. Although some former MCS members' dependents have used so-called "direct-payment" form of coverage, the vast number of them have been covered by such Group Health Systems as Kaiser (Permanente) Foundation, or the Puget Sound Medical Group.

The major benefit, however, will come from increased dollars allowances

for sickness or hospitalization than the MCS Plan was able to furnish.

The greater resources of the SIU permit better benefits at less cost than was possible under the MCS. The increased benefits are a direct result of the MCS merger with the larger SIU.

Under the SIU Plan, dependents are entitled to certain basic benefits which the plan pays in full. That was similar to the MCS Plan. However, under the SIU Major Medical coverage, the SIU Plan will pay up to 80% of a variety of costs over the basic amounts. This is particularly valuable in the event of prolonged hospitalization or illness—where the medical expenses seem to go on and on.

Benefit schedules will be available in all SIU offices before July 1. Summary booklets of the SIU Welfare Plan are currently available in SIU offices and will be mailed to all concerned within the next month or so.

If you do not receive a copy of the booklet, copies of the benefit schedule and Summary Plan booklet are available and can be obtained by writing: Seafarers Welfare Plan, 675 Fourth Avenue, Brooklyn, N.Y. 11232

However, the following are some examples of how the new Major Medical benefits will work.

Famous Liners Mariposa and Monterey Sold for \$2.7 Million

The famous Pacific liners, *SS Mariposa* and *SS Monterey*, went on the auction block last month in San Francisco, and were sold to an American businessman for \$2,700,000 for the two vessels.

Under the terms of the bidding procedures, other prospective buyers had 48 hours in which to bid more than the \$2.7. When there were no more bids by the deadline, Federal Judge Lloyd King declared the new owner to be Edward J. Daly, president of World Airways, Inc. The airline is one of the world's largest charter airlines and is based in Oakland, Calif.

The ships were ordered auctioned off by Judge King, sitting in as bankruptcy judge over dissolution of Pacific Far East Lines' assets. PFEL was judged bankrupt last June. For years the vessels had been manned by SIU Pacific District members.

Next closest bidder to Daly was T. Wan, a Taiwanese shipbuilder, whose losing bid was only \$50,000 less than Daly's.

The winning bid was considerably below what waterfront observers had expected to be offered. Before the

auction, most estimates of the probable offerings were between \$5 and \$6 million for the two vessels.

The *Mariposa* was built in 1953, as the *SS Pine Tree Mariner*, and the *Monterey* was built in 1952, as the *SS Free State Mariner*. They were purchased in 1956 by Matson Navigation Company, of San Francisco.

That year they were converted into passenger liners in Portland, Ore. Both are air-conditioned throughout, carrying 365 passengers at a service speed of 20 knots.

Beginning in 1957, Matson, through its subsidiary, Oceanic Steamship Company, operated the two ships in the California, Hawaii, South Pacific trade. In addition to passengers, both vessels carried substantial amounts of cargo in special refrigerated cargo holds.

In 1971, Matson sold its subsidiary operations to Pacific Far East Lines, including the two liners. Previously, Matson had withdrawn from service, two other liners, the *SS Lurline* and *SS Matsonia*, in the face of mounting operating costs and ruinous competition from airlines.

PFEL continued operating the ships to the South Pacific until it, in turn, sold its trade route operations to the South Pacific to Farrell Lines, in 1975. Thereafter, it continued operating the two liners to Hawaii and on a variety of cruises.

Following a determination by the Federal Maritime Subsidy Board not to renew operating subsidies, the two ships were laid up in San Francisco, the *Monterey* in January, 1978 and the *Mariposa* the following April.

As to the future of the two liners—that was still as dark after the sale as before. Daly would not say what he intended to do, although he facetiously suggested he might moor one in the Oakland Estuary as a "floating cat-house."

'Right-to-Work' Bill Dies In Maine State House

The labor movement has won another victory in its fight to halt any expansion of the number of States with "right-to-work" laws on their books.

The latest victory came in Maine where the State Senate voted 21-9 to kill the bill. The House voted 85-59 against the measure.

A "right-to-work" law allows a worker in a union shop to work under union contracts without paying dues or joining the union.

Gov. Joseph E. Brennan, a Democrat, had vowed to veto the bill even if it had passed.

Much of the credit for the bill's defeat can be attributed to the actions of the Maine State Federation of Labor, AFL-CIO.

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

Major Medical Benefits

This benefit provides the extra protection you need to help meet the large expenses when long periods of disability results from a serious sickness, or a severe accident.

It supplements the Basic Medical Benefits by providing additional payments for hospital's and doctor's services.

After payment of your Basic Medical Benefits, then Major Medical pays 80% of the remaining covered expenses. Remember, there is no deductible or maximum as in most plans.

For examples, note the following:

HOSPITAL BENEFITS

Suppose your dependent's hospital bill was in the amount of \$40,000.00 for which \$4,000.00 represents hospital miscellaneous charges after the 90th day. Then the following would apply:

Room & Board	\$16,000.00	Covered by the Basic Plan
Hospital		
Miscellaneous	20,000.00	Covered by the Basic Plan (within 90 days)
	36,000.00	Covered by Basic Plan
80% of \$4,000.00 =	3,200.00	Miscellaneous charges covered after 90th day
Total Payable	39,200.00	
	800.00	Charge you are responsible for
	\$40,000.00	

DOCTOR'S VISITS

Suppose your dependent's attending physician's bill was in the amount of \$1,200.00 just for medical visits. The following would apply:

	Charges	Basic Plan Allowance	Major Medical	You Pay	
1st day	\$ 50.00	15.00	(80% of \$35)	\$ 28.00	\$ 7.00
2nd day	25.00	10.00	(80% of \$15)	12.00	3.00
3rd day to 60th day	870.00	348.00	(80% of \$422)	337.00	185.00
	(\$15 per visit)				
61st day on	255.00	0	(80% of \$255)	204.00	51.00
	\$1,200.00	\$373.00		\$581.00	\$246.00

SURGICAL BENEFIT

Suppose your dependent's surgeon charges \$1,000.00 for a surgical procedure. The following would apply:

Charge	Basic Plan	Major Medical	You Pay	
\$1,000.00	\$450.00	(80% of \$550.00)	\$440.00	\$110.00

Therefore the plan will pay \$890.00 in total.

MATERNITY BENEFIT

Suppose your wife has a baby and the total charges for prenatal care, delivery, hospital stay, and post-partum care total \$2,000.00. The following would apply:

Maternity Charges	Basic Plan	Major Medical	You Pay	
\$2,000.00	\$500.00	(80% of \$1,500.00)	\$1,200.00	\$300.00

There is no annual maximum as there are normally with other plans.

Oil Profits Zoom as Crude Firms Seek More With Decontrol

The nation's major oil companies all reported large profit gains for the first quarter of 1979, topped by an incredible 303 percent profits boost posted by the Standard Oil Co. of Ohio.

Also reporting increases were: Amerada Hess Corp., up 279 percent; Texaco, Inc., up 81 percent; Gulf Oil Corp., up 61 percent; Standard Oil of California, up 43 percent; Cities Service Co., up 42 percent; Getty Oil Co., up 42 percent; Exxon, up 37 percent; Indiana Standard, up 28 percent; Shell Oil, up 16 percent; Marathon Oil, up 16 percent and; Phillips Petroleum, up 4 percent.

Sohio's huge earnings increase as well as Exxon's profit jump are due in part to the companies' Alaskan North Slope oil production. Sohio and Exxon, together with the Atlantic-Richfield Co. own 93 percent of Alaskan oil.

Despite the already staggering profits posted for the first quarter, the oil companies want more. They will rake in more—a lot more—if they get President Carter to decontrol domestic crude oil prices. And it looks like they will because the Administration favors decontrol.

A White House report released last month said, "it is estimated that decontrol would increase domestic oil producers income before taxes by \$1 billion in 1979, \$5 billion in 1980 and \$9.3 billion in 1981."

Opposition to oil decontrol is very strong. AFL-CIO President George Meany said following release of the oil companies' first quarter profits: "As depressing as today's figures are, they are only an indication of the gloomy inflation picture for the months ahead if the Administration is successful in its efforts to decontrol crude oil prices."

To calm the protests over decontrol, the Administration proposed to recapitulate a portion of the oil companies' earnings increases through a "windfall profits tax," which, by their own estimates, would return less than half of the expected profits bonanza between now and October, 1981.

The money recovered through the profits tax would be used to help low-income families who can't afford oil price increases; to improve mass transit systems, and to investigate alternative energy sources.

A windfall profits tax, the Administration report said, would "in one form or another, apply to all domestically produced oil," with one notable exception.

Oil from Alaska's North Slope would be exempt from the profits tax, because "the transportation costs of bringing this oil to market are very high."

With or without a windfall profits tax, American consumers are going to get burned by the oil companies.

McCloskey Sharpening Axe for Maritime Authorizations

THE SIU and supporters of a strong U.S. maritime industry are ready to square off with Rep. Paul McCloskey (R-Calif.) in the fight that is sure to come when the Maritime Appropriations Authorization Act of Fiscal Year 1980 is debated by Congress in the weeks ahead.

The bill has already come through the House Merchant Marine Subcommittee where several damaging amendments offered by Rep. McCloskey were turned back.

But McCloskey, the ranking minority member of the House Merchant Marine and Fisheries Committee and U.S. maritime's most vocal detractor, has promised to renew his efforts to butcher the Maritime Authorizations bill during full House debate.

As it now stands, the FY 1980 budget for maritime, drawn up by the Maritime Administration, totals \$398.8 million. That sum breaks down into \$101 million for the construction differential subsidy (CDS) program; \$256 million for the operational differential subsidy (ODS) program; \$16 million for maritime research and development, and \$25.8 million for maritime education and training expenses.

McCloskey's hatchet is aimed at the vitally important construction differential subsidy program which provides funds for the cost difference in constructing a new vessel in a U.S. shipyard and building it in a foreign yard.



The CDS program is crucial for both the survival of the U.S. shipbuilding industry and the renewal of the American flag bulk fleet. As SIU Washington Representative Chuck Mollard pointed out in testimony before the House Subcommittee, "the U.S. may begin to develop a new generation of bulk vessels through the funds requested for FY 1980 ship construction."

But McCloskey thinks the construction subsidy program is "a burden." He wants the entire \$101 million CDS appropriation, along with 30 percent of the Maritime Administration's budget in connection with the program, scrapped.

In addition, McCloskey wants Congress to okay a change in U.S. law and allow subsidized U.S. ship operators to purchase new vessels in

low-cost foreign yards.

Other McCloskey sponsored amendments which were defeated by the Subcommittee and which the Congressman is likely to re-introduce before the full House include:

- making the award of operational subsidies contingent on keeping manning levels within 50 percent of Coast Guard manning. However Coast Guard manning does not take into consideration steward department personnel or maintenance.

- barring funds from subsidized operators from going to maritime research organizations, which McCloskey claims, lobby on behalf of the merchant marine.

McCloskey is no novice at leading attacks against the U.S. maritime industry. During debate on the FY 1979 Maritime Authorizations bill he sponsored a raft of amendments which would have crippled both the bill and the American merchant marine had they passed.

But McCloskey's attacks were successfully beaten back last year. Supporters of the 1980 Maritime Authorizations bill including the SIU, many maritime labor and industry groups, as well as the bill's sponsors, Rep. John Murphy (D-N.Y.) in the House and Senators Howard Cannon (D-Nevada) and Daniel Inouye (D-Hawaii) in the Senate, plan to wage an all-out battle to have this funding measure passed intact.

SIU Blocks Takeover of 9 MSC Tankers: Court Battle Continues

The fight goes on in the SIU's efforts to retain its representation of unlicensed crews on nine MSC-chartered tankers, whose contracts expired earlier this year.

The tankers involved are five T-5's operated by Hudson Waterways and four Columbia class tankers, operated by Cove Shipping.

Initially, the contracts were awarded by the MSC to the NMU-contracted Trinidad Oil after what we consider was the use of questionable tactics during the contract bidding process.

As it stands now, though, the SIU has won an injunction from the U.S. Court of Appeals barring turnover of the ships' crews. The injunction will stay in effect until the Appeals Court passes final judgement.

The Union suffered an initial setback in the courts when District Court Judge June L. Green denied an injunction and awarded the tankers to Trinidad Oil.

The SIU took the case to the Appeals Court, which awarded the injunction.

Unfortunately, one of the ships, the *American Explorer* underwent a crew change before the Appeals Court decision.

It is our contention that the Trinidad Corp. gained the upper hand in the bidding process only after a sub-standard and perhaps illegal contract proposal was submitted by the NMU.

Under terms of the contract in

question, seamen would receive only five vacation days for every 30 days worked, as opposed to the 14 days specified in standard NMU contracts. The NMU also agreed to cuts

in pension and welfare contributions amounting to \$7 per man per day.

We consider this to be a violation of the bidding rules as well as a violation of the Service Contract

Act which states that a successor contractor must pay wages and fringe benefits equal to the amount employees were entitled to under the previous contract.

SIU Wins \$2,800 Back Pay Settlement for Boatman

The SIU has won a \$2,800 settlement for back pay for an SIU Boatman, fired from his job on the *M/T Venturer* (Mariner Towing) without cause.

The SIU office in Jacksonville demanded that Boatman Charles T. Baker, the discharged SIU member be given back his job plus all the pay he lost because of this illegal discharge.

At first the company refused. But the Union pressed the grievance through the

SIU contract's grievance procedure. As a result the company agreed to give Baker his job back, but no seniority, and no back pay.

SIU then demanded arbitration under the SIU contract. The company then said they wanted to settle this case.

The Union wanted Baker to get his job back with full seniority and full pay for all the time he lost because of this illegal discharge.

U.S.C.G. Tightens Rules On Great Lakes Manning

The U.S. Coast Guard has notified the Captains of all Great Lakes vessels that unless the ship's crew consists of the minimum manning requirements as outlined on the ship's certificate, the vessel will not be allowed to sail.

The Coast Guard also stated that crewmembers essential to the navigation and operation of the vessel who leave ship without giving proper notice or who fail to join the vessel are subject to prosecution under the charge of desertion. Such prosecution could lead to the revocation of a seaman's papers under Title 46 of U.S. Code 222.

The SIU does not want any of its members prosecuted on such a charge. Nor does the Union want any of our vessels hung up in port because of insufficient personnel, whether they be licensed or unlicensed.

We therefore urge our Great Lakes members to follow closely the duties of a

seaman in notifying the captain that he is leaving the ship. The contract says that a seaman must notify the captain a full 24 hours in advance of his plans to leave the vessel. However, because of the strong Coast Guard threat of prosecution, it is suggested that when

giving the 24-hour notice you give it to the captain in front of at least two witnesses.

In this way, you will be protecting yourself, and at the same time you will give the Union the opportunity to find a proper replacement.

Unemployment Edges Up to 5.8%

WASHINGTON, D.C. — The country's unemployment rate last month rose slightly to 5.8 percent (a nine-month average) from February's and March's 5.7 percent. This means 5,937,000 are jobless.

Hard hit were the nation's teenagers, whose jobless rate rose sharply to 16.5 percent!

Total employment declined in April by 670,000 (the biggest monthly decline since 1968) following eight months of

economic growth. This leaves 96.2 million persons working out of a 102.1 million U.S. workforce.

The unemployment rate for adult men last month was 4 percent as against 5.7 percent for adult women, unchanged for both since March. White joblessness went down to 4.9 percent while blacks rose to 11.8 percent.

White teenagers had an unemployment rate of 13.9 percent compared to black teenagers 34.5 percent!



New Orleans

Contract negotiations here were completed with the Bariod Co., a division of the National Lead Co., on May 13. The signed pact covers five tugmen. Its terms include increased wages, increased pension and welfare benefits and the company agreed to the new Inland Vacation Plan.

Negotiations with the George Whiteman Towing Co. last month lead to a three-year agreement plus halting the sale of one of the company's tugs to a non SIU company. This helped to save eight jobs.

The company wanted to sell the tug *A. W. Whiteman* to a non-union operator out of Florida. But the SIU filed a formal grievance as provided for under the existing contract. It advised Whiteman that the Union would go the full route to discourage the sale and would take action, including legal action, to save the member's jobs and welfare benefits.

On Apr. 27, SIU-contracted Crescent Towing bought the tug. She is now working in the New Orleans Harbor at shipdocking and towing.

Crescent also is now operating a new addition to its fleet, a converted N.Y. Harbor railroad carfloat tug, the *Elizabeth Smith* on work above the Huey Long Bridge on the Mississippi.

The company now has two other converted (all work done in the Main Iron Works, Houma, La.) New York railroad tugs, the *Sandra Smith* and the *Jason Smith*. They also have bought the ocean-going *Tug San Luis* from the U.S. Corps of Engineers in Philadelphia.

Baltimore

Ongoing negotiations for Harbor Towing's 50 Boatmen were moving along the middle of this month. The agreement expires the end of the month.

Great Lakes

SIU's Luedtke Engineering Co. has been awarded a four to five job projects package contract by the U.S. Corps of Engineers. The small dredging jobs are on Lake Superior in isolated areas. They'll run from Little Lake, Mich. to Two Harbors, Wis.

Luedtke also got another dredging contract in Erie, Pa. It is currently working in Point Mouillee, Mich.

Zenith Dredging Co. of Duluth, Minn. is now deepening the Duluth Harbor and is busy at another dredging project in the harbor at Barker's Island.

Peter Kiewit & Sons was declared low bidder on an \$8-million dike repair job in the port of Cleveland. Work is set to start in early June.

The Great Lakes Dredge & Dock Co. was awarded the dredge contract to deepen the harbor of Fairport, Ohio.

Houston

G & H's new tug *Titan* began work in Galveston in the middle of May. A week later, the company's other new tug, the *Laura Haden* was delivered.

Mobile

Early last month the 105-foot *Tug J. Barton Greer* (Mobile Towing) overturned and sank at the Alabama Dry Dock and Shipbuilding Co piers on Pinto Is.

The tug capsized in the early a.m. while moving the *SS Mayo Lykes* out of a berth.

Four crewmembers and Pilot Dewey Standard scrambled onto a liferaft and were picked up by the tug *Doria Moran* (Moran Towing).

Divers were sent down to determine the cause of the sinking, assess damage and possible salvage.

Tenn-Tom Waterway

The lower Tenn-Tom Waterway at Cochrane, Ala. had the start of its first commercial traffic last month when four barges headed downstream to Mobile.

The 232-mile barge canal, biggest waterway project in U.S. history, is almost 30 percent completed. It will bring the Midwest 800 miles nearer to the Gulf. Annual tonnage is expected to hit 28 million tons of grain, ore and coal. Construction completion is seen in 1984.

Inland Waterborne Commerce

U.S. inland water traffic rose 1.8 percent last year despite a bad winter. There was an increase of 10,966,000 short tons to 626,800,000 tons hauled in 1978.

Paducah, Ky.

The Union Hall in this Ohio River port has been completely remodeled. Members have been coming in for a looksee with shipping real good.

St. Louis

Before the onboard meeting with five crewmembers on the *M/V J. W. Hershey* recently, Port Agent Mike Worley found that Boatman Donald Morgan had a leg injury. The agent personally accompanied Brother Morgan to Finley Hospital, Dubuque, Iowa, and back to the boat in the Mississippi.

A number of SIU companies were honored by the Coast Guard for their icebreaking efforts this winter.

Certificates of Merit went to National Marine Service, ACBL, and Federal Barge Lines.

Cove Engineer Committee



SIU Headquarters Rep Ted Babkowski (second right) is at a payoff on May 8 on the *ST Cove Engineer* (Cove Shipping) at the Hess Oil Terminal, Port Reading, N.J. With him are the Ship's Committee of (l. to r.) Pumpman Nick Grigoratos, educational director; R. D. Whaley, engine delegate; Recertified Bosun John Pierce, ship's chairman and Chief Cook Nazareth Battle, steward delegate.

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



AB Be One

Take the
Able Seaman Course
at HLS
It starts July 5



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

THERE'S an old expression which says the only bet that's a sure thing is that nothing stays the same. Everything changes. That's true about any industry you can name. And it's especially true about maritime.

Keeping up with the constant changes and the special skills demanded by the industry is the responsibility of every SIU member right across the board. If we don't have the skills, we can't crew our contracted equipment. It's that simple.

Making training opportunities available to the membership is the responsibility of the Union. That's why we started the Harry Lundeberg School in Piney Point. And that's why we built it up into the finest training facility for seamen and boatmen in the country today.

The opportunities for advancement at HLS range from entry training all the way up to the highest rated job in every department. And the higher you go, the more money you make.

SIU members in every segment of the Union—deep sea, Great Lakes and inland—can benefit by upgrading. But in this column, I want to stress the special opportunities available to SIU Boatmen.

Right now, the inland sector is the most wide open in the industry in terms of real opportunities for expansion. Boatmen who take advantage of the upgrading courses HLS has to offer will see immediate results. There are top to bottom jobs on the inland waterways just waiting for skilled, qualified personnel to fill them.

The need for skilled licensed towboat operators, for example, is so

great there's a special scholarship available to Boatmen that's offered as an incentive to take the course.

That scholarship is sponsored by the Transportation Institute, a Washington, D.C.-based research and promotional organization for the maritime industry with 174 inland and deep sea member companies.

The towboat operator course runs 12 weeks and it includes classroom and hands-on training aboard the School's own tug and towboat, as well as help in preparing for the Coast Guard licensing exam.

A Boatman who's accepted for the course under the TI scholarship program gets not only top-notch training, he'll get \$125 a week, free room and board and all the necessary supplies for the 12 weeks of the course.

TI started the towboat operator scholarship to make sure their member companies would have a source of skilled boatmen to work their towboats. They're saying they need skilled personnel. And we must fill that need.

Obviously, though, an inland boatman who's not familiar with the courses HLS offers can't take advantage of them.

That's one of the reasons why the Union has stepped up representation efforts in the Gulf and Western Rivers area—to make sure the membership realizes the tremendous opportunities in the inland industry and how HLS can prepare them for those opportunities.

The men serving as delegates on SIU-contracted boats also have an important part to play in letting fellow Boatmen know about the Union's upgrading programs. Union delegates should make it a point to talk about training courses during Union meetings on their boats. And about the fact that once you've got the necessary training, there's nothing to stop you from moving to the top-rated, big money jobs in the inland industry.

I think one of our recent graduates of the towboat operator's course put it best when he said: "It's good to be involved with the towing industry. It's a growing industry and I'm going to grow with it."

Keeping up with the changing needs of the maritime industry has always been one of the hallmarks of the SIU. So has having the most qualified, highly trained membership in the industry.

The only way we can live up to our reputation, though, is to keep changing with the times. So HLS will continue to offer a wide range of courses tailored to the needs of both the industry and SIU members. But it's up to the membership to take advantage of them.

Another First For SIU Boatmen: Early Normal Pension

The first two SIU Boatmen ever to retire under the Early Normal Pension program picked up their first pension checks from the Norfolk Union hall recently.

Boatmen Jennis S. Alexander and Henry S. George worked for McAllister Brothers of Norfolk until they applied for the Early Normal Pension which requires that an applicant be 55 years of age and have 20 years (7300 days) seetime.

Up until last year, SIU-contracted inland companies did not participate in the Early Normal Pension program. But the Union began negotiating for this benefit during the last round of contract talks and there are now 11 inland companies participating in the program.

They include: McAllister Brothers of Philadelphia and Norfolk; Curtis Bay Towing of Philadelphia, Balti-

more and Norfolk; Taylor & Anderson; Independent Towing; Baker-Whitely Towing; Interstate Oil; Crowley Towing of the West Coast and Hawaii; IBC Co.; Delaware River Barge; Mariner Towing and Gellathin Barge.

