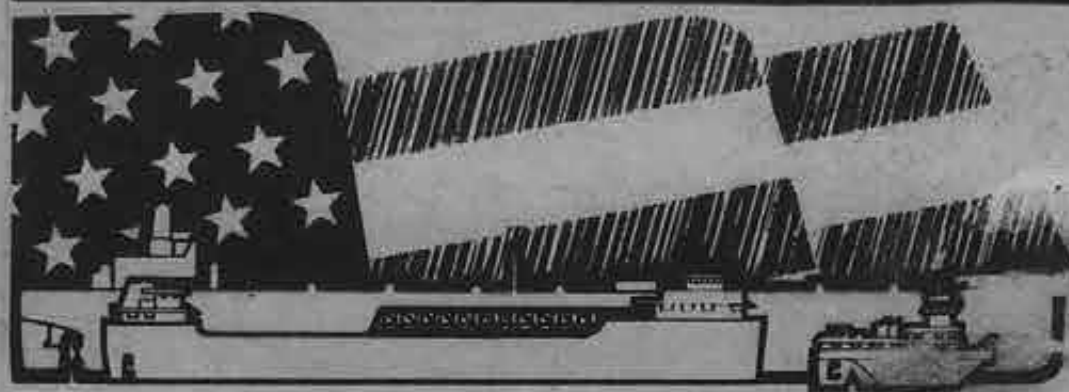


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LOG

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AFL-CIO Sends Prayers, Best Wishes to Paul Hall

When the 35 man Executive Council of the AFL-CIO met for their annual mid-winter meeting this month, there was one of their number not in attendance, SIU President Paul Hall. President Hall, who is senior Vice President of the AFL-CIO, has been hospitalized since last November. Hall's peers on the Executive Council sent him the following letter, which vividly shows the amount of respect and admiration Paul Hall commands throughout the labor movement. Following is the text of that letter:

February 18, 1980

Dear Paul:

Your friends and colleagues on the Executive Council want you to know how much we miss you at this session.

The clarity of your thoughts, the precision of your language and the strength of your trade union principles have served this Council and the entire labor movement well.

The difficulties besetting our nation and the challenges facing our movement summon from each of us the same qualities of leadership and vision that have been the hallmark of your career. The guidance you have long provided this Council will enable us to continue to chart the best course for this movement.

But, most of all, the fact that you and Rose cannot be with us deprives us of your fellowship and gracious friendship.

Our prayers and best wishes are with you.

Sincerely and fraternally,
Signed by:

LANE KIRKLAND, *President*
THOMAS R. DONAHUE, *Secretary-Treasurer*

Executive Council



Thomas W. Gleason
S. Frank Raftery
Martin J. Ward
Albert Shanker
Edward T. Hanley
William H. McClennan
David J. Fitzmaurice
Alvin E. Heaps
Fred J. Kroll
Wayne E. Glenn
Robert F. Goss
Peter Bommarito
Jerry Wurf
Al H. Chesser
Murray H. Finley
Sol C. Chaikin

John H. Lyons
Frederick O'Neal
George Hardy
William Sidell
Glenn E. Watts
Angelo Fosco
J.C. Turner
Kenneth T. Blaylock
Wm. W. Winpisinger
John J. O'Donnell
Daniel V. Maroney
Charles H. Pillard
Lloyd McBride
Emmet Andrews
William H. Wynn
John DeConcini

SIU's Frank Drozak Elected President of AFL-CIO Maritime Trades Department

IN a move that AFL-CIO President Lane Kirkland hailed as "the best choice," the Executive Board of the AFL-CIO Maritime Trades Department unanimously elected the SIU's Frank Drozak as its new president.

The MTD Executive Board took this action at their annual mid-winter meeting on Feb. 14 after being appraised of the health status of SIU and MTD President Paul Hall.

Hall has been hospitalized and very seriously ill since last November.

To insure that the MTD's functions continue to be carried out effectively, the MTD Board made the difficult decision to declare the president's post vacant.

After the post was declared open, MTD Vice President Steve Leslie placed the name of Frank Drozak in nomination.

Leslie, who is also an international vice president of the Operating Engineers, said that there could be "no better replacement as

captain of our good ship MTD than Frank Drozak."

The MTD Executive Board then gave Drozak a tremendous vote of confidence by electing him unanimously as new MTD president.

Drozak will now serve as president of the Maritime Trades Department for the remainder of this term of office. MTD officers are elected every two years. The next election will be held at the MTD Convention in 1981.

(As reported by the Log last month, the SIU membership authorized Frank Drozak to discharge the duties of SIU President pending Paul Hall's return to office. Therefore, in addition to serving as acting SIU President, Drozak is now President of the Maritime Trades Department.)

In accepting the stewardship of the MTD, Drozak vowed to lead the Department in the same direction and with the same strength and fervor as did Paul Hall for the past 25 years.

Drozak paid tribute to the unsurpassed job Hall has

done over the years in building the strength and political clout of the MTD.

Drozak said he is "determined to carry out Paul Hall's dream of a U.S. maritime industry second to none throughout the world."

After his acceptance speech, Drozak was presented with the gavel—a tradition—by MTD Vice President Steve Leslie.

Immediately thereafter, new AFL-CIO President Lane Kirkland entered the MTD meeting to pledge the Federation's support for Drozak and the MTD.

Kirkland, who calls the MTD his "old home town," said that the MTD Executive Board showed "good judgement" in electing Frank Drozak President of the MTD.

Kirkland said that both he and Drozak have "big shoes to fill." He affirmed that the best possible tribute that can be paid to Paul Hall is that the MTD "continue to build upon his achievements."

Paul Hall has been president of the AFL-CIO Maritime Trades Department for nearly 25 years. Hall built the MTD from a



AFL-CIO President Lane Kirkland called the election of Frank Drozak as President of the MTD "the best choice possible."

small, fledgling organization to the largest and politically most potent organizational department of the AFL-CIO. As Steve Leslie said, "when Paul Hall took over the MTD it was a leaking ship. But Paul gave it a new hull, overhauled the engines and put together a good crew."

Frank Drozak now has the reins of the MTD, an organization representing 43 International Unions with a combined membership of 8 million American workers.

As Lane Kirkland said, "I vouch for Frank Drozak's ability to do the job."



MTD Vice President Steve Leslie, left, presents new MTD President Frank Drozak with the gavel formally marking the beginning of the stewardship of Drozak as President of the AFL-CIO Maritime Trades Department.

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SIU V.P. Tanner Retires; A Charter Member

IT was 1935 and a teenage boy wanted to leave the depression behind for awhile by seeing the world. So he took an OS job on a ship out of Tampa, Fla.

Well he's back in Tampa now, but Cal Tanner has come a long way from his job as an ordinary seaman. Late last year he retired as vice president of the SIU.

From ordinary seaman to organizer to port agent to vice president, Cal Tanner has helped build and strengthen the SIU, making it a powerful and secure labor union for seamen and boatmen.

Born Dec. 27, 1916 in Tampa, his full name is William Calton Tanner. During his first few years of shipping out, Tanner was a member of the old International Seamen's Union. But as soon as the SIU was formed in 1938, he became a charter member.

During World War II he sailed in all the war zones as AB and bosun. In 1943 he was on the same ship with Claude "Sonny" Simmons when a torpedo blew the ship out from under them. Sonny Simmons, like Tanner, later became a high ranking SIU official.



Their ship, the 23-year-old *Norwalk*, was off Cuba when she was struck at about three in the morning. Tanner helped lower the lifeboat and then made it to a raft.

When daylight broke the crew was picked up by a Norwegian ore carrier and then transferred to a Cuban gunboat that took them to Cuba. From there they were repatriated to the States.

Just before the end of the War in the Pacific, Tanner was asked to come ashore by Paul Hall, who was then SIU New York port

agent. Hall wanted Tanner to take part in an organizing drive.

What followed in the next two years was the biggest deep sea organizing drive in the history of the maritime labor movement.

Spearheaded by Hall, Tanner, Simmons, Lindsey Williams and Bull Shepherd, more than 120 Isthmian ships came under the SIU banner.

Tanner was also involved in the Cities Service organizing drive which started during the Isthmian campaign. He took part in numerous other smaller organizing drives over the years.

In 1946 Tanner was elected to the office of SIU Atlantic and Gulf District port agent in Mobile, Ala. He assumed that post in 1947 and held it until 1960. In 1947 he was also elected vice president of the International and remained in that post until 1972. While in Mobile, Tanner also became a member of the State Dock Board.

In 1960 he was elected as the first executive vice president of the SIU A&G District. Stationed at Union Headquarters until 1970, Tanner returned to Tampa when he developed heart trouble.

In the mid 1970's Tanner was elected to the post of vice president in charge of contracts and contract enforcement, the position he held until his retirement.

Tanner has also played an active role in the Maritime Trades Department (MTD) of the AFL-CIO.

In 1946 he was a member of the original group that went before William Green, then president of the AFL, to receive the charter for the MTD. While in Alabama and Florida, Tanner served on the MTD's Port Councils. He also helped organize Port Councils on the Great Lakes.

Tanner and his wife, Mary, have two children, Robert (Robbie), and Mrs. Sandra Hurley. Robbie is an AB who is studying for his third mate's license and Sandra's husband is a green ticket AB.

From that first ship in 1935 until his retirement in late 1979, Cal Tanner's career spans 44 years as a seaman and top Union official. And coincidentally, when he joined the SIU back in 1938, the book number he received was C-44.

Sea-Land Christens 3rd of 12 Diesel Containerships

WITH the christening of the SIU-contracted *Sea-Land Developer* this month, Sea-Land's brand-new D-9 class diesel-powered fleet rose to one quarter of its planned strength.

The *Developer* is the third of 12 D-9 containerships which will make up Sea-Land's \$580 million diesel construction program.

Seafarers crewed the first, the *Sea-Land Pioneer*, this month. The *Sea-Land Defender*, christened last November, will be crewing soon.

All 12 of the energy-efficient containerships are expected to be engaged in Sea-Land's transatlantic and transpacific service by the end of 1980.

Like her 11 sisterships, the *Sea-Land Developer* will be powered by a 27,135 BHP diesel engine. She'll operate at the relatively slow speed of 22 knots. But she was built for fuel-efficiency, not for breaking transoceanic records.

All 12 of the 745-foot D-9s can carry either 35-foot or 40-foot

containers. Their carrying capacity is 839 containers and space has also been allocated for refrigerated and bulk liquid cargoes.

The *Developer*, like the rest of Sea-Land's diesel fleet, has a draft of 31 feet, enabling her to call at just about all of the 121 ports around the world serviced by Sea-Land.

Christening and launching ceremonies for the *Developer* were held at the Mitsubishi Heavy Industries shipyard in

Japan, where she was built. Wielding the traditional bottle of champagne was Mrs. Charles F. Myers, Jr., wife of a member of the board of directors of R. J. Reynolds, Inc., Sea-Land's parent company.

A total of 10 of the D-9s will be built in Japan with the remaining two under construction in Korea.

No crewing date has yet been set for the *Developer* but she will be manned, like all 12 of the brand-new diesel containerships, by SIU members.

217 Boat People Owe Lives to Sharp Eyes of Ch. Steward

THE SIU is full of unsung heroes. Whole crews or individual seamen's actions have uncountable times made the difference between life and death to those they helped. The Seafarers themselves, though, often shrug it off with, "I was just doing my job."

One Seafarer who acted in the best tradition of the sea is Brother Hernell E. Edwards, a chief steward from the West Coast.

Brother Edwards was awarded an Admiral of the Ocean Seas (AOTOS) Mariners Rosette award, presented to individual seamen "in recognition of outstanding courage and devotion to duty," for his role in a rescue of Vietnamese boat people.

On Oct. 22, 1978, Edwards was serving as chief steward aboard the

President Roosevelt (APL). The ship was about one and a half days steaming time from Singapore carrying a full load of containers.

"I was standing on deck," Brother Edwards recounted, "and happened to see a small boat in the water. I was able to detect a blur, which looked like someone waving a flag."

Closer inspection through a pair of binoculars confirmed Edwards' guess.

"We found 217 Vietnamese refugees packed into a fishing boat which was lying low in the water," Edwards said. "They had been adrift for 14 days. They were out of water and their food was very low."

While part of the crew set up quarters aboard the *President Roosevelt* for the refugees, Edwards

and the rest of the steward department prepared a hot meal.

The crew set fire to the Vietnamese fishing boat where it wasn't a hazard to navigation and sunk it.

Though none of the *Roosevelt's* crew spoke Vietnamese, some of the refugees spoke English and were able to talk about their ordeal.

"They had shipped out under darkness," Edwards related. "Their engines had broken down several times and were pretty well shot. When they ran out of food and water, the Indochinese tried to wave at three different ships," Edwards continued. "A German container ship gave them water but wouldn't give them any food."

Brother Edwards said the whole crew pitched in to help the

boatpeople, who were detained aboard the *Roosevelt* for one day by local authorities in Singapore, given shots and then let ashore.



Hernell Edwards



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

THINGS happen fast in politics. A few months ago, Jimmy Carter's re-election campaign was barely treading water, while Ted Kennedy was coming on like gangbusters.

Now, Jimmy Carter is riding the crest of the wave of the Iran and Afghanistan crises, and Ted Kennedy is wondering what hit him.

Who knows! In another few months, the tide may very well turn back to Kennedy. Either way, you can be sure of one thing. The 1980 presidential race is going down to the wire.

Politics is a hard, tough, heartless business. Voters forget what happened last year or last month. In politics, the voter asks one question of a candidate. What have you done for me lately?

This year, the voters are going to be asking a lot of politicians that question. Because this year, the presidential election, as crucial as it may be, is just one of hundreds of important offices up for grabs.

THE entire House of Representatives—all 435 seats—will be contested. So will nearly one third of the Senate, as well as numerous important gubernatorial races.

The SIU and the labor movement in general have a lot of friends in that number. Most of them will be in political dogfights to keep their jobs.

It is our unshakeable responsibility to see that our friends do keep their jobs.

At the same time, there's a whole flock of politicians in office who we would love to get rid of. These are people who have fought against our own political initiatives in regard to the maritime industry, as well as doing their damndest to block the goals of the labor movement.

To us, these politicians are dangerous adversaries. You can be absolutely sure that we'll be doing our best to get these politicians un-elected.

This is—and has always been—the basis of our political strategy. We help our friends and punish our enemies.

The only problem is that labor's political friends have been declining in number, while our enemies grow stronger.

THAT'S why the 1980 elections are so important to us. We have a chance to inflict real damage on our enemies this year, while at the same time, key some important victories for our friends.

You should be glad to know that the SIU is already deeply involved in the 1980 elections.

We are constantly meeting with other unions to develop an effective, coordinated campaign policy. Our people have been, and will continue to be active in state caucuses and primaries. We will be in there all the way.

Our chances of being a big winner in 1980 are reasonably good. But don't kid yourself. Building a successful political campaign takes time. And time is not on our side. It takes manpower to hit the streets with the proper literature, to organize rallies and to man the phone banks.

But most importantly, it takes money. You can't do a thing in politics today without money. It takes money—and lots of it—for T.V. and radio time, and all the other things necessary to a successful campaign.

For us, that's where SPAD comes in. For those who have signed the SPAD checkoff, be proud of it. For those who haven't signed up, give it some serious thought.

LET'S face it. The American maritime industry lives and dies by politics. We have no lock on our future. We have to work hard and fight hard every day to make a little headway.

We have accomplished a lot as an organization through political action. It is our number one responsibility to protect it and make it better. And the most effective way of doing just that is through continued political action.

You see, brothers, people make politics and politicians make laws. If the wrong people are making the laws, our whole way of life—the seafaring life—can be jeopardized.

Again, 1980 is an important year for us. We can win some big fights if everyone participates through SPAD and by volunteering some time when you are on the beach.

The SIU is in there pitching right now. We'll be in to the end. Plan on doing your part.

U.S.C.G. Stall on Asbestos Blasted By Unions

SPOKESMEN from maritime labor and industry told a House Subcommittee last month that the Coast Guard and the Maritime Administration are playing "Russian Roulette" with the health of U.S. merchant seamen.

The Subcommittee on Coast Guard and Navigation of the House Merchant Marine and Fisheries Committee, chaired by Rep. Mario Biaggi (D-NY) held the first of two planned hearings on Jan. 24 to determine the risks of asbestos exposure to maritime workers.

SIU Executive Vice President Frank Drozak submitted a statement outlining the SIU's views for the hearings.

Testimony from witnesses before the Subcommittee also included National Marine Engineers Beneficial Assn. President Jesse Calhoun and a medical expert who sounded the same note: merchant seamen especially engine department personnel, are exposed to the

known cancer-causing effects of asbestos daily and little action has been taken to offset that exposure.

"The Government addressed the asbestos problem for shipbuilding and other occupations in 1972," MEBA President Calhoun told the Subcommittee, "when OSHA promulgated regulations limiting asbestos exposure." (OSHA, the Occupational Safety and Health Administration, is one of the federal agencies charged with overseeing on-the-job health and safety).

"However, OSHA does not have jurisdiction over vessel personnel," Calhoun added, "and we have yet to see any regulations come out of the agency that does exercise authority in this area: the U.S. Coast Guard."

In spite of their laxity in safeguarding engine room seamen from exposure to asbestos, which is found in insulation on boilers, steam pipes and other engine room equipment, the Coast Guard is aware

of the problem.

In 1978, the Coast Guard received the results of x-ray testing conducted by Dr. Robert W. Jones of Tulane University's Pulmonary Diseases Section. The testing revealed asbestos-related lung abnormalities in 12 percent of 6,671 seamen examined.

That 12 percent takes on even graver implications when compared with asbestos-related illness rates of 4.8 percent for factory workers and 3 percent for shipyard employees.

The Coast Guard's response to the Tulane University study was that they were engaged in the "active development of marine occupational safety and health regulations which will address chronic exposure problems directly." Two years later, the Coast Guard has still not come up with protective regulations for merchant seamen.

Letters introduced by witnesses before the Subcommittee also indicated that the Maritime

Administration is dragging their feet on asbestos regulation.

MarAd is conducting a survey to determine the extent to which engine room seafarers are exposed to asbestos contamination. But the study will not be concluded for two years.

The only other step taken, or planned, by MarAd in asbestos exposure regulation was a 1975 ruling. Since that time, asbestos materials have been banned for use in new commercial ships built under MarAd-administered government aid programs.

MarAd has said that asbestos regulations are the province of OSHA, the Environmental Protection Agency and the Coast Guard, not of the Maritime Administration.

All the witnesses before the Subcommittee warned that while the Coast Guard and MarAd continued to argue over whose jurisdiction asbestos regulations falls under, maritime workers are continuing to work around the carcinogenic material.

Carter's Budget Asks \$567M for Maritime

WASHINGTON, D.C.—The \$616 billion budget proposed late last month by President Carter for Fiscal Year 1981 contains many important maritime items. Of special concern to seamen are the merchant marine subsidy requests made by the Maritime Administration (MARAD).

For 1981, MARAD has asked for \$135 million in Construction Differential Subsidy (CDS) funds and \$348.5 million in Operating Differential Subsidy (ODS) funds.

CDS and ODS monies help American shipbuilders and ship operators function in the face of cut-rate foreign competition.

In the budget it is noted, however, that despite Federal subsidies the U.S. merchant marine "faces an increasingly uncertain future." In order to "reverse the existing unfavorable trend and to promote the industry more effectively," the Administration referred to its proposed legislation "to reorient the subsidy programs toward the growing market in the transportation of bulk commodities."

That's why the CDS of \$135 million is basically slated to be used for the construction of five new dry bulk cargo ships in the 35,000-45,000 dwt range. This is a planning figure, though. There are no specific applicants as yet.

Concerning the \$348 million for ODS, the budget noted that

"emphasis will continue to be placed on assuring that U.S.-flag bulk ship operators will be able to provide essential bulk services."

Some of the other items in MARAD's budget request include \$18.7 million for Research and Development and \$65.6 million for Operations and Training.

Under Research and Development are projects, such as, a study on Great Lakes Inland Feeder services, and the completion of research in the areas of ship operations, design and ship maneuvering.

Operations and Training include such items as development of waterborne transportation systems, and the operation of the U.S. Merchant Marine Academy.

Also, as part of Carter's overall budget, an estimated \$1.5 billion in ship construction loan commitments will be guaranteed by the government for 1981.

Further, outlays for water resources programs will be \$4.1 billion, and monies for water transportation programs amount to \$2.3 billion.

The Federal Maritime Commission has requested \$12.2 million for its expenses.

According to the budget, the FMC's "major program objectives for 1981 will continue to deal with the issue of illegal

rebating and other forms of malpractice by carriers operating in the ocean trades of the United States; and achieving compliance with the statutes through an effective regulatory program."

Other budgetary items relating to maritime include the monies for the Coast Guard and the U.S. Navy.

For the Coast Guard, the fiscal Year 1981 budget includes \$1.8 billion in budget authority, an increase of \$123 million over last year.

Among some of the highlights of the Coast Guard budget are: \$17 million for a new icebreaking tug and one new river buoy tender; \$104 million for continuation of a replacement program for overage and obsolete cutters, and \$22 million for continuation of modernization programs for buoy tenders and patrol boats.

Also in 1981, the Coast Guard will take over from the Navy full responsibility for the operation of OMEGA, a world-wide navigation system.

The Navy budget is part of the national defense budget which is estimated at \$146.2 billion.

For 1981, the Navy request for shipbuilding and conversion amounts to \$6.1 billion. This would include such vessels as a fleet ballistic missile ship, mine warfare and patrol ships, and auxiliary craft.

The President's budget also calls for a resumption of the Strategic Petroleum Reserve Program (SPR). The Administration believes that the protection afforded by a billion barrel reserve is still needed.

The budget notes that "no oil purchases for the strategic petroleum reserve have been made since March 1979, but purchases could be resumed in 1980 depending on international market conditions."

According to the budget, the Program had \$4 billion available for oil acquisitions, "\$2.3 billion of which is proposed for reappropriation in 1981."

The budget assumes that delivery may be resumed in June, 1980, at a level of 100,000 barrels per day. U.S. ships are guaranteed half of these cargoes.

It's planned that by the late 1980s, 750 million barrels of SPR oil will be in government storage.

Also, the Administration proposed a 1981 P.L. 480 food and aid program budget authority of \$1.1 billion. This would "permit shipments of 6 million metric tons of food, the same volume as in 1980." U.S. ships get half of these cargoes, as well.

The Administration has also proposed a "food security reserve" of up to 4 million metric tons for use in the food aid program.

Maritime Authorization: Another Battle Brewing?

ALTHOUGH the maritime industry is complex and often filled with uncertainties, one thing is readily understandable: no single development affects seamen more directly than passage each year of the Maritime Authorization Bill.

Congress is required to pass a Maritime Authorizations Bill annually. The legislation is exactly what the title suggests: a budget. Federal money is allotted to those programs considered to be in the public's best interest.

Last year, over \$400 million was authorized for the following items: operational and construction differential subsidy programs, maritime research and development, and maritime education and training.

The operational subsidy (ODS) and construction subsidy (CDS) programs alone accounted for over \$350 million of the monies approved by Congress for development and maintenance of the maritime industry. These subsidy pro-

grams were established under the terms of the Merchant Marine Acts of 1936 and 1970.

The Merchant Marine Act was enacted because Congress recognized the need for this country to maintain a merchant marine manned and built by American citizens.

Congress has had an unfortunate tendency to disregard the spirit of the Merchant Marine Act. They have in fact, allowed the merchant marine to deteriorate badly.

Were it not for careful monitoring by the SIU and other maritime interests, Congress might conceivably cut back on the Federal funding of operational and construction differential subsidies, even though these subsidies are among the few constructive actions taken by Congress to keep the American fleet afloat.

Last year, Congressional opponents of the subsidies waged an all out war to have the subsidies reduced, or changed in

such a way as to totally negate their effectiveness.

Briefly, the ODS and CDS programs help close the gap between the cost of building ships in the U.S. and crewing them with Americans as opposed to foreign vessels.

Soon, no doubt, you'll be reading stories in the *Log* detailing the progress of the

Maritime Authorizations Bill for fiscal year 1981, even though the Maritime Authorizations Bill for 1980 was just signed into law.

Don't skip over these stories, even though you may be sick of reading about facts and figures and maritime authorizations. For behind these stories will lie an important consideration:

Your job.

Allegiance Committee



Here's the Ship's Committee and a crewmember of the ST Allegiance (IOM) at a payoff last month at the Cities Service Dock, Linden, N.J. They are (l. to r.) AB Mike Granger, Bosun Kenny Marston, ship's chairman; Chief Steward George Rusholt, secretary-reporter; Deck Maintenance Jim Elwell, deck delegate and Engine Delegate Ed Ezra.

SIU Boatmen Crew New Flagship of National Marine



In the wheelhouse of the *National Energy* on the day of christening in New Orleans, La. are, from the left: Gerry Brown, SIU port agent in New Orleans; Capt. Red Benoit; Joe Sacco, SIU vice president, and Relief Capt. Lindley McDonald.

To emphasize the energy efficiency of the inland waterway industry, a new SIU-contracted boat was christened last month in New Orleans, La. as the *National Energy*.

Owned by St. Louis, Mo.-based National Marine Service,

the 5,600 horsepower boat has become the flagship of the company.

Her name also symbolizes her role in the carriage of America's energy resources. She will be moving bulk petroleum and chemical products, mainly on the



Shown underway is the *National Energy*, the impressive new flagship of SIU-contracted National Marine Service.

Gulf Intracoastal waterway and the lower Mississippi River system.

Measuring 140 feet in length, she has a beam of 42 feet and is powered by two turbo charged diesel engines.

She was built by Dravo Corpo-

ration's Engineering Works Division and launched from its Neville Island shipyard near Pittsburgh, Pa.

National Marine, where SIU Boatmen recently won an historic contract, operates 22 other tow-boats and 163 barges.

Buffalo Union Hall Closed: Cleveland Facility To Be Reopened

As of Feb. 1, 1980, the SIU hall in Buffalo, N.Y. was officially closed. The Union hall in the port of Cleveland, Ohio, which has been closed for the past two shipping seasons, will be reopened after renovation work is completed.

The SIU made the decision to close the Buffalo hall and reopen Cleveland based on two factors: the needs of the Great Lakes Union membership and a shift in Lakes shipping traffic.

Though Buffalo was once one of the busiest of Great Lakes ports for SIU members, that is no longer true today. In spite of the fact that the 611,000 tons of ore, coal, grain and general cargo which moved through Buffalo during 1979 was the second highest total reported in the port's history, most of those cargoes were foreign-bound and moved on foreign ships.

In addition, Buffalo's former status as the biggest winter lay-up port on the Lakes has declined sharply in recent years. In the past,

Buffalo had wintered as many as 20 to 30 ships loaded with storage grain. This year, there are only two or three such ships laid up in that port.

But shipping activity at the port of Cleveland is booming. Located two steps away from the Cuyahoga River (which locals call the Cleveland Creek) many SIU-contracted Great Lakes vessels pass by the hall. And several Great Lakes ship operators are headquartered in the city.

The winding, Cuyahoga River is an important artery for Great Lakes shipping. In fact, American Steamship Co. is building a vessel, to be delivered in the fall of 1980,

especially for transit on the Cuyahoga. Hull #724 will be making a regular run from Lorain, Ohio with ore for steel mills on the upper river. The specially designed ship will be crewed by Great Lakes Seafarers as are all American Steamship Co. vessels.

Another factor involved in the decision to re-open the Cleveland Union hall is the presence of an SIU clinic in the area. Buffalo has no clinic and those Seafarers shipping out of Buffalo had to travel to Cleveland for their physicals and then make the return trip back up to Buffalo.

Finally, when the Cleveland hall is

active again, SIU reps will grease the wheels to get the Cleveland Maritime Port Council, inactive for the past several years, going again.

The painting and other repair work on the Cleveland hall will be completed in time for the start of the 1980 shipping season. A port agent will be assigned to the hall but has not yet been named.

The Cleveland SIU hall is located at 1290 Old River Rd., Cleveland, Ohio, 44113. The phone number is (216) MA-1-5450.

Lakes Seafarers Get COLA Increase

Under the terms of the SIU's contract with the Great Lakes Association of Marine Operators (GLAMO) and Kinsman Lines, Great Lakes Seafarers received the first cost of living adjustment for 1980.

Effective Feb. 1, Great Lakes SIU members received a 21 cents per hour COLA, added on to their regular hourly wage rates.

During 1979, Great Lakes Seafarers received cost of living adjustments totalling 82 cents which were rolled in and included in wage rates effective at the New Year.

COLA's are based on increases in the Consumer Price Index which is published quarterly. For every .3 point rise in the CPI, Great Lakes Seafarers receive a one-cent-an-hour add-on.

The Index for December rose to 230, a 6.3 point increase over September's Index. The next adjustment date for 1980 will be May 1.

Ogden Leader Committee



Shipmates shaking hands are (l. to r.) Steward Delegate Earl N. Gray and Engine Delegate Ernest Ramirez, members of the Ship's Committee of the ST Ogden Leader (Ogden Marine). Also on the committee are (l. to r.) Recertified Bosun Macon Welch, ship's chairman and Deck Delegate Mike Cramer. The tanker paid off late last month at the Exxon Bayway (N.J.) Dock.

Vietnam Sealift Vets

Any merchant seamen who might have visited Vietnam between 1946 and 1975, and would like to contribute either stories or photographs for a book project now nearing completion, is urged to contact the author, Michael Gillen, at the following address: Seafarers International Union, LOG Office, 675 4th Ave., Brooklyn, N.Y. 11232. Or call: (212) 499-6600 ext. 243. All letters will be answered promptly, and all photos will be returned upon request.

Tug Crew Triumphs in Firefighting Ordeal

"I've been scared before, but I've never been scared like that."

Larry "Sea Dog" Evans, a young Deckhand on the SIU-contracted harbor tug *The Judge* (G & H Towing Co.), probably wasn't the only one scared, amongst those who fought the fire on the stricken Liberian tanker *Burmah Agate* last November.

The 772-foot tanker was loaded with 16.3 million gallons of light crude oil when she collided with the Liberian-registered freighter *Mimosa*, 4.5 miles off Galveston Bay, during the early morning hours of Nov. 1.

Both ships immediately burst into flames, and all but four of the *Burmah Agate's* 36 crewmembers were lost.

The entire 26-man crew of the *Mimosa* was saved, but not until after they had left their ship, with engines still running and the wheel hard over, to run amok through a section of the Gulf that's dotted with gas and oil wells. Fortunately, the ship was brought under control before any further damage could be done.

The flames, smoke, intense heat and periodic explosions of a burning oil tanker is enough to scare anybody—especially if you are up close. The men who work *The Judge* were up close.

In a recent letter to the *Log*, Capt. R. D. Fasano of G & H Towing explained the initial sequence of events that followed the collision of the two ships. "Immediately after the accident," wrote Fasano, "it became apparent that proper firefighting equipment was not available. As a result, three of our tugs were eventually dispatched to aid the U.S. Coast Guard in their efforts."

First on the scene was the tug *C. R. Haden*, followed shortly by *The Judge*. These two boats



The *Judge's* monitor poured 1,000 gallons a minute on the burning tanker.

Spearhead Week-Long Effort to Squelch Tanker Fire



The *Judge*, up close, pours it on in the week-long firefighting ordeal.

aided significantly in putting out the fire on the *SS Mimosa*, then turned their attention to the *SS Burmah Agate*. On the evening of November 1 they were joined by the tug *Laura Haden*.

The *Log* caught up with *The Judge* in Galveston recently, and spoke with the second watch to man the boat after the collision took place. (Those on the first watch, who we did not have a chance to speak with were: Capt. J. B. Niday, Engineer Harold McDaniel, and Deckhands Ray McGuire and Otto Bruggeman. Both McGuire and Bruggeman are graduates of the SIU's Harry Lundeborg School.)

Bobby Sarvis, Mate on *The Judge*, comes from a family of Texas boatmen, and we were told that he can "drive a boat better'n anybody." At 27 Sarvis already has 10 year's experience with G & H Towing. When asked to give us his impressions of the *Burmah Agate* disaster, Sarvis said: "The first watch was out there for about a day, and then we were brought out to take over for them. During the crew change the ship blew up again and we all had to leave. After a while we went back alongside and did what was possible. Our orders were kind of vague: 'Do what you can do'."

Ship Blew Again

The idea was to contain the fire as much as possible to the after-section of the stricken tanker, to keep the forward tanks from blowing. Using two standard firehoses, plus a swivel "monitor" with a six-inch hose, the crew of *The Judge* poured seawater onto the flames and tank tops of the *Agate*.

"What freaked us out the most," said Henry C. J. Jankowski

(who manned the Monitor), "was when the Coast Guard told us it was 'perfectly alright to go back in.' So we went back in close, put a line on the ship, and started to pour it on again. But the line broke and we drifted back about 50 feet. Then the ship blew again. It's good thing the line broke."

The explosion ripped the pumphouse off the deck of the ship, and "that's when the kingposts started crisscrossing," said Jankowski. The heat was so intense that the ship's bell melted before the firefighters' eyes.

While Sarvis, Evans, and Jankowski worked feverishly topside, Engineer J. C. Tilsdale kept the pumping equipment going down below, lending an able hand elsewhere when he could.

Those who manned the hoses could clearly see the *Burmah Agate's* tank tops "huffing and puffing, and fixin' to blow." Green smoke (the sign of boiling oil) seeped out from under the

warped covers. "It was very, very hazardous," said Jankowski, a veteran of several trips to Vietnam in ammo-laden ships. "And there wasn't a piece of paint left on that ship anywhere," he added.

Fought Fire a Week

The three G & H Tugs stayed on the scene of the burning tanker for about a week, providing the primary firefighting effort during that period. It was finally decided that the fire could not be put out altogether, so it was allowed to smolder and burn until early January when, on Jan. 8, it was declared officially out (after 69 days).

Though it is expected that as many as 6.3 million of the original cargo of 16.3 million gallons may still be salvaged from the *Burmah Agate's* forward tanks, the vessel itself will eventually either be towed to sea and sunk, or scrapped.

As for the crew of *The Judge*, and the other boats that participated in the effort to contain the flames on the *Burmah Agate*, not enough can be said about them. The Coast Guard had high praise for the performance of the G & H crews. Mate Bobby Sarvis summed things up by saying that it was "a well run operation, and there were no injuries amongst the G & H crews."

But perhaps the most fitting comment came from Capt. Fasano in his letter to the *Log*, when he concluded by saying: "I would like to take this opportunity to congratulate all these men for their fine efforts which gave evidence of the skill, seamanship, dedication and courage of your membership and the American seaman."



They fought the fire on the *Burmah Agate*: l. to r., Mate Bobby Sarvis, Engineer J. C. Tilsdale, Deckhand Larry Evans, and Deckhand Henry C. Jankowski.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

February 1980

Legislative, Administrative and Regulatory Happenings

Frank Pecquex Assigned to Washington: Adds New Dimension to SIU Team

In the vital area of legislation, the SIU has taken another step to insure that its members' interests are protected.

Frank Pecquex, who worked at Union Headquarters as assistant to Executive Vice President Frank Drozak, has been assigned by Drozak to the SIU's legislative staff in Washington, D.C.

Because of his many years with the SIU in New York, Pecquex brings an in-depth knowledge of Headquarters' operations and the needs of the membership to his new assignment.

Pecquex began working for the SIU in October of 1967. He received a B.A. from St. John's University in New York and his first job with the SIU was in its Research Department.

During his years with the SIU, Pecquex continued to study at night at St. John's and earned his Masters degree in history.

14 Towboat Scholarship Winners Attend TI Seminar in Washington



Another group of inland waterways boatmen—participants in the Transportation Institute's Scholarship Upgrading Program—went to Washington earlier this month to attend a legislative and political action seminar. During their visit to the nation's capital, the SIU boatmen attended meetings at the Transportation Institute and the AFL-CIO Maritime Trades Department. Later, they visited a Congressional office and toured the Capitol.

The boatmen were accompanied on their tour by SIU Legislative Representative Betty Rocker, and Lundberg School Instructor Capt. Irwin Gros, and SIU Representative Nick Marrone. They all got together on the Capitol steps for this photo. Seen here with Ms. Rocker, Capt. Gros and Mr. Marrone are: James Parese, Edward Waldon, Clifford Goss, John West, Dana Ard, Michael Haral, David Lucas, Stephen Plach, Richard Stropich, Alan Watts, David Jones, Jeff Gainey, Max Sowell and Kenneth Killian.

In 1974, Pecquex began working closely with Drozak as his assistant. In that year and in 1975, he spent a lot of working time on the Union's Sabine Organizing Drive.

More recently, Pecquex worked in manpower operations at Headquarters, both in the deep sea and inland fields.

Because of this wide ranging knowledge of Headquarters and of the membership's needs, Pecquex will add a new dimension to the important work that must be done in Washington, D.C.

Talking about his new assignment, Pecquex said that the "job will require constant contact with Congressmen in an effort to explain how proposed legislation will affect the livelihood of all SIU members—deep sea, Lakes, and inland."

He pointed out that the SIU has "long recognized the direct impact that legislation has on maritime affairs." He added that in light of recent increased "opposition to the



maintenance of a viable American maritime industry, the Union realized that it must step up its activities on the legislative front."

Frank Pecquex and his wife, Linda, have two children, Genevieve and Andrew.

On the Agenda in Congress...

CONGRESSIONAL HEARINGS

Two hearings—one in the House and one in the Senate—are scheduled later this month to address some important maritime matters.

MARITIME AUTHORIZATION

The Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee will begin hearings on Feb. 22 on the budget authorization for the Maritime Administration for fiscal year 1981. Included in the MARAD budget requests are substantial appropriations for the various ship construction and ship operating subsidy programs. Committee Chairman John Murphy (D-NY) will chair the hearings. A second hearing is planned for Feb. 25.

SHIP CONSTRUCTION

The Merchant Marine and Tourism Subcommittee of the Senate Commerce, Science and Transportation Committee will hold a hearing on an application filed by Sea-Land to trade in eight SL-7 class containerships. (See story in this section of the LOG). The hearing will take place Feb. 22. Subcommittee Chairman Senator Daniel K. Inouye (D-HI) will preside.

CONGRESSIONAL ACTION

Congress this month took floor action on three items of particular concern to the maritime industry.

WAR RISK INSURANCE (S. 1452)

On Jan. 25, the Senate passed legislation to extend the provisions of Title XII, War Risk Insurance program. As amended, S. 1452 extends the program for a period of five years until Sept. 30, 1984 instead of permanently, as originally provided for in the legislation.

In the House, the bill was passed under a special procedure on Feb. 11.

NEGOTIATED PROCUREMENT (H.R. 5913)

On Feb. 12, by a vote of 324-36, the House, under a suspension of the rules, passed legislation granting the Secretary of Commerce permanent authority to accept negotiated bids for ships to be constructed with the aid of construction differential subsidy.

TERMINATION OF U.S./RUSSIAN MARITIME AGREEMENT (Res. 269)

On Jan. 30, Congressman John Murphy (D-NY) and Congressman Paul McCloskey (R-CA) introduced a resolution calling for the termination of maritime agreements between the United States and the Soviet Union.

In a statement released on Jan. 29, Congressman Murphy stated that the termination of the Agreement on Maritime Matters which the U.S. entered into with the Soviet Union on Jan. 1, 1976, would "effectively deny Soviet merchant vessels access to at least 60 U.S. ports."

Congressman McCloskey further stated "the resolution will make it clear to President Carter that it is the will of the Congress and of the American people that the Soviet Union be punished...until it withdraws all of its troops from Afghanistan."

This measure has been referred to the House Committee on Merchant Marine and Fisheries and Foreign Affairs.



Sen. Warner Tells NMC He's 100% for Strong



Sen. John Warner (R-Va.) told the NMC gathering that he is 100 percent for a strong U.S. maritime industry.

SEN. John Warner (R-Va.) told a gathering of 300 shippers, shipowners and representatives of maritime labor that the U.S. maritime industry can count on him for support in the Senate.

Warner made his remarks at a forum sponsored by the National Maritime Council, a labor-management promotional group for U.S. maritime.

The former Secretary of the Navy said that the U.S. must recognize the importance of seapower to the national security of America and our allies.

He said that Russia's program to build up her merchant and naval fleets is a serious threat to U.S. security, especially in light of America's declining maritime position in relation to other world fleets.

Sen Warner also stated that the American shipbuilding industry is in deep trouble. He said that a total of 66,000 shipyard workers face unemployment lines in the next decade unless proper steps are taken to insure work

U.S. Maritime

for U.S. yards. Warner's home state of Virginia employs 25,000 shipyard workers.

Warner made it very clear that the industry should not expect Congress to do a thing unless pressured by the industry. He suggested the formation of a maritime caucus in both houses of Congress. He said that the caucus system has worked well for the coal industry, in particular.

Warner said that the industry must make an all out effort in Washington to educate Congress on the importance of seapower to national security. He also said that the industry must make serious efforts to stimulate the Administration into action to support maritime.

Blackwell, Gibson Attend

TWO former Secretaries of Commerce for Maritime Affairs were in attendance at the NMC gathering. Andrew Gibson, now president of Delta Lines, and Robert Blackwell, now a private consultant for maritime, gave their views on the situation.

The two agreed that maritime's big problem is that neither Congress nor successive Administrations believed that a strong U.S. merchant marine is necessary to national security.

Gibson said that he felt there was little or no comprehension in Congress of the important international tool seapower can be to a nation.

Blackwell stated that the only time America looks to her merchant marine is in time of national emergency. He said, "we need a long range program with long term goals so that 10 or 20 years down the line, America will be ready for any eventuality, at least in regard to seapower."



ILA President Teddy Gleason wants a firm decision by the Supreme Court concerning contested work rules in the ILA contract.

ILA's Gleason Gives Address

SPECIAL guest speaker at the NMC forum was ILA President Teddy Gleason. He told the shippers and shipowners in no uncertain terms how upset the ILA is over court rulings which attempt to destroy certain job preservation work rules in the ILA contract.

Gleason noted that the ILA contract expires in September 1980. He said that the ILA desperately needs a "firm decision by the Supreme Court on the validity of 'Rules on Containers' under its historic work preservation doctrine. We need this in order to know whether we are properly charting our collective bargaining courses."

Gleason said that the ILA wanted a new contract without a strike. But he said, "we demand decent wages and job security for our membership."

Capt. Stone Is Named US Maritime Attache; Was TI Representative

Captain Richard W. Stone was appointed this month to be the U.S. Maritime Administration's foreign representative in Athens, Greece. The announcement was made by Samuel B. Nemirow, Assistant Secretary of Commerce for Maritime Affairs.

Prior to his appointment, Captain Stone was Director of Maritime Affairs of the Transportation Institute, an organization which represents 130 maritime companies engaged in the nation's foreign and domestic

commerce. In this position, he acted as liaison with Federal agencies whose policies and programs affect the maritime industry.

In his new position, Stone will be responsible for maintaining contact with foreign governments in his area of responsibility, and shipping industry executives. He will monitor foreign shipping laws, regulations, and policies which could affect the competitive operation and construction of U.S.-flag merchant ships. Although stationed in Athens, Stone

will also be the Agency's liaison with the maritime interests and governments of Italy, Turkey, Israel, Yugoslavia, Egypt, and other countries of the Middle East and Africa.

During his career with the Transportation Institute, Stone was instrumental in formulating private industry positions in support of negotiations which led to the landmark U.S.-U.S.S.R. Maritime Agreement. He also participated in the development of concepts and provisions of the Merchant Marine Act of 1970.

U.S. Announces It Will Rejoin ILO

President Carter has announced that the United States will again be a participating member of the United Nations International Labor Organization. The U.S. severed its ties with the international labor body two years ago when it became clear that the organization was injecting politics into its deliberations and "began straying too far from its fundamental principles."

The U.S. is scheduled to officially rejoin the ILO as of Feb. 18 when Secretary of State Cyrus Vance presents a letter from the President to the labor organization's director in Geneva.

President Carter said his decision to again participate in the organization is based on his belief that the ILO "has successfully returned to its original purposes."

The ILO was founded in 1919 under the Treaty of Versailles which ended World War I. It is the only international organization with labor, industry and government representatives from each member country, and it is the only international organization surviving from the Treaty of Versailles.

The mission of the ILO is to improve world-wide labor standards and working conditions, and to promote human rights.



Capt. Richard Stone

AFL-CIO Maritime Trades Department

RESOLUTIONS and reports ranging from energy to wage standards laws to the dredging industry were handled by the Maritime Trades Department's Executive Board at its annual midwinter meeting in Bal Harbour, Fla.