Both Boatmen Alexander and George will be collecting a monthly pension of \$390 which includes the pension increase of \$50 per month, negotiated as part of the new agreement with these same 11 SIU-contracted inland companies.

Under these new contracts, Boatmen who put in 125 days seetime after Jan. 1, 1979, or after the effective date of the new contract, will receive a monthly pension of \$390.

The inland pension rate will go up an additional \$50 a month, to \$440 for retiring Boatmen who work 125



Pensioner Jennis S. Alexander is the first inland boatman to qualify for retirement under the SIU Early Normal Pension program. Here, Boatman Alexander (left) receives his first pension check along with congrats from SIU representative Mike Sacco.

days after June 16, 1980.

The total \$100 jump in monthly pension benefits applies to all three types of pensions available to Boatmen: the Regular Normal Pension, the Disability Pension, and the newly-available Early Normal Pension.

The first recipients of the Early Normal Pension, Boatmen George and Alexander, are well-known figures around the Norfolk Union hall where fellow SIU members speak of them fondly as "two hardworking men who were all for the Union and well-liked by all parties."

Brother Alexander, who became an engineer like his father before him was with McAllister Brothers when that company was organized by the SIU in 1961. Alexander, a Union shop steward for 17 of his 19 years with McAllister, had earned his diesel engineer's license by the time he retired. But in his early years as a boatman his license read "steam

engines," because "that's all there was around here in those days," a fellow SIU member explained, adding that he'd known Jennis Alexander "ever since I wore knickers."

Boatman Henry George also worked for McAllister during the Union's 1961 organizing drive. He'd been a tugboat captain for many years with McAllister, and before that with Curtis Bay Towing Co., and their predecessor, Wood Towing Corp.

Both men are rightfully proud of their work record and equally proud of their association with the SIU. And the Union is glad that the Early Normal Pension program is now available to capable, dedicated Boatmen like Alexander and George.

We wish them well and we'll continue working to bring new and better benefits to our hardworking SIU brothers, be they working on the rivers, the Lakes or the deep sea.



Boatman Henry George (right) picked up his first pension check from SIU rep David "Scrapiron" Jones at the Norfolk Union hall last month. Brother George was a tugboat captain for many years until retiring under the Union's Early Normal Pension recently.



The Lakes Picture

Algonac

Union officials are beginning contract negotiations with the SIU-contracted Straits Transit Inc. which operates the ferries *Christina Mae*, *Island Queen*, *Mackinac Island II* and *Island Princess* between Mackinaw City and Mackinac Island in northern Michigan. This is the last remaining agreement with SIU-contracted Great Lakes companies to be negotiated this year.

* * *

A mock-up of the *Edmund Fitzgerald* has been sailing the Great Lakes recently for a film crew shooting a fictionalized version of the *Fitzgerald* tragedy. Meanwhile, a Canadian company has proposed filming the real *Fitzgerald*, lying in a tangled heap on the lake bottom, for another purpose. The company has submitted a proposal to Oglebay-Norton, which owned the *Fitzgerald*, to transmit television pictures of the wreck by using a cable-controlled vessel called a constructor. They say a video investigation may resolve some of the unanswered questions about how and why the ore carrier went down in Lake Superior in 1975. Observers say, however, that Oglebay-Norton feels the tragedy has already been studied enough and it is unlikely that they will agree to any further investigation.

Frankfort

The SIU-contracted car ferry *City of Milwaukee*, laid up since March 26 because of rudder damage, is out of the shipyard.

Meanwhile, the car ferry *Viking* continues to run on a normal schedule, with the SIU crew working 20 days on and eight off. The *Milwaukee* will follow a five-and-two schedule.

* * *

SIU members who crew the car ferries *Viking* and *City of Milwaukee* ratified a new, three-year agreement this month. Negotiations between the Union and the Ann Arbor Railroad which operates the two vessels, were wrapped up at the end of April.

Cleveland

An ore-transfer facility capable of accommodating thousand footers, is in the blueprint stage for Cleveland harbor. The project is planned by ConRail to replace their Whiskey Island ore dock which was destroyed by high winds in 1978. ConRail's project means Cleveland will get an ore transfer facility after all. Originally, Republic Steel had been planning to build an ore dock in Cleveland but changed their minds and their facility is now under construction in Lorain, Ohio.

Duluth

Reports from the port of Duluth say that as of the first week of May, Lake Superior was still covered with ice. Coast Guard icebreakers are out daily on the largest of the Great Lakes to assist the lakers moving in and out of the port. Vessel activity has loosened up the ice. But high winds are said to be moving a lot of it back into the harbor.

FY 1980 Budget

President Carter's budget for fiscal year 1980, which was recently submitted to Congress, includes funding requests for continued work on 36 Great Lakes basin water resource projects being carried out by the Army Corps of Engineers. Funds were also earmarked for channel and harbor dredging projects and for construction work on 12 diked areas which will serve as disposal sites for dredged polluted sediments. The total sum requested by the President for Great Lakes projects is \$102 million.

Buffalo

The president of SIU-contracted American Steamship Co. went to Washington last month to deliver an annual address to Congress on the state of Great Lakes shipping.

D. Ward Fuller told Congressmen from the Great Lakes area who make up the Great Lakes Task Force and Council of Lake Erie Ports that Lakes shipping activity was good last year. He noted that several new ships had been delivered to U.S. companies in 1978 (one of which was American Steamship's SIU-crewed *M/V Buffalo*), and that three new self-unloaders, including one to American Steamship, would be delivered in 1979.

Fuller's speech keyed on the nation's energy problems and on the role the Great Lakes could play in easing them. "As rising oil prices focus more attention on our vast coal resources," he said, "the Great Lakes shipping community invites you to see a transportation system that overcomes the dislocation problem in coal production and coal consumption in an economically sound and environmentally clean... distribution network."

"The Great Lakes played a fundamental role in the industrial development of our country," Fuller concluded. "We now stand ready to play another major role by helping to resolve one of America's most critical needs—energy."

St. Lawrence Seaway

The 1979 shipping season marks the 20th anniversary of the St. Lawrence Seaway. During its years of operation, tonnage moving through the Seaway has tripled and last year surpassed 60 million tons. The tonnage totals far outstrip the expectations of the Seaway's planners.

Meetings

The hot debate on whether or not winter navigation should be made a permanent feature of Great Lakes shipping is still raging. In order to get a cross-section of public opinion on the issue, the Army Corps of Engineers has been holding a series of public forums to discuss its draft study on the Navigation Season Extension Program on the Great Lakes. The April and May meetings are being held in Indiana, Michigan, Ohio and New York.

* * *

A jointly-sponsored government/industry conference to review the progress of 89 programs which are part of a five-year plan to improve commerce on the Great Lakes and the St. Lawrence Seaway is planned for June 20-22 in Milwaukee. The open meeting is being sponsored by the Maritime Administration, the St. Lawrence Seaway Development Corp., the Coast Guard and the Army Corps of Engineers.

Trend Toward Diesel Power New Challenge to Blackgang

THE decade of the 1970's has been hallmarked by "astronomically" rising oil prices, according to Robert J. Blackwell, former secretary of commerce for maritime affairs, and "more and more American ship operators are seriously looking" to slow-speed diesel propulsion as a cost-efficient alternative.

"Rising fuel costs have significantly changed the U.S. ship operating picture," Blackwell said at the dedication of the Marine Diesel Engineering Facilities of the U.S. Merchant Marine Academy last month. "For the first time in modern commercial shipping, fuel costs have passed crews' wages as the number one cost item in U.S. ship operations."

The MarAd chief pointed out that in the last 10 years, the cost of bunker fuels has risen to the point where they now account for about half of a ship's operating costs.

Diesel fuel can cut operating costs by as much as 30 percent, Blackwell said, citing a recent MarAd survey

which "indicates that, at today's prices, a 35,000 dwt vessel with slow-speed diesel propulsion could be operated in our foreign (dry-bulk) charter trade with annual fuel savings of \$750,000 compared to operating a similar ship with steam-turbine propulsion."

The shipbuilding activity of several SIU-contracted companies exemplifies the trend to diesel. Just last year Sea-Land announced a major program to build 12 new containerships by 1980. All of the new vessels will be diesel-powered.

Sea-Land also converted four steam driven vessels to diesel last year. Another SIU-contracted company, Ogden Marine, has two diesel-powered ships on order.

New ships built with diesel engines are not, however, exclusively the province of the deep sea fleet. The latest addition to the Union-crewed Great Lakes fleet, American Steamship Co.'s *M/V Buffalo*, is powered by twin diesel engines.

Diesel propulsion is unquestion-

ably the wave of the future, Blackwell said. Even though "less than 5 percent of the ocean-going U.S.-flag merchant fleet is propelled with diesel machinery... nearly 45 percent of ships now under construction or on order for use in the U.S.-flag fleet will be diesel-powered."

Increased Training

A fleet that is increasingly diesel driven requires special knowhow from engine department crewmembers. "As more and more ships turn to diesel power," SIU Executive Vice President Frank Drozak commented recently, "some engine room jobs will require special training in diesel engines."

"Because the SIU recognizes that the rising costs of bunker fuels will mean a continuing move to diesel," Drozak continued, "the Lundeberg School offers a course in diesel engines."

The four-week course, which is open to and recommended for QMEDs, is designed to provide SIU

members in the engine room with the special skills and knowledge a diesel-powered vessel demands.

Through both classroom and practical training, the course familiarizes students with the operation, design, construction and characteristics of diesel engines. (Watch the *Log* for dates of upcoming diesel engine courses at HLS.)

With fuel costs continuing to skyrocket, diesel propulsion is a logical step for the U.S.-flag merchant fleet. SIU members who invest a short four weeks to take the HLS diesel engine course will enable both themselves and their Union to keep pace with the clear course of the maritime industry.

Deposit in the
SIU Blood Bank—



It's Your Life

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1979

Legislative, Administrative and Regulatory Happenings

On the Agenda In Congress...

Hearings are continuing this month in both the House and Senate on a number of maritime matters. The SIU's legislative staff is attending these hearings and will be keeping close watch on the progress of pending legislation.

OUTER CONTINENTAL SHELF—The House Select Committee on the Outer Continental Shelf is continuing its oversight hearings on the Outer Continental Shelf Lands Act which was passed last year. In March, the full House voted to extend the life of this "watchdog" committee for another 15 months. We, of course, are in favor of this committee's efforts to make certain that there is no watering down of the provisions of the OCS Act which requires 100 percent American manning of offshore oil rigs and platforms, as well as U.S. manning of all supply and crew vessels.

CRUDE OIL TRANSPORT—The Senate Energy and Natural Resources Committee is holding hearings on S. 968, which is a bill to speed up the processing of applications for crude oil transportation systems. Specifically, the hearings are aimed at finding ways to cut the red tape on getting permits for building pipelines to transport crude from port areas to inland refineries.

REBATING—The Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee will hold a hearing on H.R. 3055. This legislation would sharply increase the fines for illegal rebating, and would give the Federal Maritime Commission greater power to investigate the practices of foreign-flag shippers operating in the U.S. foreign trades. As the law stands, there are now severe restrictions against U.S. operators. The thrust of this new legislation would be to expand the anti-rebating rules to all shippers, and thereby take away the unfair advantages now enjoyed by foreign shippers in our trade.

LAW OF THE SEA—The House Foreign Affairs Committee conducted a hearing on the coming 8th Session of the U.N. Law of the Sea Conference. U.S. Special Ambassador Elliot Richardson testified, and once again aired his position that the U.S. should not proceed with any ocean mining legislation until the U.N. group had adopted a position on the so-called rights of "under-developed" nations.

OCEAN MINING—Meanwhile, the Oceanography Subcommittee of the House Merchant Marine and Fisheries Committee has scheduled hearings later this month on legislation relating to deep seabed mining. These hearings will begin May 22 before the committee which will be chaired by Congressman Gerry Studds, (D-Me.). Additional hearings and final mark-up of an Ocean Mining bill will take place June 19-21.

RAILROAD DEREGULATION—The Surface Transportation Subcommittee of the Senate Commerce Committee will conduct hearings later this month, and in early June, on a Senate bill which would end some regulations affecting railroad operations and rates. Senator Russell Long (D-La.) will conduct the hearings. The SIU will

be monitoring these meetings—and will also submit positions on the proposed regulations. It is important that we watch these hearings carefully because deregulation of railroad operations could have serious consequences for the nation's inland waterways operators, and would affect the jobs and job security of thousands of SIU Boatmen.

USPHS HOSPITALS, CLINICS—The House Merchant Marine and Fisheries Committee has scheduled hearings beginning June 11 to examine the results of Congress' decision to maintain and upgrade the U.S. Public Health Service hospital and clinic system. These oversight hearings will determine whether the Administration has

put into effect certain improvements which the Congress mandated when it authorized the USPHS budget last year. The committee will also be taking a look at medical care of seamen who are stricken at sea; the repatriation of seafarers who get sick in foreign areas and ports, and other matters relating to the health care of seamen while they are at sea.

U.S.-CANADIAN FISHING—The Fisheries Subcommittee of the House Merchant Marine and Fisheries Committee has scheduled a hearing to examine the implementation of the U.S.-Canadian Fishing Agreement. This oversight hearing will take place June 19 under the chairmanship of Congressman John Breaux (D-La.).

Seafarers Come to Washington For Political Briefing



Eleven more "A" Seniority Upgraders came to Washington last month for a first-hand look at the legislative and political action operations of their Union. The visit was an important part of the SIU's educational program to provide the Union's membership with an awareness of the importance of political action as it directly relates to the jobs and job security of American seafarers.

During their visit, the SIU members met at the Transportation Institute where the staff gave them a broad view of the many legislative problems facing the maritime industry. They also went to the AFL-CIO Maritime Trades Department where they met and talked with

members of the MTD and SIU legislative team.

Later in the day, the SIU upgraders toured the U.S. Capitol where they saw the House and Senate chambers, and met with the staffs of several Congressmen.

Pictured here on the steps of the Capitol are SIU upgraders Dale Malmberg, William Mullins, Rene Rosario, Milton Alvarez, Anthony Gordon, Raymond Diaz, Douglas Meadows, George Cruz, Richard Shellenback, Hon'l Naken and Ned Oliver. Accompanying them on their tour are SIU Legislative Representative Betty Rocker and New Orleans Rep. Louis Guarino.



Congress Continues Fight To Restrict Export of Alaska North Slope Crude

Congress is continuing its efforts to strengthen existing restrictions on the export of Alaska North Slope crude oil. This is what has been happening in the past few weeks...

On May 9, the House Foreign Affairs Committee voted down (21-9) an effort to scuttle an amendment by Congressman Howard Wolpe which would stiffen the restrictions on the export of Alaska oil.

Congressman Wolpe's amendment—which is substantially the same as that which was originally drafted by Congressman

Stewart McKinney—would prohibit the export of American oil unless the following facts could be clearly defined:

- That the exports will not diminish the quantity or quality of petroleum in the U.S.;
- That the exports would result in lower prices to the American consumer;
- That any export agreement could be terminated immediately if crude oil supplies to the U.S. are interrupted or threatened;
- That such exports of U.S. oil are clearly in the national interest.

The Wolpe amendment would also require that both houses of Congress approve any export agreement submitted by the President.

In the Senate, meanwhile, the Senate

Banking, Housing and Urban Affairs Committee passed on May 7 an amendment by Senator Don Riegle which contains language very similar to the Wolpe amendment in the House.

The Carter Administration is proposing to swap the Alaska oil in a three-way scheme which would ship U.S. oil to Japan in trade for Mexican crude.

Opposition to the proposed export of Alaska oil has come from a wide spectrum of consumer and labor groups. In addition to the SIU and most other American maritime labor organizations, strong opposition to the Carter plan has come from the AFL-CIO and the affiliates of the AFL-CIO Maritime Trades Department.

Senate Unit Finds Federal Agencies Avoid U.S.-Flag Use

The Senate Commerce Committee found out something this month that the SIU has been pointing to for some time. And that is that many Federal Agencies, which are bound by law to use U.S.-flag ships to carry cargoes generated through these Agencies, are not doing so. In fact, the Senate Committee found that many Federal Agencies are actively trying to get around the use of American ships whenever they can.

The Senate Committee pointed out one recent incident relating to this problem. It involved the Office of Management and Budget (OMB). It was brought to the Committee's attention that OMB chief Lester Fetting had written a letter to a top Commerce Department official questioning the scope of the 1954 cargo preference law which requires the use of U.S. flag ships for government generated cargo.

Fetting's letter said bluntly: "Quite apart from the question of legality, we are concerned with the increased cost and resultant inflationary impact of these regulations (cargo preference). As you know President Carter has opposed legislative efforts to extend the 'Buy American Act' to Federal guarantees because of its potential inflationary impact. A cargo preference provision would appear to have the same detrimental effect."

The Senate Committee called the OMB letter "one of the many irrational attempts by a Federal Agency with no legislative responsibility for maritime policy or programs to undermine our legislatively enacted national maritime policy to promote the U.S. merchant marine, and hinder the efforts of the agency created to implement that policy."

The Senate Committee urged a commitment on the part of Government to the U.S. merchant marine, noting that Congress should "make every effort to assure that to the maximum extent possible the administration and implementation of all Federal programs bearing on our efforts to promote the U.S. merchant marine are in harmony towards that end."

Senate to Examine Oil Shortages

The Energy Regulation Subcommittee of the Senate Energy and Natural Resources Committee has scheduled a series of hearings to examine the nation's crude oil and diesel fuel shortages.

The hearings will be chaired by Senator J. Bennett Johnston (D-La.).

U.S. Flag Fleet Tops 22 Million Tons



SIU-manned LNG *Libra* will be joined by other LNG's in future.

Latest figures from the U.S. Maritime Administration revealed that the privately-owned ocean-going fleet of the U.S. merchant marine comprised a record 22.5 million deadweight tons (dwt) on April 1. This represented an increase of 1.8 million dwt over the past year.

The MARAD report showed that the U.S. fleet totalled 749 (only 550 active) deep-draft vessels—an overall increase of seven

ships since April 1, 1978.

In addition, the report showed that as of April 1, five merchant ships totalling nearly 3 million dwt were under construction or on order in American shipyards. These included nine tankers, 11 liquefied natural gas (LNG) carriers, 13 intermodal vessels, 11 dry-bulk carriers, three cargo break-bulk ships, and eight special-type vessels.

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

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

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

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

**SUPPORT
SPAD**

SIU Vice President Lindsey Williams Retires

SIU Vice President Lindsey J. Williams, 64, son of a union printer and a pioneer in organizing deep sea sailors and inland boatmen for the SIU has retired.

Brother Williams has been vice president in charge of the Gulf since 1960. He was New Orleans port agent from 1950 to 1960 when he succeeded the late SIU Vice President Earl "Bull" Shepard as agent there.

Williams was also Gulf Coast Area Director of the Inland Boatmen's Union from 1961 to 1976 when the IBU merged with the SIU A&G District. He became an International Vice President in 1965 and a trustee of the Seafarer's Pension Plan in 1968.

Coming out of Poplarville, Miss. to New Orleans at the early age of 21, he began his maritime career working on towboats on the Mississippi in 1935. From then on he became very active in organizing river tug and towboat men.

In 1942, he joined the SIU in

the port of New Orleans sailing deep sea in all deck department ratings. He was also ship's delegate on the *SS Atlantic*.

During World War II, he sailed in almost every combat zone where the U.S. merchant marine delivered military supplies to the fighting fronts. Many times his ships came under air, sub and sea attacks with one being torpedoed and sunk under him in the Pacific.

Coming ashore after the war, Williams became a Union official being assigned as a Gulf area organizer. There he was involved in the drive to organize the Isthmian Line. Later he was assigned as the Union's director of organization, headquartered in the port of New York.

In 1958 he took part in the El Mundo beef in Puerto Rico. The next year he was organizing the SIU of Canada on the Great Lakes. And in 1961 he was in the Philadelphia maritime-Teamsters beef and the Circle Line-NMU beef.



If the SIU had a picketline up, you can be sure Lindsey Williams was there doing duty. In above photo, Brother Williams (left on picketline) hits the bricks in the Robin Line Beef in the early 60's. Right in front of Lindsey on line is SIU President Paul Hall.

Seafarer Williams was also the chief organizer in the drive to organize the Cities Service Oil Co. He was responsible for bringing many other new companies under the SIU contract. Back in New Orleans, he was the first port agent to put black chief stewards on passenger ships.

Williams was elected a delegate to the Union's 13th Biennial Convention in Washington, D.C. in 1967. In 1976, he was on the ballot in the 1st Congressional District of Louisiana as a candidate to the Democratic Party's National Convention.

He was the first union official appointed to a major commission in New Orleans, the Public Belt Railroad Commission in March 1960. He was also the first person to receive the annual Greater New Orleans AFL-CIO Community Service Award for outstanding citizens in 1968.

In 1978, he got the A. Philip Randolph Institute Award. And he has been honored by Loyola University's Institute of Human Relations, the City of Hope, the Knights of Columbus and the Lions Club.

In addition to his many posts with the SIU, Brother Williams is president of the Greater New Orleans AFL-CIO Central Body representing more than 100 unions. He is also president of the New Orleans Maritime Trades Council for the AFL-CIO Maritime Trades Department. In addition, he is chairman of the AFL-CIO's Committee on Political Education in Louisiana.

Today he is still vice chairman of the Louisiana Boxing Commission. He's enjoying retirement with his wife, Mary; son, Patrick, born on St. Patrick's Day, and daughter, Lynne Estelle.



SIU Vice President Lindsey Williams



Along with a group of SIU members in the port of New Orleans, SIU Vice President Lindsey Williams (center) led hundreds of Seafarers and other maritime workers in 1976 in picketing the Federal building in that port during SIU's fight to insure that U.S. flag ships got their rightful share of grain cargoes going to Russia. Also in photo is C.J. Buck Stephens (left), recently retired SIU New Orleans port agent.

French Coast Residents Unnerved By Latest Liberian-Flag Sinking

A Liberian "flag of convenience" tanker has once again become involved in a major maritime disaster off the coast of France.

This latest in a series of accidents involving flag of convenience vessels,

occurred when the Liberian-registered *Gino* collided with the Norwegian ship *Team Castor*, off the Brittany coast, on April 28.

Though all 37 crewmembers of the *Gino* were rescued, the ship sank just six

hours after the collision, taking its 41,000 tons of oil with it.

Although a determination has not yet been made as to which vessel was at fault, the mishap underscores the pattern of poor performance exhibited by flag of convenience tankers.

The sinking of the *Gino* was the fourth major accident involving Liberian-registered tankers off the French Coast alone, since the *Torrey Canyon* sank in 1967 (spilling 123,000 tons of oil). Another Liberian tanker, the *Amoco Cadiz*, produced the worst oil spill in history when it ran aground off the French Coast last year, spilling 273,000 tons of oil.

Earlier this year another flag of convenience tanker, the Greek-registered *Andros Patria*, was lost off the

French Coast. Though pollution in that accident was minimal, all but three of the 32 persons aboard the ship were lost.

Fortunately, in the case of the *Gino*, there were no deaths and very little pollution caused by the accident. But residents and businessmen along the French Coast, mindful of the threat of pollution represented by every flag of convenience tanker that passes, are not consoled.

As one man pointed out, "Everyone in Brittany knows perfectly well that a catastrophe such as the *Amoco Cadiz* could happen again at any time. We insist that the authorities take steps to prevent this from happening."

But will enough be done before the next catastrophe involving a flag of convenience tanker occurs?

Lakes Seafarers Get May 1 COLA Hike

As of May 1, 1979, cost of living adjustments added an additional 21 cents per hour to the wages of Great Lakes Seafarers working on SIU-contracted Great Lakes Association of Marine Operators (GLAMO) and Kinsman Lines vessels.