Representatives from the 43 national and international unions, including the SIUNA, also voted unanimously to make acting SIU President Frank Drozak president of the MTD. This action was taken because of President Paul Hall's serious illness. (For a full story, see page 3 of this Log.)

A number of important representatives from labor and the Congress spoke to the Board at the two-day meeting. They were, from the AFL-CIO: **President Lane Kirkland**; Secretary-Treasurer Tom Donohue; Legislative Director Ray Denison, and Research Director Rudy Oswald.

Speakers from the Congress were: **Representative John Murphy (D-N.Y.)**, who is chairman of the House Merchant Marine and Fisheries Committee, and Representative **Leo Zeffereetti (D-N.Y.)**, who is on the important Rules Committee. Stories on some of the speeches appear on page 14 of this Log.

Following is a brief rundown of some of the resolutions and reports handled by the board:

ENERGY

The U.S. must develop a national energy plan that will lead to greater energy self-sufficiency for the country.

Among the MTD's recommendations are:

- utilizing domestic resources at home rather than exporting them.
- establishing goals for alternate forms of energy to replace specific amounts of imported oil.
- building up the strategic petroleum reserve.
- diversifying our energy imports.
- constructing the Northern Tier Pipeline System.

LEGISLATIVE REPORT

The MTD has participated in numerous efforts and worked vigorously for the enactment of legislation which would improve the job and economic well-being of American workers. Among them were:

- Enactment of the Export Administration Act Amendments of 1979. These Amend-

ments strengthened and extended the restrictions against the export or exchange of Alaska North Slope crude oil.

- Defeat of bills to repeal the 1931 Davis-Bacon Act which requires that contractors on Federally-funded projects of \$2,000 or more pay locally "prevailing wages."

- Enactment of legislation providing for the operation of five U.S.-flag passenger vessels in the domestic passenger trade.

- Defeat of efforts to tax the fringe benefits of American workers.

Following are some of the issues still before the U.S. Congress:

Ocean Mining: The MTD is working hard to insure that new jobs and other benefits created by ocean mining legislation will flow back to the U.S. and to American workers.

Omnibus Maritime Legislation: The purpose of the Omnibus Regulatory Reform, Revitalization and Reorganization Act of 1979 is to significantly increase the amount of cargo carried on U.S. vessels. The MTD, which is fully in support of this idea, is watching this bill carefully however because of provisions which might badly affect certain segments of the industry.

Alaska Lands: The MTD is working for enactment of legislation which strikes the proper balance between conservation and commercial development in Alaska.

Refinery Incentive Plan: The development of a refinery incentive program in the U.S. has long been a goal of the Department. That's why it's closely watching the Domestic Refinery Development and Improvement Act of 1979 which is in Congress.

Small Vessel Manning: The MTD opposes legislation, H.R. 5164, which would erode existing safety regulations as well as manning and working conditions on small vessels.

Maritime Authorizations: MTD remains committed to the proper and adequate funding of U.S. maritime programs.

Corporate Democracy Act of 1980: The Executive Board supports this Act which would reform the internal governing structure of corporations.

STRIKE AT SANDERSON FARMS

The MTD pledged to play a strong and continuing role in the struggle of workers at Sanderson



New MTD President Frank Drozak, left, chaired the MTD Executive Board meeting this month with the able assistance of MTD Vice President Steve Leslie, right.

Farms in Laurel, Miss. Members of one of MTD's affiliates, the International Chemical Workers Union, have been on strike against their repressive employer since Feb. 27, 1979.

There is a national boycott of the company's product, labeled as Miss Goldy's.

COAST GUARD

Because of the Coast Guard's poor performance, the MTD Executive Board voted to return to the Department of Commerce the Guard's functions and responsibilities relating to the civilian merchant marine.

The Coast Guard is the Federal agency with jurisdiction over the inspection and operation of U.S. merchant vessels and the licensing and certification of shipboard personnel.

Yet, since the Coast Guard obtained this jurisdiction from the Department of Commerce, its efforts in both these areas have been lacking. So has its efforts to implement the goals of the Occupational Safety and Health Act of 1970 and the Outer Continental Shelf Lands Act of 1954 as amended.

SHIPBUILDING

The U.S. shipbuilding industry, the MTD feels, must work harder than ever to support activities and legislation that promote and expand the shipbuilding market.

Also, the MTD supports certain legislative moves in Congress that would benefit U.S. shipyards. These include a proposal to expand the U.S. fishing industry as well as the Deep Seabed Hard Minerals Resources Act.

FOREIGN VESSEL TRADE-IN

Sea-Land Service, Inc. wants to trade-in to the government eight SL-7 containerships. The MTD urged that the government take no action on this trade-in until all the facts are made available and until there is some contractual agreement to build new vessels in the U.S.

MARITIME POLICY STATEMENT

The MTD contends that a comprehensive and aggressive national maritime program must be enacted if the U.S. maritime industry is to be rejuvenated.

Among the things it recommends are:

- promotion of bilateral shipping agreements with America's trading partners.
- utilization of the U.S. merchant marine as a military auxiliary fleet.
- implementation of a national energy and minerals policy which recognizes the essential role of the U.S.-flag fleet.
- elimination of the Virgin Islands' loophole in the Jones Act.
- initiation of incentives to rebuild the U.S.-flag dry bulk fleet.



*Special 4 Page
Report*



Frank Martino, president of the Chemical Workers, hits the deck on the Sanderson Farms strike.



Roman Gralewicz, president of the SIU of Canada, is Eastern Area Executive Board member of MTD.



Bill Lucy, secretary-treasurer of AFSCME, gave MTD Board report on threat to public employee jobs due to proposition 13 tax cuts.



Leon Schacter, vice president, United Food and Commercial Workers.

Executive Board Meeting, Feb. 14-15, 1980,



Jesse Calhoon, president of National MEBA, delivered report on legislation to MTD Board.



Ed Panerello, officer of the MTD Port Council for Greater New York and Vicinity.



Julius Isaacson, president of the Novelty Workers, asked MTD for help to pressure professional sports franchises to buy American.



Frank Raftery, president of the Painters Union.



Here are, from the left: Whitey Disley, president, Marine Firemen's Union; George McCartney, of the SIU; and Roy "Buck" Mercer, head of the Military Sea Transport Union.



Mrs. Jean Ingrao, Executive Secretary-Treasurer of the MTD.



Page Groton, of the Boilermakers, is a long time MTD Board member.



Frank Casale, president of the Leather Workers Union.



Bob Smith, president of the Radio Officers Union.



John Yarmola, president of the UIW of the Midwest, and an international vice president of the SIUNA.

Maritime Trades Department, AFL-CIO



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



Bob Cooney, vice president of the Ironworkers.



George Poulin, vice president of the International Union of Machinists and Aerospace Workers.



Dominick Carnevale, of the Plumbers and Pipefitters Union.



The MTD Executive Board meeting listens in as AFL-CIO President Lane Kirkland delivers keynote address.

Speakers at MTD Exec. Board...

Kirkland Wants Teamsters, UAW, UMW Back in AFL-CIO

THE AFL-CIO's new president Lane Kirkland is far from being old fashioned. But Kirkland is a firm believer in the oldest and most basic concept of trade unionism—unity.

Kirkland is also a believer in telling it like it is. And he told the mid-winter meeting of the AFL-CIO Maritime Trades Department exactly how he feels about unity.

Kirkland bluntly said that he wants the labor movement reunited under one banner—the AFL-CIO banner. He affirmed that it was time that the Teamsters, the United Auto Workers and the United Mine Workers come back into the AFL-CIO after years of separation.

Kirkland told the MTD that he had already "begun discussions" with the three prodigal unions on rejoining the Federation. He said simply, "I see no great obstacle standing in the way. There is no good trade union reason today why there should be this separation."

In another area concerning unity, Kirkland told the MTD Board that he supported President Carter's move to rejoin the International Labor Organization. The U.S. pulled out of the ILO two years ago.

Concerning the 1980 elections, Kirkland stated that individual Unions could support whomever they pleased for president. But he

warned, "don't do it for free. Make sure you have a commitment of mutual support from the candidate you support."

On the economy, Kirkland said that Carter's Fiscal 1981 Budget "was not a real good one. But it could have been worse."

He said that the AFL-CIO was able to punch up Carter's Budget in at least four important areas dealing with job creation programs.

Kirkland also reaffirmed the AFL-CIO's position that the burden of wage and price controls must not be thrown totally on the worker. Industry must share equally in keeping down inflation.



AFL-CIO President Lane Kirkland

Murphy: 'Omnibus Bill Will Secure 50% Share for U.S. Ships'

REP. John Murphy (D-N.Y.) would like to see American ships carrying 50 percent of all American foreign commerce as opposed to the paltry 5 percent our fleet carries now.

Murphy, who is chairman of the House Merchant Marine Committee, told the MTD Executive Board that this 50 percent goal can be achieved if his "Omnibus Maritime Bill" is passed into law.

The Omnibus bill is very complicated. And as Murphy found out in 25 days of hearings, the original draft of the bill did not have the complete support of all segments of U.S. maritime.

So, as Murphy told the MTD, he

redrafted the bill to encompass the idea and suggestions of labor and industry.

Now Murphy feels that "this could be the year of the U.S. flag if we can hold the divergent interests of maritime together."

More hearings, however, must be held on the new "Omnibus" bill before any action can be taken on it.

Rep. Murphy also outlined other legislative issues he's been involved in lately.

He told the MTD Board that he supports the ILA boycott of Russian ships. Murphy has introduced a resolution to terminate the U.S.-USSR shipping agreement which

allows Russian vessels to enter 42 American ports.

Murphy has also introduced a bill to extend the use of USPHS

hospitals to retired and disabled seamen. USPHS service has always been denied to retired and disabled seamen in the past.

Oswald: 'U.S. Taking a Beating on Trade'

One of the toughest jobs in the AFL-CIO is director of research. Rudy Oswald has this unenviable position. But he knows his business and is doing an outstanding job in providing the Federation with all the facts and figures on a wide variety of important issues, legislative and otherwise.

Oswald told the MTD Executive Board his office is deeply involved at this time in dissecting the proposed

Federal budget for 1981.

He also talked about the Multilateral Trade Negotiations and how once again the U.S. was allowing itself to get the dirty end of the stick in international trade.

He said in the long run, it is the American worker who gets hurt when the U.S. allows nations like Korea, Taiwan and Hong Kong to flood the U.S. market with imported goods.

Rep. Leo Zeferetti: U.S. Needs National Maritime Policy

IT'S important to know who your friends are and who your enemies are in Congress.

Rep. Leo Zeferetti (D-N.Y.) is a friend. He's a friend of maritime and a friend of labor. He has distin-

guished himself in only his second term of office as an intelligent and able Congressman.

His first assignment after being elected in 1976 was to the House Merchant Marine and Fisheries

Committee.

However, since his re-election in 1978, he has been serving on the Rules Committee, one of the most important and influential Committees in the House. Virtually, every major legislative initiative must travel through the Rules Committee.

Any maritime bills that go through Rules will have the support of Leo Zeferetti.

In fact, as Zeferetti told the MTD Executive Board this month, he believes "the U.S. needs a real national maritime policy." He told the MTD that part of a maritime policy "must include bilateral shipping agreements."

The Brooklyn Congressman also stated that the U.S. "simply doesn't have the merchant fleet or Navy to get the job done" in the event of a national emergency.

Denison: 'Must Fight to Keep What We Have'

The new Legislative Director of the AFL-CIO is Ray Denison. That's good for maritime, because he is a former editor of the Log, which he says has given him "a good understanding of the problems of maritime."

But in his new job, Ray will have a lot more to worry about than maritime.

He told the MTD Executive Board that "we have our work cut out just to hold onto what we have." However, Denison said that "even in this atmosphere we can move forward."

Denison also pointed out the "potential horrors" facing labor should "we fail to be effective in the 1980 elections."

In closing, Denison said that his immediate concern is "Senate confirmation of William Lubbers as

head of the NLRB." He said Lubbers is being opposed by business interests.

Donahue: 'We'll Help Affiliates Organize'

Tom Donahue has been Secretary-Treasurer of the AFL-CIO for only a few months. But already he is completely emersed in his job and has a lot of ideas on how the Federation can help affiliated unions.

Donahue said that one of the prime concerns of unions should be "to organize new workers." He said that the Federation will be supplying increasing aid to affiliates to help them organize. In the past, organizing has largely been left as the responsibility of individual International Unions.

He said the Federation would also be conducting programs on Pension Investment Management.

Donahue said other major concerns of the AFL-CIO at this time includes: wage and price controls; the Federal Budget; attacks on Occupational Safety and Health, and the Iran and Afghanistan crises.



Rep. John Murphy



Rep. Leo Zeferetti



Tom Donahue



Ray Denison



Rudy Oswald



Review Board to Decide V.A. Benefits for Seamen Issue

Unions Submitting Application On Behalf of Wartime Seamen

ON the day President Franklin Delano Roosevelt signed the first GI Bill into law, in 1944, he recommended that merchant seamen should also be awarded veteran's benefits.

"I trust," said Roosevelt, "that Congress will also soon provide similar opportunities... to members of the merchant marine who have risked their lives time and again during this war for the welfare of their country."

Merchant seamen risked their lives to the extent that 3.8 percent of their number perished, as a result of enemy action, in the first year of the war, compared to a 1.0 percent loss rate for members of the armed forces in the same time period. The overall loss rate of the merchant marine during the war was 2.8 percent, second only to the Marine Corps' 2.9 percent.

In spite of their losses, and the tremendously vital role merchant seamen played in winning the war, President Roosevelt's recommendation was brushed aside as soon as the war was over. Many seamen who had high hopes of receiving "GI" benefits after the war—who had been lead to believe so, by draft boards and other government agencies—were sadly disappointed when it was all over. They became, as

one writer called them at the time, "Heroes Without Privileges."

Sure, they had their service ribbons and medals but, as the saying goes, "that and 50 cents 'll buy you a ride on the bus." All the promises of future benefits, and all the pats on the back for a job well done, didn't amount to a hill of beans.

After 35 years, this long-standing injustice might soon be rectified, thanks to Title IV of the GI Bill Improvement Act of 1977. Title IV paved the way for civilian groups, with wartime service, to receive veterans' benefits, and established specific criteria by which their applications for benefits would be evaluated.

Review Board to Decide

But whether or not any group will eventually receive these benefits depends on the verdict of the three-member Civilian/Military Review Board, the Department of Defense body charged with evaluating all such applications.

The SIU, along with other maritime unions, will soon present its own application to the Review Board, on behalf of the thousands of merchant marine vets of World War II.

The basis for the joint maritime union application to the Civilian/Military Review Board

is a 700-page study recently completed by Proskauer, Rose, Goetz, and Mendelsohn, a private research firm. The application formally proposes what President Roosevelt suggested 36 years ago: that merchant seamen be given the benefits they earned, the hard way, during World War II.

The criteria specified in Title IV, by which determinations for benefits to civilian groups will be made, was also the basis for the conclusions made in the application. This criteria specified consideration of the extent to which:

(A) such group received military training and acquired a military capability or the service performed by such group was critical to the success of a military mission,

(B) the members of such group were subject to military justice, discipline, and control,

(C) the members of such group were permitted to resign,

(D) the members of such group were susceptible to assignment for duty in a combat zone, and

(E) the members of such group had reasonable expectations that their service would be considered to be active military service.

Using various published articles, sworn affidavits, wartime training manuals and memorandums, and a multitude of other

documents, the application concludes that "Although Title IV does not require that all statutory criteria be met, this application demonstrates that the members of the American Merchant Marine who were in active ocean-going service during World War II satisfy all statutory tests."

As it to emphasize its point, the application further states that, "A review of the history of World War II reveals no other group that satisfies the statutory criteria to the same extent" and, because of it, merchant seamen who served during the war "should be treated as veterans for purposes of all laws administered by the Veterans Administration."

The application will be submitted to the Civilian/Military Review Board by the maritime unions this month. It's anybody's guess as to how long it will take the Board to reach a conclusion. But it's sure to come later on this year.

For those who've already waited 35 years, for something they feel is that many years late in coming, an extra few months won't make too much difference.

But for many merchant seamen—those who could've used the benefits years ago and have now passed on, feeling betrayed by the country they served—the benefits (if, indeed, they are to come) will arrive too late.

Convenience Flags: 3 Mishaps in 5 Days, Including Sinking a Bridge

THE Liberian flag-of-convenience fleet crewed by foreign seamen has started off the new year, and the new decade, true to form with disastrous and tragic accidents recorded all over the globe.

In what may well be the most costly ship disaster in history, the Liberian-flag tanker *Salem* exploded and burned off the West African Coast, on Jan. 17, and subsequently sank. All crewmembers were rescued, but ship and cargo loss could result in an insurance payment of \$84 million—making it the costliest marine disaster ever.

The day after the loss of the

Salem, the Liberian-registered bulk carrier *Star Clipper* rammed into the 500-yard-long Alno Bridge in Guttenburg, Sweden, causing most of the span to topple into the drink. Though there were no reports of injuries to any of the ship's crew, at least six cars and one truck plunged into ice-strewn waters as a result

of the accident. Eight people remain missing.

Then, almost in a repeat performance of last November's collision of two Liberian-registered vessels off Galveston Bay (resulting in the loss of 32 crewmen), another Liberian tanker collided with a Panamanian freighter on Jan. 22—

only a few miles from where the earlier collision took place.

Fortunately, the out-bound, 701-ft. tanker *Cephalonia* had already discharged its cargo of crude oil when it rammed into the 377-ft. *Lord Frontenac*. The latter vessel, a Panamanian banana boat, almost sank before it was finally towed into Galveston. There were no deaths reported in this latest mishap involving "convenience" flaggers.

We can't help but wonder: how many more marine disasters will occur throughout 1980, and the rest of the decade, as a result of the bumbblings of Liberian and other flag-of-convenience carriers, manned by improperly trained foreign seamen?



Draped in a section of the Swedish bridge it brought down is the Liberian-flag bulk carrier *Star Clipper*.

Attention Seamen Writers!

The Seamen's Church Institute is putting together an anthology of stories, poems, etc. written by seamen. Published or unpublished seamen writers interested in contributing to the anthology should contact: R. Wolk or B. Gollightly at the Seamen's Church Institute, 15 State Street, New York, N.Y. 10004. Phone: (212) 269-2710, ext. 216.

Notice on Welfare Plan

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

MSC Trying to Undermine Service Contract Act

THE U.S. Navy's Sealift Command (MSC) is trying to compound its error.

In the Spring of 1979 it awarded the contract for the operation of nine tankers to a company the SIU feels is operating with a substandard labor agreement.

Now the MSC has applied to Secretary of Labor Ray Marshall for an exemption for these tankers from the Service Contract Act.

The SIU, the AFL-CIO Maritime Trades Dept. and the Building and Construction Trades Dept. have sent letters to the Labor Secretary strongly urging him to refuse any such request.

The Service Contract Act is a part of a group of protective labor laws. They were passed to make sure that government contracting does not adversely affect prevailing labor standards.

In the letter from the SIU, Executive Vice President Frank Drozak said, "Non-compliance by the Military Sealift Command would seriously compromise the integrity of these protective provisions." He added, "We also

believe that such an exemption would establish a dangerous precedent for those attempting to avoid compliance with the Service Contract Act."

Writing to Marshall on behalf of the MTD, Executive Secretary-Treasurer Jean Ingrao noted, "...we believe the language of the Service Contract Act itself clearly precludes the granting of exemptions unless the exemption would enhance the remedial labor standards provisions of the Act." She added, "...such is not the case with respect to pending requests for exemptions made by the Military Sealift Command."

The MSC seems to be trying to justify the move it made in the Spring of 1979. At that time it awarded the contract for nine tankers on the basis of what the SIU feels is a substandard agreement.

The Union presently has a case pending in the U.S. District Court in Washington, D.C. concerning the issue. A judgment is expected soon.

In addition to the SIU's argument that a substandard contract was used, the Union maintains that the winning bid for operating the

tankers does not meet the requirements of the Service Contract Act.

Until the Spring of last year, the nine tankers—five T-5's and four Columbia-class ships—had been operated by two SIU-contracted companies. They were Hudson Waterways and Cove Tankers.

As per government policy, every few years the contracts are opened up for new bidding. Three SIU-contracted companies submitted bids—the two mentioned above plus Zapata Corp. Also among the bidders was NMU-contracted Trinidad Oil.

According to the request for bids, "The contractor shall pay the officers and crews serving aboard these tankers equal to the applicable standard union agreements for the industry..."

Hudson, Cove and Zapata used the SIU's Standard Tanker Agreement in figuring their bids.

But Trinidad, with the permission of the NMU, submitted a contract with lower benefits than the standard NMU contract.

According to the NMU agreement, their seamen receive the

equivalent of 14 days pay for every 30 worked, representing the vacation benefit.

However, Trinidad's bid reflected a vacation benefit of only five days for 30 worked.

In addition, Trinidad's bid included a \$7 per man, per day reduction in standard contributions to the NMU Pension and Welfare Plans.

When the SIU first took its case to court, a stay on the turnover of the crews was obtained. However, the court eventually ordered that the transfers be made. This was done in early summer. The SIU then took its case back to U.S. District Court where a judgment is awaited.

In Drozak's letter to Marshall, he also suggested that interested parties have voice in exemption requests made by the MSC. "Parties affected by any exemption determination should be able to comment on the request to determine whether it will in fact serve to protect existing labor standards and not, as in the case of the Military Sealift Command's requests, allow a government agency to ignore the mandates of the law."

23 Coast Guardsmen Dead in Collision With Tanker Capricorn

A Coast Guard buoy tender and the tanker *Capricorn* (Apex Marine) collided in the channel at the mouth of Tampa Bay last month, leaving 23 of the cutter's 50-man crew dead.

No injuries were reported to the *Capricorn*'s crew. The 605-foot tanker ran aground following the accident. But the 150,000 barrels of bunker fuel she was delivering to a Florida power plant from the Virgin Islands was in no danger of spilling.

The Jan. 28 collision sent the 180 foot *Blackthorn* to the bottom within minutes. The Coast Guard vessel's crew had no time to get to their life rafts because the *Blackthorn*'s collision alarm sounded only five seconds before impact.

Almost immediately after the collision, which occurred at 8:30 on a calm, moonlit night, fishing trawlers and other Coast Guard vessels began picking up the *Blackthorn*'s 27 survivors. But the search for missing crewmen was abandoned two days after the collision.

The Coast Guard convened a Marine Board of Inquiry made up of five Coast Guard officers and one National Transportation Safety Board representative to determine the collision's cause.