The May increase, coupled with the 13 cent wage adjustment Great Lakes SIU members received in February,

brings 1979 COLAs up to a total of 34 cents an hour.

COLAs are computed quarterly and are based on rises in the Consumers Price Index. For every .3 point jump in the index, wages increase one cent per hour. The March index climbed to 209.3, a hike of 6.4 over the figures for December.

The next adjustment date is Aug. 1.



Safety first. That's the message HLS lifeboat instructor John Polls, standing, stresses as he reviews the how-to's of shipboard lifesaving equipment with the 12 men in the Bosun Recertification Program.



What does a Seafarer do if a fellow crewmember suffers a heart attack aboard ship? If he's learned cardio-pulmonary resuscitation techniques, being demonstrated by an HLS instructor above, he'll be able to administer crucial first aid which could save a heart attack victim's life. All participants in Bosun Program will receive cardio-pulmonary resuscitation certificates.

1st of 3 Classes of New Bosun Recertification

An SIU bosun is a key man aboard ship who plays two vitally important roles.

As the highest unlicensed shipboard rating on deck, a bosun is required to know all aspects of deck department jobs aboard any SIU-contracted vessel. That includes knowledge of the technological equipment used aboard the newest class and size vessels under SIU contract.

Just as important, the bosun is

the Union's representative aboard ship. In his role as ship's chairman, an SIU bosun has to be familiar with the issues which both directly and indirectly affect the lives of Seafarers. That means being able to field questions during ship's Union meetings about the SIU contract and constitution, the Union's welfare program and the tough legislative and economic problems facing the industry today.

Enabling bosuns to keep pace with changes in the industry and the labor movement is what the Bosuns Recertification Program is all about. When the Seafarers Appeals Board reinstated the Bosuns Recert program last

January, they provided qualified SIU members with the opportunity to contribute to their Union, to the smooth running of their ships and to their own financial and job security. Recertified bosuns earn shipping preference over all uncertified bosuns.



The 12 bosuns and several SIU upgraders pose on the steps of the Capitol building during their recent visit to Washington.



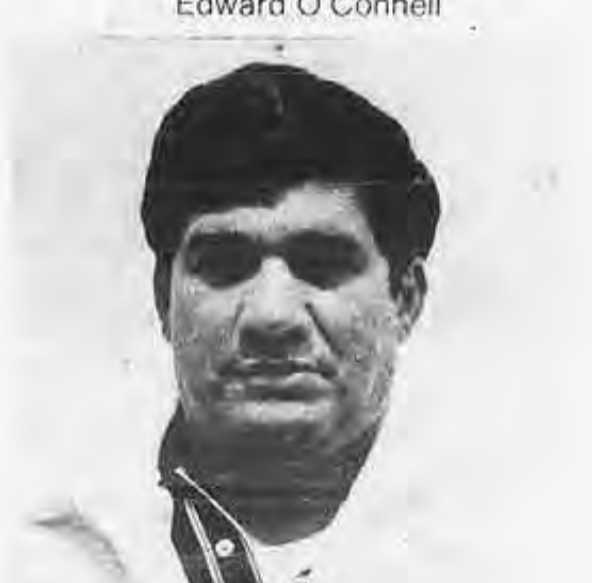
John Alberti



Edward O'Connell



Ralph Moore



David Manzanet



William Babbitt



Clifford Leahy



SIU Legislative representative Betty Rocker and Washington Representative Chuck Mollard (seated at head of table) clue Bosuns in on the Union's political and legislative work in Washington, D.C.



HLS Instructor Joe Wall gives members participating in the Bosuns Recertification Program a rundown on the latest innovations in shipboard technology they can expect to come in frequent contact with in the future.

Program Gets Under Way

This year's first class of recertified bosuns will be graduating next month. The class began May 7.

Two more classes are scheduled for this year: from Aug. 6 through Sept. 30 and from Oct. 8 through Nov. 30.

The two month class sessions,

where participants spend the first 30 days at the Lundeberg School in Piney Point and the second 30 days at Union headquarters in N.Y., are limited to 12 seamen per class.

The initial phase of the Bosuns Recertification Program proved to be one of the most successful

education programs the SIU had ever conducted when it was suspended in 1976 after 402 Seafarers had completed the program.

It's sure to be successful this time around, too, because it's a program that benefits all involved.



Henry Jones



Bob Garcia



William Mortier



Roy Guild



A tour of major organizations in the nation's capital is included on the agenda of the Bosuns Recertification Program. Here, bosuns admire a mosaic mural that covers a wall in the lobby of the AFL-CIO building.



Gene Paschall



Nick Kratsas

Seatrain Yard Closes; 1,300 UIW Members Laid Off

The gates of the Seatrain Shipyard in Brooklyn, N.Y. banged shut on May 8, leaving 1,300 SIU-affiliated United Industrial Workers Union members, who made up the yard's workforce of shipfitters, pipefitters, welders and other trades, without jobs.

When work on the *TT Bay Ridge*, the last of four supertankers built by

Seatrain at the former Brooklyn Navy Yard over the last 10 years, was completed two months ago activity at the yard dwindled. Several hundred UIW members were laid off at that time, though a company spokesman had said they were "temporary layoffs while Seatrain gears up to repair and build smaller vessels such as oil barges now that the

supertankers are completed.

"We're in the process of bidding for new contracts," the spokesman said last January, adding "we hope to bring the workers back."

But Seatrain, like so many other American shipyards, was unable to bid successfully on new ship contracts which more and more, are being awarded to subsidized foreign yards.

One Seatrain official said the U.S. Government's "lack of a cohesive maritime policy," was responsible for this month's massive layoff and for the general decline in U.S. shipbuilding.

Rep. Frederick W. Richmond (D-N.Y.), whose congressional district includes the yard, blamed the "selfish successful lobbying of the oil companies" against legislation that would have required 9.5 percent of U.S. oil imports to be carried on U.S. ships for the layoffs.

Passage of the cargo preference bill which was before Congress in 1977 would have spurred U.S. shipbuilding and helped to prevent what Rep. Richmond called the "disastrous blow to the economy of our borough."

Seatrain was not only one of the largest UIW-contracted companies, it was an important source of employment for the surrounding economically depressed neighborhoods of Brooklyn.

Most of the UIW Seatrain workers were minorities recruited from these neighborhoods. They worked

hard to develop their skills in special training programs. Now the future is very uncertain.

The UIW along with the company has filed for government assistance under the Trade Adjustment Assistance Act on behalf of the laid-off Seatrain workers. This legislation says that U.S. workers who lose their jobs because of competition from foreign imports are eligible for financial and re-training aid from the government.

Seatrain workers were given the equivalent of 16 hours' pay instead of a 48-hour layoff notice. The company also paid them for accumulated vacation time.

This month's layoffs are not the first the shipyard workers have experienced since Seatrain set up operations in the old Brooklyn Navy Yard in 1969. In 1975, 3,000 employees were furloughed pending the company's receipt of federal aid to complete the supertankers that were under construction at the time.

The SIU is currently working for passage of several bills in Congress to bolster U.S. shipbuilding including a guarantee for construction differential subsidies for U.S.-built ships so that American yards can compete with cut-rate foreign yards, and allow U.S. ocean mining companies to begin deep seabed mining operations.

Both of these bills will lead to new vessel construction and would give a much-needed boost to U.S. shipyards.



The sprawling Seatrain Shipyard, the former Brooklyn Navy Yard, shut down this month and 1,300 SIU affiliated United Industrial Workers Union members were laid off. The Seatrain Yard, like so many other American shipyards, has been severely hurt by competition from foreign yards.

SIU Crews 1st of 11 New Boats for G&H Towing

SIU Boatmen crewed the first in a long line of modern tugboats to be built by the G&H Towing Company in Texas.

The new boat, delivered to G & H in early April, is the 3200 h.p. *Titan*. The boat is one of 11 the Texas based company will have built in the near future.

G & H will employ the *Titan* for shipdocking and other harbor work, mainly in the area between Galveston and Texas City, Texas.

The next in line for the G & H fleet will be the *M/V Laura Hayden*. She will probably be calling her first SIU crew by the end of this month.



The *Titan*, the newest boat in the G&H Towing fleet, on her way to a harbor job in Texas City.



Deckhand Wayne Dean pulls in the stern line as the *Titan* gets ready to go into action.



J. R. Branch the *Titan*'s captain maneuvers the vessel into position from his vantage point in the wheelhouse.



The entire crew of the *Titan* gathers on the tug's stern for a group photograph. They are from left to right: Larry Williams, deckhand; J. R. Branch, captain; Lyn Sears, engineer and Wayne Dean, deckhand.

House Unit Dumps Watchdog Renegotiation Board

Rep. McCloskey, U.S. Maritime's Big Foe, Helped Defense Contractors Have Their Way

Bowing to pressure from the nation's defense contractors and their champion, Rep. Paul McCloskey (R-Calif.), the House Subcommittee on General Oversight & Renegotiation has ended the 28-year tenure of the Renegotiation Board.

This important watchdog agency was created by Congress in 1951 to monitor and recover excessive profits from defense contractors. It was hailed in recent hearings by Congressman Jack Brooks (D-Tex.) as "the one agency... that is bringing money into the Treasury."

Rep. Brooks testified before the Subcommittee in favor of continuing the life of the Board. The Board's function was to audit defense contractors, making sure that the company's profits did not go over statutory guidelines. The job was a difficult undertaking because of the highly specialized military equipment supplied by the contractors and the lack of competition in the industry.

Unlike other federal regulatory agencies, the Renegotiation Board's powers were periodically reviewed by Congress. Following hearings last month on whether or not to continue the watchdog panel, the House Subcommittee motioned to report the bill out to the full committee. That motion was defeated and, as a consequence, the Renegotiation Board was abolished.

Testifying against the Board's continuation, as he has in years past, was Rep. McCloskey who numbers defense contractors among his campaign contributors and most prized constituents. McCloskey has also proven himself to be the most consistent detractor of a strong U.S. maritime industry in Congress.

A study prepared by the Washington, D.C.-based Transportation Institute, a

maritime research organization, revealed that McCloskey received thousands of dollars in campaign contributions from major defense contractors such as Hewlett-Packard, Signal Co., Teledyne Inc., and Watkins-Johnson Co. Those companies, in turn, were awarded close to \$500 million in prime military contracts by the government.

In a lengthy document, McCloskey denied the Institute's charges. One specific denial related to a point in the study which said he had received "\$5,142 from executives and attorneys of Hewlett-Packard Co. and their families."

McCloskey's rebuttal said that Mrs. David Packard, wife of the company's chairman, "did contribute to me in one election. A number of Hewlett-Packard executives who live in my district and who are friends, neighbors or ex-clients, have supported me over the years and the wife of one Hewlett-Packard executive managed two of my congressional campaigns."

Such a "denial" lends credence to the Institute's charge that McCloskey's efforts to scrap the Renegotiation Board "were consistent with the interests of Mr. McCloskey's defense contractor contributors in general, and particularly of companies such as Watkins-Johnson and Teledyne, which were required by the (Renegotiation) Board to repay excess profits in the past."

The Renegotiation Board had come under fire not only from McCloskey, but from more independent critics who termed it a "dumping ground for failed politicians with friends in the White House."

Carter Wanted Board

However, since President Carter took office, he has attempted to return the Board to its original status as an effective watchdog panel.

In a March 28 editorial favoring renewal of the Board, the *New York Times* said: "... President Carter has taken the board seriously, appointing new members with expertise in government procurement. With time and modest funding... the board could become a formidable weapon in the fight to reduce the cost of government."

The primary argument cited by Rep. McCloskey to back up his view that the Board should "close up shop," was that the Board was inefficient. Few of those who favored continuing the Board disputed its past inefficiency. "No one believes that the Board has done very well," said the *N.Y. Times*, "but for the first time a President has set out to make the agency work. If it's broke, fix it; the editorial urged, "don't throw it away."

"The Federal government needs an agency," Rep. Jack Brooks told the Subcommittee, "to protect itself against greedy or unscrupulous contractors who are not satisfied with making a reasonable profit, but are always looking for ways to beat old Uncle Sam out of another dollar."

McCloskey, apparently, was much more concerned about the money the Board cost defense contractors than the sums those contractors overcharged the government.

"Estimates of paperwork costs alone to 4500 defense contractors required to file with the Board are over \$200 million," McCloskey told the House

Subcommittee. And the money it cost the defense contractors to appeal cases when they were charged with bilking the government "have exceeded the government's recovery in those cases."

When the Transportation Institute began their probe of McCloskey's campaign contributors last year it was in the belief that the ranking minority member of the House Merchant Marine & Fisheries Committee had a close working relationship with the nation's oil companies.

McCloskey had led the move to defeat the SIU-backed cargo preference bill in the House last year, accusing supporters of the legislation of taking contributions from the "maritime lobby," meaning the SIU and other maritime unions.

The T.I. study revealed that McCloskey had taken hefty contributions from people connected with the Standard Oil Co. of California, one of the nation's largest oil companies.

"The Transportation Institute revealed," said an article in the independent political newsletter, *Political Action Report*, "that McCloskey had good reasons to lead the fight against cargo preference, none of which had to do with looking out for the public interest or declaring independence from the maritime lobby."

McCloskey's successful effort to terminate the Renegotiation Board is equally suspect.

APL Corners Bargain: Buys 3 Containerships for \$40 Million

American President Lines has purchased three of bankrupt Pacific Far East Lines' C-8 containerships. It was announced in late April by the company in San Francisco. The three ships involved were *SS Golden Bear*, *SS Japan Bear* and *SS Thomas E. Cuffe*. The SIU will represent steward department personnel on the ships.

APL got the three ships for \$40,525,000, considered a bargain price in this day of high construction costs throughout the world. The three ships were bought at a federal auction, under the jurisdiction of Bankruptcy Court Judge King. Actual price for individual vessels was \$13 million each for the *Golden Bear* and *Japan Bear* and \$14,525 million for the *Thomas E. Cuffe*.

The company said the three vessels would be put in the shipyard immediately for general inspection and overhaul. Although no figures were given, it was expected that APL might spend as much as \$1 million each, to bring the ships up to company standards.

All three ships were built as LASH type ships in 1971-72. During 1977-78 they were converted to all-container vessels. Original construction price was \$31 million each. Conversion to containerships cost another \$5 million each. Those figures, together with an estimated \$50 million each construction cost today are what give the belief that APL managed to get a bargain.

The company announced that the *Golden Bear* will become the *SS President Grant*; the *Japan Bear* the *SS President Monroe* and the *Thomas Cuffe* will become the *SS President Hoover*.

APL officials said they hoped to have the first of the three ships on loading berth by the first of July, with the others following at still undetermined times.

APL also stressed that the purchase

of the former PFEL ships was in addition to three containerships which will be constructed in New Orleans. The company a month ago announced signing of contracts for the construction of three huge vessels with Avondale Shipyards in the Gulf port.

The first of those ships is expected to be in operation some time in 1982.

The double announcements of ship construction and purchase of the three PFEL ships was the first "shot in the arm" experienced for West Coast shipping in more than a year.

During 1978, the bankruptcies of Pacific Far East Lines and States Steamship Company had brought Pacific District unions down to a total of 32 ships under contract with the Pacific Maritime Association.

Chemical Union Pushes Boycott of Strikebreaker

The International Chemical Workers Union has requested that union members and their families boycott the products of Sanderson Farms, a chicken processing operation. ICWU is involved in a difficult strike with the company.

Chemical Union President Frank Martino said that his Union "has worked hard to develop local and national support for the boycott to escalate the pressure on the company in hopes these efforts will persuade the employer to be more reasonable about negotiating a fair and equitable contract."

Martino advised that the company ships out of Mississippi to Alabama, California, Chicago, Louisiana, Pennsylvania, Puerto Rico, St. Louis, Tennessee and Wisconsin. The products go under the labels "Miss Goldy" and "Southern Beauty."

It's Your Move . . .



MAKE IT IN THE RIGHT DIRECTION—

Make your move toward good pay, excellent working conditions, a secure future. Enroll now in the LNG course at HLS. Classes start **June 25** and **July 23**. See your SIU Representative

or contact:

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





Seafarers Helping Seafarers

"Alcoholism is a disease, it can be treated." This statement was made by President Paul Hall. The Seafarers Alcoholic Rehabilitation Center was founded on this premise.

Seafarer Monte Pereira said, "It was a big relief when I accepted alcoholism as a disease." He attended the programs at the Center in October of 1977. When he came to the Center, Monte said he was in very bad shape. He expected people to treat him in a cold manner. "I was greeted with a warm welcome," he said. "Everything was completely different from what I had imagined. There were people here who were concerned about me and didn't look down at me."

Seafarer Frank Conway went through the program in March of 1976. He commented, "I was scared



when I first came to the Center. I expected to find a hospital-type place but everything was different. The staff gave me individual attention and love.

I was very impressed with the surroundings, the serenity, the grounds and the facilities."



The grounds around the Center are very relaxing and comfortable.

These two seafarers have been sober since they left the Center. They have now returned to the ARC as counselors and are helping their fellow seafarers and boatmen solve their problems with alcohol. Monte commented, "I know that there are plenty of people out there who are like me and I am grateful to have the opportunity to be able to help them like the staff helped me."

Through treatment, Monte was able to get his self respect back. With this step in his new life, he became a new person with new goals, values, and attitudes. "I grew to know myself as a sober person."

The staff at the Center helped these seafarers in many ways. Monte and Frank are, in turn, offering the same assistance to their brothers. The residents are given the facts about alcoholism. They learn about the disease they have and accept the realities of recovery. Monte said, "I believe that there is



Seafarer Frank Conway talks with a fellow seafarer in the dining room of the Center.

no such thing as a reformed alcoholic. You either recover or die."

Since they have been through the same experience, Monte and



Frank feel they have an advantage. Frank commented, "I know how they feel. We can therefore trust each other without playing games. I can't lie

to them and they can't lie to me."

Monte feels that "It really is a shame. If a person realizes he is an alcoholic in the early stages of the progression, he wouldn't have to go as far as I did before he starts recovery."

When these seafarers returned to a ship they were surprised. Frank said, "The crew respected me for being able to get sober. They cared and were very gentle. I followed

the advice that the staff at the ARC gave me and it helped me to remain a recovering alcoholic."

The staff at the Center not only help seafarers and boatmen get and stay sober, they also help them get the rest of their lives straightened out, too. This includes relationships with family, friends, fellow workers and the job. Many seafarers go through the upgrading programs at the Lundeberg School when they leave the Center. Frank said, "I couldn't have made it without the Center."

"The Center is a place where a guy can get in touch with reality. As a counselor, I am getting as much out of the program as the residents are," commented Monte.

Frank summed up his feelings about the Center with, "When you come to the Center, you can stop running. When you leave, you can walk away with dignity."



The counselors help the seafarers in any way that they can to get their lives straightened out. Monte makes a call in a seafarer's behalf.

All of the counselors work together to help their brothers. Here, Frank and Monte speak with Rick Reisman, Director of Counseling Services.



LETTERS



TO THE EDITOR

Pensioner Praises Plan

My wife passed away after a long illness, which meant huge doctor and hospital bills. Thanks to the Seafarers Welfare Plan, I was relieved of these expenses and I received such kind and generous help from the Welfare Plan's staff and administrators. I would like to express my gratitude to them and the officials and membership for making this possible.

I can take great pride in belonging to such a great Union and wish everyone the best for the future.

Fraternally,
John D. Wright, Retired
Brooklyn, N.Y.

V.A. Benefits for Seamen

While going through some old papers, I came across an editorial printed in the New York Daily Mirror on Sept. 1, 1944. It said that Admiral Land, who was War Shipping Administrator, and Rep. Bland, who was chairman of the House Merchant Marine and Fisheries Committee, were going to introduce legislation to place merchant seamen on the same level in regards to government benefits as were provided the Armed Forces. Needless to say it was never done.

I was a radio operator from 1940 through 1952 aboard merchant ships. On two ships, I had U.S. Navy enlisted men serving as radio operators under my direction and supervision. This was not an unusual occurrence. When civilian radio operators were unobtainable, U.S. Navy men were assigned to work with the civilian operator although they were a part of the Navy Armed Guard.

On all merchant ships during World War II, the Navy Armed Guard Commander was legally in charge of the civilian radio operator. The Naval Instruction Book for merchant marine radio operators stated that the Armed Guard Commander was the communications officer of the ship in charge of all personnel and operations.

Merchant marine radio operators, along with masters, went to pre-voyage briefings at the port naval headquarters for instructions for the coming voyage.

In connection with the SIU's presentation with the Defense Dept. concerning veterans benefits for seamen who served on ships in war zones, I think it should be emphasized that merchant seamen sailed on the same ships along with Navy Armed Guard crews.

I greatly appreciate the SIU sending me copies of the *Log* over the years. I would never have known about the G.I. Improvement Bill of 1977 without the *Log*.

Here's hoping that the Review Board looks favorably on granting merchant seamen veterans benefits. Also best wishes for continued success for the SIU.

Fraternally,
Fred Huntley
Nevada City, Calif.

Donates to SPAD

I have just sent in a meager donation to SPAD to support the SIU's political activities.

The article in the November 1978 *Log* on page 2 entitled *Seamen May Be Declared Eligible for Veteran Benefits* stimulated me to drop a minor vice for several weeks to put this donation together.

If the proposal in the article should come to pass, there is a possibility I could benefit. If it does not, I benefit from dropping a minor vice. I can't lose. I hope the SIU won't either.

Best Regards,
E. R. Caughie
Sailors Union of the Pacific
(1942-1953)
Union, Wash.

Proud to Be SIU Member

My family and I wish to extend a very deeply felt thank you for the hospital and maternity benefits paid by the Seafarers Welfare Plan. We feel that the SIU is a sincere organization and that the SIU lives and respects the title of "Brotherhood of the Sea."

I am proud to belong to this fine organization and I urge all our Union brothers and sisters to have faith in the SIU. I realize no organization is perfect and I have heard "stories" of poor servicing. But I would like to counter those stories with one of my own.

I have sailed with the SIU for eight years. I am presently sailing as able seaman. All my dealings with the Union have been fair and square. I have never been cheated or lied to. I receive my vacation and other benefits promptly, and I find shipping as an "A" book member to be a very secure job.

I thank the SIU personally for the fine life I am living now. It has made my dream come true.

Fraternally,
Stephen Garay
SS *Westward Venture*

Seafarer's Wife Battling Illness

This letter is to thank the officers at the Baltimore hall for their kindness in sending flowers to my wife, Virginia, in the hospital. I would also like to extend my thanks to the Welfare Plan for the help it has given me with her medical bills. It has taken the hard work of everyone concerned in the SIU to make this possible, and I wish to thank everyone and God bless you all.

Fraternally,
George Tyler
507 Goldsborough Ave.
Cambridge, Md. 21613

Just Like the Waldorf Astoria

This voyage has been very exceptional in that our Chief Cook Emanuel Lowe has fed us as if we were dining in the Waldorf Astoria. His dedication to making cooking and baking an art cannot be equalled by anyone I have met in 30 years of going to sea. Our respective weights have gone up considerably. Emanuel will be leaving the ship when we arrive in Tampa. I sincerely wish to say on behalf of the officers and crew that we will greatly miss Brother Lowe.

I would also like to say a word about our Bosun F. H. Johnson. He has rebuilt this ship from stem to stern. His good nature, humor and willingness to lend a hand and an ear has made this ship what it is today. Our hats off to both these oldtimers, Bosun F. H. Johnson and Chief Cook Emanuel Lowe.

Fraternally,
Rudy DeBoissiere, Chief Steward
Ogden Challenger



At sea on the *Ogden Challenger* are (l. to r.) W. V. Luyn, able seaman; Emanuel Lowe, chief cook and Rudy DeBoissiere, chief steward.