Lawyers representing the owners, operator and crewmen aboard the *Capricorn* immediately petitioned the Board to disqualify itself and be replaced by a civilian panel.

"We object," said Arthur Abarbanel, the attorney for the SIU and MEBA crewmen, "to the Coast Guard investigating facts and circumstances in an accident in which a Coast Guard vessel was involved."

The Coast Guard denied the protest motion and began hearing testimony on Jan. 31. A harbor pilot aboard the *Capricorn* at the time of the accident testified that the *Blackthorn* appeared to have missed a critical turn in the channel and wound up in the tanker's path.

Backing up the pilot's opinion were two fishermen who had assisted in the rescue effort following the crash. The fishermen told the Board that one of the *Blackthorn*

crewmembers they'd picked up said "the order to turn the Coast Guard vessel never came."

A final determination from the Board is not expected in the near future, if past history is any guide.

The results of a Marine Board of Inquiry investigation into what had been called the worst peacetime disaster in Coast Guard history until the *Blackthorn* claimed that grisly title, took ten months to release their findings.

That tragedy occurred in 1978 when the Coast Guard cutter *Cuyahoga* collided with an Argentine freighter in Chesapeake Bay. Eleven of the 29 crewmen on the cutter died.

Waterman Christens New LASH Benj. Harrison in New Orleans

The Avondale shipyard in New Orleans was the site of a christening earlier this month. Waterman Steamship Corporation, an SIU contracted company, gave birth to a brand new LASH container ship, the *Benjamin Harrison*.

Samuel B. Nemirow, the head of the Maritime Administration, told an assembled audience that the *Benjamin Harrison* was the twenty-first LASH container ship to be built at Avondale. As such it is representative of two trends: the excellent quality of the LASH design and the highly competitive position of the Avondale shipyard.

The *Benjamin Harrison*, which will be able to carry up to 80 lighters and 119 containers, is one of two LASH ships being built for Waterman at Avondale.

The other LASH container ship, the *Edward Rutledge*, is expected to be launched sometime in April. The two ships, whose combined cost will total just under \$140 million, are part of an overall effort by Waterman to expand its fleet of LASH ships.

Waterman has also asked the Maritime Administration for permission to charter three LASH container ships from Central Gulf Lines for a period of 12 years. If its request is approved, it will have 8 LASH vessels in operation by the end of 1982, including the three it presently operates, and the two that are being built in the Avondale yards.

The *Benjamin Harrison* is scheduled for delivery and crewing in June.

Mount Washington Committee



Recertified Bosun Sven Jansson (2nd left) ship's chairman of the ST Mount Washington (Victory Carriers) leads the Ship's Committee of (l. to r.) 3rd Cook Abdul Aziz, steward delegate; AB Frank Reynolds, deck delegate; Chief Pumpman W.C. Weekley, educational director and Chief Steward Judd Lamb, secretary-reporter. The tanker paid off at Stapleton Anchorage, Staten Is., N.Y. in Gravesend Bay late last month.

At Sea & Ashore

ST Aries

Twenty-two of the crew of the 14,156 dwt *ST Aries* (Westchester Marine) had to take to the lifeboats and boats early this month when an afternoon blaze raced through the engine room. Nine of the crew stayed aboard the 600-foot tanker to douse the fire 80 miles west of Dry Tortugas Is., Key West, Fla.

As the Seafarers left the stricken vessel heading for the port of Houston, winds blew at 10 to 15 knots with 70 degree seas running 2 to 4 feet. The fire began with a series of explosions that spread to the pilothouse threatening to ignite her cargo of 6 million gallons of bunker crude.

Steaming to the rescue were the 95-foot Coast Guard cutter *Cape York*, the *M/V Guadelupe* and *ST Texaco North Dakota*, three other cutters, a Coast Guard plane and six helicopters—two U.S. Navy choppers with flight surgeons aboard. Later five crewmembers waited for a tow by the tug *Explorer* to the ports of Jacksonville or Norfolk. The cutter *Diligence* took the rest of the crew to Key West.

Delta Line

Delta Line moved its six-cargo ship operations late last month from Brooklyn's (N.Y.) 39th St. Dock to Port Newark, N.J.

The company laid the pullout to the increased use of containers and the better road and rail facilities.

Delta had a ship a week coming in to the 39th St. Dock from the west coast of South America.

ST Potomac, Merrimac

By Feb. 24 from a Gulf port, the *ST Potomac* and the *ST Merrimac* (both Ogden Marine) will sail to port Said, Egypt carrying 22,800 metric tons and 24,900 metric tons, respectively, of wheat.

* * *

Ogden Marine has asked MARAD for a loan of \$118 million to build two chemical tankers. They will be built at Avondale Shipyard, New Orleans with deliveries set for March and June 1981.

Egypt

Egypt bought 210,000 metric tons of U.S. wheat and wheat flour worth \$44 million under U.S. Public Law 480. Under the law, American ships must carry half of the cargo.

ST Cove Sailor

The 34,904 dwt *ST Cove Sailor* (Cove Shipping) will be able to haul grain to the Soviet Union—when and if the program resumes. Thirty-one U.S. companies had 42 vessels engaged in the trade.

Portsmouth, Va.

Construction of a new crude oil refinery here backed by the U.S. Army Corps of Engineers got the green light from the U.S. Environmental Protection Agency late last month as the project was granted air-pollution permits. The refinery had been seen as an environmental threat to Chesapeake Bay.

The granted permits were the last Federal administrative hurdles to be cleared. Previously, the U.S. Interior Department had opposed the project. However, environmentalists' court challenges may take years to settle.

But the permits will allow the start of construction of the \$650 million refinery on the polluted Elizabeth River at Chesapeake Bay. It will be the first refinery built on the East Coast in 22 years where only a quarter of the petroleum products it consumes are produced.

Freeport, Tex.

A planned Texas deepwater crude oil superport terminal—despite insurmountable roadblocks—is still alive today.

The Texas Deepwater Port Authority last month filed a new request with the U.S. Department of Transportation to slim down the plans for the \$1.1 billion Gulf facility 27 miles off here to spark new interest among seven oil companies involved.

The new scaled-down plans see a stage-by-stage construction of a monobuoy system built bit-by-bit meaning lower costs to potential users. Financial backing of the oil companies would cover 50 percent of the required 1.4 million barrels of crude daily required to make the monobuoy facility capable of meeting its bonded debts.

A second deepwater supertanker terminal, the Louisiana Offshore Oil Port (LOOP) is now under construction 18 miles off the state's Gulf coast.

Civil War's Monitor

The sunken Civil War "cheese box on a raft" ironclad *Monitor* will be left in 210 feet of the Atlantic 16 miles southeast of Cape Hatteras, N.C.

A Government underwater probe of the 172-foot shipwreck last year revealed that 117 years of salt water had weakened her thick oak timbers supporting the armor. Only the round gun turret and her steam engines could be salvaged.

Much of the upside-down hull had collapsed inward, probably from the force of depth charges mistakenly dropped by U.S. Navy antisubmarine ships during World War II.

Another Seafarer Gets High School Equivalency Diploma at HLS

The high school equivalency program offered at the Lundeberg School has helped many SIU member get their high school diplomas. Another name has been added to the growing list of Seafarers and Boatmen who have gotten their diplomas at HLS.

Seafarer Mike Harrell of Baltimore, has been in the SIU since 1978. In December, he successfully finished the GED program and got his diploma. Even though this was Brother Harrell's first trip to HLS, he feels that the school has helped him out a lot. He said, "the program can help any person who doesn't have their high school diploma."

The high school program at HLS is not like other programs. "In public school systems, the classes are so large. It is much different at HLS. The teachers can devote time to each person since the classes are small," commented Seafarer Harrell. He dropped out of school in the ninth grade. But because of the special kind of program at HLS, he was able to pick up where he left off. He

learned a lot and passed the GED exam.

Seafarer Harrell works in the deep sea industry and he hopes to upgrade in the engine department soon.

The high school equivalency program is open to all seafarers and boatmen. If you would like to get your high school diploma, contact



Seafarer Mike Harrell

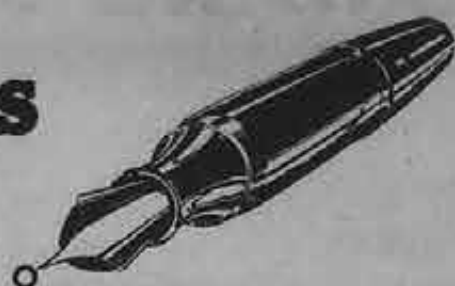
the Academic Education Department, Harry Lundeberg School, Piney Point, Maryland 20674, Phone: (301) 994-0010.

Do it today so your name can be added to the list of Seafarer graduates of the High School Equivalency Program.

Monthly Membership Meetings

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

LETTERS TO THE EDITOR



Thanks From Towboat Grad

I graduated from the Towboat Operator Scholarship Class of June, 1979 and would like to express my thanks and appreciation to the Lundberg School and its fine staff. It has to be the finest in the land. Also, I would like to thank the Transportation Institute for sponsoring such a fine upgrading program.

I highly recommend this program to my SIU brothers who are considering moving up the ladder of success and into the pilot house. "Take advantage."

Sincerely and Fraternally,
Brother Don Thayer, T5388
Chicago, Ill.

Masterful Steward Department

I would like to take this time to commend the total Steward Department of the SS *President Adams* for the exceptional job they did during the two days of 30 to 40 degree rolling. The meals were on time and very good.

The service, in all areas, was excellent under the circumstances. Any group of people that can still give their best under those conditions, deserves all the credit they can get, and my personal thanks for a job well done.

Respectfully,
Wayne E. Lien, Master
SS *President Adams*, Voy. 48

Oldtimer Says Thanks

As a pensioner and long time member of the SIU, I would just like to pass along a word of sincere thanks to the Union for all it has done for me over the years.

Fraternally,
William Bickford
Marana, Arizona

Dear Brother Bickford:

The Union would like to pass along a word of thanks to you for all you have done to make the SIU a better organization.

Fraternally,
The Editor

Telegadas #1 in Cleveland

In November, the *LOG* announced that George Telegadas had retired from the SIU. Your article enumerated many of the activities in George's background including his work as the Cleveland Port Agent. However, for those of us who shipped from Cleveland while he was the Port Agent, more needs to be said.

George was a notably conscientious advocate for the SIU members he served. His approach to the routines of settling overtime disputes, interpreting contract rules, etc. was patient and realistic. He provided a personal kind of assistance to members (and to their families) that included encouragement, advice, even reassurance at times. Locally, we viewed him as the man who calmly got things done.

Fraternally,
Eric Sager
Reston, Va.

Pensioner's SIU Thru and Thru

I first want to thank you for sending me the *LOG* each month so that I can keep up with my old shipmates and to follow the tremendous headway the SIU has made since I first joined the Union in 1942. It really makes me proud and happy to show different rank-and-file members of other unions the advantages that the SIU membership enjoys. We have the best in wages, sickness and hospital benefits and a vacation plan that is unequalled anywhere in the world. Plus death benefits that would cost a fortune if the oldtimers had to pay the premiums.

I am really proud of our Union hall here in New Orleans. It is the showplace of all union halls. Even the tour buses here in New Orleans show it off to visitors when they pass Jackson Ave. Our members know that their dues are being spent for a good cause.

All I regret is that I did not have the foresight to enjoy it like these youngsters coming in today.

Our leaders, like Paul Hall, Lindsey Williams, Buck Stephens and the late "Bull" Shepard formed the backbone of the SIU. I worked under these men and it was a tribute and an honor to be associated with men like them. I had my share of the picket lines during the General Strike in 1946, the tugboat strikes and the Chicago Cab Beef.

We not only helped ourselves but we were called out to help others because other trade unions knew that the SIU could be counted on to deliver the manpower.

I am 75 years of age and still active. I go to the Fairgrounds often because, at my age, I can't chase the women so I chase the horses home. I wish all my Brothers and shipmates the best, and smooth sailing as always.

Fraternally,
Vic J. Miorana, M-32, retired
New Orleans, La.

Don't Forget...



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

DON'T FORGET the LNG Course begins at HLS on April 28.

DON'T FORGET to enroll...

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

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HR 5164 a Dangerous Bill: SIU Will Fight It

A SIX foot man, checking into a roadside hotel, found the bed in his room was only four feet long.

The man went to the Registration Desk and complained to the hotel manager.

"Oh, I'm sorry sir," the manager answered. "Wait right here." And he disappeared into a back room where, the guest assumed, he was making arrangements to change the bed.

A few minutes later, the hotel manager reappeared, a hack-saw in his hands. "Here you are, sir," he said, holding out the saw. "I think just below the knees should do it."

There's a bill in Congress right now that seeks to solve a maritime manning problem in exactly the same manner: by chopping off a section of the law to make it fit the immediate needs of one, localized industry, instead of forcing the industry to comply with the law.

The mineral and oil industry operating offshore in the Gulf of Mexico claims it's faced with a shortage of qualified licensed officers and able bodied seamen to operate the increasing number of crewboats needed for offshore oil drilling and mineral exploration.

Spokesmen for the industry cite a host of improbable reasons for their manpower problems. They say unemployment in the Gulf area is very low generally. They claim that young people entering the workforce today just aren't attracted to the seagoing life.

It seems odd that the offshore oil industry on the East Coast has no comparable manpower shortage. It seems odd, that is, until you take a look at the difference in wages.

Pay scales in the Gulf offshore industry are not competitive with the salaries on the East Coast and they don't reflect the high risk level of the work involved. If the industry paid wages commensurate with the hazardous work performed, it wouldn't have a manning problem.

But rather than changing inadequate wages and limited training programs to accommodate the needs of offshore workers in the Gulf, the industry wants to change the law.

As introduced by its sponsor, Rep. Mario Biaggi (D-N.Y.), HR 5164 includes several provisions which rock the very foundation of safety on which the U.S. maritime industry was built.



First, and most important, HR 5164 would allow vessels of 300 gross tons or less carrying freight or passengers for hire to operate without a licensed pilot or engineer.

The bill would also skip around the current training and seetime requirements for ABs and allow untrained and inexperienced deckhands to become ABs overnight.

Every shoreside and maritime union in the U.S. is dead set against HR 5164 because it's a dangerous piece of legislation. It would lower existing manning and safety standards and put crews, passengers, cargo and the marine environment in serious jeopardy.

Yet the bill is being supported by the Coast Guard, the very agency charged with policing health and safety in the maritime industry.

The Coast Guard wants this bill passed because it would relieve them from enforcing manning requirements they don't comply with anyway.

Current law mandates that a

licensed pilot and engineer must be carried on all vessels over 15 gross tons carrying freight for hire and above 15 gross tons and in excess of 65 feet long carrying passengers for hire. But for the past 20 years, the Coast Guard has applied personnel requirements only to vessels over 100 gross tons.

HR 5164 would just make it legal.

The Coast Guard's support of HR 5164 is blatantly self-serving because that support followed on the heels of a report by the General Accounting Office that commercial vessel accidents have risen 100 percent in the last four years. And it followed a report by the National Transportation Safety Board which urged the Coast Guard to upgrade navigation requirements for equipment and licensing of crewboats.

In spite of the clear indications from the GAO and the NTSB that more vigorous enforcement of U.S. manning and vessel safety laws was required, the Coast Guard and Navigation Subcom-

mittee bowed to pressure and passed HR 5164 hands down.

The bill is slated to be considered by the full House Merchant Marine & Fisheries Committee in the near future. U.S. maritime labor, through the AFL-CIO Ad Hoc Maritime Committee, will pool our united resources to keep this damaging and misguided measure from going any further.

The answer to a manning shortage lies in training programs to develop a competent, qualified workforce. It lies in wages which must be brought up to reflect the difficulty and the danger involved in offshore work.

We are willing to work with the offshore mineral and oil industry to solve their manpower in a fair and practical way.

But we aren't willing to allow sweeping changes in laws which were designed to protect the health and well-being of seamen and the marine environment. Changes which serve only to line the pockets of the industry. And we're going to fight like hell to keep them from happening.

Seafarers Crew 1st of 12 New Diesel Containerships for Sea-Land

THE American merchant marine headed into a new era this month when the SIU crewed the first of 12 new diesel-powered Sea-Land containerships.

The *Sea-Land Patriot*, a 745-foot, D-9 class containership, and her 11 sisterships belong to a new generation of shipping; a generation governed by rapidly rising fuel costs.

The 12 D-9s will all enter service in Sea-Land's worldwide network of 121 ports in 45 countries in the coming year. They all have a carrying capacity of 839 40-foot containers and can also handle the 35-footers most other Sea-Land containerships haul. They'll all be crewed by SIU members.

Powered by MHI/Sulzer diesel engines, the dozen D-9s will operate at cruising speeds of 22 knots. Slower cruising speeds, coupled with the D-9 engine's lower power range, make for an energy-efficient ship. And the D-9s were designed to make the most of every drop of precious fuel.

Equipped with automatic waste-heat boilers, the D-9s will use just about all the heat expelled by their engines to create steam. That steam is then converted into enough electricity to power the whole ship when she's running at or above 80 percent power.

In addition, the waste-heat boiler system will provide heat for crew quarters and convert sea water to drinking water.

Construction of the 12 D-9s, which are scheduled to come out of Japanese and Korean shipyards at a rate of about one per month during 1980, were part of an ambitious upgrading project by Sea-Land.

The vessel construction, along with the company's port facility improvement program, came with a price tag of \$580 million. But Sea-Land believes the D-9s will pay for themselves many times over.

Following christening ceremonies for the *Sea-Land Patriot* in Kobe, Japan, last July, Sea-Land Service Chairman Henry Gilbertson commented: "...the D-9s give us the flexibility to follow the freight and take advantage of changing conditions in world trade. They can burn a wide variety of fuels, including most of the least expensive ones in the world today. They can carry 40-ft. and 35-ft. containers. At 31 feet, their draft would permit...them (to) call at nearly any port in the world."

The efficiency of diesel-propulsion over steam power has long been a factor in new vessel construction internationally. Of some 23,000 vessels which make up the world's merchant fleet, about 70 percent are diesel-powered. But less than five percent of the merchant vessels which sail under the U.S. flag are currently diesel-propelled.

Sea-Land, traditionally a pace-setting U.S. carrier, first took a look-see at diesel back in 1978 when they introduced four D-6 containerships. The company found the D-6s burned 17 percent less fuel than their steam-powered counterparts, for a daily savings of \$1800 per ship.

The D-9s do even better. Even though diesel fuel is more costly than the Bunker C type fuel used for steam-driven vessels, the diesels are better than 35 percent more efficient.

As the construction of 12 new diesel ships for Sea-Land indicates, diesel conversion and construction is the future of the U.S. maritime industry.

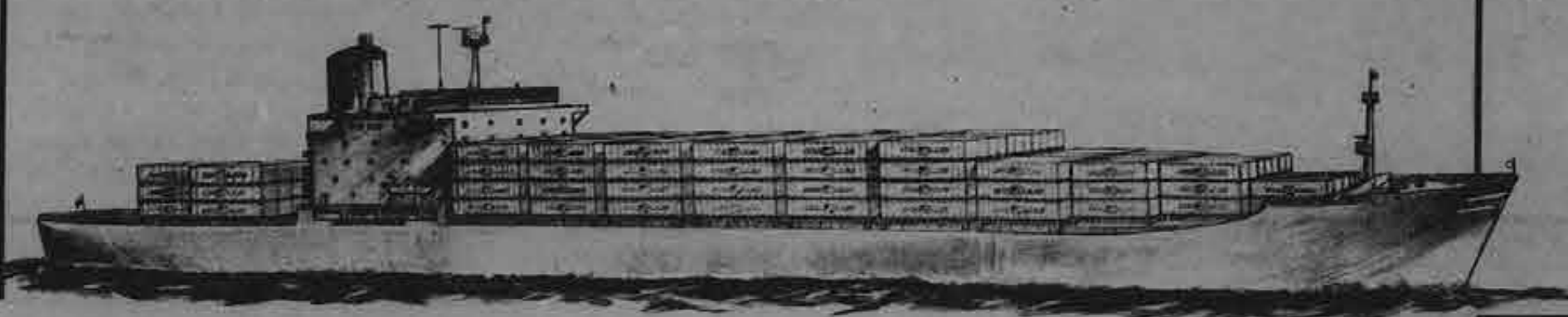
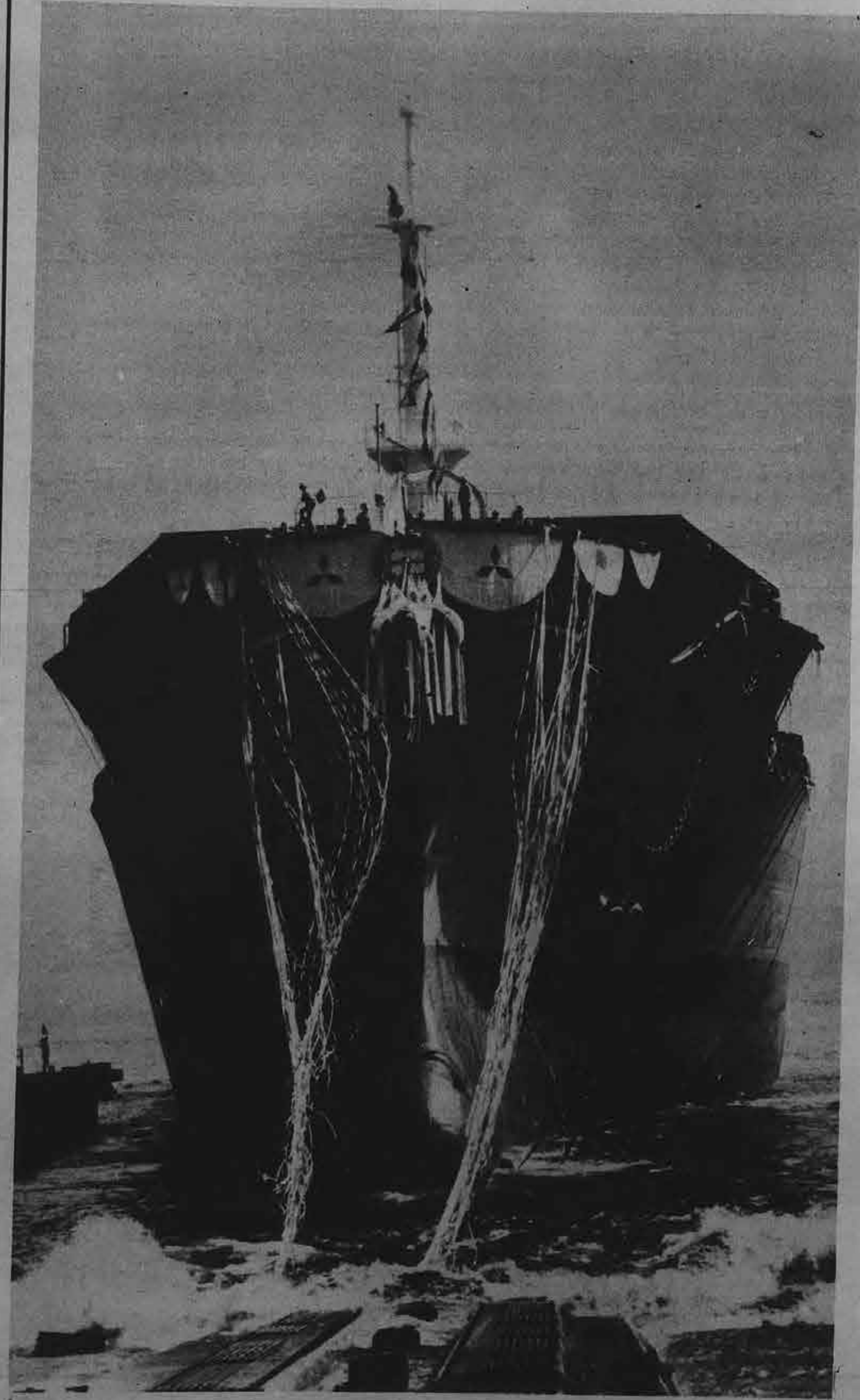
SIU members will be playing a key role in that future. Seafarers will crew the 12 new Sea-Land D-9s. And as the 1980s progress, more and more SIU-contracted companies will be making the change to diesel.

That means Seafarers, especially members of the engine department, will have to be prepared for the new demands of the diesel era. The Harry Lundeberg School offers several diesel courses, which enable Seafarers to learn the demands of a diesel engine room.

With the cost of fuel topping all other costs for ship operators for the first time ever, the more economical diesel-powered vessel is clearly here to stay. It's up to Union members to meet the diesel challenge head-on.

PRINCIPAL DIMENSIONS

LENGTH OVERALL	227 METERS (APPROX. 744'9")
BREADTH, MOLDED	30.60 METERS (APPROX. 100'4 1/2")
DEPTH MOLDED	16.50 METERS (APPROX. 45'1 1/4")
DRAFT MOLDED (DESIGNED)	9.50 METERS (APPROX. 31'2")
GROSS REGISTERED TONNAGE	26,500 LONG TONS
SERVICE SPEED AT DESIGN DRAFT	22 KNOTS
TOTAL CONTAINER CAPACITY	839 40FT SPACES



Qualified Men in the Engine Department



QMED Course grads in front (l. to r.) are R. Mullen, W. Ensor, M. Vacca, L. Cline, G. Castle, J. Pennick, L. DiAgostino, H. Wilson, G. Fain and S. Roznowski. Bringing up the rear are (l. to r.) M. Murphy, A. Thaxton, H. J. Kling, M. S. Kraljevic, A. R. Bryant, D. Brien, J. Michael, R. Utterback and S. Bigelow.



Tankermen

R. Elmoby (left) and R. Brown are HLS Tankerman Course grads.

The Harry Lundeborg School of Seamanship

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

Welders Ready to Weld



Welding Course grad W. Blake (front center) displays tools of the trade to Instructor M. Lilly (right) and (l. to r.) S. Dixon, L. Horn, S. Tera and H. Ware Jr.

All First Class Tugboat Pilots



In the front row (l. to r.) are first class tugboat pilots K. Rickley, A. Borawick and J. Kruger. Standing (l. to r.) are M. Adams, T. Guggenheimer, G. Lukowski, J. Brown, L. Mach and A. Schmitt.

**Here are some very
good reasons for
upgrading to
FOWT**



**Course
Starts**

April 10

**To enroll, contact the
Harry Lundeborg School.**

(An upgrading application is in this issue of the Log.
Fill it out and mail it today!)

SAGA of the R/V ANTON BRUUN, Part IV

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

By 'Saki Jack' Dolan

ADMIRAL Richard E. Byrd made five long voyages to the Antarctic. We made one to the Arctic Circle, and that was plenty for yours truly.

On the perimeter of the Arctic Circle is Amsterdam Island, a French weather station inhabited by a company of French regular soldiers. They get two-years credit for one year service here. I think they should get at least five for one. The whole island is nothing but solid rock, no vegetation of any kind.

The day we arrived, the Commander declared a Holiday. He invited all hands ashore for food and drink. Everything is kept in caves carved into solid rock.

The soldiers were glad to see us arrive, especially with four lady scientists aboard. They only have a supply ship that comes every six months with mail and supplies and replacements. So you can see we were very welcome indeed.

We were to stay but two days, but the Frenchmen talked the Chief Scientist into staying a week. The soldiers were in our hair everyday, and came out to the ship in force just to ogle our lady scientists, especially the young one. Did she ever love it.

We anchored about 500 yards offshore. And do you know, those crazy Frenchmen swam in and out to our ship everyday, in frigid waters.

The French Commander was very kind giving us permission to wander the Island. The Scientists loved this, as there were all sizes of penguins, birds and fish to be had. They brought many species aboard for return to the National Science Foundation and the Smithsonian Institute.

There were caves carved into the rock for everything including living quarters, storerooms, ammo-lockers, and animal quarters. They had a few Nanny-goats for milk.

One cave was full of casks of wine (my favorite cave).

There was a whole herd of walrus, very vicious. Only the lone soldier that fed them the garbage every day could go anywhere near them. They were monstrous sea-cows.

The Frenchmen were in our hair on board everyday, trying to score with our young lady scientist, to no avail. She played them just like Arthur Fiedler playing the 'Boston Pops.'

The scientists were a hard working lot. They spent all day collecting

penguins, birds, fish, and whatever else they could get their hands on. This went on at least 12 hours each day for the full week we were there.

Our Radio Officer sent pages and pages of reports each night to the National Science Foundation (at night was the only time he could contact the USA). At sixty-cents a word, this must have cost plenty. But what the hell, the tax-payers were footing the bill as usual.

On our day of departure, all the soldiers were lined up on the beach to wave farewell. We weighed anchor for Durban, South Africa.

The Arctic Circle is beautiful. But it's full of icebergs, snow, below freezing weather, and cold Arctic winds—things we humans can do without nicely. It may be Paradise to some folks, but I'll take Miami.

DURBAN, THE MIAMI OF AFRICA

Durban is a very modern city on the southern coast of Africa. It has a real international flavor. There is a mixture of many nations here, a real 'Cornerstone of the World.'

But, there are few, if any, countries that discriminate as much as South Africa. Here in Durban there are separate places for whites, non-whites, natives, non-natives, Europeans, non-Europeans, Indians and Africans. You cannot believe it until you see it.

Seamen consider Durban, South Africa an excellent port. There are plenty of women and mucho booze of all descriptions, at a very reasonable fee. Personally, I prefer other ports, though I do like Durban.

We berthed right in front of one of the few whaling stations left in the World. It was really a sight to see the 'mother' ship come in.

It was only a few hundred yards to the whaling factory. We used to walk down and watch the operation. There were thousands of sharks in the water, attracted by all the blood, and if one was foolish enough to fall overboard, 'Good Night Sweet Prince.'

There was also an excellent Zoo, in Durban, opened on weekends. I visited it several times with my girlfriend, Frankie.

Frankie lived in a new apartment house overlooking the Bay. She worked as a laundrygirl in a local hospital. She had just taken the apartment and only had a bed and several orange-crates to sit on. But it was a lovely place on the 22 floor overlooking the whole Bay and harbor.

There were many all-nite-clubs in Durban, and believe me, the crew was familiar with all of them.

One of them was the favorite (I forget the name, as usual). I was there one night, and along in the wee-hours I latch onto this lovely blonde. We grab a cab for her pad, which is way out in the 'boondocks.' We had a slug or two at her pad, and

everything went along great until she quotes her little fee—one hundred bucks—in advance. Well, I was never one to haggle about this delicate commodity. But I did not have this much with me. And her motto was: "In God We Trust—and only if he has CASH." So she gives ole Saki Jack the heave-ho right out in the dark.

Well, here am I, miles from no where and out in the dark at three in the morning. So naturally, I start yelling for help. The guy upstairs opens his window, and wants to know what the hell all the noise is about. I tell him, I want a taxi to get back to Durban, as my Frauline has just given me the old heave-ho.

He says fine, "I'll call you a taxi." Well, the rat calls the local Fuzz, and in a few minutes the Black Mari pulls up. Two very large British Policemen step out, and Saki Jack is off to the hoosegow. In the process of throwing me in the wagon, they slam the wagon-door on my thumb. My thumb starts to inflate like a gas-balloon.

The desk-sergeant at the local lockup was a very friendly person. He asked me if I wanted to make any calls. Naturally says I, I want to call the American Counsel. At 4:00 A.M. says he? I do insist, and he hands me the phone.

I awake the American Counsel out of bed, and he is very cross (I wonder why). He says, "if I tell them to take you back to your ship, will you go?" Most assuredly, says Saki Jack, and they did, escorting me on board to my fock'sl.

My luck, the following Saturday, the chief scientist has a cocktail party on board, and invites everyone from the American Embassy. I was the bartender at the party, and this beautiful blonde comes meandering over, and asks me if I was the Chief Steward. Naturally, I admit to same. She then says "you must have been the one that awoke my husband from a sound sleep the other night at four A.M." I asked her what took him so long to answer the telephone? This went over like an Arab at a Synagog. Her husband came over and introduced himself, and he turned out to be a prince. We got along swell (especially after a few cocktails).

The scientists had mucho scientific meetings here, and considered Durban one of our best stops on our Cruise. From here we sailed further up the African Coast to Mombasa, and Madagascar.

Mombasa & Madagascar

Remember Lon Chaney in 'East of Eden'? Well if you do you are too old like me, and you can tell what Mombasa is like. It is really on the edge of the jungle, and it is not uncommon for lions to visit the place, especially at night and eat a few natives, or anyone else that may be available.

This may sound funny to some, but I'll bet it was never funny to the ones (and there were plenty of them) that were eaten by lions.

Mombasa is still in the last Century except for night-clubs and entertainment, of which there were plenty (modern Night-Clubs too). My favorite was the Florida Club, and I was there every night we spent in port. My girlfriend was the star of the show, and I had to wait each night until the last show was over to take her home. This was at 2:00 a.m. Mombasa is a hangout for the last of the big-game hunters that take Safaris out into the jungle on hunting parties. And their prices are not cheap. Our Second Mate went for ten days and it cost him ten thousand dollars, I guess its worth it if you like hunting. I never could kill animals.

There was a bar-hangout, and I spent many nights there killing time until 2:00 a.m. I even got my drinking license there (no easy matter). You must down a full liter of beer in one breath, and it is not as easy as one might think. Enough Mombasa!

We shoved off for Madagascar, and all hands hated to leave, as Mombasa was an excellent port. We anchored offshore, as there were no docks at the small fishing villages we stopped at off Madagascar.

The Captain flipped his lid here, and had to be sent home. Our very well-liked Chief Mate took over the ship from here until we returned to Durban.

Captain John Rothrock, out of Eastern Shore, was sent out as a replacement. He was an old Isthmain Skipper and most of us had sailed with him in previous days on Isthmian ships. He was well known, and well liked by SIU members.

He was perfect for this Cruise. And all hands agreed. Our new Captain liked the Scientists, and they in turn thought he was just great. This made for a much happier crew all around. The Captain that went home had a great hatred for all the Scientists, for no other reason than they were in charge of the ship's location.

Captain Rothrock fit right in at all the cocktail parties, and was ever so grand at telling good sea-stories, and excellent horse-race-stories (he, being a race-horse owner). This made him popular with all the crew as well. Plus he was always good for a 'Draw', even ashore.

We made several cruises between Durban and Madagascar, and sailed from Durban for home.

Next is Chapter #5, our final Chapter: I'll try to tell what I can remember about Port Suez, Suez Canal, Port Said, Las Palmas, etc...



The Lakes Picture

ALGONAC

Winter lay-up for the SIU Great Lakes fleet was completed at the end of January when the last Union-contracted laker, the *S.T. Crapo* (Huron Cement) headed for her winter berth.

* * *

Another cement vessel, Huron Cement's *E.M. Ford*, which sank at Milwaukee, Wisc. on Christmas Eve was raised last month and it looks like she's salvagable after all. The *Ford* had a hole torn in her bow after being ripped from her moorings by heavy winds. Though repairs on the 80-year-old cement carrier are expected to run several million dollars, renovation work is still a lot cheaper than replacing the vessel for about \$30 million.

* * *

SIU reps held a meeting with the Great Lakes Association of Marine Operators (GLAMO) last month, the employers group which operates many of the Great Lakes vessels under SIU contract. GLAMO indicated they planned to run "everything that floats," at the start of the 1980 season, according to a Union rep. The announcement was good news for Great Lakes Seafarers because it followed on the heels of predictions that Great Lakes shipping would be tight in 1980 owing to production slow-downs by auto manufacturers in the region.

* * *

Hull #723, under construction for SIU-contracted American Steamship Co. at Bay Shipbuilding yard is reportedly going to be christened the *American Mariner* in honor of American-merchant seamen. The vessel was originally slated for christening as the *Chicago*.

* * *

American Steamship's *Detroit Edison* is being overhauled during winter lay-up in Buffalo. For a price tag of \$500,000, the coal carrier will have her turbine engines inspected and have a sewage treatment system and a Loran-C installed. She'll be ready by the opening of the 1980 shipping season.

Frankfort

Work is progressing on the carferry *Arthur K. Atkinson* (Michigan Interstate Railway Co.). Several SIU FOWT's are now aboard the *AKA* working in the engine room.

Fire Safety

The National Transportation Safety Board issued a recommendation last month urging the U.S. and Canada "to establish common structural fire protection and fire detection standards for Great Lakes vessels" to replace the separate regulations which now apply. The NTSB's opinion came after an investigation of a fire last June aboard the Canadian bulk carrier *Cartiercliffe Hall* in which seven of the 25 crewmen died. Crewmen were members of the SIU of Canada.

The U.S. Coast Guard and NTSB held hearings following the tragic blaze because the *Cartiercliffe Hall* burned in U.S. waters and, though operated by a Canadian company, the vessel is owned by an American.

Because that investigation was inconclusive, SIU Great Lakes attorney Victor Hanson filed a \$37.5 million law suit on behalf of the families of the deceased seamen, in Wayne County Circuit Court, Detroit. The suit was filed against the former owners of the ship, U.S. Steel Corp., and the present owners, Hall Corp. Shipping Ltd. of Montreal.

The suit charges that the vessel was constructed with flammable materials such as wood-paneled crew quarters that contributed to the rapid spread of the fire. In addition to wood construction, none of the living areas on the vessel were insulated with fire resistant material nor were they equipped with smoke or fire detectors or sprinkler systems.

Winter Navigation

The Soo Locks at Sault Ste. Marie, Mich., closed to inter-lake ship traffic at midnight, Jan. 15, bringing the 1979 shipping season to an official end. This was the first time the locks had been shut down, except for forced closing due to ice conditions, since 1970 when the experimental winter navigation program began. The program was discontinued this year because Congress didn't refund it. Its future is still in question.

Meanwhile, the Board of Engineers for Rivers and Harbors has extended the deadline for comments on the Army Corps of Engineers' feasibility study on winter navigation to March 15 from Jan. 31. The Corps recommended a 12 month shipping season on the upper four Great Lakes and a 10 month season for the Welland Canal, Lake Ontario and the St. Lawrence River.

Grain Trade

In the wake of President Carter's decision to cut off U.S. grain sales to the Soviet Union, Great Lakes port officials raised questions about the effects of such an embargo on Great Lakes shipping.

"Assuming that 1980 would otherwise be a good year, it could have a very negative effect on the port unless other markets are found," said Duluth's port director Davis Helberg. He added that about one million tons of the 6.5 million total of grain loaded in Duluth in 1979 was bound for Russia.

Other Great Lakes port officials indicated that it was too early to judge the effects of the grain cutoff on the region.

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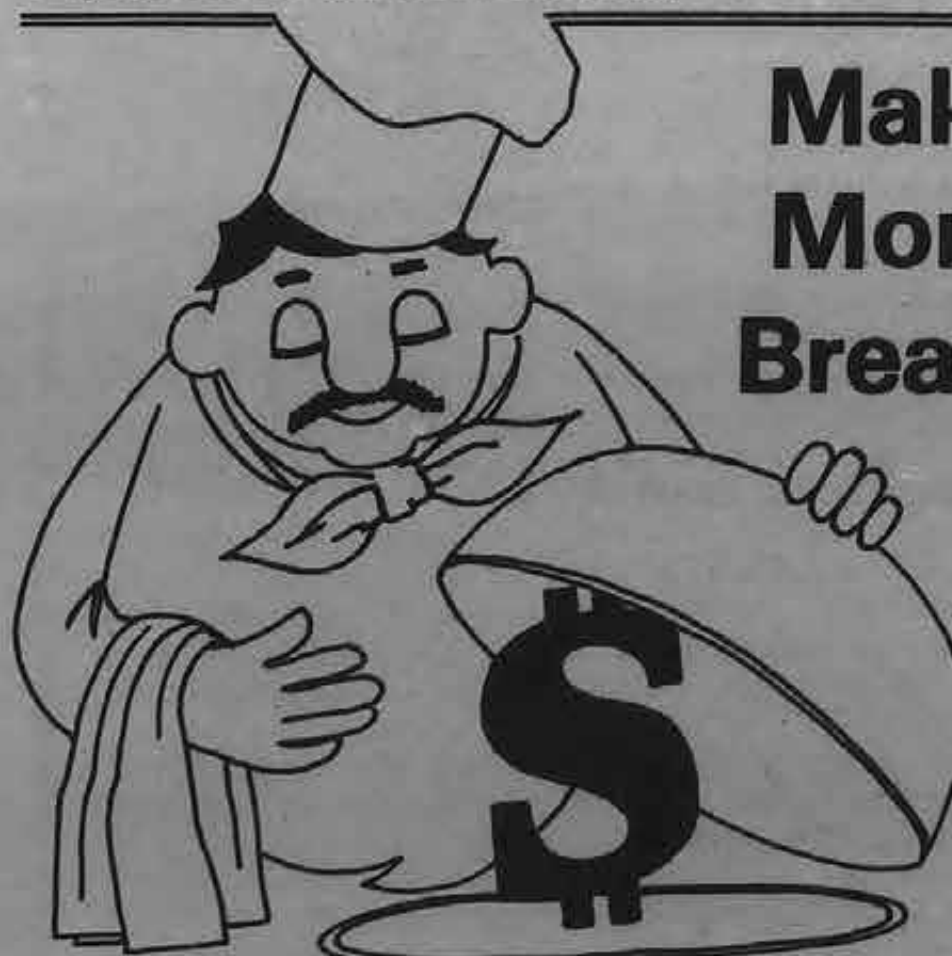
More on grain: Last month the U.S. Dept. of Transportation reported that the three-day extension of the St. Lawrence Seaway's closing allowed more than 15 million additional bushels of grain exports to move through the waterway.

Clean Waters

A study by the Michigan Dept. of Natural Resources said underground water supplies in the Great Lakes area are threatened by 50,000 sources of potential pollution. The report pinpointed 268 sites where underground water is already contaminated and 381 places where underground pollution is suspected. The sites run from the Detroit metropolitan area across the state to the shores of Lake Michigan.

Hazardous wastes, like poisonous chemicals and metals, make up almost half of the pollution. Oil and natural gas accounts for another 34 percent.

Howard Tanner, director of the Dept. said, "there are some areas we may not be able to clean at reasonable cost."



Make More Bread!

Upgrade in the Steward Department at HLS

Chief Steward — throughout April

Chief Cook — throughout April

Cook and Baker — throughout April

Assistant Cook — throughout April

To enroll, contact the Lundeborg School or fill out the application in this issue of the Log.



David Bonefont



Seafarer David Bonefont, 28, started sailing with the SIU in 1969. Brother Bonefont is a graduate of the HLS. He now sails as an AB. Bonefont has his firefighting, lifeboat and CPR endorsements. He lives in and ships out of the port of New York.

Patrick J. Geary



Seafarer Patrick J. Geary, 25, first sailed in January 1978 following his graduation from the HLS. He then sailed on the *LNG Aquarius* (Energy Transport) and later on the maiden voyages of the *LNG Leo* and *LNG Taurus* (both Energy Transport). Brother Geary now sails as a chief cook after upgrading to 3rd cook, cook and baker and chief cook in 1978 at Piney Point. He earned his LNG, CPR, lifeboat, safety and firefighting tickets. Geary was born in New York, lives in Brooklyn, N.Y. and ships out of the port of New York.

Ogden Connecticut Committee



Deck Maintenance Roy Meffert (seated) deck delegate of the *ST Ogaen Connecticut* (Ogden Marine) waits for the payoff early last month at the Exxon Dock, Bayview, N.J. With him are a couple of crewmembers and the Ship's Committee. They are (l. to r.) Messman Jerome Williams, Chief Steward Sam W. McDonald, secretary-reporter, Chief Cook Willy S. Harris, steward delegate, Bosun Joe Broadus, ship's chairman, Wiper Bob Land, engine delegate and Engine Utility Ray Joslin.

Gary R. Hetherington



Seafarer Gary R. Hetherington, 25, graduated from the Harry Lundeborg School (HLS) Piney Point, Md. in August 1975. Brother Hetherington upgraded to AB there in January 1979. He sailed almost a year in the steward department first on the *ST Cantigny* (IOM) and three years as an OS and AB. Hetherington completed the Firefighting, Lifeboat and Cardio-Pulmonary Resuscitation (CPR) Courses. He was born in Ovid, Colo. resides in Williamstown, Kans. and ships out of all ports.

Kevin Hetherington



Seafarer Kevin Hetherington, 22, is a December 1977 HLS Entry Trainee Program graduate. He upgraded to AB there in December 1979. Brother Hetherington has his lifeboat, firefighting and CPR tickets. He's now from Topeka, Kans. and ships out of assorted ports.

Steven Kayser



Seafarer Steven Kayser, 25, graduated from the HLS Trainee Program in 1978. Brother Kayser upgraded to AB there in July 1979. He holds the LNG, first aid, firefighting, lifeboat and CPR endorsements. Kayser is originally from Colorado and ships out of the ports of Houston and New York.