Oldtimer, Bosun F. H. Johnson in the words of his shipmates on the *Ogden Challenger*, "rebuilt this ship from stem to stern."

U.S. Is Only Major World Power Ignoring Maritime

ON May 8, 1979 nearly 1,300 members of the SIU-affiliated United Industrial Workers Union were laid off from their jobs when the Seatrain Shipyard in Brooklyn, N.Y. shut down operations.

Most of the workers are black or Hispanic recruited from the economically depressed neighborhoods surrounding the Yard. For the past 10 years, these workers have developed topnotch shipyard skills. And their efforts pumped new life into the old Brooklyn Navy Yard.

Needless to say, the closing of the Yard has dealt a devastating blow to the economic stability of the affected neighborhoods and the scores of small businesses which depend heavily on the Yard for survival.

Beyond the personal tragedy of the 1,300 hard working men and women who have lost their jobs, the closing of the Seatrain Yard holds widespread implications for the entire American maritime industry.

The plain and simple fact is that the 1,300 Seatrain workers, and hundreds of other maritime workers in recent years, have lost their jobs because the U.S. Government refuses to acknowledge the necessity of a strong American-flag merchant marine for the economic and strategic security of this country.

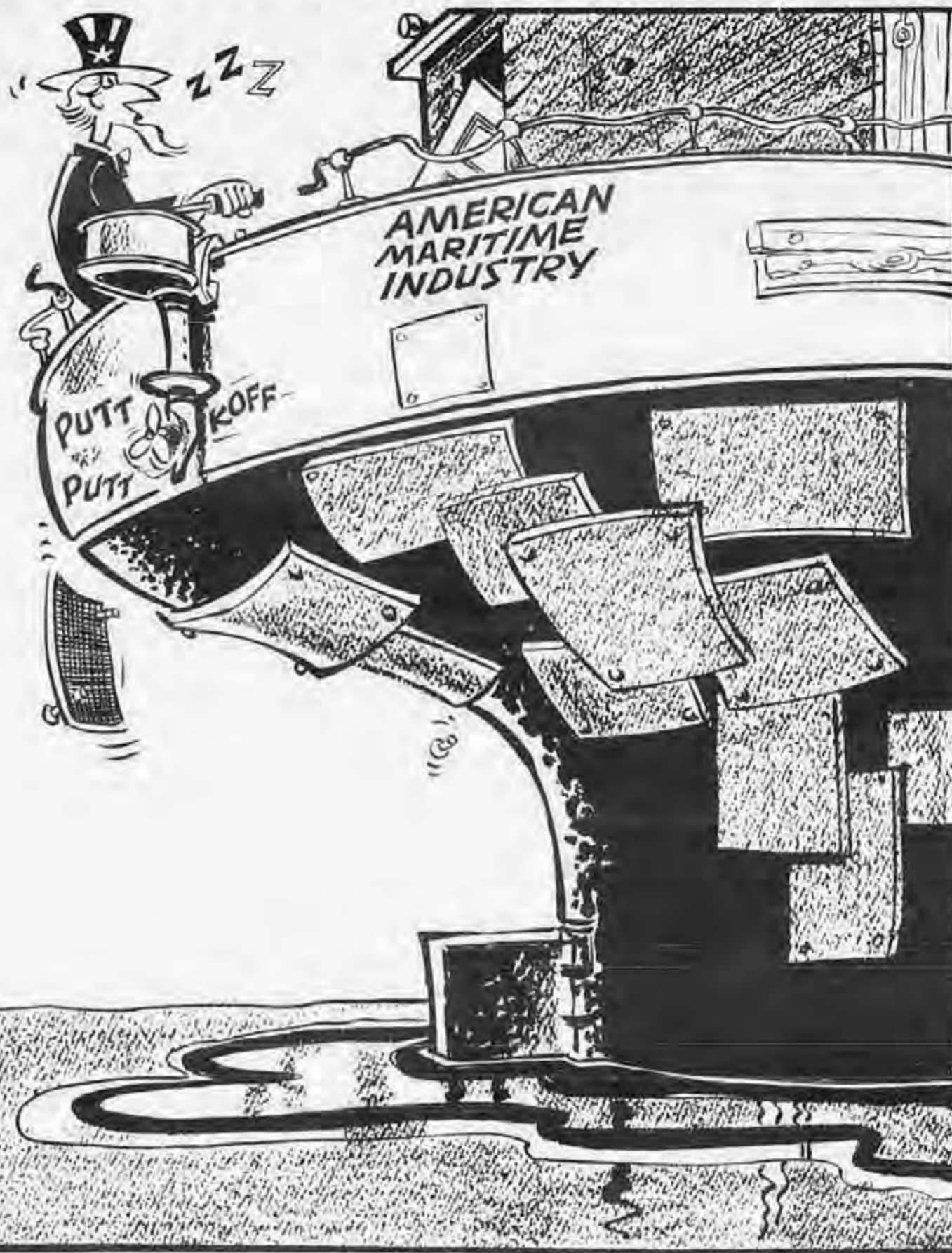
All of the world's major powers make absolutely sure that their merchant fleets are capable of carrying significant percentages of their own commerce. That is, all the major powers except the United States.

The Soviet Union, for instance, carries more than 50 percent of its commerce on its own vessels. Red China carries an incredible 70 percent of its commerce. Japan carries over 40 percent. And Great Britain and France each carry over 30 percent of their commerce on their merchant ships.

In disturbing contrast, the United States-flag merchant marine in 1978 carried a paltry 4 percent of American commerce. It's a sad commentary on America's position as a world power when you consider the fact that the U.S. fleet carried nearly

50 percent of the nation's commerce at the end of World War II. At that time the U.S. had both the number one merchant fleet and number one shipbuilding industry in the world. At that time, America was also the greatest power in the world.

The U.S. Government continues to tell the American people that the U.S. is still the greatest world power.



LOG

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But such a statement is at best questionable, especially in regard to seapower.

The SIU has been fighting for many years to reverse the downward trend of U.S. maritime. The Union has been doing its best to bring the industry back to a position of respect in world maritime circles.

But it's a tough job. Especially when Congress loudly echoes the song of Big Business and the multinationals which goes, "if it's cheaper overseas, then buy it overseas."

This is the problem in a nutshell. The U.S. Government has thoughtlessly allowed the U.S. fleet and the U.S. shipbuilding capacity to erode because it's cheaper to ship cargo and to build ships foreign.

This attitude on the part of Government sealed the fate of the Seatrain Shipyard. But Seatrain is not the only victim of this policy.

The Bethlehem Steel Yard in Sparrows Point, Md. is in serious jeopardy. Maryland Shipbuilding is on the verge of collapse. Sun Shipyard in Philadelphia is in trouble. So is the National Steel and Shipbuilding Yard in San Pedro, Calif.

Let's face it, without shipyards there are no ships. Without ships there is no fleet. And without a viable U.S. merchant fleet, America is in trouble.

The SIU is not a prophet of doom. But we are a Union that likes to tell it

like it is. And the truth is that Congress must take action to bolster the stance of America on the world's sealanes.

We are also not naive. And we know that no one is going to do anything to help American maritime without pressure being brought to bear on them.

So, at the present time the SIU is continuing its efforts in Washington, D.C. to get action.

We are now working hard on two very important issues concerning our industry.

One is the Maritime Authorizations bill. This bill provides Government construction and operational differential subsidies to help American ships and shipyards compete with the foreigners.

The second bill is a measure to clear the path for development of an American ocean mining industry. The bill is presently in the Senate and it contains a man-American clause which we consider crucial to the success of the bill.

Neither one will be easy to win. They are only two of the many issues the SIU is working on to help revive the American maritime industry. Neither one of the bills will provide a cure-all for the industry. In fact, they're only a drop in the bucket. But in this business, you have to take it one step at a time. And that is what the SIU is doing.

SIU Awards \$70,000 in College Scholarships to Members, Dependents as Part of Commitment to Education

THE Seafarers Welfare Plan Annual College Scholarships have been awarded for this the 27th year of the program. It will open up a new world of learning and challenge for a total of eight active Seafarers or dependents of Seafarers.

The Scholarship Awards Committee has announced that two active Seafarers will be recipients of the \$10,000, four-year scholarship award, while two others will be set up to pursue two-year programs with \$5,000 two-year awards.

These awards bring the total number of active Union members who have received scholarships to 39. This year also marks a milestone in the awarding of college scholarships to dependents of Seafarers. Four \$10,000 awards will go to dependents this year, bringing the total up to 100 since the program began.

The scholarship program has been named for the late Charlie Logan, who passed away in 1975. Logan had been a consultant to the Union Plans' Board of Trustees, and was a good friend of the SIU for years.

The two four-year scholarships awarded to active Seafarers this year went to **Byron U. Jordan** and **Stephen Patton**, who both sail deep-sea.

Byron Jordan, 26, is a 1972 graduate of the Harry Lundeberg School, where he was class bosun, who sails as FOWT. He's especially interested in biochemistry and said that his experiences at sea have influenced his desire to pursue studies in that field.

"Journeys to third world countries brought me face to face with many of the problems facing the world population. I began reading books on biology (while at sea). The biologist's concern for solving many of these problems attracted me to this discipline."

Jordan plans to attend either Reed College, in Oregon, or the University of California.

Stephen Patton, 24, a 1974 graduate of the Lundeberg School who has earned his QMED rating, also credits his seafaring experiences as being a positive influence on his life.

"Those five years (at sea) have given me confidence and a sense of responsibility," he said. "I realize now that my future—my career—will not come by divine revelation but by hard work, and that I can do, and do well, any job I set my mind to."

Patton plans to have his mind set on studying mechanical engineering at the University of Wisconsin, and possibly to attending graduate school later on, where he would either continue studies in that field or in law. He is also considering going for his third assistant engineer's license someday, if he doesn't decide to pursue a career in law.

Two-year, \$5,000 scholarships for active Seafarers have been awarded to **Gary Westerholm** and **Keef Settino**, both deep-sea members.

Gary Westerholm, 25, is a 1974 graduate of the Lundeberg

School, and an "A" seniority upgrader, who sails in the engine department as QMED. He plans to use his award to study architecture at the University of Washington.

He's interested in the way "architecture as environmental design may influence a culture's or an individual's state of mind and state of being by manipulation of space and form."

Keef Settino, 25, is also a 1974 HLS graduate and "A" seniority upgrader. He sails as AB. In his

College Boards, Keef ranked in the top one percent in the country in his verbal scores. Even after he begins his studies he'll still be close to the sea, geographically as well as emotionally. He has his eye on the College of the Virgin Islands, the University of California at Santa Barbara, and Key West Community College.

His probable area of study will be history and American literature. He's also interested in

sharpening up his creative writing skills. Another Joseph Conrad in the making?

The active Seafarer named as this year's alternate, who would receive a scholarship award should one of the others be unable to use it, is **Boatman Robert W. Eichmann**. Eichmann, 22, is a 1975 graduate of the Lundeberg School who received his operator's license in 1977.

Four Dependents Win

Four dependents of Union



Seafarer Gary Westerholm won a 2-year \$5,000 scholarship.

Teresa Voliva, 18, of Suffolk, Va. is the daughter of boatman James C. Voliva who works as AB for McAllister Bros. out of Norfolk. Teresa would like to turn her love of horses into a career as an "equine veterinarian." She's interested in attending either the Virginia Polytechnic Institute and State University, Radford College, or Old Dominion University.

These scholarships are clear manifestations of the SIU's deep interest in, and longstanding commitment to, education. Without a doubt, this commitment is a hallmark of the Union, and one of the reasons why it is as strong as it is today.

The Charlie Logan Scholarship Program is also the means for certain bright and forward-looking individuals to realize their dreams in this competitive world.



Seafarer Keef Settino, 25, won a 2-year \$5,000 award.

CLASS OF 1979

2 Members, 4 Dependents

Win 4-Year \$10,000 Grants;

2 Members Win \$5,000

2-Year Scholarships



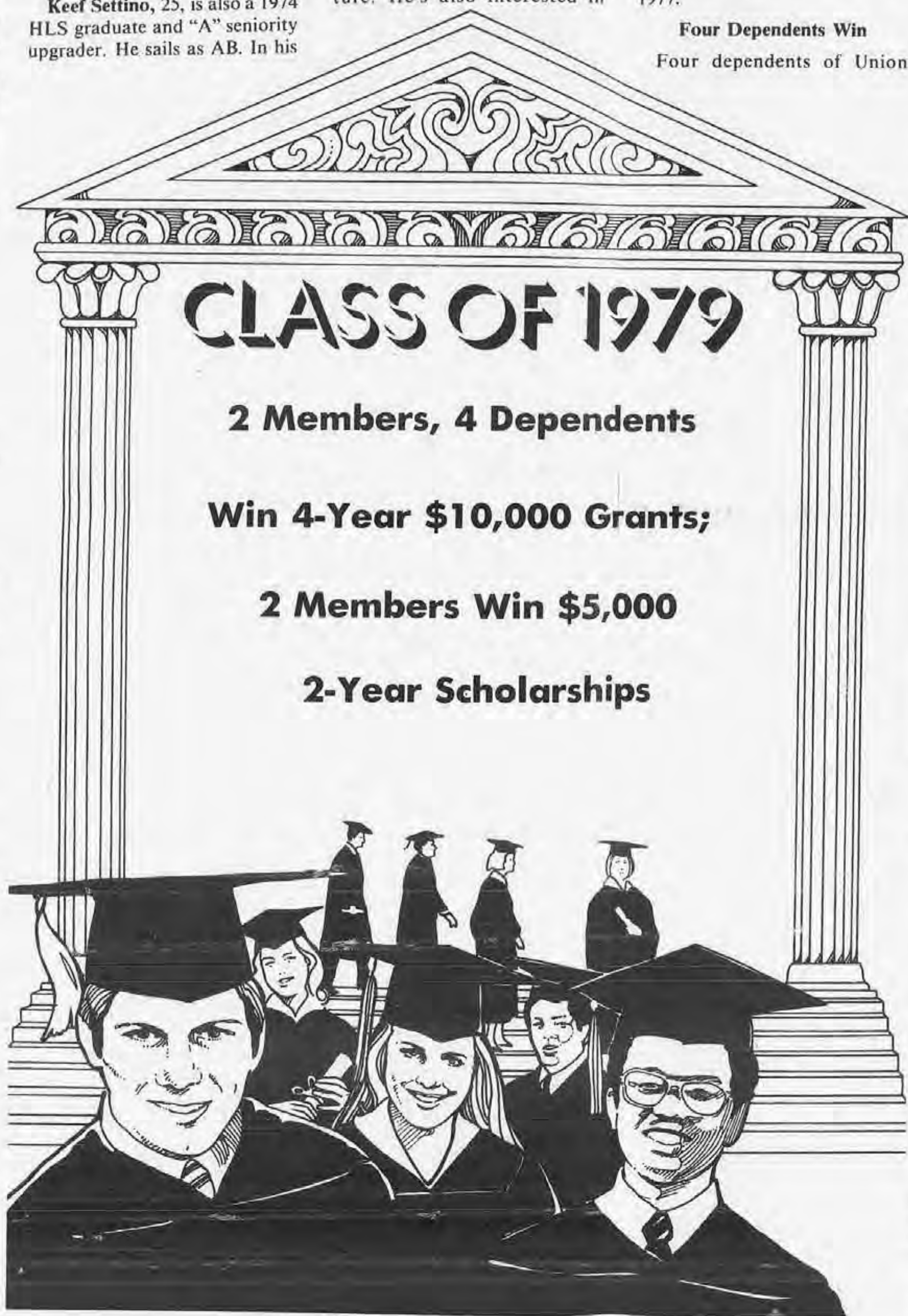
Seafarer Stephen Patton, 24, a 1974 grad of HLSS won a \$10,000 award.



Seafarer Byron Jordan, 26, won 4-year \$10,000 SIU Scholarship.



Maria Kuduck, 17, daughter of Pensioner Ray Kuduck won \$10,000 grant.



Teresa Voliva, 18, daughter of Boatman James Voliva won the \$10,000 award.



Todd Tutson, 17, son of Seafarer Alvin Tutson won a 4-year grant.



Boatman James Voliva won't have to worry about his daughter's college expenses thanks to the \$10,000 SIU Scholarship.



Seafarer Alvin Tutson is the proud father of scholarship winner Todd Tutson.



SIU pensioner Ray Kuduck is a happy man. His daughter is going to college for free. She won a \$10,000 scholarship.



Lewis Collier, 18, son of Boatman Wierhs Collier, received a \$10,000 award.

Philly PHS Cares to Make Their Care Best in U.S.

"Philadelphia takes good care of seamen."

Not every U.S. Public Health Service in the country has the kind of reputation that would evoke such a statement from all parties concerned. But those words

were spoken recently—and with accuracy, we believe—in reference to the USPHS Outpatient Clinic in Philly.

Union officials, seamen, and PHS reps alike seem to agree that it is one of the best such facilities in the country.

What makes it so good? Well, besides the fact that it boasts some of the most modern equipment available (such as a blood analysis machine and a glaucoma testing machine), it also has what its director, Larry Eldrich, calls "one of the nicest locations in the U.S."

Occupying the entire seventh floor of Philadelphia's old, yet well-maintained Federal Building at 2nd and Chestnut Streets, the Outpatient Clinic is just a short walk to the waterfront in the heart of Philly's historic district. So its location is both convenient and picturesque.

But equipment and location alone does not, of course, a good clinic make. The added ingredient found in the Philadelphia USPHS Outpatient Clinic, is the human factor: a real and high level of concern for the welfare of seamen. The combination of all these ingredients is what gives the clinic its good reputation.

The intent of the Philadelphia Outpatient Clinic to provide, and improve upon, its quality service to seamen was demonstrated recently when clinic reps went aboard the tug *Neptune* for an informal "get acquainted" meeting in Philly.

Clinic director Larry Eldrich, Mary Geibel, LPN, and Dr. Y. J. Kim were joined by SIU Philadelphia representative Joe Walsh for a two-hour tour of the waterfront that included a first-class lunch prepared by the *Neptune's* cook, Alfred Seiler.

The *Neptune*, originally built by Bethlehem Steel for the Erie R.R. Co. in 1953, is now operated by Independent Towing. Her crewmembers and skipper, Ray McMullen, put the *Neptune* through her paces while amiably chatting with the PHS reps and making them feel t'home.

All in all, it was an enjoyable and productive afternoon. For whenever people get together under such circumstances there's bound to be easy communication. And that, in turn, leads to better understanding all around—which was the purpose of the meeting in the first place.

The USPHS Outpatient Clinic in Philadelphia is exemplary, and one that all such facilities would do well to emulate. It does, indeed, take good care of seamen.



Passing out booklets on the medical care offered by the Public Health Service is Philadelphia Outpatient Clinic director Larry Eldrich, center. Others on the tug *Neptune* are, l. to r., Bud Mohan, mate; Philadelphia SIU rep Joe Walsh; Bob Trainor, oiler; Alfred Seiler, cook; Capt. Ray McMullen; and Walt Vickery, deckhand.

Went Aboard Neptune

Its reputation is further enhanced by a physical therapy program so good that the University of Pennsylvania and Temple University send students there to study hydrotherapy (the treatment of physical ailments with water). The clinic also employs a full-time physical therapist.



The USPHS Outpatient Clinic in Philadelphia is complete with its own modern laboratory, above, and the latest equipment.

30-Year Ban on Red Chinese Ships Ends

The first Communist Chinese merchant ship to enter a U.S. port in 30 years arrived in Seattle April 18, 1979. The vessel, the *Liu Lin Hai*, sailed from Mainland China in ballast. She took on a load of 1.5 million bushels of corn and sailed for Shanghai the following week.

The voyage was more symbolic than anything. It was the first physical evidence, other than political courtesies, of the normalization of relations between the United States and Mainland China.

So far, one American ship the *Letitia Lykes* (Lykes Bros. Steamship), has made the Pacific crossing to China. The U.S. vessel's cargo manifest showed shipments of salted hides, goose feathers, nails, sausage casings, canned jellyfish, bristles and assorted manufactured goods.

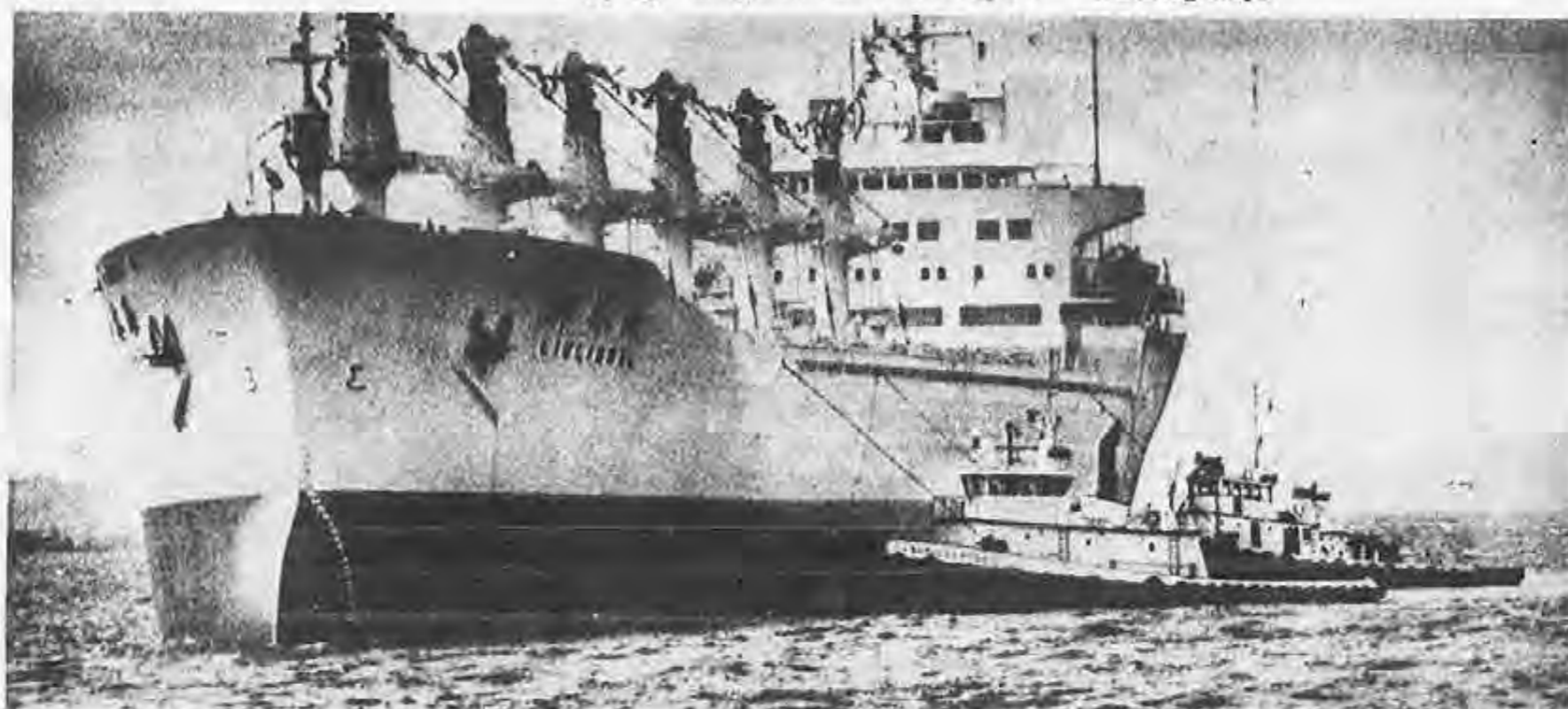
Among those dockside to meet the Chinese ship in Seattle were Senators Henry "Scoop" Jackson and Warren Magnuson, both democrats from the State of Washington.

There are a variety of views on just

how much trade will flow between the two nations after initial trade agreements are worked out sometime in the future.

But no matter how much or how little trade will flow, the SIU believes the U.S. must negotiate some sort of bilateral shipping arrangement with the People's

Republic of China. Such an agreement must guarantee that a fair portion of the cargoes involved would be carried in U.S.-flag ships.



The *Liu Lin Hai*, shown here entering Seattle harbor, is the first Communist Chinese ship to visit the U.S. in 30 years.

Recertification Program Planned

New Opportunity for SIU Stewards

Job Security for all Seafarers—it's one of our union's main goals. Now, the SIU, the Harry Lundeberg School and company representatives have worked together and developed a great new program to help build job security for SIU Chief Stewards.

Aboard SIU ships, the Chief Steward has a lot of responsibilities. He must be a people manager and a business manager. He should have solid control over everything in his

department. He must have an expert's knowledge of food preparation, shipboard sanitation, stock and inventory procedures, nutrition and safety standards. And he must be a capable teacher, especially when working with new and younger members of his department.

These are a lot of responsibilities for one person. They require special skills and the ability to adapt to new methods and equipment.



A Chief Steward should have administrative skills. Distribution of work details, keeping time sheets and schedule planning will be covered in the course.

In an industry that is always looking to the future, it is important to keep up with the latest developments. Keeping up means keeping your job security. This is why HLS is offering the new Steward Recertification Program.

The new skills that are

learned in this program will build job security for every Steward who graduates from it. And, because of this program, shipping companies will know they can continue to rely on the SIU to provide the most highly trained Chief Stewards available



Inventory/stock rotation procedures are very important topics which are covered in the six week program.



Stewards in the Recertification program will work with HLS students in a supervisory role. Here, students are gaining advice on galley routines and food preparation.



The Harry Lundeberg School galleys provide a very suitable environment for on the job training in personnel management.

The Steward

Recertification Program...

will provide an extra measure of job security for SIU Chief Stewards. It will update all the skills it takes to manage the Steward Department. Here's what the program will cover:

- Inventory Control
- Vessel Inspections by Public Health
- Efficient Use of Food
- Advanced Culinary Skills
- Nutrition in Menu Planning
- Typing
- First Aid and CPR

Every Chief Steward who completes this program can be certain that he's on top in his field. So sign up now! See your SIU Representative or contact HLS to enroll.

Steward Recertification Program Starts Sept. 3

Digest of SIU Ships' Meetings



AMERICAN HERITAGE (Apex Marine), March 25—Chairman, Recertified Bosun Frank Teti; Secretary M. Deloatch; Educational Director E. W. Shower; Deck Delegate Joseph Olson; Steward Delegate Teddy E. Aldridge. No disputed OT. Chairman held a discussion on the importance of young men upgrading themselves at Piney Point and the dates open for the Bosun Recertification Program. Also noted the importance of donating to SPAD. The crew extended a vote of thanks to Steward Marvin Deloatch and Chief Cook Teddy Aldridge for a great job. The crew enjoyed the best menus and gourmet cooking and a very clean ship. Have never seen this kind of food on any other ship. The steward always kept the decks shining and it is so clean it is like living in the Hilton Hotel. Next port Stapleton, S.I., N.Y.

GALLOWAY (Sea-Land Service), March 7—Chairman, Recertified Bosun George Burke; Secretary O. Smith; Educational Director J. Abbott. No disputed OT. Chairman discussed the topic of the safety meeting that was held earlier that day. It dealt with the identification bracelet that is put out by the Medic Alert of Turlock, Calif. Suggested that anyone who is suffering from an illness that may need emergency treatment should apply for same.

SEA-LAND COMMERCE (Sea-Land Service), March 18—Chairman, Recertified Bosun Lothar Reck; Secretary E. C. Caudill; Steward Delegate Walter Steward. No disputed OT. \$120 in movie fund. Chairman spoke on upgrading and the advantages that it represents. Also that there are not enough members attending shipboard meetings. A safety meeting was held and a safety movie was run on this trip. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

SEA-LAND ECONOMY (Sea-Land), March 18—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director H. Duhodas; Deck Delegate B. Jarratt; Engine Delegate E. Bain; Steward Delegate E. Arnold. No disputed OT. Chairman discussed the various classes being held at Piney Point including the Bosun Recertification Program. Also advised the crew of the new safety strip from Sea-Land for shower stalls. Reminded everyone to let chairman know if they had any safety suggestions. Next port Port Everglades, Fla.

TRANCOLUMBIA (Hudson Waterways), March 25—Chairman, Recertified Bosun W. S. Byrne; Secretary Sam Davis; Educational Director E. Kawek; Deck Delegate James Powell. Some disputed OT in steward department. \$20 in ship's fund. The ship was a long time in the port of Alexandria, Egypt. Some of the crew were cheating President Carter and Anwar Sadat in Alexandria. All the vessels in the harbor were cheering the President by fog horn. Next port Bremerhaven.

BORINQUEN (Puerto Rico Marine), March 25—Chairman, Recertified Bosun Joe Puglisi; Secretary J. Nash. Some disputed OT in deck and steward departments. A vote of thanks was extended to the Chief Steward by the Chairman and the Educational Director. Steward the baker for making pizza on his own time. A discussion was held on the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port Port Elizabeth, N.J.

MASSACHUSETTS (Interocean Mgt.), March 18—Chairman, Recertified Bosun James Colson; Secretary O. Johnson; Educational Director J. Shuler. No disputed OT. Chairman discussed upgrading at Piney Point and the new Bosun Recertification Program. Secretary held a discussion on LNG ships and what the requirements are and how upgrading can help. Brother Harry A. Pruss was hurt bad from a fall and was taken ashore to the hospital. A vote of thanks to the steward department for a job well done.

SANTA MERCEDES (Delta Steamship), March 22—Chairman, Recertified Bosun Egon D. Christiansen; Secretary S. N. Smith; Educational Director William Slusser; Engine Delegate Robert J. Jones. Some disputed OT in steward department. \$221.44 in ship's fund. Chairman reported that to date it had been a very good trip and thanked everyone for their cooperation. Advised all crewmembers that if you should be getting off you should try and go to the Lundberg School for upgrading. You should get your lifeboat ticket and also go to firefighting school. Discussed the importance of donating to SPAD. Next port Los Angeles.

OVERSEAS ALEUTIAN (Maritime Overseas), March 11—Chairman Francis C. Adams; Secretary R. H. Mann. Some disputed OT in engine department. \$20 in ship's fund. All communications received were read and posted. Educational Director advised all members to go to Piney Point for upgrading. Report to the Log: "We sincerely thank the Log for all it's doings." Next port Philadelphia.

PUERTO RICO (Puerto Rico Marine), March 18—Chairman, Recertified Bosun Willie D. Crawford; Secretary T. Jackson; Educational Director H. P. Calloe; Deck Delegate Paul E. Holloway; Steward Delegate Eddie Villasol; Engine Delegate Douglas Laughlin. Some disputed OT in deck and engine departments. Chairman advised that all members should go to Piney Point and upgrade. Also that those eligible should apply for the Bosun Recertification Program. This will not only help you and mean better jobs and job security but will also help your Union. A vote of thanks to the steward department for a job well done. Next port San Juan.

SEA-LAND PIONEER (Sea-Land), March 11—Chairman, Recertified Bosun M. Kerngood; Secretary R. Donnelly; Educational Director H. Messick; Steward Delegate James McCormick. No disputed OT. \$70 in ship's fund. Chairman gave a talk on the safety program and noted that films are to be shown on each trip. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port Long Beach, Calif.

JEFF DAVIS (Waterman Steamship), March 10—Chairman, Recertified Bosun George E. Annis; Secretary Ralph Collier; Educational Director S. Wilson; Steward Delegate P. Clark. Some disputed OT in engine department. A message was sent to Captain Yarbrough and his family in regard to the death of his two brothers. The deck and steward department donated \$90 for flowers. Chairman noted that there are over 50 movies on board this voyage and discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

DELTA URUGUAY (Delta Steamship), March 17—Chairman, Recertified Bosun R. Broadus; Secretary A. Rudnicki; Educational Director D. Peterson; Deck Delegate J. Kemp; Engine Delegate A. Sczypiorski; Steward Delegate H. Allen. No disputed OT. Chairman advised all crewmembers to use the tunnel when crew cargo is being worked and in bad weather. Everyone should practice good safety habits at all times. Educational Director advised all those with qualified time to upgrade themselves and to check the latest Log for class dates. Noted that the Bosun Recertification Program has been reopened.

NECHES (Cove Shipping), March 11—Chairman Louis W. Hachey; Secretary E. Sims; Educational Director P. Pappett. No disputed OT. Received notice from Headquarters on the Bosun Recertification Program, time, place and eligibility requirements. Posted on bulletin board. Chairman gave a vote of thanks to the steward department for a job well done. There has not been a bad meal on the ship in five months. Outstanding service and a steward who takes pride in his profession. Gave a vote of thanks to the deck and engine departments for making a hard voyage run so smooth. Noted it's people like this who make him proud he is in the SIU.

SEA-LAND FINANCE (Sea-Land Service), March 21—Chairman, Recertified Bosun J. Spuron; Secretary A. Reasko; Educational Director Hacker. No disputed OT. All communications were posted. Chairman advised all crewmembers to go to the upgrading classes at the Lundberg School. Discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

MOUNT WASHINGTON (Victory Carriers), March 6—Chairman, Recertified Bosun Alan Whitmer; Secretary B. Guarino; Educational Director Oscar Cooper. Some disputed OT in deck department. Chairman gave a talk on the upgrading school at Piney Point and how all those who are eligible should take advantage of it. Also discussed the importance of donating to SPAD. All communications received were posted on the bulletin board. A vote of thanks to the baker and the steward. Also to Gary Haynes for the good job of pinch hitting for the missing crew mess. Observed one minute of silence in memory of our departed brothers.

SEA-LAND VENTURE (Sea-Land Service), March 2—Chairman, Recertified Bosun W. Bobalek; Secretary H. Ridgeway; Educational Director D. Rojas. No disputed OT. Chairman reports that everything is running smoothly. Held a discussion on the articles that appear in the Log. Also on the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

OVERSEAS CHICAGO (Maritime Overseas), March 25—Chairman J. S. Rogers; Secretary C. Veazie; Steward Delegate James A. Payton. No disputed OT. All communications received were read and posted. Chairman noted that the question about transportation is to be settled by boarding patrolman at payoff. Educational Director advised all members to look into upgrading programs being offered at Piney Point. A vote of thanks to the steward department for a job well done. A vote of thanks from the steward to the crew for their help and concern in the cleanliness of the messrooms. Next port Baton Rouge, La.

SEA-LAND LEADER (Sea-Land Service), March 11—Chairman, Recertified Bosun Hans Lee; Secretary J. Utz. No disputed OT. Chairman noted that members should take advantage of Piney Point upgrading classes. Secretary read a story from the Log on the proper treatment of burns. A vote of thanks to the steward department for a job well done.

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

ROBERT E. LEE
EL PASO SOUTHERN
LNG ARIES
POTOMAC
PENNY
DELTA AMERICA
COVE TRADER
OVERSEAS ULLA
VIRGO
ACHILLES
BOSTON
JACKSONVILLE
OGDEN WABASH
DELTA MAR
CONNECTICUT
OGDEN CHALLENGER
PISCES
MOUNT VERNON VICTORY
COUNCIL GROVE
SANTA MARIA
ATLANTIC
MARYLAND
DELTA NORTE
DEL ORO
OVERSEAS ALICE
OVERSEAS ALASKA
SEA-LAND EXCHANGE
OVERSEAS VIVIAN
COVE ENGINEER
OVERSEAS VALDEZ
OVERSEAS NEW YORK
MAINE
DELTA BRASIL
COLUMBIA
COVE RANGER
SEA-LAND CONSUMER
DELTA AFRICA
TAMPA
OGDEN WABASH
COVE NAVIGATOR
MANHATTAN
TAMARA GULDEN
BALTIMORE
COVE LEADER
COVE EXPLORER
GOLDEN DOLPHIN
COVE COMMUNICATOR
ALEUTIAN DEVELOPER
ALLEGIANCE
DELTA COLUMBIA
OGDEN WILLAMETTE
ANCHORAGE

Slinging Coal Was a Way of Life for Oldtime Firemen

by John Bunker

Mr. Bunker is head of the Seafarers Historical Research Department.

COAL slinging firemen are a thing of the past at sea and are fast becoming extinct on the Great Lakes, where this rigorous profession still flourished for many years after it had all but disappeared on salt water.

Most of the Lakes firemen who are still left are aided by automatic stoking devices which take much of the labor and grime out of firing in a stokehold.

Norman Tober is one of many SIU oldtimers who remember the days of "banjos and slicing bars" on the Lakes. The old firemen called their shovels "banjos" and the slicing bars were 12 foot long, 40 pound steel pokers used to break up clinkers and keep a good circulation of air through the fires. A fireman worked as much with his slicing bar as he did with his "banjo."

Tober started his Lakes firing on the steamer *Harry T. Ewing* in 1949. She was a real veteran of the ore trade, having been built in 1902.

He also fired boilers on the *Sullivan Brothers*. This ship was a typical coal burner with two boilers, having two fires in each boiler. There were two firemen on a watch, taking turns at firing and coal passing. Coal passers shoveled coal from the bunkers to the fireroom plates and did other dirty jobs such as blowing tubes with a portable high pressure steam line on the older ships.

Deep sea ships usually carried one coal passer for each two firemen. North Atlantic liners often had 20 or more firemen and passers on a watch.

Part of a fireman's job at the end of a watch was to rake ashes out of the fire pits onto the floor plates, douse them with water, and break up the big clinkers with a sledge hammer. At the beginning of the next watch it was the job of firemen or coal passers to shovel the ashes into a big bin, from which they were ejected through the hull into the Lake by water pressure. On some ships ashes had to be hoisted up to the deck in ponderous buckets and thrown over the side.

The fireman was a skilled technician. "A good fireman," says Tober, "was proud of being able to keep the needle on the red line on the steam gauge.

When we wanted to show we were extra good or annoy the 'Chief' a bit we would let the needle crawl over the red line so the safety valve would go pop-pop-pop."

Hardest part of a firing job, he recalls, was learning to "pull" a fire and build it up all over again after the clinkers had been removed. To do this, he explains, you would "wing" the fire, with the slice bar, piling the good coals on one side and then the other while you broke up and raked out the clinkers. You then threw on a little new coal at a time, distributing it over the grates until you had a roaring fire again.

A fireman's nightmare, he says, was trying to keep up a head of steam with poor coal.

"Sometimes," he says, "we'd get coal with all kinds of junk in it—like bricks, sod, grass, bottles and other stuff."

A skilled stoker could throw a shovel full of coal into the furnace without hitting the fire doors and spilling a drop. Being able to spread it out over the grates from front to rear was the mark of a good fireman.

"We wore dungarees, sweatshirts and heavy gloves to keep from getting singed when we worked the slicing bars right in

front of the furnace," he recalls. "It felt like the flames were peeling the skin right off your face... like a volcano was shooting out on you."

"By the end of a watch you looked like you'd been rolling around in a coal mine. You never got all the grime washed off. It sure gave a man a terrific appetite. Anything tasted good."

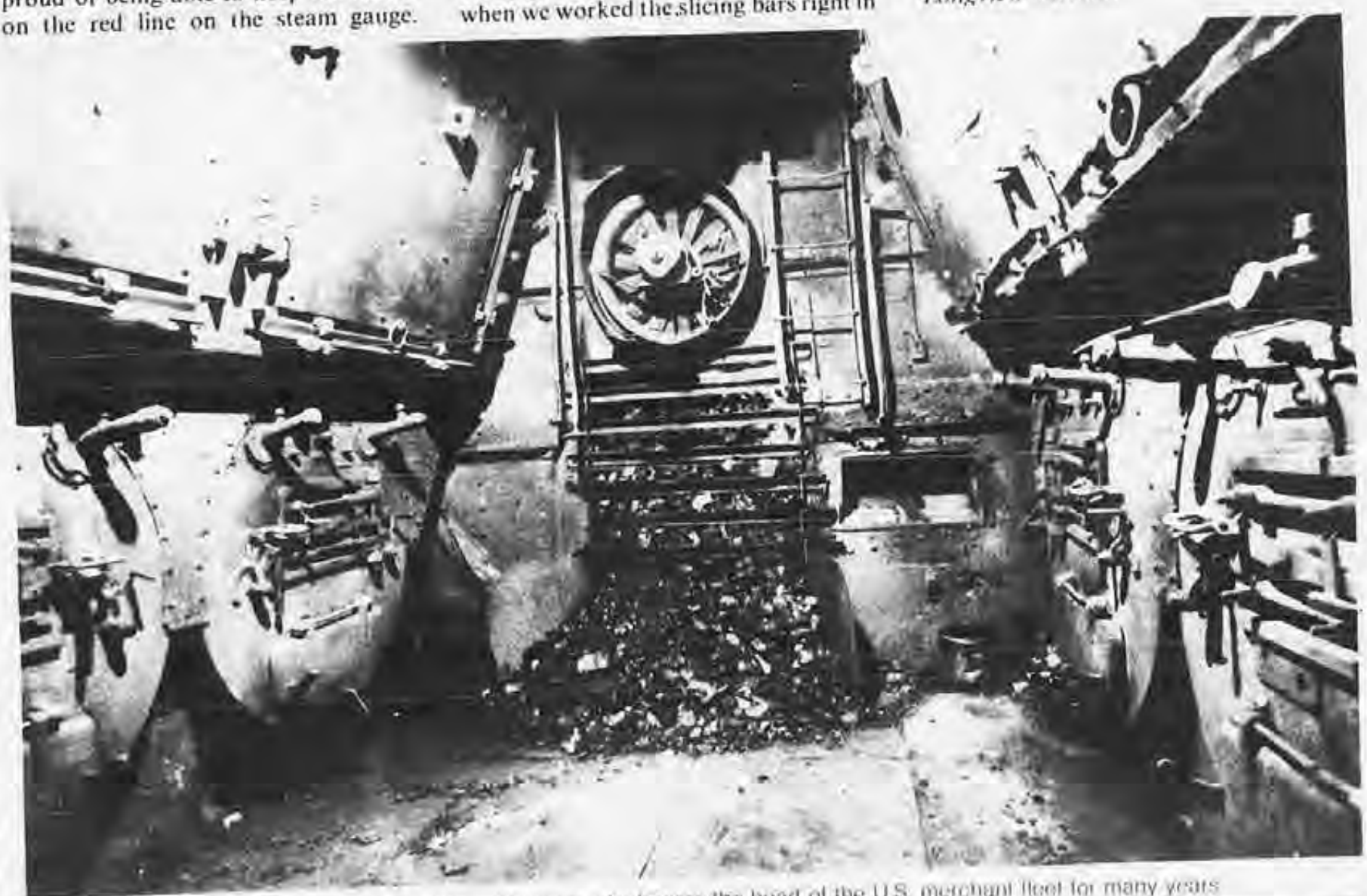
"Some guys loved the stokehold," Tober says. "I was a watch mate with an old Norwegian who had been firing for 30 years on coal burners. He walked with a permanent stoop in his back but he was so good at his job he could spend half of a watch sitting on his shovel and smoking a pipe while I was struggling to keep 250 pounds on the gauge."

"Those were tough men... and tough jobs. Once in a while I got to stand under a vent and feel the fresh air or go up the fidley and look at the scenery for a few minutes. But most of the time it was work and sweat—shovel, slice and rake."

After a few years on the Lakes Tober migrated to salt water. His discharges show time on such ships as the *Robin Grey*, *Steelore*, *Jean LaFitte*, *Antinous*, *Long Lines*, *Purplestar* and *Longview Victory*.

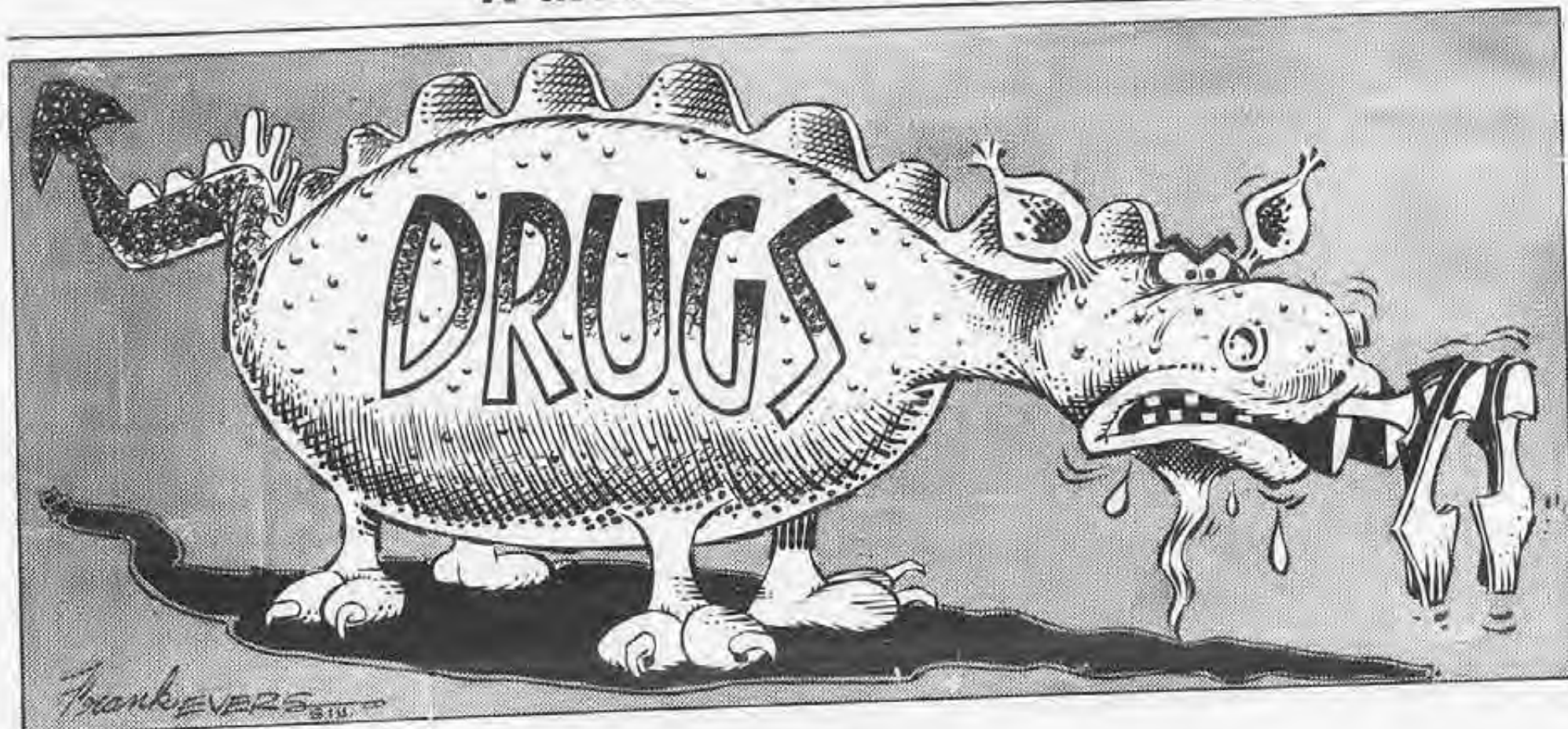


Seafarer Norman Tober, who started his sailing career slinging coal, demonstrates how the coal was slung years ago.



A typical fireroom on the old coal burners which were the heart of the U.S. merchant fleet for many years.