Peter Glennon



Seafarer Peter Glennon, 23, is an Entry graduate of the Lundeborg School. He sails as an AB. He is from the Bronx, N.Y. Brother Glennon ships out from the West Coast. Glennon has his lifeboat, firefighting and cardio pulmonary resuscitation training.

Edward Marks



Seafarer Edward Marks, 24, began sailing in 1977. He was a Piney Point trainee graduate in September 1978. Brother Marks upgraded to FOWT there in November 1978. He has lifeboat, firefighting and CPR tickets. He was born in Seattle, lives there and ships out of that port.

Edward T. Sullivan Jr.



Seafarer Edward T. Sullivan Jr., 24, is an April 1977 graduate of the HLS. He upgraded to AB there in April 1978. Brother Sullivan first sailed on the maiden voyage of the *LNG Aquarius* (Energy Transport). He has the LNG, firefighting, lifeboat and CPR tickets. A native of Boston, Mass. he ships out of that port and the port of New York.

Lawrence A. Cline



Seafarer Lawrence A. Cline, 26, graduated from the HLS in 1975. He now sails with the fireman-watertender (FOWT) rating and upgraded to QMED in Piney Point. Brother Cline has the lifeboat, CPR and firefighting tickets. Born in Detroit, Mich., he sails out of all ports.

Jeffrey K. Minner



Seafarer Jeffrey K. Minner, 21, is a March 1978 graduate of the HLS Entry Program. Brother Minner upgraded to FOWT in September 1978. He has his CPR, firefighting and lifeboat training. Minner lives in Sikeston, Mo. and ships out of the port of New Orleans.

Bradford L. Wheeler




Seafarer Bradford L. Wheeler, 24, graduated from the HLS Entry Trainee Program in 1977. Brother Wheeler upgraded to AB there in March 1979 and completed the LNG Course in Piney Point in May of last year. He has the CPR, first aid, firefighting and lifeboat endorsements. Wheeler is from McLean, Va. and ships out from all ports.

Time Is Money

**Make your time as an OS pay.
Upgrade to AB at HLS.**

Course starts April 24.

**To enroll, contact HLS or fill out the application
in the LOG.**



OGDEN WILLAMETTE (Ogden Marine), December 23—Chairman, Recertified Bosun F. C. Cooper; Secretary R. De Boissiere; Educational Director J. Singletary; Steward Delegate W. Smith. No disputed OT. Chairman reported for everyone to make sure they had their shot cards for the trip to Panama. Wished all of the crew a very Merry Christmas and a Happy New Year. A special vote of thanks to Chief Steward, R. De Boissiere for a very special Christmas dinner with wine, egg nog, turkey and all the goodies. Also to Willie Smith, chief cook and R. B. Woodward, baker whose talents are the very best in the SIU. Observed one minute of silence in memory of our departed brothers.



Digest of SIU Ships' Meetings

PISCES (Apex Marine), December 2—Chairman F. Goethe; Secretary J. Reed; Deck Delegate M. C. Cooper. No disputed OT. Chairman reported that he could not get a repair man in the last port to fix the dryer. Would try again in port in New Jersey. Report to Log: "There is a serious shortage of men in the steward department. Stewards, cooks, bakers and GSU men are needed. The President's report was read to the membership about this shortage and what the Union was doing about this matter."

SEA-LAND MARKET (Sea-Land Service), December 21—Chairman Recertified Bosun W. R. Kleimola; Secretary H. H. Alexander; Educational Director Donald Keller. No disputed OT. All communications received were read and posted. Chairman reported that a safety meeting was held. How to protect the seaman during bad weather was discussed and also the precautions to be taken by men who have special medical needs. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

STONEWALL JACKSON (Waterman Steamship), December 2—Chairman, Recertified Bosun C. Lineberry; Secretary W. Braggs. Some disputed OT in engine department. Chairman reported that the trip was a very good one and thanked everyone for their cooperation. A vote of thanks from the chairman to the steward department for a fine Holiday dinner and also to the radio officer for putting out the news bulletin.

MOUNT WASHINGTON (Victory Carriers), December 15—Chairman, Recertified Bosun S. E. Jansson; Secretary J. Lamb. \$25 in ship's fund. Some disputed OT in deck department. All communications received were read and posted. Chairman held a discussion on upgrading at Piney Point and the importance of SPAD. A vote of thanks to the steward department for a job well done.

AMERICAN HERITAGE (Apex Marine), December 23—Chairman, Recertified Bosun Leo Paradise; Secretary M. Deloatch; Educational Director C. Merritt. \$30 in ship's fund. No disputed OT. All communications received were read and posted. Chairman held a discussion on the importance of young men upgrading themselves at Piney Point. Everyone who is eligible should take advantage of it. Also that more members should apply for the LNG course as it offers a better opportunity for more jobs and better pay in the merchant marine. The crew agreed that this is the best feeding ship in the fleet and the best prepared menus. They are always good. Next port St. Croix.

LNG TAURUS (Energy Transport Corp.), December 16—Chairman Joe Morrison; Secretary V. Pizzitale; Deck Delegate E. A. Gousson. No disputed OT. Chairman reported how necessary it is that all men who qualify should go for upgrading. New ships are being built and some of them will be coming out soon to be crewed. He also talked of the new medical plan explaining that the SIU now has a choice to go to a private doctor or stay in the Marine hospital. Noted the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

COUNCIL GROVE (Interocean Mgt.), December 23—Chairman R. Burton; Secretary G. Richardson; Educational Director J. Green; Steward Delegate R. G. Connolly. \$70.50 in ship's fund. No disputed OT. A vote of thanks for the the cassette movies that were received on board. Report to Log: "We are very grateful to the negotiating committee and Brother Paul Hall for the cost of living adjustment increase. To you and yours a prosperous New Year." Next port in the Azores.

VIRGO (Apex Marine), December 30—Chairman, Recertified Bosun L. R. Smith; Secretary Fred R. Smith; Secretary Fred R. Hicks, Jr. No disputed OT. Educational Director gave a lengthy discussion on the subject of new members taking advantage of upgrading at Piney Point. This could mean monetary gains for all members who participate. Also discussed the importance of donating to SPAD. Chairman thanked steward department for a very nice Christmas dinner. Observed one minute of silence in memory of our departed brothers. Report to Log: "Crew spent an enjoyable time ashore in Ft. Lauderdale, Florida and St. Croix, V.I. Many of the crewmembers marvelled at the ancient buildings and other sights in St. Croix. One of our crew, David Bouthillier, who was crew messman on this ship recently attended Piney Point and came back aboard as A.B. He has really noted the difference in the money he is earning now, thanks to the SIU." Next port Bayonne.

SEA-LAND ECONOMY (Sea-Land Service), December 4—Chairman M. P. Zimbardo; Secretary Roy R. Thomas; Educational Director L. A. Acosta. No disputed OT. Chairman noted that the crew must check with the patrolman before leaving the ship. Everything is running smoothly with no major beefs reported by department delegates. Also discussed the importance of donating to SPAD. Thanked the crew for a good trip. Advised all members of the various classes now in session for upgrading at Piney Point. Asked all members to stand by for customs and immigration upon arrival to speed up clearance. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

BALTIMORE (Sea-Land Service), December 16—Chairman, Recertified Bosun Robert C. Gorbea; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Deck Delegate Vincent Ratcliff; Engine Delegate Alton Green; Steward Delegate Stonewall Jackson. No disputed OT. \$15.25 in ship's fund. The chairman read the communications about the raise. Noted that all repairs have been taken care of. If there should be anymore needed please let the delegate know. Everyone should report to ship one hour before sailing. Discussed the importance of SPAD. Secretary thanked the bosun and the day man for the repairs in the steward department. Also a vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Boston.

TEX (Alton Steamship), December 23—Chairman, Recertified Bosun Robert K. Lambert; Secretary E. Hagger; Educational Director R. Carter. Some disputed OT in engine department. Gave a double vote of thanks to E. M. Hagger and the steward department for the good food on the voyage and the special Thanksgiving dinner. The officers also extended a vote of thanks.

SEA-LAND MC LEAN (Sea-Land Service), December 2—Chairman, Recertified Bosun E. D. Christensen; Secretary B. L. Scarborough; Educational Director R. J. Blyth; Deck Delegate Robert Hyer; Engine Delegate Erik Persson; Steward Delegate E. H. Jackson. Some disputed OT in deck department. Chairman held a discussion on the importance of donating to SPAD. Report to Log: "The Captain, Chief Engineer, officers and crew gave compliments on a fine Thanksgiving dinner. It was served between Yokohama, Kobe and Koahsiung." Next port Seattle.

ALEX STEPHENS (Waterman Steamship), December 2—Chairman Henry Jones; Secretary C. Corrent; Educational Director Anthony Prainop; Deck Delegate D. Meadows. \$23 in ship's fund. Some disputed OT in deck department. Chairman thanked the crew and said they were the best he had sailed with in many years. The Log was received and read and enjoyed by everyone. Report to Log: "Colombo, Sri Lanka was enjoyed by many of the crew. Houses that rest on stilts were rented on the beach." Next port Tampa.

MONTICELLO VICTORY (Victory Carriers), December 9—Chairman, Frank Smith; Secretary Duke Hall; Educational Director O. A. Hess; Steward Rayfield Crawford. No disputed OT. Secretary reported that everything is running smooth and all members are urged to apply for upgrading at Piney Point. This can be to your advantage for a better job and better pay. Also watch for the new classes in the steward department. To find out what is going on in the Union, read the Log. Observed one minute of silence in memory of our departed brothers. Next port Baton Rouge.

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

BORINQUEN
OGDEN WABASH
SEA-LAND RESOURCE
SEA-LAND EXCHANGE
OVERSEAS ANCHORAGE
EL PASO SOUTHERN
SEA-LAND PITTSBURGH
DELTA PERU
PANAMA
DELTA PARAGUAY
OGDEN CHALLENGER
JACKSONVILLE
COVE LEADER
ARECIBO
SEATTLE
HOWARD BOYD
POET
BANNER
OVERSEAS ALASKA
INGER
COVE NAVIGATOR
COVE RANGER
OVERSEAS VALDEZ
LNG GEMINI
TAMPA
EL PASO ARZEW
ALLEGIANCE
DELTA NORTE
DELTA PANAMA
OVERSEAS WASHINGTON
DELTA ARGENTINA
OVERSEAS NATALIE
BEAVER STATE
WESTWARD VENTURE
ANCHORAGE
DELTA VENEZUELA
OVERSEAS HARRIETTE
TAMARA GULDEN
HOUSTON
SAN JUAN
PUERTO RICO
CANTIGNY
SEA-LAND ADVENTURER
CAPRICORN
DELTA ECUADOR
MERRIMAC
OGDEN CHAMPION
PENNY
OVERSEAS VIVIAN
POINT SUSAN
JOHN TYLER
MONTICELLO VICTORY
GOLDEN ENDEAVOR
OGDEN LEADER
MANHATTAN
SEA-LAND PRODUCER
GREAT LAND
COVE COMMUNICATOR
OVERSEAS NATALIE
LNG LEO
DEL SOL
LNG VIRGO
SEA-LAND LEADER
COVE SPIRIT
SEA-LAND FINANCE
COVE ENGINEER
SUGAR ISLANDER

Dr. Ricky Abrams Still Loves the Sea, the SIU Brotherhood

THE sea has cast her spell over many an unsuspecting sailor. Very few, however, have been smitten by her charms as much as Ricky Abrams.

Ricky Abrams, or rather Dr. Abrams, as his patients prefer to call him, no longer sails with the SIU. He has been a practicing dentist for over eight years now. But he refuses to sever his connection to the sea. Every year around this time, he sends a \$100 donation to SPAD, along with a short, yet warm, letter.

The \$100 donation is, he says, just his way of saying thank you to the SIU.

"I could never repay the union for what it's done for me. One hundred dollars is really nothing when you consider how much shipping has changed my life. You know, I always enjoyed it out there. Sometimes I think about going back."

At 33, Ricky Abrams is the epitome of what a dentist should look like: distinguished, only slightly overweight now that he has stopped jogging, soft-spoken. The image fits his position in the community.

At the present time he is the head

of the Department of Community Dentistry at Marquette University in Milwaukee. Behind him lies a lifetime of upgrading.

He joined the SIU and the merchant marine in 1963. Though his first job was as a crew pantryman on the *Steel Chemist*, he soon switched over to the engine department. When he wasn't shipping, he was either upgrading or collecting college credits.

By 1972, Ricky Abrams had graduated from Temple University School of Dentistry. He had also accumulated the following endorsements: wiper, oiler, fireman, second electrician, deck engineer, junior engineer.

Like many other people, he had been leary of upgrading, wondering if he was capable of handling the responsibility. That all changed one summer when he was onboard a run-down vessel headed for Northern Europe.

The whole crew was talking about the Chief Electrician. It seems that the fans were always breaking down. The Chief fixed every one, even those that seemed beyond repair. And the fans were always as good as



new. No one knew how he did it, least of all Ricky Abrams who felt highly intimidated by the Chief's mechanical prowess.

As it turned out, the Chief Electrician had a sure-fire method: he would throw all the broken fans overboard and steal new ones from the supply locker.

Ricky Abrams learned something from that experience: it doesn't pay to count yourself short. Chances are, the guy who is filling the job that you don't consider yourself qualified for, isn't any more talented than you are.

That lesson wasn't the only thing that Ricky Abrams remembers from shipping out. He remembers a lot of other things:

"I consider myself extremely fortunate. You know, by the time I was 20 I had done more travelling than most people do in a lifetime. At work I listen to other dentists talk about their 'Big European Trip.' I have to smile to myself, because I've made at least twenty trips there, not to mention Africa, Asia, South America. I've been exposed to so much."

"One of the things I've carried from my maritime days is the urge not to stay in one place. I've had so many jobs since I graduated from dental school. I was in the Navy for a few years, then I worked for Johns Hopkins in Maryland. I guess I'll always be reaching out for some new experience."

"Perhaps the one thing I miss about shipping out is going to the union hall. There was such a warm atmosphere there. It was like one big family. Guys were always helping each other out. If someone was short \$10 bucks, he'd always be able to go to the union hall and someone would give it to him. There was such a feeling of camaraderie there. I guess I'll never experience that again."

SIU Crew Plucks 3 Cubans From Drifting Boat Off Key Largo, Fla.

Another SIU crew showed their professional touch one night last month when they plucked three Cubans from their drifting boat off Key Largo, Fla.

Carter Okays Northern Tier Oil Pipeline

President Jimmy Carter okayed a private company's bid last month to build a \$1.23-billion, 1,500-mile Northern Tier Oil Pipeline to carry Alaskan crude from Port Angeles, Puget Sound, Wash. to the oil-short Upper Midwest at Clearbrook, Minn.

The pipeline, which could carry 933,000 barrels daily, will get quick service from Federal regulatory agencies if the firm can come up with the project financing within a year and meet Washington State environmental regulations.

If not, the Transmountain Oil Pipeline Co. Canada plan is waiting in the wings.

Northern Tier Pipeline Co. (U.S. Steel, Burlington Northern, Westinghouse, MAPCO, etc.) says the pipeline could be built in three years. It would create 5,500 new jobs.

Supertankers would haul the crude to the 40-42 inch pipeline which would go 30 miles under Puget Sound through Idaho, Montana and North Dakota feeding refineries enroute.

Today 400,000 of the daily 1.2 million barrels of crude coming out of Alaska's North Slope can't be refined on the West Coast because of a lack of refining capacity.

It all began about 9:30 p.m. on Jan. 19 as the *ST Ogden Willamette* (Ogden Marine) passed by Key Largo, Fla.'s Alligator Reef. The lookout spotted a distress signal from a small craft drifting in the water.

In a flash, the tanker's master, Capt. Ferguson was on the bridge ordering the ship to slow down to intercept the boat. Later Recertified Bosun Arthur C. Campbell and his

deckgang made the small craft secure to the *Ogden Willamette*.

Upon inspection, they found three persons in the *Suzy*. One, Edward Verde of Miami, Fla. revealed they had left Cuba five days before, ran out of fuel, had one engine out and no food or water.

Immediately, Chief Steward Tony De Boissiere provisioned them with a week's supply of rations. The cooks fed them and gave them

water. The mates gave them medical attention. The rest of the SIU crew saw to their needs in the way of blankets, etc. as the Coast Guard arrived.

Rescued Verde thanked God for the food and help given them and exclaimed he would never forget this for all his life. He also expressed a tremendous appreciation to the captain, chief steward, bosun and the whole crew and officers.

Paul Dempster Reelected SUP President

Paul Dempster, president-secretary-treasurer of the SUP, was reelected to those posts for the 1980-81 term by the union's rank-and-file in the biennial election on Feb. 19. Dempster beat SUP San Fran-

cisco Business Agent Charlie Russo by 564 votes and former SUP Vice President Jack Dwyer by 1,182 votes.

SUP Vice President Jack Ryan, who ran unopposed for reelection, got 2,046 votes from members at the San Francisco headquarters and the outlying ports.

A total of 2,170 voting ballots were cast in the election. This includes 313 absentee ballots and 151 contested ballots cast by permit-men.

In the port of New York, incumbent Bill Armstrong ran unopposed and was reelected as business agent. Elected as five trustees of the SUP



Paul Dempster was reelected President of the SUP this month.

Building Corp. were Dempster, Ryan, Russo, Seattle Agent John Battles and Business Agent No. 1 Bill Berger.

San Francisco Hall Moved to 350 Fremont

Effective March 1, the San Francisco Union hall located on 9th and Mission Streets will be closed. All Union business in the port of San Francisco will now be conducted out of the hall at 350 Fremont St., formerly the headquarters of the Marine Cooks & Stewards Union.

By consolidating operations in San Francisco under the roof of one Union hall, SIU reps will be better able to serve the needs of the West Coast membership which expanded with the merger of the MC&S into the SIU A&G District last year.

Unemployment Rises to 6.2%

WASHINGTON, D.C.—January's U.S. unemployment rate climbed to 6.2 percent of the country's work force from December's 5.9 percent, the Labor Department reported.

This is the highest joblessness level since July 1978. And it is the first time in 17 months that the

unemployment rate has broken out of the narrow range of between 5.7 percent and 5.9 percent.

The jobless rise was largely due to layoffs and plant closings in the nation's automobile manufacturing industry. Hit hard were married men, fulltime workers and blue collar workers.

Drugs: Pay Now, Pay Later!

MESSING around with drugs could cost you your career. Or your health. Or your life.

That might sound like overstating the case. Plenty of people—especially young people—say drugs make them feel good, so what's wrong with them? They say "I have a handle on it. I never take too much."

But the fact is, not enough is known about the effects of drugs—particularly the long-term effects—for anyone to be sure their "moderate" drug-

taking is safe. And that lack of knowledge applies to every drug right across the board.

There are no exceptions. A scientist can test the properties and the physical and psychological effects of a drug for years. He can report on what its effects should be. Or what happens to most people when they take it.

But he can never make an absolute judgement on its safety. Because the properties of a drug have so many variables.

Even marijuana! Its short-term effects depend on how much you

smoke. And on where it came from.

If it's grown in the U.S. chances are it's pretty mild. Most domestic marijuana has a chemical concentration of less than 0.5 percent.

The marijuana that comes out of Colombia and Mexico is a lot more potent, with a chemical content as high as 4 percent. And the dope coming out of Spain has a dangerously high 6 percent.

What happens to you when you smoke a joint depends on where the stuff came from. As

well as what it's cut with. And if you buy a couple of joints off a guy on the street, you don't know a single thing about it.

Which means you don't know what it's going to do to you. Even in its pure state, the effects of cannabis, the plant both marijuana and hashish are derived from, vary widely. In high doses, the Drug Enforcement Agency says, it may cause "image distortion, a loss of potential identity, fantasies and hallucinations or a toxic psychosis."

The "side effects" of drugs aren't limited to physical and emotional issues. There are legal issues as well. And those issues are gravely important to Seafarers.

If you get caught with drugs in a foreign country they'll slap you in jail so fast you won't know what hit you. And they'll keep you there. For a very long time.

In addition, for a seaman, a drug-related conviction means the Coast Guard will take away your seamen's papers. That means you'll never work in the merchant marine again.

Messing around with drugs is dangerous. It's stupid. And it'll get you in trouble. And that's the only sure thing about it.

Dispatchers Report for Great Lakes

JAN. 1-31, 1980

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	17	5	1	7	8	0	30	3	2
ENGINE DEPARTMENT									
Algonac (Hdqs.)	18	10	2	5	4	0	23	12	2
STEWARD DEPARTMENT									
Algonac (Hdqs.)	1	2	1	1	7	0	4	2	4
ENTRY DEPARTMENT									
Algonac (Hdqs.)	17	29	6	0	0	0	28	56	16
Totals All Departments	53	46	10	13	19	0	85	73	24

*"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.

Eight more SIU Chief Stewards are now attending the Steward Recertification Program at the Harry Lundberg School. The program includes six weeks of instruction at HLS and two weeks at Union Headquarters.

Because the Chief Steward is the Department Manager aboard his ship, the Recer-

The CPR and First Aid instruction was the roughest part of the program but it was one of the best. I have not been in school for 40 years. Janet Cook really taught me.

Bob Liegel

tification Program stresses work scheduling, requisitioning, inventory control and menu planning. Advanced culinary skills, first aid, CPR, firefighting, typing and communication techniques are among the many practical skills that are taught. The Stewards also receive special training for their job as secretary-reporter of the ship's committee.

The program is designed to teach SIU Stewards the skills they need and want on the job. The Recertification Program is a big success because it meets the needs of SIU Members and the maritime industry.

For the seafarers attending the program now—and for all SIU Steward Department



Since the Chief Steward is the head of the Steward Department, the program stresses work scheduling, requisitioning and inventory control.

Recertification Program Gives Stewards The Skills They Need



Jose Colls



Jee Dong



Charles Scott



Carl Jones



Frank Adkins



Francis Smith



Robert Liegel



Carl Tebell



Reuben Blackburn



Willie Smith



Chester Moss



Jack Utz

Members—the Steward Recertification Program is a golden educational opportunity. Recertified SIU Stewards are the best-trained in the whole maritime industry. And graduates of the program can count on top-notch job security.

All of the teachers should get a vote of thanks. They go out of their way to help each of us. There has been a teacher available to help me whenever I needed it.
Frank Adkins

Every Steward Department Member who is eligible is encouraged to apply for the Recertification Program. It's easy to apply. Just contact the SIU Representative in your port for an application. The Recertification Program is a great opportunity for all SIU members in the Steward Department. Take advantage of it today!