A MESSAGE FROM YOUR UNION



**NARCOTICS
WILL
EAT
YOU UP
AND
YOU'LL LOSE
YOUR
PAPERS
FOR
LIFE!**



MARGARET NALEN, Director of Academic Education, explains scholarship opportunities for Seafarers to upgraders in the new Industrial Relations program.

Industrial Relations at HLS

Program Meets New Needs of Members

In response to the changing needs of the SIU membership, the Harry Lundeberg School has revised the Industrial Relations program for upgrading students. Students who attend the program will acquire an in-depth understanding of how the Union uses its strength to advance the interests of Seafarers, Boatmen and their industry. Students are also helped to see the vital importance each of them plays in the SIU organization.

The format for this new program gives upgraders the opportunity to meet experts in the different areas of the curriculum. Classes meet at various times during the upgraders' stay, and each session follows a seminar-type design. Plenty of time is allowed at the sessions so that students can ask questions and have them answered by the experts.

This new program offers members the chance to meet and talk with the officials and experts who are working on their behalf. It is now an on-going part of the curriculum at HLS. The new course is available to every Seafarer and Boatman who upgrades at HLS and is yet another educational opportunity for all members of the Seafarers International Union.



SIU Executive Vice President FRANK DROZAK speaks with students in the upgrading vocational programs at the Lundeberg School. He is the keynote speaker of the new industrial relations program at HLS.



DAVE DOLGEN and CHUCK MOLLARD (seated at table) answer questions from HLS students.

Experts in the Maritime Field are Featured

The goal of the new Industrial Relations program at HLS is to give upgraders at the school an opportunity to meet and learn from the leaders in many different areas of maritime who are working on behalf of Seafarers, Boatmen and their industry. As part of the new program, the leadership of the Union, experts from the Contract Department, the Seafarers Welfare Plan, the Transportation Institute, the Maritime Trades Department and the Harry Lundeborg School now give presentations and lead discussions.

Approximately 300 Seafarers and Boatmen attended the program so far to ask questions of SIU Executive Vice President Frank Drozak, who serves as keynote speaker for the start of each new course. During the course, the students also discuss contract provisions and SAB procedures with Contract Officer Red Campbell and learn about pension and welfare benefits from Administrator of the Seafarers Welfare Plan Carolyn Gentile and Claims Department Supervisor Tom Cranford.

Transportation Institute experts Rich Saul and Captain Richard Stone cover the economics of the towing industry and deep sea shipping industries respectively and lead the discussions which follow.

Chuck Mollard, SIU Washington representative, works with Director of Legislative and Political Activities for the Maritime Trades Department, Dave Dolgen to cover issues of political importance to the member-

ship and to explain the vital role of SPAD in furthering the interests of Seafarers and Boatmen.

Lundeborg School Vice President Mike Sacco covers history and the SIU Constitution and also introduces and coordinates the other presentations.

HLS staff members Margaret Nalen, Charlie Nalen and Rick Reisman discuss education, upgrading and alcoholism.



TOM CRANFORD.
Claims Department Supervisor



CAROLYN GENTILE, Administrator of the Seafarers Welfare Plan.



CAPTAIN RICHARD STONE



Contract Officer
RED CAMPBELL.



Director of
Inland Waters
RICH SAUL.



SIU Helped Him Beat the Mean Streets of N.Y.C.

It's a long way from the streets of Harlem to the deck of an LNG ship, as Seafarer Leroy Tanner will readily admit. But Tanner, 28, a 1971 graduate of the Harry Lundeberg School Entry

Program who grew up in New York City, is ready to go aboard his first LNG ship—the *El Paso Savannah*.

Tanner won't have far to travel, however, when the new LNG carrier

crews up in Norfolk sometime in June. He now calls Appamatox, Va. home, and lives there with his wife, Yvonne, and their 3-year-old daughter, Shantay.

Things are looking pretty good these days for Leroy Tanner, but it wasn't always that way. He well remembers what it was like trying to get a job back before he attended the Lundeberg School.

"I'd go for a job interview and they'd ask me, 'You got any skills? No? Well, we'll call you.' And then I'd never hear from them again." Tanner has got his skills now, and no more trouble trying to find a job.

Leroy Tanner's skills are in demand these days, but it didn't happen overnight. He has applied himself in his seafaring career, and has taken advantage of every educational and upgrading opportunity that the SIU has put before him. Referring to the many upgrading courses offered at the Harry Lundeberg School, Tanner said, "I've taken just about every course they've got."

That's saying a lot, but it's just about correct. Since his first years working in the steward department as messman, steward utility, and third cook, Tanner has switched to the engine department where he has quickly upgraded from wiper to FOWT to QMED. He has also

taken courses in marine electrical maintenance, automation, refrigeration systems maintenance, and is presently taking the pumproom maintenance and operation course while waiting to ship aboard the *El Paso Savannah*.

Tanner completed the LNG safety course in 1978 and also has his firefighting, lifeboat, and cardiopulmonary resuscitation training under his belt.

The desire to learn, and the determination to follow up on that desire, has been the key to success for Leroy Tanner. While still sailing as messman he'd venture down into the engine room on his free time to learn what he could about ship propulsion and engine maintenance.

"I was interested," Tanner told us. But instead of just sitting around talking about his interest, he went and did something about it. By 1976 he had upgraded to QMED and has been sailing in that capacity ever since, mostly on tankers.

Giving credit where credit's due, Tanner had much praise for the teachers at the Lundeberg School. "I've received a lot of encouragement from everybody," he said, "at the school and on the ships. And that has really helped."

Tanner also said that joining the SIU was "the best thing that ever happened to me."

People who are enthusiastic about learning, and show a desire to upgrade themselves, don't have to look far for encouragement in the SIU, as Leroy Tanner has found out.

It's ironic that Tanner, with his attitude about learning, has not yet gotten his high school diploma. He plans on taking the GED course at the Lundeberg School, and getting his diploma, as soon as he can work it into his schedule. But so far he's been too busy doing other things (including picking up some 40 college credits along the way through his Piney Point courses!).

So what's next for Leroy Tanner? Well, he'll go aboard the *El Paso Savannah* as a QMED soon. But he's already looking beyond that. "I want to try for an engineer's license some day," he told us.

He's come a long way since he decided to head out on his own from 117th Street in New York City. And we wouldn't be surprised if, some day, we wrote a story about a new merchant marine engineer by the name of Leroy Tanner.



Seafarer Leroy Tanner, and his wife, Yvonne, during a recent visit to the Log office in Brooklyn, N.Y.

Dispatchers Report for Inland Waters

APRIL 1-30, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	1	0	0	0	0	0	1	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	7	1	2	0	0	1	18	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	3	0	0	0	0	6	5	3
Mobile	4	0	0	1	0	0	13	0	0
New Orleans	11	5	49	6	1	10	10	6	54
Jacksonville	1	2	0	0	0	0	4	4	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	10	23	4	2	5	3	13	22
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	2	0	0	0	0	0	7
Houston	6	5	23	7	7	15	10	6	16
Port Arthur	4	10	10	6	12	10	12	4	17
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	16	6	1	17	5	3	14	15
Piney Point	1	27	0	1	27	0	0	1	0
Paducah	8	3	39	3	4	10	6	1	92
Totals	42	89	153	31	70	55	68	73	231
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	20	0	0	0	1	0	19
Jacksonville	0	0	2	0	0	2	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	0	1	4	1	2	5	1	0	1
Port Arthur	0	0	1	0	0	0	0	1	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	1	0	0	0	0	1
Piney Point	1	3	0	1	3	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	1
Totals	2	4	27	3	6	7	2	1	28
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	1
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	0	0	0	0	0	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	8	0	0	2	1	0	11
Jacksonville	0	0	0	0	0	0	1	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	1
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	1	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	0	1	0	1	2	3
Piney Point	0	3	0	0	3	0	0	0	0
Paducah	1	0	1	0	0	1	1	1	8
Totals	2	5	10	0	4	5	5	4	27
Totals All Departments	46	98	190	34	80	67	75	78	286

*"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.

Personals

Lowell D. Hardwick

Please contact, Miss J. G. Martin, 52 Barrow St., New York, N.Y. 10014.

Kenneth Killion

Please contact, editor of the Log, Tel. (212) 499-6600 Ext. 242.

Australia Info

Anyone wishing to hear about Australia, please contact, Edward Terrazzi, 74 Payne St., Burnie, Tasmania, Australia 7320.

W. F. Lindberg

Please contact, San Francisco Hall, 1311 Mission St., San Francisco, Calif. Tel. (415) 626-6793.

Ernest Skipper

Please contact, Elois Laywell, 1810 Airline, Space 13, Houston, Tex. 77009. Tel. 868-4112.

Worried Member Turns Happy When Plan Pays \$1,857 Medical Bill

Seafarer Stephen Garay couldn't be happier these days. He and his wife, Cathy, have a brand new daughter, Mariah. They're building their dream house in St. Maries, Idaho. And as he says, he has "very good job security shipping with my 'A' seniority classification."

The only thing that had worried Steve in recent months was an \$1,857.75 hospital and surgical bill surrounding the birth of his daughter.

In his eight years as an SIU member, he never had cause to file for medical benefits from the

Seafarers Welfare Plan, and he wasn't sure how much would be covered. But he was more than happy to find out that the entire \$1,857.75 bill was picked up by the Welfare Plan.

Steve found out what so many other SIU members have discovered when they file for Welfare benefits for the first time. He found that the Seafarers Welfare Plan is an extremely comprehensive one. And that it is designed to protect the member and his dependents to the fullest possible extent.

When he was notified that the Plan would pick up the entire bill, Steve said, "I was quite moved by the news as it was the first time I had ever received a benefit of this nature."

He also said, "I sure will vouch for the sincerity of the SIU. And my Union brothers can always count on my loyalty to the Brotherhood of the Sea."

Steve started with the SIU in 1971 after graduating from the Lundeberg School Entry Training Program. He has since upgraded to Able Seaman. And he has achieved his



Seafarer Stephen Garay

"A" book by participating in the "A" Seniority Upgrading Program.

At the present time, Steve is sailing AB on the SS *Westward Venture* running from the West Coast to Alaska. When he gets off the ship, he'll be heading back to Idaho to do some more work on his house and enjoy his time with his wife and baby.

But he knows that while he's home, a long way from the ocean and a long way from a Union hall, he and his family are still protected through the benefits of the SIU. As Steve says, "I really believe the SIU is motivated by Brotherhood."

Delta Peru Committee



N.Y. Port Agent Jack Caffey (seated l. center) checks the crew's list of the SS *Delta Peru* (Delta Lines) at a payoff on Apr. 26 at the 39th St. Pier, Brooklyn, N.Y. He's flanked by part of the Ship's Committee of (left) Recertified Bosun Peter Sernyk, ship's chairman and (right) Reefer Engineer Jesse Hall. Seated opposite them are (rear) N.Y. Patrolman Darry Sanders and (front) Chief Electrician Chris Tsipilareles, educational director. Standing (l. to r.) are Crew Messman Carlos Lopez, Chief Steward R. Hutchins, secretary-reporter and Engine Delegate David Shaw.

TOP MAN HE EARNS TOP DOLLAR



He's Chief Pumpman

You can be top man, too.

Take the Pumproom Maintenance and Operations Course at HLS.

It's your ticket to the top.

It starts July 23.

To sign up, contact:

Harry Lundeberg School
Vocational Education Department
Piney Point, Maryland 20674
Phone: (301) 994-0010

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	June 4	2:30 p.m.	7:00 p.m.
Philadelphia	June 5	2:30 p.m.	7:00 p.m.
Baltimore	June 6	2:30 p.m.	7:00 p.m.
Norfolk	June 7	9:30 a.m.	7:00 p.m.
Jacksonville	June 7	2:00 p.m.	—
Algonac	June 8	2:30 p.m.	—
Houston	June 11	2:30 p.m.	7:00 p.m.
New Orleans	June 12	2:30 p.m.	7:00 p.m.
Mobile	June 13	2:30 p.m.	—
San Francisco	June 14	2:30 p.m.	—
Wilmington	June 18	2:30 p.m.	—
Seattle	June 22	2:30 p.m.	—
Piney Point	June 9	10:30 a.m.	—
San Juan	June 7	2:30 p.m.	—
Columbus	June 16	—	1:00 p.m.
Chicago	June 5	—	—
Port Arthur	June 12	2:30 p.m.	—
Buffalo	June 13	—	—
St. Louis	June 15	2:30 p.m.	—
Cleveland	June 14	—	—

Boston Committee



At a payoff on Apr. 24 at Port Elizabeth, N.J. is the Ship's Committee of the containership S.S. *Boston* (Sea-Land). From (l. to r.) are Engine Delegate Joe Dacosta, Deck Delegate Victor Pacheco, Educational Director D. Pase and Steward Delegate Victor Silba.

Hit The Books—Now Cooks (And Bakers)



New cook and bakers are: (l. to r.) F. Robinson, R. Brown, and D. Robinson.

More Lifeboatmen



Showing off lifeboat course certificates are: (l. to r.) A. Dix, H. Archibald, G. Hamilton, and J. Harris.

Pass The Reefer Class



Shown after successfully completing the refrigeration class are: front row, (l. to r.) L. Tanner and C. Coumas; back row, (l. to r.) C. Cunningham, G. Gilliland, and A. Hooper.

LNG Three...Four, Five



Steward department members who recently completed the LNG safety course are: front row, (l. to r.) E. Kilford and R. Trotman; back row, (l. to r.) S. Piatak, J. Andresen, H. Archibald.

The Harry Lundeberg School of Seamanship

"For a better job today, and job security tomorrow."

Will Roam The Seas...As AB's



Lined up after completing the AB upgrading course at the Lundeberg School are: front row, (l. to r.) D. Dommer, S. Pollock, B. James, D. Penrose, M. Romero, M. Uniake, W. Grimes, D. Martz, D. Gumpfort (instructor); middle row, (l. to r.) K. Meyer, M. Lambert, K. Quinn, J. Turkus, J. Wolos, J. Darda, C. Sprott, M. Haumann; back row, (l. to r.) C. Geisler, B. Shaw, J. Muscato, T. Culotta, K. Crimmons, C. Kialert, E. Ayzavian, D. Torres, and S. Glasser.

In Less Than Two Years, HLS Grad Is Cooking With Gas

When the newest American LNG ship, the *LNG Libra*, sailed out of Quincy, Mass. on her maiden voyage this month, Seafarer Larry Dockwiler, a new "A" seniority upgrader, was aboard.

The gas ship won't be anything new to Dockwiler, however. At 23, he's already a real LNG veteran.

In fact, Dockwiler was a member of the first crew to ever work an American LNG ship. Just a month after he graduated from the Harry Lundeberg School, in May, 1977, he went aboard the first LNG ship ever built in the Western Hemisphere—the *LNG Aquarius*—as a general steward utility (GSU).

Dockwiler's ticket to participate in

that historic event was the certificate he received after completing the Basic LNG Safety Course at the Lundeberg School.

Since 1977, Dockwiler has worked exclusively on LNG ships. He took a break from his duties on the *Aquarius* to upgrade to cook and baker early last year, which he subsequently worked as on both the *Aquarius* and the *LNG Gemini*.

The only thing that will be new for Larry Dockwiler when he goes aboard the *Libra* will be his new job: he'll be that ship's very first chief cook.

"I never cooked in my life," he told us, "till I got on a ship. My mom always had a meal on the table." That was back in Austin, Texas. Since then, in just two

years, Dockwiler has learned a lot, and achieved a lot. And he's become one of the best marine cooks in the business.

How did he do it? Quite simply, he worked at it, and he took advantage of the upgrading opportunities that, he says, "are there for everybody."

Sticking with a job is also a Dockwiler trademark. During the first 22 months following his graduation from the Lundeberg School, he put in 18 months at sea. This has helped him to get ahead and to save some money.

Dockwiler has also kept his ears open, mostly listening to the culinary wisdom of his galley mentor, long-time SIU member Frank Costango. He made no attempt to hide his gratitude for the help Costango has given him in learning

to become a first-rate cook. "He's taught me everything," Dockwiler told us.

When asked if he had any misgivings about doing the job of a chief cook, Dockwiler just shook his head and said, "I haven't had any complaints so far; nobody's lost any weight on any ship I've been on."

Dockwiler will be teamed up with Frank Costango again when the *LNG Libra* begins her maiden voyage (Costango will be sailing as Steward/cook). So we don't imagine anybody's going to lose any weight on that ship either.

We wish both the *LNG Libra* and her crew smooth sailing in the years to come.



Larry Dockwiler

Dispatchers Report for Great Lakes

APRIL 1-30, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	105	29	3	126	98	2	42	12	8
ENGINE DEPARTMENT									
Algonac (Hdqs.)	66	26	9	72	40	3	33	15	13
STEWARD DEPARTMENT									
Algonac (Hdqs.)	13	5	2	42	18	3	9	0	4
ENTRY DEPARTMENT									
Algonac (Hdqs.)	72	139	41	0	0	0	41	87	87
Totals All Departments	256	199	55	240	156	8	125	114	112

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

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

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Law of Sea Confab Still Hung Up on Ocean Mining

Still hamstrung on the critical question of how the mineral wealth of the world's oceans will be mined and distributed, the United Nations Law of the Sea Conference wrapped up another session in Geneva last month.

"Many issues proved impossible to solve during this session," said U.S. Conference Ambassador Elliot L. Richardson, "and it is far from clear that they can be solved during the next."

The Law of the Sea Conference is scheduled to resume in New York in July, when deep seabed mining rights will be the number one topic on the agenda.

The 156 nations participating in the Conference have been meeting sporadically since 1958 to create a formal, international agreement governing the use of the oceans and their natural resources.

Arguments concerning the movement of ships on the ocean's surface were settled during the past Conference sessions. Last month's six-week session yielded accords on fighting ocean pollution; on creation of marine research stations and on granting landlocked states access to surplus fish stocks in coastal states.

But the sticking point at this session remained, as it has been in the past, the question of who shall retrieve and profit from the vast treasure of mineral-rich nodules found on the ocean floor and valued at as much as \$3 trillion.

Developing Third World countries by far outnumber industrialized nations in the delegate make-up of the Law of the Sea Conference.

While both industrial and developing nations agree that a treaty governing deep seabed mining should reflect the sentiment of the U.N. that the wealth of the oceans is the "common heritage of mankind," there's little agreement on how that sentiment can be translated into practical terms.

The developing countries continue to advocate, as they have in the past, establishing a U.N.-run International Seabed Authority which would act as an international mining company.

The Authority would require Western nations, including the U.S., with the know-how and capital to mine the ocean's minerals to channel both profits and sophisticated technology back to the Authority for the use of the developing countries.

It is the position of the AFL-CIO that

such an agreement would cause losses to Western mining companies; would give political control over ocean resources to the Third World and would cause a tremendous loss of potential jobs for American workers—as many as 20,000 jobs by the year 2000.

The U.S. delegation wants to make sure that the valuable nodules lying on the ocean bottom are distributed under reasonable terms and conditions.

A status report on the Law of the Sea Conference prepared by the U.S. General Accounting Office noted that the "objective of the U.S. delegation is to achieve a comprehensive treaty that protects essential U.S. interests."

Ambassador Richardson is not hopeful about a quick resolution of the tangled issues snagging agreement on deep sea mining. The green light for U.S. companies to begin retrieving the minerals of the oceans is far more likely to come from the U.S. Congress than the Law of the Sea Conference in the near future.

A Deep Seabed Ocean Mining Bill which would allow American companies to begin mining operations in the absence of an international treaty, is currently before a Senate committee.

The legislation is similar to an SIU-backed Ocean Mining Bill which received House approval last year.

This year's Deep Seabed Ocean Mining Bill has the strong backing of the SIU and the labor movement because it contains a clause mandating the use of U.S.-flag ships and workers in the ocean mining industry.

Under Section 102(C)(2) of the Deep Seabed Ocean Mining Bill, U.S. companies who engage in deep seabed mining would be required to use a minimum of one U.S.-documented vessel per mining site to transport the nodules.

Such a provision would create thousands of jobs for American seamen and for workers engaged in shoreside support industries.

Last year the SIU pushed hard to get Congress to attach amendments to the 1978 Ocean Mining legislation which would guarantee American workers a share of the jobs created through the brand-new ocean mining industry.

The Union has resumed efforts this year to make sure the Deep Seabed Mining Bill, with the American jobs provisions intact, makes it through Congress.

Training Board Zeros In on Manpower Needs of Great Lakes

The annual Spring meeting of the Maritime Training Advisory Board, held Apr. 25-27, zeroed in on manpower needs on the Great Lakes. The meeting was attended by representatives of Government, management and labor.

The conference was held at the Great Lakes Maritime Academy in Traverse City, Mich. It was chaired by Captain Arthur W. Gover, the Director of Sandy Hook Pilot School.

There were several speakers featured at the meetings. Arthur Friedberg, director of the Office of Maritime Manpower of the Maritime Administration reported on a study performed by MARAD called "Great Lakes Manpower Requirements."

In his presentation, Friedberg stated that shortages of officers existed on the

Great Lakes. These deficient areas include 5 percent shortage in the deck department and a 10 percent shortage of engine department personnel. According to the MARAD study, the academies are not supplying the Lakes region with the necessary officers. Friedberg commented, "recently a man 101 years old renewed his license and is working on the Lakes."

Dan Smith, representative of MEBA, District 2, expressed labor's views on the requirements for the Great Lakes. He said that MEBA agreed with the projections made by the MARAD study. Smith said the average age of a MEBA member on the Lakes is 47. One-third of these people are eligible to receive pensions right now. In computing the future demands of manpower on the Lakes, the study did not consider time-off for licensed engineers. The Coast Guard is requiring a minimum for manning. According to Smith, this is a blessing from a safety and fatigue standpoint.

Another featured speaker was Allen J. Pesch of Ecler-Tech Associates. Mr. Pesch's presentation was an explanation of the study, "Human Resources in Ship Operations," which is being conducted by the Harry Lundeberg School in cooperation with several maritime unions. The presentation was well-received and several members of the Advisory Board felt it is timely.

While attending the Advisory Board meeting, the representatives from the Harry Lundeberg School, Miss Hazel Brown and Charlie Nalen, director of Vocational Education at HLS, visited the Great Lakes Academy and observed their programs. This is an objective of the MTAB—for its members to visit each others operations each year.

Committee elections were also held at the annual event. Charlie Nalen was elected to chair the Education Committee of the MTAB. Other members of this committee are Ron Spencer, MEBA; Captain Bill Rich, Masters, Mates & Pilots; Commander Richard Hess, U.S. Coast Guard; and Bill Sembler, SUNY State Maritime. This group's project is the production of a survival manual.

Miss Hazel Brown, President of HLS, was reelected to a four-year term on the

Maritime Training Advisory Board's Executive Committee. Other members of this committee are Roy Luebke, MEBA District 1; Pat Nazarro, Merchant Marine Academy, Kings Point, New

York; and Spec Denning, Barber Brothers, Inc.

Next year's annual meeting will be hosted by the Merchant Marine Academy in Kings Point, New York.

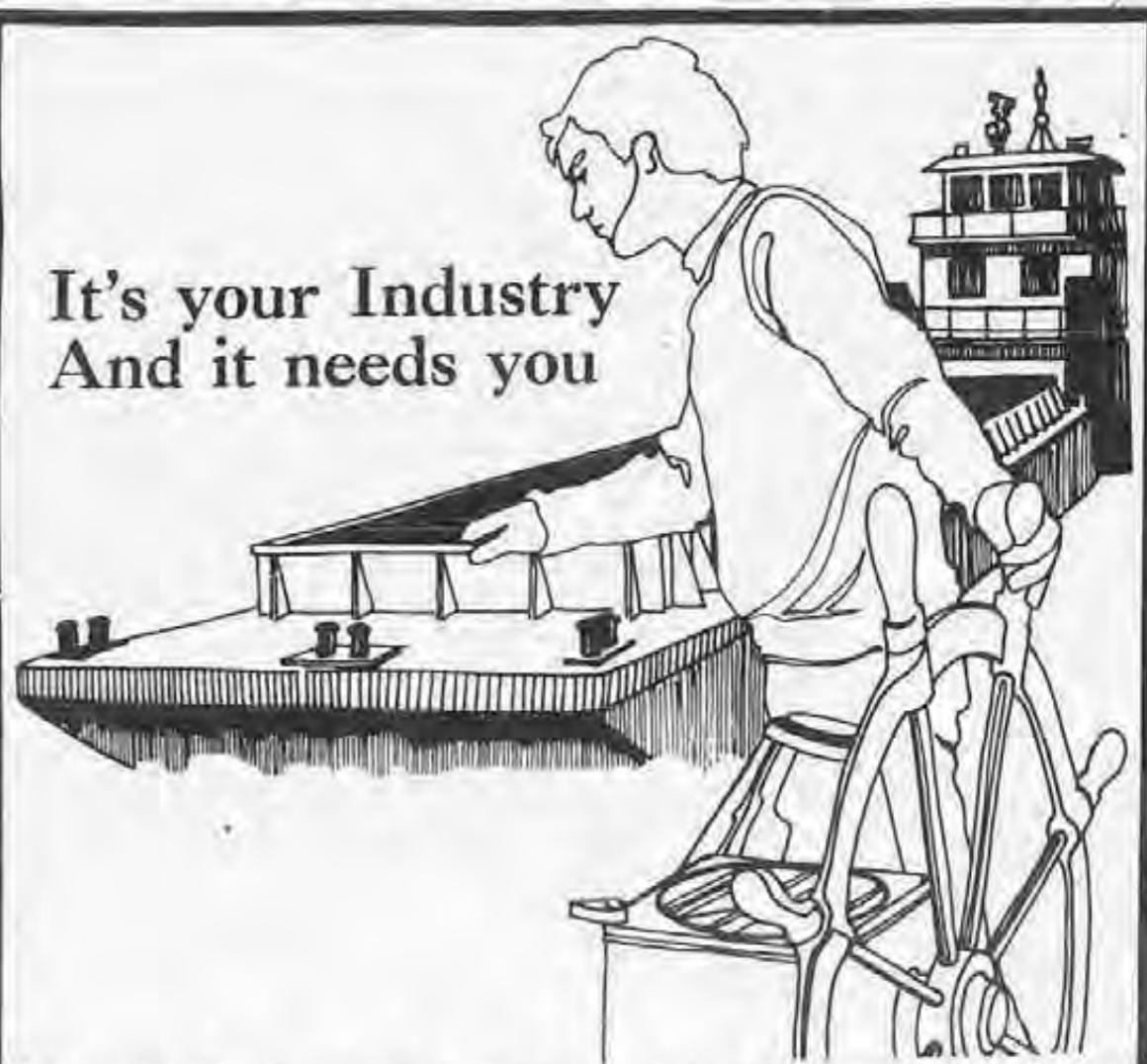
Quality of Work Life Concern of U.S. Labor

The American Center for the Quality of Work Life met recently in Washington, D.C. to inform trade unionists about the programs in existence examining Quality of Work Life.

The main objective of the meeting was to stimulate an active discussion on quality of work life issues among trade unionists and to identify strategies for furthering appropriate QWL activities by and with unions.

Among the participants were Hazel Brown, president of the Lundeberg School and Michael Gaffney, project engineer for the Human Resources Project. They shared with the others information about the study "Human Resources in Ship Operations," which is being conducted by the Lundeberg School with the cooperation of U.S. maritime labor.

During the first two days of discussions, the topics covered were aimed toward understanding the meaning of the quality of work life, the objectives, structure, union role and public policy. The second day focused on examples of programs that are already in existence.



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

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- tuition free
- weekly stipend of \$125
- time spent in on-the-job training is Coast Guard approved as the equivalent of wheelhouse time
- day-for-day work time credit for HLS entry graduates

See your SIU Representative to apply. Do it today!

Growth and Opportunity for Seafarers



Margaret Nalen, Director of Academic Education at HLS, coordinates the Charlie Logan Scholarship Program.

The educational opportunities for Seafarers—and Seafarers' response to these opportunities—have grown tremendously in the past few years. This year, more Seafarers than ever applied for Charlie Logan Scholarships. These scholarships make advanced education possible for many Seafarers and Boatmen and their dependents. Recently, Margaret Nalen, who coordinates the Charlie Logan Scholarship Program and who is Director of Academic Education at the Harry Lundberg School, discussed the educational opportunities for Seafarers and reflected on the advances SIU members have made in the field of education . . .

Q. Margaret, why do you think the Charlie Logan Scholarship Program has grown so much?

A. Well, the Scholarship Program operates the same way as the other benefits for Seafarers. It's designed to meet the needs of Seafarers and Boatmen. Seafarers and Boatmen now see the need for education in their lives. They see what it can do for them. They want opportunities for education. The Charlie Logan Scholarship Program is this kind of opportunity. And because it is, the program has greatly expanded in its scope. Originally, one 10,000 dollar award was offered for Seafarers. In the last few years an additional 10,000 dollar award for Seafarers who are very highly qualified has been developed. And, we are now offering two 5,000 dollar awards, too. These awards are for Seafarers who want to advance their professional education.

Q. In what ways is the program tailored to meet the needs of Seafarers and Boatmen?

A. There are several different aspects of the program that are designed with them in mind. First of all, there are the two different kinds of scholarships I mentioned—10,000 dollar awards and 5,000 dollar awards. These awards give Seafarers and Boatmen a choice. They can apply for a 10,000 dollar award and gain a college degree; or they can apply for a 5,000 dollar award and pursue skill-training in some vocational or technical area. The special ten thousand dollar award assists the very academically-advanced Seafarer. The other three awards are designed for those who have been out of school

for a number of years, who are working people. This division of awards allows the applicants to compete with others whose skills and backgrounds are similar to their own.

And because we know that every applicant is a working person, the scholarship winners are given extra time to complete their programs of study. The 5,000 dollar award winners have four years to complete their program. A 10,000 dollar award winner has six years. So, the scholarship winners can continue to ship out and earn money and still have time to complete the program.

Q. Margaret, you said earlier that Seafarers and Boatmen want opportunities for education. What leads you to this belief?

A. I see it all the time in their response to the educational programs that are available. There has been great growth in the vocational opportunities at HLS, for example. Seafarers and Boatmen now turn to the school for a variety of educational needs—basic academic skills, vocational growth, high school diplomas, college credits. And I see it in the ever-growing number of applicants for the Charlie Logan Scholarships. We had more applicants than ever before this year.

Q. Do you think that the opportunities at HLS have contributed to Seafarers' belief in education?

A. Seafarers have always believed in education. But, before HLS, they very often didn't get a chance to participate in education. Now at the school, they have the chance to be a part of the

educational process and to enjoy its benefits themselves. From the growth they see at HLS, they can see the great strides they have made as professionals. And this is encouraging to every member.

A perfect example of this is a Seafarer who started out in the basic reading program at HLS. When he returned to upgrade, he also studied for and achieved his GED diploma. Now he's attending college through the Charlie Logan Scholarship Program.

In fact, I know that the GED program has opened the door to education for many Seafarers and Boatmen. A high school diploma is something so many members never had the opportunity to earn. This program gives them the chance. And, because they succeed in this program, they are encouraged. They believe they can succeed in higher education, too. They can because they think they can!

Q. Another recent advance at HLS has been the development of the college credits programs. Do you think this has been an important development in education for Seafarers?

A. Oh, definitely. The credits available from Charles County Community College and through the American Council on Education's recommendations are evidence that Seafarers and Boatmen today are learning skills and materials that are college-level. And these credits are making advanced degrees available to the members. So far, two Seafarers have earned Associate of Arts degrees from Charles County Community College through the college credits program.

Q. What efforts are made to keep Seafarers and Boatmen informed about the opportunities available to them?

A. Well, we try several different ap-

proaches in an effort to reach as many members as possible. First of all, we try to "advertise" our programs in the *Log*, because this is such a vital means of communication for all of the members. Then, too, we keep all the port agents and SIU representatives informed about GED, college credits, the scholarship program and all the other programs. Also, I communicate directly with as many members as possible who come to HLS to take courses or attend meetings and conferences. This kind of communication is vital because these Seafarers can then return to their ship or boat and share the information with their fellow workers.

And one of the newest things we have developed is a booklet designed especially for Seafarers and Boatmen that explains the Charlie Logan Scholarship Program in detail. We designed it so that it would be simple and easy to use. It has all the information in it that a Seafarer would need to apply for a scholarship. I wanted to make it as easy as possible for members to apply.

Q. Margaret, how would you summarize your approach to the Scholarship Program? What is your philosophy about it?

A. Basically, I see this program—and all of our educational programs—as opportunities for Seafarers and Boatmen to be the best they can be. I want the programs to serve and benefit the people they are designed for. I want them to be stepping stones for the growth of every Seafarer and Boatman. For these reasons, I want the programs to be adaptable and responsive to the members' needs. My goal is to continue to expand and develop the educational opportunities for Seafarers and Boatmen as their needs expand and develop.

"Each year the number and quality of seafarer applications had increased. The two-year associate degree scholarships provide a tremendous opportunity for seafarers to advance their skills and prepare for their future job needs."

Dr. Donald Muley, Chairman
Department of Industrial Education
University of Maryland
College Park, Maryland
Member, Scholarship
Selection Committee



Final Departures



Pensioner John C. Drummond, 80, passed away on Feb. 3. Brother Drummond joined the SIU in 1944 in the port of New York sailing as a chief cook. He sailed 52 years. Seafarer Drummond was born in Jamaica, W.I. and was a resident of Baltimore. Surviving is a daughter, Mrs. Joan N. Bryant of Philadelphia.



Norwood Lee Keller Jr., 30, died on Feb. 1. Brother Keller joined the SIU in the port of New York in 1968 sailing as a saloon messman. He was a graduate of the HLSS in San Francisco. Born in New Orleans, he was a resident there. Surviving is his mother, Bertiel and a relative, James Jones of New Orleans.



Bacilio "Bill" Llanez, 51, died in the New Orleans USPHS Hospital on Mar. 18. Brother Llanez joined the SIU in 1945 in the port of Tampa sailing as an AB for 35 years. He was a delegate to the HLS Educational Conference Workshop No. 2. A Florida native, he was a resident of Tampa. Surviving are his widow, Judy; two stepdaughters, Michelle and Lisa and a sister, Mrs. Josephine Vitale of Tampa.



Georges A. Trapezas, 55, died on Jan. 8. Brother Trapezas joined the SIU in the port of New York in 1959 sailing as an oiler. He sailed for 31 years. Seafarer Trapezas served in the Greek Royal Navy in World War II sustaining a hand wound when his ship, the *SS Valiant Effort* was sunk in the Mediterranean. He was born in Alexandria, Egypt and was a resident of New York City. Burial was at sea. Surviving are his widow, Ann Louise and a sister, Stomatia of Alexandria.



Samuel M. Kerr, 37, died on Oct. 14, 1978. Brother Kerr joined the Union in the port of Duluth, Minn. in 1973 sailing as an AB and assistant cook for the Bay Shipping Co. and the Kinsman Marine Transportation Co. He sailed deep sea with Sea-Land. Laker Kerr upgraded to quartermaster at the HLSS, Piney Point, Md. in 1974. He was a veteran of the U.S. Navy during the Vietnam War. And he was a high school teacher. Born in Terre Haute, Ind., he was a resident of Seattle. Surviving are his mother, Margaret and a sister, Virginia, both of Wingate, Ind.



Pensioner Alton Roscoe Booth, 56, died on Feb. 27. Brother Booth joined the SIU in 1942 in the port of New Orleans sailing as a chief steward. He sailed 37 years and on the Delta Line. Seafarer Booth also attended a Piney Point Educational Conference. Born in Doyle, La., he was a resident of Norco, La. Surviving are three daughters, Mrs. Donna M. Noto of Hammond, La., Margaret and Marilyn; a nephew, Billy Booth and a niece, Diane Booth.



Pensioner Fred Ulmer Buckner, 63, succumbed to heart-lung failure in St. Luke's Hospital, Jacksonville on Jan. 27. Brother Buckner joined the SIU in the port of Savannah in 1957 sailing as a deck engineer. He sailed for 36 years. Seafarer Buckner also attended a HLSS Educational Conference. A native of Savannah, he was a resident of Yulee, Fla. Burial was in St. Bonaventure Cemetery, Savannah. Surviving are his widow, Fenella; a stepson, Russell Simmons and two sisters, Mrs. Iris Bacon and Mrs. Nell Spiers, both of Savannah.



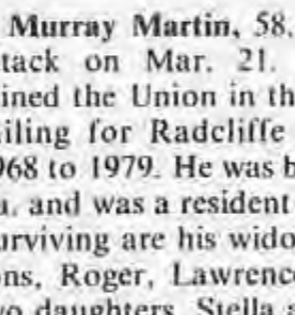
Pensioner Leon Jordan, 67, died on Mar. 17. Brother Jordan joined the SIU in 1938 in the port of Mobile sailing as a chief cook. He sailed 36 years. Seafarer Jordan was born in Mobile and was a resident of Daphne, Ala. Surviving are his widow, Nancy and a daughter, Mrs. Josephine Williams of Mobile.



Pensioner Andrew A. G. McCloskey, 69, passed away on Mar. 14. Brother McCloskey joined the SIU in 1947 in the port of New Orleans sailing as a chief pumpman and in the steward department. He sailed for 38 years. Seafarer McCloskey was born in Algiers, La. and was a resident of New Orleans. Surviving are his widow, Gladys and four daughters, Joy Ann, Eileen, Catherine and Deborah.



Pensioner Joseph F. S. Barron, 68, died of heart disease on Jan. 27. Brother Barron joined the SIU in 1938 in the port of New Orleans sailing as a chief steward. He sailed for 45 years. Seafarer Barron was born in Alabama and was a resident of Arcadia, Calif. Burial was in Harbor Lawn Cemetery, Costa Mesa, Calif.



Murray Martin, 58, died of a heart attack on Mar. 21. Brother Martin joined the Union in the port of Mobile sailing for Radcliffe Materials from 1968 to 1979. He was born in Bogalusa, La. and was a resident of New Orleans. Surviving are his widow, Evelyn; three sons, Roger, Lawrence and Allen and two daughters, Stella and Linda.



Pensioner Juan H. Hernandez, 91, passed away from natural causes in Lutheran Medical Center, Brooklyn, N.Y. on Mar. 11. Brother Hernandez joined the SIU in 1938 in the port of New York sailing as a chief cook. He sailed 46 years and during World War II. Seafarer Hernandez also attended a Piney Point Crews Conference in 1970. Born in Puerto Rico, he was a resident of Brooklyn. Burial was in Evergreen Cemetery, Brooklyn. Surviving are his widow, Sofia and two daughters, Zinnia and Mrs. Gladys Tacoronte of Brooklyn.



Joseph Brown Huszar Sr., 38, was lost overboard at sea on Jan. 18. Brother Huszar joined the SIU in the port of New Orleans in 1962 sailing as a chief pumpman and QMED. He sailed 20 years. Seafarer Huszar was a veteran of the U.S. Navy during the Vietnam War. Born in Albany, La., he was a resident of Holden, La. A memorial service was held for the deceased. Surviving are his widow, Jeanie; a son, Joseph; a daughter, Jessica and his mother, Mary of Holden.



Thomas F. Johnson, 53, died on Mar. 8. Brother Johnson joined the SIU in the port of New York in 1962 sailing as an AB. He sailed 25 years. Seafarer Johnson also was a former member of the Textile Workers Union. And he was a veteran of the U.S. Navy in World War II. Born in Paterson, N.J., he was a resident of Point Pleasant, N.J. Surviving are his widow, Margaret; a stepson, Richard Tampsick and his mother, Mrs. Rose Donnelly of Paterson.



Pensioner Jewell Bennett, 58, died on Mar. 14. Brother Bennett joined the SIU in the port of San Francisco in 1964 sailing as a 2nd cook and ship's delegate. He sailed 23-years. Seafarer Bennett was a veteran of the U.S. Army in World War II. Born in Marshall, Tex., he was a resident of San Jose, Calif. Surviving are his widow, Marina of Portland, Ore. and three sisters, Mrs. Cora Stewart of San Jose, Mrs. Minnie Lue Nichols and Mrs. Othella Stevens of Richmond, Calif.



Ralph Bonefont Jr., 19, died in Kings County Hospital, Brooklyn, N.Y. on Feb. 19. Brother Bonefont joined the SIU in the port of New York in 1978. He sailed as an entry rating. Seafarer Bonefont was born in Brooklyn and was a resident there. Interment was in Rosedale Cemetery, Linden, N.J. Surviving are his parents, Mr. and Mrs. Ralph and Francisca Bonefont and a relative, Mrs. Sonia Bonefont, all of Brooklyn.



Pensioner Alvin Raymond Mabe, 75, succumbed to lung failure in the North Carolina Baptist Hospital, Winston-Salem recently. Brother Mabe joined the SIU in 1947 in the port of Norfolk sailing as a fireman-watertender. He also was a boilermaker. And he was a veteran of the U.S. Armed Forces. Seafarer Mabe was born in North Carolina and was a resident of Mt. Airy, N.C. Burial was in Skyline Memory Gardens Cemetery, Mt. Airy. Surviving are his widow, Zelma; three sons, Charles, Robert and Larry and a daughter, Mildred.



Robert Allen Stokes, 61, died of heart disease on arrival at the Greater Laurel (Md.) Beltsville Hospital on Dec. 28, 1978. Brother Stokes joined the SIU in the port of Baltimore in 1962 sailing as an AB and deck delegate. He sailed 23 years. Seafarer Stokes was a veteran of the U.S. Army Infantry in World War II. Born in Charlottesville, Va., he was a resident of Laurel. Interment was in the Monticello Memorial Park Cemetery, Charlottesville. Surviving are a son, Seafarer Franklin Stokes—a 1977 Piney Point grad—a stepson, James V. Young and a sister, Mrs. Virginia E. Dupuis of Laurel.



Donald E. Owens, 19, accidentally drowned in the bay off Waterport Wharf, Gibraltar while going ashore in a launch from the *ST Traveler* (Ogden Marine) on Jan. 24. Brother Owens graduated from HLSS in 1978. He sailed as an OS. Seafarer Owens was a veteran of the U.S. Army. A native of Baltimore, he was a resident of Jessup, Md. Surviving is his father, Joseph.



Pensioner Alfred Throne, 80, died of a stroke on arrival at the East Jefferson Hospital, Metairie, La. on Feb. 19. Brother Throne joined the SIU in 1945 in the port of New Orleans sailing as an AB, boson and tug pilot for 40 years. Seafarer Throne was born in Norway, was a naturalized U.S. citizen and was a resident of Metairie. Burial was in Lakelawn Cemetery, New Orleans. Surviving is his widow, Elvina.



Pensioner Wilfred Chapman, 82, passed away from natural causes in St. Mary's Hospital, Brooklyn, N.Y. on Mar. 1. Brother Chapman joined the SIU in 1944 in the port of New York sailing in the steward department. He hit the bricks in the 1961 N.Y. Harbor beef. Seafarer Chapman was born in Trinidad, W.I. and was a naturalized U.S. citizen. He was a resident of Brooklyn. Cremation took place in the Greenwood Crematory, Brooklyn. Surviving is a sister, Mrs. Pearl A. Bruce of New York City.



Dispatchers Report for Deep Sea

APRIL 1-30, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	5	4	1	6	3	1	4	3	1
New York	85	23	9	95	47	8	135	30	14
Philadelphia	9	4	1	8	12	1	8	3	1
Baltimore	31	13	6	31	21	9	37	8	5
Norfolk	12	7	3	14	10	10	25	6	4
Tampa	4	2	1	1	2	4	11	1	0
Mobile	23	7	1	13	5	1	29	8	1
New Orleans	58	18	12	67	18	11	114	21	19
Jacksonville	32	8	6	31	15	5	49	10	4
San Francisco	42	1	2	36	7	10	68	5	4
Wilmington	23	4	7	10	9	6	38	12	12
Seattle	77	3	10	77	22	11	68	4	13
Puerto Rico	15	1	1	11	5	6	23	3	0
Houston	77	15	7	69	44	11	131	19	13
Piney Point	5	0	0	7	14	0	0	0	0
Yokohama	1	0	0	2	0	0	3	0	0
Totals	499	110	67	478	234	94	743	133	93
ENGINE DEPARTMENT									
Boston	1	0	1	0	1	2	1	4	2
New York	89	35	7	64	35	6	115	61	16
Philadelphia	7	8	0	5	8	0	15	3	0
Baltimore	19	7	0	14	12	3	36	9	0
Norfolk	10	3	1	11	8	3	14	4	1
Tampa	2	7	1	1	6	0	6	4	1
Mobile	15	8	0	10	3	1	27	14	2
New Orleans	41	12	1	54	18	1	87	23	1
Jacksonville	29	3	1	21	14	2	33	15	2
San Francisco	22	7	0	21	8	3	55	9	2
Wilmington	12	4	2	8	4	0	23	7	6
Seattle	61	3	4	53	13	5	43	8	6
Puerto Rico	7	2	0	8	1	1	12	6	0
Houston	48	26	2	43	24	5	95	30	9
Piney Point	7	0	0	6	8	1	0	0	0
Yokohama	1	0	0	0	1	0	1	0	1
Totals	371	135	20	319	164	33	563	194	49
STEWARD DEPARTMENT									
Boston	2	3	0	2	6	2	3	0	0
New York	51	15	2	51	32	9	64	22	9
Philadelphia	1	2	0	2	6	1	4	2	0
Baltimore	20	3	0	21	10	17	16	4	0
Norfolk	7	1	0	13	10	2	13	5	3
Tampa	0	1	0	1	0	0	2	1	0
Mobile	16	0	0	3	6	0	23	3	0
New Orleans	24	7	2	33	18	0	61	9	2
Jacksonville	15	4	0	15	8	0	29	3	0
San Francisco	23	3	1	12	5	43	47	3	8
Wilmington	9	1	2	9	4	0	22	3	4
Seattle	28	5	5	32	20	17	25	3	9
Puerto Rico	9	0	0	10	4	1	11	2	1
Houston	36	4	1	38	8	7	70	7	2
Piney Point	2	4	0	3	25	0	0	0	0
Yokohama	0	1	0	0	1	0	0	1	0
Totals	242	54	24	245	163	99	390	68	38
ENTRY DEPARTMENT									
Boston	0	5	3	0	0	0	1	4	5
New York	26	92	64	37	153	172	8	153	172
Philadelphia	3	16	4	8	22	3	8	22	3
Baltimore	18	25	24	20	32	33	20	32	33
Norfolk	5	15	10	10	16	15	10	16	15
Tampa	1	7	3	5	13	6	5	13	6
Mobile	5	9	3	9	14	6	9	14	6
New Orleans	23	35	16	45	78	38	45	78	38
Jacksonville	9	26	4	15	29	10	15	29	10
San Francisco	22	15	41	38	31	59	38	31	59
Wilmington	4	12	24	7	36	68	7	36	68
Seattle	39	42	35	21	43	51	21	43	51
Puerto Rico	16	9	8	22	17	16	22	17	16
Houston	27	51	34	36	78	80	36	78	80
Piney Point	2	42	0	0	1	0	0	1	0
Yokohama	0	0	0	0	2	1	0	2	1
Totals	200	401	273	0	0	0	275	569	563
Totals All Departments	1,312	700	384	1,042	561	226	1,971	964	743

*"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.