Mike Mannion has been a very good instructor. The knowledge I have gained about nutrition and bacteria will be helpful to me when I go back to work.
Francis Smith



CPR and First Aid classes are among the practical skills that the recertified Stewards learn.

The Chief Stewards learn advanced culinary skills in the HLS cooking labs.



Summary Annual Report for Seafarers Pension Plan

This is a summary of the annual report of Seafarers Pension Plan (I.D. #13-6100329) for January 1, 1978 to December 31, 1978. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$141,660,432 as of January 1, 1978, compared to \$151,436,402 as of December 31, 1978.

During the plan year, the plan experienced an increase in its net assets of \$9,775,970. This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

During the plan year, the plan had total income of \$26,725,613 including employer contributions of \$15,460,278 and \$11,265,335 from earnings from investments and net realized gain (loss) from sale or exchange of assets.

Plan expenses were \$10,156,683. These expenses included \$1,242,079 in administrative expenses and \$8,914,604 paid in benefits.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York 11232. The charge to cover

copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the

copying of these portions of the report because these portions are furnished without charge.

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

Alvaro Vega Is Alive and Well and Living in Tampa

FOR a guy who specialized in keeping his ships cool, the sunny hot clime of Tampa, Fla. might seem an unlikely place to drop anchor.

Pensioner Alvaro Vega doesn't think so. But just to make sure things don't get too hot, the 64-year old retired Seafarer now specializes in keeping cars cool. That is, he repairs air-conditioners and just about anything electrical under the hood.

He learned the trade of an electrician from years of working on the ships.

When he retired about six years ago at the age of 58, he was already one of the real "oldtimers" in the Union.

Vega joined the SIU in 1939 just a few months after the Union received its charter. He proudly points out that his Book Number is V-4.

His first job on a ship was as a messman. But when WWII broke out he switched to the engine room because "they needed people down below."

As it turned out, the move to the engine room was a good one for Vega. He applied himself and learned the trade. When he finally retired after 35 years of shipping, he was sailing as a chief electrician and reefer engineer.

His specialty on the ships was—what else—air conditioning systems and refrigeration maintenance and repair. His last job before retiring was on the Sea-Land container ship *Newark*.

After he called it a day on the ships, Brother Vega had no definite plans of getting into a new business. He used to fix a/c systems in friends' cars. But the word got around that he was an A-1 mechanic, and the rest is history.

A devoted father (he has two daughters and a son), Vega is helping his son to start his own air-conditioning repair business.

He says, "I finally have the time to help. I have a little saved. So I want to put it to good use. After all, you can't take it with you."



Pensioner Alvaro Vega

Brother Vega points out one more thing. He says everytime he sees an old shipmate he hasn't seen for years, the shipmate usually says, "hey, where the hell you been. I thought you were dead." Pretty typical!

Well, this retired Seafarer has some news for everyone. Alvaro Vega is alive and well and living happily with his wife in Tampa, Fla.

Personals

John W. Wickman

It is important that you contact Mr. James Orlando. Tel. (219) 228-6260.

Kasimir Puchalski

Please contact, your son, Casimir at 4207 221 SW Mountlake—Terrace, Wa. 98043. Tel. (206) 778-6144. Important!

Michael Robert LaGasse

Please contact, Sonia Prieto. Tel. (212) 639-3887. Emergency!

Mark Jablonski

Please contact, your brother, James—Urgent.

Jim Downey

Please contact, Ben Henderson—2016 SE 122—Apt. 57—Portland, Or. 97233.

John Robert Spicer

Please contact, Benny Spicer, as soon as possible. Tel. (615) 289-3527.

Ron Pollino

Please contact, your mother, at 34420 SW 188th Avenue—Homestead, Fla. 33034.

NEW! NEW! NEW!

Now you can improve your math skills in fractions and decimals in your spare time!

HOW?

HLS has courses for you in fractions and decimals. They are self-study courses. HLS will send them to you. You can study them while you're aboard your ship or boat!

Here's how you can use the skills you'll get in these courses:

- ★ in your everyday life (for measuring, counting, etc.)
- ★ in your job
- ★ to improve your math skills for upgrading
- ★ to get started on your high school equivalency program (REMEMBER: GED is offered at HLS)
- ★ to review old math skills or learn new ones

Send for the course you want today! Just fill in and mail the coupon below.

Check the course you want.
(Why not take both of them?)

() FRACTIONS

() DECIMALS

() Information on GED
at HLS

Send my course(s) here:

Name _____

Street _____

City _____ State _____ Zip _____



Cut out the coupon and mail it to this address:

Academic Education Department
Harry Lundeberg School
Piney Point, MD 20674

ATTN: Lois Knowles, Mathematics Department

Send it today!



Heige Holmstrom, 60, joined the SIU in the port of New York in 1963 sailing as a chief electrician. Brother Holmstrom upgraded in 1964. He also worked at the Bethlehem and Todd Shipyards, Hoboken, N.J. Seafarer Holmstrom was a former member of the Swedish Seaman's and Labor Unions. He is a veteran of the Swedish Army during World War II. A native of Shelleftea, Sweden, he is a resident of New York City.



William Denny Johns, 62, joined the SIU in 1948 in the port of Mobile sailing as a deck and junior engineer. Brother Johns was born in Evergreen, Ala. and is a resident of Clanton, Ala.



Hugh Lloyd Meacham, 65, joined the SIU in 1941 in the port of Norfolk sailing as a bosun and ship's delegate. Brother Meacham sailed 47 years. He was born in North Carolina and is a resident of Chesapeake, Md.



Robert Calvin Meloy, 58, joined the SIU in 1946 in the port of Jacksonville sailing as a recertified bosun. Brother Meloy sailed 34 years. He graduated from the Union's Recertified Bosun's Program in February 1976. Seafarer Meloy was on the picketline in the 1946 General Maritime beef in Jacksonville, organized in the 1947 Isthmian drive and in 1948 hit the bricks in both the Baltimore and New York's Wall St. strikes. In 1960, he was in contention for the N.Y. joint patrolman post. Meloy is a veteran of the U.S. Army in both World War II and the Korean War as a sergeant in the Transportation Corps. He also attended the Infantry Officers Training School and the Army's Plans, Training and International School. Born in Cleveland, he is a resident of Seattle.



Anthony Mravec, 66, joined the SIU in the port of New York in 1967 sailing as a wiper. Brother Mravec sailed 19 years and during the Vietnam War. He was born in Cleveland and is a resident of Seattle.



Sebastino Alleluia Pires, 70, joined the SIU in 1947 in the port of New York sailing as a chief cook. Brother Pires sailed 43 years and walked the Picketline in the 1962 Robin Line beef. He is a veteran of the U.S. Army's Hdqs. 241st Service Co. Engineers in World War II. Seafarer Pires holds the Asia-Pacific Service, Philippines Liberation Service and World War II Victory Medals. A native of Portugal, he is a resident of Brooklyn, N.Y.



Daniel Covington Gatewood, 65, joined the SIU in the port of New York in 1965 sailing as an AB. Brother Gatewood sailed 28 years. He is a veteran of the U.S. Coast Guard in World War II sailing aboard the *SS Cactus*. Seafarer Gatewood also attended the U.S. Merchant Marine Service School, Sheepshead Bay, Brooklyn, N.Y. during World War II. Born in Carthage, N.C., he is a resident there.

Pensioner's Corner



Charles Wilson Bartlett, 58, joined the SIU in the port of Baltimore in 1955 sailing as an AB. Brother Bartlett sailed 29 years and during the Vietnam War. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Bartlett is a veteran of the U.S. Army in World War II. Born in Hingham, Mass., he is a resident of Dorchester, Mass.



James Robert Bergbower, 52, joined the SIU in the port of Wilmington, Calif. in 1956 sailing as a bosun. Brother Bergbower sailed 27 years. He is a veteran of the post-Korean War U.S. Army. Seafarer Bergbower was born in Newton, Ill. and is a resident of Preston, Md.



Eladio Grajales, 65, joined the SIU in 1944 in the port of Boston sailing as a chief steward. Brother Grajales also sailed during the Vietnam War and as a ship's delegate. He walked the picketline in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Grajales was born in Ponce, P.R. and is a resident of Gretna, La.



George William Duncan, 63, joined the SIU in 1943 in the port of New York sailing as a bosun and 3rd mate. Brother Duncan sailed 48 years, first on British vessels. He also worked on the Delta and Waterman Shoregangs in New Orleans from 1973 to 1979. Seafarer Duncan was born in Russia where his father was on assignment as a journalist. He is a naturalized U.S. citizen and is a resident of Slidell, La.



Angel Garcia, 65, joined the SIU in 1949 in the port of Tampa sailing in the steward department. Brother Garcia is a veteran of the U.S. Army. He was born in Tampa and is a resident there.



Recertified Bosun **Raymond Warren Hodges**, 59, joined the SIU in 1944 in the port of Baltimore. Brother Hodges graduated from the Recertified Bosuns Program in 1974 and attended a Piney Point Crews Educational Conference in 1970. He is also a graduate of the GED Program where he was close to being a "perfect student." Seafarer Hodges also attended the U.S. Government's maritime training classes at Sheepshead Bay, Brooklyn, N.Y. in 1943. And he received a Union 1960 Personal Safety Award for sailing aboard an accident-free ship, the *SS Alcoa Patriot*. He was born in North Carolina and is a resident of Baltimore.



Orlan Auoid Midkiff, 65, joined the SIU in the port of Houston in 1970 sailing as an oiler. Brother Midkiff sailed 22 years. He is a veteran of the U.S. Army's Medical Corps in World War II. Seafarer Midkiff was born in Remlin, Tex. and is a resident of Himphill, Tex.



Kenneth J. Nelson, 60, joined the Union in the port of Corpus Christi, Tex. in 1957 sailing as an engineer for G & H Towing from 1951 to 1979. Brother Nelson sailed 28 years. He was a member of the Marine Allied Workers in 1951. Boatman Nelson was born in Humboldt, Tenn. and is a resident of George West, Tex.



Burvil Wilbert Owens, 62, joined the Union in the port of Philadelphia in 1960 sailing as a captain, pilot and mate for McAllister Brothers from 1972 to 1977. Taylor and Anderson from 1958 to 1972 and the Warner Sand and Gravel Co. from 1941 to 1958. Brother Owens is a veteran of the U.S. Army in World War II. He is a former member of the NMU, MM&P and District 50. Boatman Owens was born in Columbia, N.C. and is a resident of Philadelphia.



Leroy Gibkenis Sawyer, 63, joined the Union in the port of Norfolk in 1961 sailing as an AB for Norfolk Towing and for C. G. Willis from 1969 to 1971. Brother Sawyer also sailed for McAllister Brothers from 1953 to 1961. He was a former member of the UMW. Boatman Sawyer was born in North Carolina and is a resident of Chesapeake, Md.



Verner Rudolf Ylitalo, 62, joined the Union in the port of Saulte Ste. Marie, Mich. sailing as an AB and tankerman for the Atlantic Richfield Co. from 1964 to 1976, the Great Lakes Dredge and Dock Co. from 1955 to 1959 and for the Price Brothers-McClung Co. Brother Ylitalo sailed deep sea for the SIU from 1947 to 1956. He is a veteran of the U.S. Coast Guard during World War II. Boatman Ylitalo was born in Marengo, Wisc. and is a resident of Ironwood, Mich.



Lamar Matthews Lott Sr., 66, joined the Union in the port of Mobile in 1957 sailing as a cook for the Mobile Towing Co. from 1949 to 1979. Brother Lott was born in Mobile and is a resident there.



Frank Paul Russo, 67, joined the SIU in 1944 in the port of Norfolk sailing as an AB. Brother Russo sailed 39 years. He also attended a Piney Point Educational Conference. Seafarer Russo was born in Norfolk and is a resident of Harvey, La.



Edward James Ponis, 65, joined the SIU in the port of Baltimore in 1952 sailing as a recertified bosun. Brother Ponis sailed 42 years. He was born in Boston and is a resident of Baltimore.



Michel Joseph Dunn, 60, joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. Brother Dunn sailed 32 years. He attended a HLS, Piney Point, Md. Crews Conference in 1975. Seafarer Dunn is a veteran of the U.S. Navy's Seabees in World War II. He was a former member of the Bakers and Confectionery Workers Union, Local 35 in New Orleans. A native of Louisiana, he is a resident of New Orleans.



Dispatchers Report for Deep Sea

JAN. 1-31, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	6	6	1	5	5	0	7	4	2
New York	91	39	16	87	48	17	130	48	12
Philadelphia	6	7	4	17	14	1	8	8	3
Baltimore	23	9	4	9	4	1	39	12	5
Norfolk	22	10	7	17	16	6	26	14	5
Tampa	13	2	5	14	6	7	9	2	5
Mobile	20	3	2	14	3	0	36	7	2
New Orleans	79	16	7	46	28	11	154	22	13
Jacksonville	46	8	2	32	13	0	54	13	4
San Francisco	28	5	4	28	7	3	50	8	6
Wilmington	18	9	8	14	6	7	26	17	15
Seattle	25	5	12	22	16	13	66	11	19
Puerto Rico	13	2	2	25	12	0	25	3	3
Houston	68	17	5	65	24	4	118	22	11
Piney Point	1	0	0	1	19	0	0	0	0
Yokohama	0	0	0	0	0	1	2	0	0
Totals	459	138	79	396	221	71	750	191	105
ENGINE DEPARTMENT									
Boston	4	1	1	1	5	1	4	4	2
New York	98	43	8	68	48	2	136	85	16
Philadelphia	9	1	1	7	2	2	20	3	2
Baltimore	12	12	0	10	6	1	21	14	2
Norfolk	11	9	2	7	13	2	15	9	4
Tampa	7	2	3	7	3	3	6	6	1
Mobile	10	5	0	12	10	0	30	9	0
New Orleans	40	16	0	37	14	1	95	32	2
Jacksonville	20	5	5	17	9	0	33	13	4
San Francisco	24	6	2	16	10	2	35	11	2
Wilmington	7	4	7	4	5	0	24	10	7
Seattle	24	6	5	16	8	2	49	13	13
Puerto Rico	2	3	0	9	9	3	4	4	0
Houston	49	13	3	33	14	1	102	17	5
Piney Point	0	1	0	0	8	0	0	0	0
Yokohama	0	0	0	0	0	0	0	1	0
Totals	317	127	37	244	164	20	574	231	60
STEWARD DEPARTMENT									
Boston	1	4	0	0	5	1	1	2	0
New York	32	27	5	51	53	10	52	30	10
Philadelphia	3	5	1	1	4	0	6	6	1
Baltimore	11	5	1	8	4	0	14	5	1
Norfolk	15	3	1	8	11	4	15	3	1
Tampa	4	1	2	3	1	1	4	0	3
Mobile	14	1	0	6	2	0	35	4	0
New Orleans	35	7	3	25	27	4	67	6	6
Jacksonville	17	1	2	18	10	3	15	2	2
San Francisco	10	1	1	13	5	1	20	3	2
Wilmington	9	1	7	1	3	5	15	2	13
Seattle	17	1	6	6	6	6	29	2	14
Puerto Rico	6	3	1	4	4	0	10	5	3
Houston	27	3	3	26	13	1	62	8	4
Piney Point	0	3	0	0	41	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	201	66	33	170	189	36	345	78	60
ENTRY DEPARTMENT									
Boston	3	14	4				2	7	6
New York	22	130	51				33	205	147
Philadelphia	1	21	10				7	34	8
Baltimore	11	19	6				20	36	13
Norfolk	6	21	12				7	24	26
Tampa	2	12	4				3	15	6
Mobile	2	18	1				11	23	3
New Orleans	21	56	19				49	93	39
Jacksonville	11	24	4				9	39	19
San Francisco	8	10	17				15	21	17
Wilmington	1	11	27				2	31	99
Seattle	6	13	16				17	36	41
Puerto Rico	10	17	4				17	27	15
Houston	17	43	29				27	88	67
Piney Point	0	68	0				0	7	0
Yokohama	0	2	0				1	3	0
Totals	121	479	204	0	0	0	220	689	506
Totals All Departments	1,098	810	353	810	574	127	1,889	1,189	731

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

Shipping in the month of December was good to excellent in all A&G deep sea ports, as it has been for the last several years. A total of 1,511 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 810 or slightly more than half, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good to excellent for the foreseeable future.

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

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Paul Hall
SECRETARY-TREASURER
Joe DiGiorgio
EXECUTIVE VICE PRESIDENT
Frank Drozak

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ALGONAC, Mich. 520 St. Clair River Dr. 48001
(313) 794-9375
ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616

BALTIMORE, Md. 1216 E. Baltimore St. 21202
(301) EA 7-4900
BOSTON, Mass. 215 Essex St. 02111
(617) 482-4716
BUFFALO, N.Y. 290 Franklin St. 14202
(716) TL 3-9259

CHICAGO, ILL. 9383 S. Ewing Ave. 60617
(312) SA 1-0733
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(216) MA 1-5450

COLUMBUS, Ohio 4937 West Broad St. 43228
(614) 870-6161

DULUTH, Minn. 705 Medical Arts Building 55802
(218) RA 2-4110

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415 Main St. 49635
(616) 352-4441

GLOUCESTER, Mass. 120 Main St. 01903
(617) 283-2645

HOUSTON, Tex. 1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla. 3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J. 99 Montgomery St. 07302
(201) HE 5-9424

MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754

NEW ORLEANS, La. 630 Jackson Ave. 70130
(504) 529-7546

NORFOLK, Va. 115 3 St. 23510
(804) 622-1892

PADUCAH, Ky. 225 S. 7 St. 42001
(502) 443-2493

PHILADELPHIA, Pa. 2604 S. 4 St. 19148
(215) DE 6-3818

PINEY POINT, Md. St. Mary's County 20674
(301) 994-0010

PORT ARTHUR, Tex. 534 9 Ave. 77640
(713) 983-1679

SAN FRANCISCO, Calif. 1311 Mission St. 94103
(415) 626-6793

SANTURCE, P.R. 1313 Fernandez, Juncos,
Stop 20 00909
(809) 725-6960

SEATTLE, Wash. 2505 1 Ave. 98121
(206) MA 3-4334

ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-6500

TAMPA, Fla. 2610 W. Kennedy Blvd. 33609
(813) 870-1601

TOLEDO, Ohio 635 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif. 408 Avalon Blvd. 90744
(213) 549-4000

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935

West Coast Stewards Halls
HONOLULU, Hawaii 707 Alakea St. 96813
(808) 537-5714

PORTLAND, Or. 421 S.W. 5th Ave. 97204
(503) 227-7993

WILMINGTON, Ca. 408 Avalon Blvd. 90744
(213) 549-4000

SAN FRANCISCO, Ca. 350 Fremont St. 94105
(415) 543-5855

IRS Adopts New Procedures in Regard to Allotments

The Internal Revenue Service recently set forth new procedures relating to the reporting of wages, payment of taxes and collection of income taxes, with respect to

seamen, as well as modifying the special "end of voyage" reporting procedures. Now, the allotments paid to a seaman must be included in the

seaman's gross income in the taxable year the allotments are paid.

A seaman does not have to report in gross income other wages, such as advances or slops, until the taxable year in which the voyage ends. As a result of this Revenue Procedure, the seaman will be receiving an IRS W-2 form (statement of wages received in a calendar year) for the allotments paid during a calendar year, if the voyage ends in a subsequent year.

The form will also reflect the FICA (social security) taxes deducted as well as withholding for Federal income taxes. He will then

use this information for inclusion on his personal tax return.

When the voyage ends, the seaman will receive a W-2 form reflecting the balance of his wages, after allotments paid in the prior year, and the amount of FICA and income taxes withheld.

In the instance when a voyage begins in one year and terminates in a subsequent year, it will be a tax advantage to the seaman, who has authorized allotments, by avoiding all of the taxable income being bunched into the year the voyage terminates.

Norway offers pension to WW II seamen

Seamen who were Norwegian citizens and served on Norwegian ships during World War II may be eligible for pension benefits from Norway.

To be eligible generally the seaman must be 60 years old and must have had a minimum of 150 months of sailing on Norwegian ships. Merchant seamen who served at least 18 months during the period of Sept. 1, 1939 to Dec. 31, 1945 (outside occupied Norway) would be eligible.

Following are kinds of service which may be considered for a pension:

- Service on Norwegian or Allied ships as a Norwegian citizen;
- Seamen who served in the Norwegian Army, Navy or Air Force as a Norwegian citizen;
- Seamen who served in the Allied forces, Army, Navy, Air Force as a Norwegian citizen;
- Seamen who served ashore either in an administrative capacity or in defense-related work as a Norwegian citizen;

Considered seamen are also those who served actively in the Norwegian or Allied Navy without any service in the merchant marine.

In addition, a special bonus pension is allowed for wartime service. A seaman who was a Norwegian citizen when he sailed and has since become a citizen of another country remains qualified. A widow or children of a deceased Norwegian seaman may also claim the bonus.

Those who qualify may write to the following address for further information: Norwegian Seaman's War Veterans Club, c/o Birger Lunde, 84 Hillcrest St., Staten Island, N.Y. 10308.

\$2.8B For Waterway Projects

President Carter has signed into law the 1980 Appropriations Act for the Army Corps of Engineers. The legislation allocates \$2.8 billion to the Corps so that it can carry out a variety of duties essential to the economic well-being of this nation.

Included in the legislation are provisions which call for the construction of nearly \$490 million dollars worth of navigation projects on the inland waterways and in the coastal harbors.

There are over 55 separate navigation projects listed in the legislation, the most prominent of which are Locks and Dam 26 at Alton, Ill. and the Tennessee-Tombigbee Waterway in Alabama and Mississippi.

The legislation highlights one important fact: commerce on the inland waterways is heavily dependent upon the Federal government for its survival. The good Lord may have given us the Mississippi River, but it was the U.S. government who constructed the locks and dams which make inland shipping economically feasible.