As it has been month after month for the past several years, shipping in April 1979 remained good to excellent at SIU deep sea A&G ports as a total of 1,829 Seafarers were shipped through SIU Halls to SIU-contracted vessels around the nation and around the world. Of this total number, only 1,042 of the jobs were taken by "A" seniority members, indicating that shipping is good for all SIU members regardless of rating or seniority classification.

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& Inland Waters
United Industrial Workers
of North America

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Pensioner's Corner



Homer R. Borque, 64, joined the Union in the port of Toledo, Ohio in 1961 sailing as a deckhand, fireman-watertender and oiler. Brother Borque sailed for the Esco Dredge and Fill Corp., Erie, Pa. in 1961. He was a member of the International Union of Operating Engineers, Local 25 from 1957 to 1961. Laker Borque is a veteran of the U.S. Navy in World War II. Born in Quebec Province, Canada, he is a resident of Sault Ste. Marie, Mich.



Milton E. May, 65, joined the Union in the port of Alpena, Mich. in 1965 sailing as a deckhand and 2nd cook on the *ST Crapo* (Huron Cement) and the Amersand Steamship Co. Brother May was born in Alpena and is a resident there.



Reino E. Salo, 65, joined the Union in the port of Detroit in 1960 sailing as an oiler. Brother Salo sailed on the *SS La Liberte* from 1957 to 1966. He sailed 31 years. Laker Salo was born in Superior, Wisc. and is a resident of Poplar, Wisc.



Leonard J. Porcelli, 61, joined the Union in the port of New York in 1961. Brother Porcelli sailed as a deckhand for the Erie-Lackawanna Railroad from 1936 to 1979. He was born in Hoboken, N.J. and is a resident of Jersey City, N.J.



Calvin C. Harris, 61, joined the Union in the port of Mobile in 1956 sailing as an oiler and engineer for the Radcliff Materials Co. since 1951. He was born in Uriah, Ala. and is a resident of Bay Minette, Ala.



Thor Lovas, 65, joined the Union in the port of Duluth, Minn. in 1956 sailing as an AB. Brother Lovas has been sailing under the U.S.-flag since 1932. He is a veteran of the U.S. Coast Guard. A native of Norway, he is a naturalized U.S. citizen. Laker Lovas is a resident of St. Petersburg, Fla.



Jackie Ray Jacobs, 65, joined the SIU in the port of Philadelphia in 1969 sailing as a fireman-watertender. He sailed 20 years. Born in West Virginia, he is a resident of Philadelphia.



Theologos D. Kalaitzis, 67, joined the SIU in the port of Houston in 1962 sailing as a 3rd cook. Brother Kalaitzis was born in Greece and is a naturalized U.S. citizen. He is a resident of Athens, Greece.



Bernard F. Fimovicz, 56, joined the SIU in the port of New York in 1952 sailing as a bosun. Brother Fimovicz sailed 35 years. He hit the bricks in the 1962 Robin Line beef and the 1965 District Council 37 strike. He also attended a Piney Point Crews Conference. Seafarer Fimovicz was born in Salingvill, Ohio and is a resident of Warwood, W. Va.



Edward F. Woods, 49, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Woods is a veteran of the U.S. Marine Corps during the Korean War. He was born in Brooklyn, N.Y. and is a resident of Dumont, N.J.



Joseph W. Kusmierski, 65, joined the SIU in 1945 in the port of New York sailing as a bosun and ship's delegate. Brother Kusmierski sailed 48 years. He is also a machinist. And he is a veteran of the pre- and World War II U.S. Navy. Seafarer Kusmierski was born in Grand Rapids, Mich. and is a resident of Houston.



Henry D. Armstrong, 58, joined the SIU in the port of Norfolk in 1953 sailing as a 3rd cook. Brother Armstrong was also a salesman. He is a veteran of the U.S. Army in World War II. Born in Charlotte, N.C., he is a resident there.



Robert J. Bird, 61, joined the SIU in the port of Houston in 1961 sailing as a fireman-watertender. Brother Bird sailed 19 years. He is a veteran of the U.S. Army in World War II. A native of Kentucky, he is a resident of Houston.



Henry S. Chemel, 65, joined the SIU in the port of Miami, Fla. in 1950 sailing as a fireman-watertender. Brother Chemel was born in Poland and is a resident of Hialeah Gardens, Fla.



Rafael L. Torres, 60, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Torres was born in Ponce, P.R. where he is a resident.



Jake Tipton, 64, joined the SIU in the port of Baltimore in 1963 sailing as a chief pumpman. Brother Tipton sailed 28 years. He was born in North Carolina and is a resident of Erwin, Tenn.



Hemington Haddon Hurlstone, 65, joined the SIU in 1945 in the port of Mobile sailing as a bosun. Brother Hurlstone sailed 51 years. He was born in Cayman Braq, B.W.I. and is a naturalized U.S. citizen. Seafarer Hurlstone is a resident of Hamilton, Ala.

Pensioner Steve Huren Living It Up in Las Vegas

People do all kinds of things after they retire. Some get a parttime job to keep busy. Some try their hand at a new business. And some just hang around and take it easy.

But some people, like retired Seafarer Steve Huren, use their leisure years to burn the candle at both ends—and in the middle. And what better place to do it in than Las Vegas.

Steve retired three years ago at the age of 59 on an SIU Early Normal Pension. He had 22 years seetime when he decided to call it a day.

As he recalls, "it wasn't an easy decision to make. I'd been around the SIU since joining the Union in 1943 at the old hall on Stone Street in Manhattan. And believe me, I loved every minute of it."

But as Steve says, "there's more to life than just work, so after 33 years of going to sea, I figured the time was right to take my pension while I was still young enough to enjoy it."

It seems that Steve is certainly enjoying it. As he says, "there's no

place in the world like Las Vegas for a single guy like me."

Steve lives in a trailer home that he bought after retirement. He says, "you'd be surprised how much room there is in one of these things for living and entertaining."

Now 62, Steve also says he has figured out a fool-proof way to win at the casino. And he's not shy about divulging it. "Don't be greedy," he says, "and you'll win all the time."

He claims he has made a couple of reasonably good scores for \$3,000 or \$4,000. "But as soon as I get it, I spend it on something foolish."

But Steve is by no means a foolish spender. He has a strict budget he follows so that he will always have his bills paid right on time.

Every once in awhile, though, Steve manages to break loose from Las Vegas when the salt water in his veins starts acting up. When that happens, he jumps into his car and takes a drive up to San Francisco. He'll drop by the hall and visit with his old shipmates for a few days. Then it's back to Las Vegas for some more night life.

Steve also goes back occasionally to visit his brother and two sisters (they visit him, too) who live in New Jersey. In fact, he lived near them when he first retired, but found it "too quiet."

So Steve Huren—born in West Virginia, a resident of New York and San Francisco for many years—is now doing what he wants to do on his SIU pension—have fun. We wish him well.

Steward Department

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To enroll, see your SIU Representative or contact the Harry Lundberg School, Vocational Education Department.





Pensioner Steve Huren, center, shows niece and family around trailer camp in Las Vegas. Steve is living it up in his retirement years in Vegas.

A Seniority Upgraders

Douglas L. Meadows



Seafarer Douglas L. Meadows, 26, graduated from the Lundeborg School Entry Program in 1975. He upgraded to AB in 1978. Brother Meadows has his firefighting, lifeboat and cardio-pulmonary resuscitation training. He lives in Lake City, Fla. and ships from the port of Tampa.

George L. Cruz



Seafarer George L. Cruz, 23, is a 1972 Harry Lundeborg School graduate. He upgraded to AB last year. And he has received his lifeboat, firefighting and cardio-pulmonary resuscitation training. Brother Cruz lives in New York and ships from that port.

Anthony A. Gordon



Seafarer Anthony A. Gordon, 25, graduated from the Harry Lundeborg School's Entry Program in 1974. Brother Gordon upgraded to AB in 1977. He also has his cardio-pulmonary resuscitation training and firefighting and lifeboat endorsements. He lives in Philadelphia and ships out of that port.

Raymond Diaz



Seafarer Raymond Diaz, 24, graduated from the Harry Lundeborg School in 1972. He sails as an AB which he upgraded to in 1974. Brother Diaz has his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. He is a resident of New York City and ships out of the port of New York.

Rene R. Rosario



Seafarer Rene R. Rosario, 25, is a 1976 graduate of the HLS Entry Program. He upgraded to fireman-water-tender in 1977. In addition, he holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Brother Rosario lives in Brooklyn, N.Y. and ships from the port of New York.

William J. Mullins



Seafarer William J. Mullins, 24, graduated from the Harry Lundeborg School Entry Trainee Program in 1974. Brother Mullins upgraded last year to AB and deck maintenance. He first sailed in the inland field as a tankerman and deckhand. In 1978, he sailed on the *LNG Gemini* (Energy Transport). That year he also finished the LNG and Welding courses, and intends to upgrade to Quartermaster. Mullins holds lifeboat, firefighting and cardio-pulmonary resuscitation tickets. He lives in Dallas, Tex. and ships out of Port Arthur and Houston, Tex.

Dale H. Malmberg



Seafarer Dale H. Malmberg, 22, is a 1976 graduate of Piney Point. Brother Malmberg upgraded to fireman-water-tender in 1977. He also sailed as a pumpman. And he got his GED high school diploma at the HLS and completed the General Safety Course. He's now aiming for his QMED endorsement. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Malmberg resides in Oxnard, Calif. and Florissant, Mo. and ships from all ports.

Ned P. Oliver



Seafarer Ned P. Oliver, 58, joined the SIU in the port of Houston in 1968. He sailed as engine maintenance and 2nd pumpman. Brother Oliver upgraded to QMED in 1973. He also holds lifeboat and cardio-pulmonary resuscitation endorsements. In 1943, he graduated from the U.S. Maritime School in St. Petersburg, Fla. and worked on the oil rigs in the Gulf of Mexico. He lives and ships out of the port of Houston.

Hon'I K. Nakea



Seafarer Hon'I K. Nakea, 51, joined the SIU in the port of San Francisco in 1970. He upgraded to AB in 1975. Brother Nakea has his firefighting, lifeboat and cardio-pulmonary resuscitation training and is looking toward his Quartermaster ticket. Brother Nakea is a veteran of the U.S. Army during the Korean War. He is a native of Hawaii and ships out of the port of San Francisco.

Milton M. Alvarez



Seafarer Milton M. Alvarez, 28, is a 1975 graduate of the Lundeborg School's Entry Program. He upgraded to AB in 1978. Brother Alvarez also completed the LNG Course at Piney Point. He is a veteran of the U.S. Army from 1971 to 1974. And he has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He resides in Rio Piedras, P.R. and ships out of the port of San Juan, P.R.

Richard J. Shellenback, Jr.



Seafarer Richard J. Shellenback, Jr., 23, graduated from the Harry Lundeborg Entry Trainee Program in 1977. He upgraded to AB there in 1978. And he completed the LNG and Disc Welding Courses at Piney Point this year. Also he has his lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Brother Shellenback resides in Belmar, N.J. and ships out of the port of New York.

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- Steward* — July 23
- Lifeboat* — July 5, 19, August 2
- Tankerman* — July 5, 19, August 2

To enroll, see your SIU Representative or contact:

**Vocational Education Department
Harry Lundeborg School
Piney Point, Maryland 20674
Phone: (301) 994-0010**

Mayaguez, Captured by Cambodians, to Be Scrapped

THE SS *Mayaguez*, the SIU-manned American container ship which became the subject of world-wide attention on May 12, 1975 when she was seized by Cambodian gunboats, will be unceremoniously auctioned for scrap.

The ship's owners, Sea-Land Orient Ltd., made this announcement on Wednesday February 21, 1979 in Hong Kong. A spokesperson for the company said the 10,485-ton ship, built in 1945, is "too old to be efficient."

It's always sad when a good hard working ship is laid to rest. But it's especially sad when a ship like the *Mayaguez*, which has truly left her mark on history, is relegated to the boneyard.

The following story is a recap of the 72 hours of the "*Mayaguez Incident*."

On the afternoon of May 12, 1975

the *Mayaguez* was enroute to Sattahip, Thailand from Hong Kong. The 225 containers she carried were loaded with general, non-military cargo. Everything seemed to be normal as she cruised about 60 miles from the Cambodian mainland.

The seas were calm the skies clear and blue. Daily work schedules and watches were being carried out routinely. The entry in the log book read "everything running smoothly," or so it appeared.

Gunboats Fired on Them

The gunboats approached rapidly from the stern. Their first warning shots were all but lost in the din of the chipping hammers. By 1500 the 39 man crew of the *Mayaguez*, 28 of them SIU members, were prisoners of Cambodia's Khmer Rouge.

At first, nine Cambodians, later as



A photo taken by a crewmember of the *Mayaguez* shows one of the Cambodian gunboats that seized the American freightship.

many as 50, roamed the *Mayaguez*'s decks and passageways. However, no violence or mistreatment of the crew ever took place.

The worst incident occurred when Chief Steward Ervin Anderson was forced at gunpoint to stop typing the supper menu. It seems the soldiers, unable to speak English, thought he might somehow be wiring for help. Luckily, Radio Officer Wilbert Bock was able to radio several Maydays before the ship was boarded.

The Cambodians were the only guests for supper that night, coming in pairs for bits of food and fruit. The crew had little appetite and many spent their first night as captives aboard ship without benefit of sleep.

The next morning, May 13, the *Mayaguez* was forced to follow one of the gunboats (as many as six more had joined the original boarding party) through uncharted waters to a new anchorage off Koh Tang Island.

From here they were transferred to two Thai fishing vessels which the Khmer Rouge had captured five months earlier for allegedly fishing in Cambodian waters. Soon afterwards, the entire crew was reunited aboard the larger of the Thai boats.

There was little food aboard the overcrowded fishing vessel and very little water. The vessel was taken close in to Koh Tang Island but anchored outside the breakers. By now American planes were passing overhead at regular intervals, keeping surveillance over the crew. Gunfire from the Cambodians, as the planes passed, insured everyone a restless Thursday night aboard the fishing boat.

Early Wednesday morning May 14, the fishing vessels headed back toward the *Mayaguez*, leading the crew to believe they would be returned. As they neared the ship though, they veered off and headed straight for the Cambodian mainland.

U.S. Planes Fire on Captors

As they and their gunboat escorts sailed toward the port of Kompong Som, U.S. warplanes flew ever closer and were fired upon by the Cambodians as they passed.

To the amazement of the crew and their captors the planes suddenly attacked. Strafing blows were fired all around as close as 30 feet off the bow and starboard. As they neared Kompong Som, tear gas bombs were twice dropped on the deck. Everyone was crying, coughing and choking. Some men were throwing up, others received gas burns. But fortunately, no one was injured seriously.

Later on, the crew realized the planes were only trying to keep them away from the mainland where it would be difficult to keep track of their whereabouts. Still, by about noon, they limped into the harbor at Kompong Som. They did not stay long however. Instead they were brought to an anchorage about an hour up the coast. It seems the Cambodian Government was fearful of an attack on the town.

Later that afternoon the boat was moved three hours out in the Gulf of Thailand to a small uninhabited island. Here, they were removed from the fishing boat and for the first time since their capture set foot on land.

While on the island the crew was free to roam about. Some climbed trees and picked bananas. They were fed rice and small portions of chicken and some coconuts by their captors. A few crewmembers became ill after drinking bad water from a nearby brook.

Finally, they were approached by a Cambodian officer who spoke English. He communicated to them that the Cambodians were peace loving people. He wanted the bombings by U.S. planes to cease and told of how over 100 of his soldiers had been killed already.

The Captain of the *Mayaguez*, Charles T. Miller, told the officer he could have President Ford stop the bombing only if everyone was safely returned to the ship. The officer agreed that this would be done.

Freedom

Early Thursday morning, they were hustled aboard the fishing vessel along with the Thai fishermen and three armed guards. They cast off and headed to sea escorted by one Cambodian gunboat. About a mile out the guards jumped across to



The *Mayaguez* is shown being towed away from Koh Tang Island by the destroyer USS *Holt* on May 15, 1975 after American military forces freed her from captivity.



Happy crewmen waved from the bow as the *Mayaguez* pulled into Singapore following her rescue. Bosun Jack Mullis is in the middle.

the gunboat and they were left on their own.

The Thai fishermen, realizing that after five months of captivity they were finally free, began to jump and shout for joy. The three congratulated each other and the *Mayaguez* crew. They were still several hours from the *Mayaguez* but the ordeal

was over. The happy Thais cooked a succulent fish breakfast and the remainder of the voyage was joyous. For the first time in three days the crew ate heartily.

As they neared the *Mayaguez* they were met, and after identification, picked up by the destroyer *USS Wilson*. They were then returned to

the *Mayaguez* and set a course for Singapore. After 72 hours it was finally over.

It's History Now

On February 19, 1979 the *Mayaguez* steamed into Hong Kong harbor, perhaps for the last time.

Some people may forget her but, certainly none of the 39 crewmen who were aboard for that fateful voyage. Also, none of the families and friends of the 41 American servicemen who were killed or the 50 who were injured in the rescue operations will ever be able to forget her name: *Mayaguez*.

Mayaguez Bosun: Kind Words, Fond Memories



Recertified Bosun Jack Mullis was all smiles as he recalled the *Mayaguez*.

James C. Mullis, "Jack" to his friends, had some kind words to say about his former ship, the *Mayaguez*. Brother Mullis was aboard as bosun at the time the ship was pirated and for 10 months prior to that famous incident.

Mullis said he was "sorry to hear they were fixin' to scrap it." He learned of Sea-Land's plans while attending a "Mardi Gras" celebration in his home port of Mobile, Ala.

Brother Mullis remembered that the company once thought of changing the name of the *Mayaguez* because the ship "attracted so much attention" in all her ports-of-call. He was glad they didn't go through with that idea because he felt "the name has meaning."

The 33 year veteran Seafarer said the *Mayaguez* was "a good running ship all the time I was bosun." He said he "hated to get off her" but was forced to fly home because his mother "was probably worried over all the news reports."

Mullis recalled that the Cambodians only boarded the containership because "they thought we were hauling sophisti-

cated intelligence equipment." In reality, the *Mayaguez* cargo was of the general non-military type. To prove this to the world Sea-Land officials allowed six containers to be inspected at the random request of newsmen when the ship reached Singapore, following its release by the Cambodians.

Brother Mullis is presently on SIU disability pension because of heart valve surgery he underwent last year. His last job was as bosun aboard the SIU-contracted *Carolina* (Puerto Rico Marine).

"I was hurtin' for 12 days," he said, before deciding to see a doctor. Then thinking it was "probably only gas pains" he was shocked to learn his main heart valve was in danger of closing and surgery would be necessary. The surgery was performed in December 1978, at Bethesda Hospital in Maryland.

Jack is a real trooper, though. He's "taking it easy now" but intends "to get out there again as soon as I get the okay." He usually ships out about 10 months a year. It's hard to keep a good man down.

Support SPAD Checkoff Today For Job Security Tomorrow

A strong U.S. maritime industry is the bread-and-butter of SIU members and it's also a crucial part of the country's national and economic security.

A strong, growing American maritime industry can serve the nation in times of prosperity and national emergency. And the healthier the industry is, the better the job security is for SIU Seafarers and Boatmen.

The United States needs a commitment from Government for a national merchant fleet, built in American shipyards and crewed by American seamen and boatmen, capable of doing the job that has to be done in both the foreign and domestic trades. And that means a strong U.S. fleet—from the largest supertanker to the smallest tug.

These are the reasons the SIU spends so much time and effort fighting on the political front in Washington.

But our ability to keep on fighting depends directly on SIU members supporting those efforts. That support means signing a form like the one printed below, authorizing the Seafarers Vacation Plan to deduct 30 cents per day from your vacation benefits for the SPAD (Seafarers Political Activities Donation) fund.

The 30 cents a day will be used, like every other voluntary SPAD contribution, to further the Union's political work on behalf of the entire SIU membership.

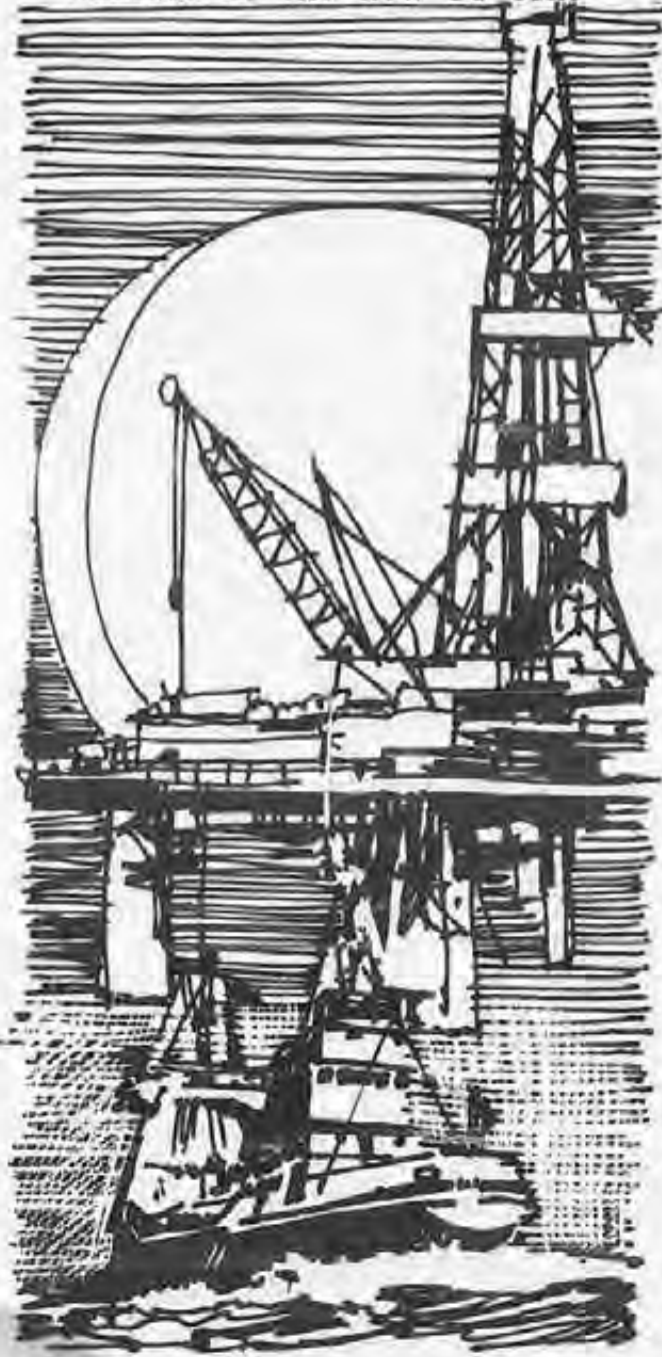
Because of the new 30 cent

SPAD checkoff, SIU patrolmen are no longer soliciting or accepting out-of-pocket SPAD donations. But Seafarers and Boatmen who wish to make direct contributions to SPAD can still do so at Union headquarters.

Political activity is a way of life for the SIU and it always will be. Because even if the jobs of SIU members are secure for today, nothing says the same will be true tomorrow, unless we keep on working.

The harder we work in Congress for legislation that boosts the U.S. maritime industry, the better off every member of this Union will be.

After all, our jobs are what keep us going. And 30 cents a day is a small price to pay to make sure those jobs will be there tomorrow.



ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

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Seafarers Vacation Plan
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Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions. Including this authorization without fear of reprisal, I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

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Member's name (Print)	Member's Signature
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Social Security Number	Members Home Address
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_____	City State Zip
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Book Number	Port

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