Help Your Brother Down the Road

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

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

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

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

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

Alcoholic Rehabilitation Center

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

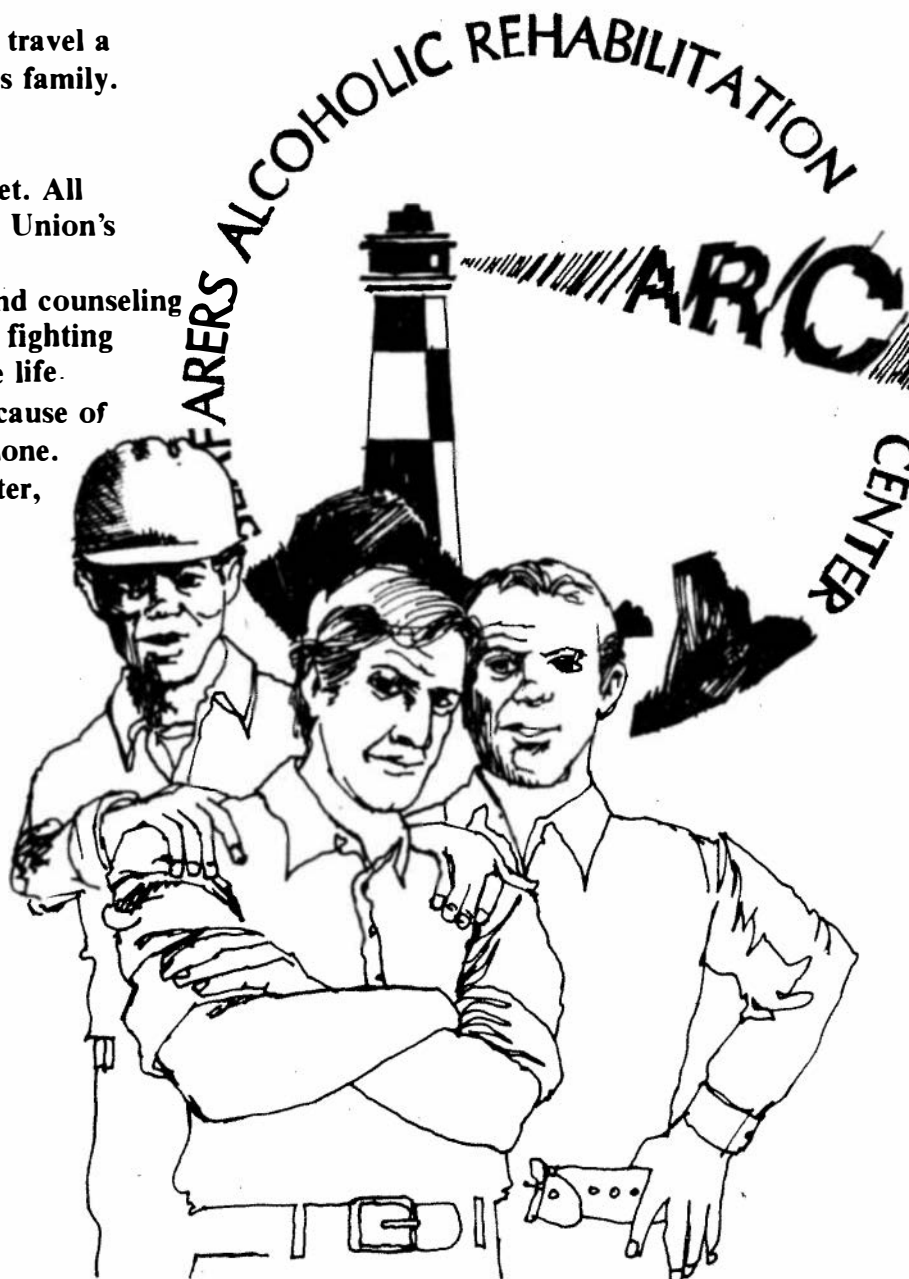
Name Book No.

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

Telephone No.

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

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





Philadelphia

IOT has placed into Gulf service the new 480-foot barge *Ocean 192* to carry 180,000 barrels of crude or petrochemical products in 12 coated compartments.

The twin-screw 5,600 hp new tug *Freedom* (IOT) will push the barge which has a redesigned streamlined hull. She was built by the Galveston Shipbuilding Co., Houston.

Great Lakes

Barge *G.L. 33*—a new 4,000 cubic yard Manitowoc hydrodump barge—was launched last month by the Great Lakes Dredge & Dock Co., Chicago at the Maxon Marine Industries Shipyard, Tell City, Ind.

The steel, deep sea barge measures 234 by 53 by 23 feet. She has a longitudinal divided hull hinged at each end above deck. Hydraulic cylinders open the hull hopper to dump and close.

MARAD has okayed the \$11.2 million bid of the Great Lakes Dredge & Dock Co.'s Tidewater Dredging of Oakbrook, Ill. in building a 4,300 hp trailing suction hopper dredge.

Washington, D.C.

President Jimmy Carter in his 1981 budget request to Congress has asked for \$30 million for construction and rehabilitation of 34 inland waterways, locks and dams projects.

Port Arthur, Tex.

Sabine Towing has on order a 103 foot, 3,200 hp twin screw harbor tug from Delta Shipyard, Houma, La.

You Can't Afford Not To



The Transportation Institute Towboat Operator Scholarship Program pays you while you go to school at HLS. It gives you free room, board and books. It helps you earn wheel-house time while you learn boathandling skills. And HLS graduates get day-for-day worktime credit.

**You can't afford not to apply for a
Towboat Operator Scholarship**

The next class begins April 7.

Contact your SIU Port Agent or your Company to apply.

Mobile

More than 100 miles of the 232-mile Tennessee-Tombigbee Waterway were open to river navigation last month from its southern end at Demopolis, Ala. north to Columbus, Miss. pending the raising of the water level at the Aliceville Lock and Dam.

Almost \$1 billion of the estimated \$1.67 billion Federal cost of the entire project is now under contract.

St. Louis

Contract negotiations with Orgulf and Ozark Marine have been completed and a ratification vote by the membership was under way early this month.

The U.S. Corps of Engineers here has issued a "notice to proceed" to contractors for the first stage of construction at Locks and Dam 26 near Alton, Ill. The first stage is the building of a cofferdam on the Missouri shore extending 1,000 feet into the Mississippi.

The resulting 25-acre area enclosed by the cofferdam will be dewatered for the construction of the first six gates of the new dam. Completion in 1981 of the \$41.7 million contract will restrict the river to a 700-foot width along the Illinois shore.

National Marine Service has asked MARAD for \$30.7 million in subsidy to build 46 double-skinned oil-chemical tank barges and five diesel-powered towboats with delivery before 1982.

The barges will be built by Hillman Barge, Brownsville, Pa., Nashville (Tenn.) Bridge and Jeffboat, Jeffersonville, Ind. Dravo of Pittsburgh and Ortis Boat, Krotz Springs, La. will build the towboats.

On her maiden voyage downriver from Dravo, the towboat *National Energy* (National Marine) had as her crew: Capt. J.A. Benoit, Pilot Norman East, Trip Pilot V. Ward, Port Engineer C. Webb, Engineer F. Stanley, Mate S. Lamb, Tankermen J. Bowman and T. Stewart, Deckhands G. Coleman and E. Renshaw and Cook P.W. Chambers.

New Orleans

Opening contract negotiations began early this month with both Dixie Carriers and Gulf Canal.

Radcliff Materials has three 1,650 hp towboats on order for future delivery from the Dravo Shipyard, Neville Is., Pa.

Cook Duncan V. "Pat" Patterson reported late last month that he's "back on the river again."

That is on the Mississippi aboard the towboat *Dixie Power* (Dixie Carriers).

Pat says the run from here to Meyers, Miss., a few miles north of Vicksburg, takes 48 hours going upstream and 24 down, past Baton Rouge, La.

Previously, Pat had got off the deep sea tug *Alice Moran* (Moran Towing) in Ft. Lauderdale, Fla. Seems before he got off the tug was having problems coming across the Gulf towing a 510-foot barge.

Assisted by two other tugs, the *Alice Moran* was "comin' through the notch" of Port Everglades, Fla. Harbor when she lost the towline.

Cove Navigator Committee



SIU Patrolman Teddy Babkowski (seated center) fills out dues receipt for (seated left) Steward Delegate C. Harmanson of the ST Cove Navigator (Cove Shipping) Ship's Committee recently. The rest of the committee (l. to r.) are Chief Steward Ray Casanova, secretary-reporter, Deck Delegate Patrick Lescot, Bosun Tom Ratcliffe, ship's chairman and Chief Pumpman Jim Emidy, educational director. The tanker paid off at the Con Edison Plant, Brooklyn, N.Y.

Legal Aid

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

NEW YORK, N.Y.

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

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

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

Philip Welton, Esq.

Welton & Van Dam

No. 1 Ecker Bld.

San Francisco, Calif. 94105

Tele. #(415) 777-4500

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Arbitrator Rules for Company in Dixie COLA Beef

An arbitration involving the application of cost of living add-ons in determining the daily wage due to SIU Boatmen employed by Dixie Carriers Co. in New Orleans was settled last month.

In a decision dated Jan. 7, 1980, the impartial arbitrator ruled that the cost of living adjustment which Dixie had rolled in to the wages of Union Boatmen as of Apr. 6, 1979 was correctly computed by the company.

The arbitrator's ruling on the Dixie COLA arose from a grievance filed by the SIU against the company, based on differing interpretations of the cost of living clause in Dixie's collective bargaining agreement.

Because of the differing interpretations of the contract, the Union and the company arrived at a different 1979 COLA amount and, therefore, a different wage rate. The Union's 1979 COLA figure was

slightly higher than the COLA worked out by Dixie.

As an example, under the SIU's computations the new daily wage rate with 1979 COLA figured in due to a Canal Captain as of Apr. 6, 1979 should have been \$102.74. By the company's figuring, the new wage rate for Canal Captains came to \$101.20, a difference of \$1.54. COLA's apply to all ratings. The amount differs with the pay scale but the method of computation is the same across the board.

An impartial arbitrator was named to settle the matter. Both the Union and the company agreed to abide by the arbitrator's decision.

In his seven page ruling the arbitrator said that "the contract calls for a 5 percent increase in the daily wage each year. It does not," he continued, "provide for a 5 percent increase in 1979 plus the 1978 cost of living adjustment."

"The cost of living adjustment for

1979," the arbitrator concluded, "is based, in Dixie's contract, not upon 'wages being paid' but upon the Base Daily Rate and the adjustment of CPI thereon over the 5 percent wage increase."

Based on the arbitrator's interpretation of the Union's collective bargaining agreement with Dixie, the cost of living add-ons Dixie Boatmen have been receiving, rolled into their wages since Apr. 6, 1979 are correct.

This is the final COLA Union members at Dixie will receive under the terms of the current contract which expires this year.

When SIU reps sit down at the bargaining table later in 1980 to negotiate a new, three-year agreement with Dixie, one of their priorities will be to clarify the contract language so that there can be no question about cost of living adjustments due to Union Boatmen at Dixie in the future.

Dispatchers Report for Inland Waters

JAN. 1-31, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	2	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	6	8	2	0	0	0	12	16	5
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	3	3	3	0	1	1	7	5	0
Mobile	2	1	0	2	0	0	3	2	0
New Orleans	2	2	0	1	0	0	10	11	12
Jacksonville	3	0	1	1	0	0	3	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	5	4	4	0	0	0	7	12	13
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	1
Houston	6	4	8	2	2	1	6	9	7
Port Arthur	11	5	12	11	3	6	14	5	19
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	5	2	7	2	0	2	9	5	34
Piney Point	10	2	0	10	2	0	0	1	0
Paducah	12	3	46	1	0	0	32	9	131
Totals	65	34	84	30	8	10	103	77	230
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	1	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	2	0	1	0	0	0	2	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	0	0	0	2	0	1
Port Arthur	0	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	1	0	0	0	0
Piney Point	2	0	0	2	0	0	0	0	0
Paducah	0	0	1	0	0	0	1	0	3
Totals	5	0	4	2	0	0	8	0	7
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	0	0	0	1	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	1	0	2	0	0	0	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	2	0	0	0	1	2	2
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	1	1	0	1	0	0	0
Algonac	1	0	0	0	0	0	2	1	0
St. Louis	1	0	0	1	0	0	0	0	0
Piney Point	3	1	7	1	1	0	4	2	16
Paducah	0	2	12	2	3	5	9	6	22
Totals	76	36	100	34	11	15	120	83	259
Totals All Departments									

*"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.



Pensioner Nicholas Mallette, 67, died of heart-lung failure in Mobile on Sept. 24. Brother Mallette joined the SIU in 1946 in the port of Mobile sailing as a AB. He sailed for 32 years. Seafarer Mallette was born in Broussard, La. and was a resident of Bayou La Bette, La. Interment was in the Odd Fellows Cemetery, Mobile. Surviving are his widow, Mae; three sons, Donald, Ronald and Bernard and a daughter, Wanda.



Pensioner David Alfred Lewis Sr., 72, was dead on arrival of a probable heart attack at the Lake County Memorial Hospital, East Painesville, Ohio after being taken ill at home in Madison, Ohio on Oct. 23. Brother Lewis joined the Union in the port of Ashtabula, Ohio in 1961 sailing as an oiler and dredgeman from 1947 to 1966. He sailed for the Dredge Engineers and Cranesmen Union from 1935 to 1949 and from 1957 to 1959. Laker Lewis also sailed for the American Dredge Co. from 1960, 1961 and the Great Lakes Dredge Co. A native of Concord, Ohio, he was a resident of Cleveland. Burial was in Evergreen Cemetery, Painesville. Surviving are his widow, Diantha Eloise and four daughters, Mrs. Donald (Beverly) G. H. Gordon of Cleveland, Donna Lee, Juanita Louise and Bonnie Lou.



Allan A. De Hart Ames, 24, died in the Seamen's Church Institute, New York City on Nov. 27. Brother Ames joined the SIU in 1972 following his graduation from the HLS, sailing out of the port of New York in 1975. He also earned his GED in Piney Point. Seafarer Ames was born in Washington, D.C. and was a resident of New York City and Upper Marlboro, Md. Cremation took place in the Evergreen Crematory, Hillside, N.J. Surviving are his parents, Mr. and Mrs. Allan and Mildred Ames of Upper Marlboro.

Pensioner Joseph Elrin Gardner, 62, died of a liver ailment at home in Sebastopol, Calif. on Sept. 12. Brother Gardner joined the Union on the West Coast sailing as a chief cook. He sailed for 26 years. In 1959, he sailed on the *SS Flavia* (Grace Line) and on the *SS President Cleveland* (APL). Seafarer Gardner was born in Texas. Surviving is his widow, Edith. Cremation took place in the Pleasant Hill Crematory, Sebastopol.



Robert Wayne Guthrie, 56, succumbed to lung failure in the John Sealy Hospital, Galveston on Sept. 30. Brother Guthrie joined the SIU in 1943 in the port of Boston sailing as a chief pumpman with the Union for 19 years. He also sailed as a 3rd assistant engineer with MEBA for 14 years. Born in Des Moines, Ia., he was a resident of Coldspring, Tex. Burial was in Woodlawn Cemetery, Crowley, La. Surviving are his widow, Maudrey Margaret; his mother, Zola of Houston and sister, Mrs. Thelma Cornwell of Des Moines.



Thomas Edwin "Tom" Shoemaker, 32, died on June 7. Brother Shoemaker joined the SIU following his graduation from the HLSS in 1967 sailing as an AB. He also sailed during the Vietnam War. Seafarer Shoemaker also attended a Piney Point Educational Conference in 1971. And he was an aviation machinist. Born in Linneus, Mo., he was a resident of Tujunga, Calif. Surviving are his widow, Yvonne; his parents, Mr. and Mrs. Andrew Shoemaker of Brookfield, Mo. and a sister, Mrs. L. J. Bachtel.



Bernard MacKinnon, 49, died on July 29. Brother MacKinnon joined the Union in the port of Detroit in 1961 sailing as a deck-hand for Dunbar and Sullivan from 1954 to 1968 and Western Contracting from 1961 to 1968. He also sailed as a mate for the Great Lakes Dredge and Dock Co. in 1978. Laker MacKinnon was born in Nova Scotia, Canada and was a resident of Detroit. Surviving are a daughter, Janine of Detroit and a brother, John.



Pensioner Joseph Ferenc, 86, passed away from natural causes in the Lenox Hill Hospital, New York City on Aug. 7. Brother Ferenc joined the SIU in 1942 in the port of New York sailing as an AB. He hit the bricks in the 1965 maritime beef. Seafarer Ferenc was born in Hungary and was a resident of New York City. Cremation took place in the Garden State Crematory, North Bergen, N.J. Surviving are his widow, Josie and a son, Steven.

Sorella Kaiser, 72, passed away on Oct. 16. Sister Kaiser was a member of the Union for seven years sailing as a chief steward and chief cook for the Kelly Island Sand Co. She was also a member of the International Cleaning and Dye House Workers Union for the Mullaire Dry Cleaning Co. She was a resident of Cleveland, Ohio. Burial was in Edgewood Cemetery. Surviving are her widower, Pensioner Chester Kaiser and a sister, Mrs. Inez Lahti of Ashtabula, Ohio.



Lawrence Curry "Larry" Boyd Jr., 33, died in Gainesville, Fla. on Nov. 10. Brother Boyd joined the SIU in the port of Jacksonville in 1971 sailing as a fireman-watertender and engineer. He sailed on the *TT Manhattan* (Hudson Waterways) in 1977. Seafarer Boyd was a veteran of the U.S. Coast Guard during the Vietnam War. Born in Philadelphia, he was a resident of St. Petersburg, Fla. Burial was in the Maypop Cemetery, Branford, Fla. Surviving are his mother, Muriel of Branford and his father, Lawrence of St. Petersburg.



Arthur Robert Peter Raio, 62, died on Aug. 23. Brother Raio joined the SIU in the port of Philadelphia in 1969 sailing as a chief cook. He sailed 20 years and attended a Piney Point Crews Conference in 1975. Seafarer Raio was a veteran of the U.S. Air Forces in World War II. A native of Philadelphia, he was a resident there. Interment was in the Gate of Heaven Cemetery, Berlin, N.J. Surviving are his parents, Mr. and Mrs. Alfonso and Virginia Raio and two brothers, Thomas of Williamstown, N.J. and Alfonso Jr. of Philadelphia.



Willie Sims, 58, died of lung failure in the Portland (Ore.) U. S. Veterans Administration Hospital on Oct. 3. Brother Sims joined the Union in the port of San Francisco in 1967. He sailed in the steward department on the *SS Santa Maria* (Delta Line) from 1977 to 1978. He sailed 23 years. And he was a veteran of the U.S. Navy in World War II. Sims was born in Smithville, Tex. and was a resident of Portland. Burial was in Smithville. Surviving are his widow, Mary; a daughter, Mrs. Adrilla Fondal of Smithville; a sister, Mrs. Sewilla A. Watkins of Los Angeles; seven nephews, 12 nieces and 31 cousins.

Pensioner Bennie Johnson, 78, died of cancer in the port of Cleveland on Oct. 15. Brother Johnson joined the MC&S in 1947 sailing as a waiter and officers' BR for the State Lines. He was born in Mississippi and was a resident of Cleveland and Mississippi. Burial was in the Highland Park Cemetery, Cleveland. Surviving are his widow, Bassie; a son, Walter of Prairie Pt., Miss. and a stepsister, Mrs. Lavenia Brown of Detroit, Mich.

Pensioner Remigio Mangayam, 84, died of heart failure in the Broadway Hospital, Vallejo, Calif. on Oct. 25. Brother Mangayam joined the MC&S in 1943 sailing as a cook for APL and Pacific Transport. He was born in the Philippine Islands and was a resident of Vallejo. Seafarer Mangayam was a naturalized U.S. citizen. Interment was in the Sunrise Memorial Cemetery, Vallejo. Surviving are a daughter, Mrs. Rosita Callenta and a sister, Mrs. Jean Antolin of Vallejo.



Robert William Mateo, 48, died of a heart attack on arrival at the Chesapeake (Va.) General Hospital on May 19. Brother Mateo joined the SIU in the port of Norfolk in 1968 sailing as a 3rd cook. He sailed 20 years. Seafarer Mateo was a wounded veteran of the U.S. Army during the Korean War. Born in Portsmouth, Va., he was a resident there. Burial was in the Olive Branch Cemetery, Portsmouth. Surviving are his widow, Marie; two stepsons, Arthur and William Edwards; his mother, Mrs. Elsie Barber and an aunt, Mrs. C.L. Pickett of Portsmouth.



Pensioner Manuel Rosende Perez, 84, passed away from natural causes in Muros, La Coruna, Spain on Sept. 9. Brother Perez joined the SIU in 1939 in the port of Baltimore sailing as an AB. He sailed 50 years. Seafarer Perez was born in Muros and was a resident there. Interment was in La Coruna. Surviving are a daughter, Mrs. Dolores Vasquez, of Union, N.J.; a grandson, Manuel Vasquez of East Stroudsburg, Pa.; another grandson, John Vasquez and a granddaughter, Marie Vasquez, both of Union.



Pensioner Paul Andrew Switch, 65, died of heart failure in the Harrisburg (Pa.) Hospital on Nov. 9. Brother Switch joined the SIU in the port of New York in 1958 sailing as a fireman-watertender. He sailed 35 years and during the Vietnam War. And was on the picketlines in the 1955 and 1963 maritime beefs and the 1965 District Council 37 strike. In 1960, he was awarded a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Architect*. A native of Martin, Pa., he was a resident of Harrisburg. Cremation took place and his ashes were scattered on the seas. Surviving are his widow, Barbara and a brother, Joseph of Martin.



Pensioner William Mathews Turpin, 69, died of heart-lung failure in the Houston USPHS Hospital on Oct. 12. Brother Turpin joined the SIU in the port of Houston in 1964 sailing as a fireman-watertender. He sailed 32 years. Seafarer Turpin was also a machinist and a former member of the Iron and Steel Workers Union. Born in Horden-Wharton, England, he was a resident of Dime Box, Tex. He was also a naturalized U.S. citizen. His remains were donated according to his wishes to medical research at the Baylor (Tex.) College of Medicine, Houston. Surviving are his widow, Nathalie; two sons, John and Thomas; a daughter, Christy Ann and a brother, John of Chicago, Ill.



Pensioner Alberto Atilio Arancibia, 71, died of natural causes in Calvary Hospital, Bronx, N.Y. on Dec. 9. Brother Arancibia joined the SIU in 1942 in

the port of New York sailing as a saloon pantryman. He hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Arancibia was born in Valparaiso, Chile and was a resident of the Bronx. He was a naturalized U.S. citizen. Cremation took place in the Garden State Crematory, North Bergen, N.J. Surviving are two daughters, Mrs. Angelina Cortez and Mrs. Maria Smith, both of the Bronx.



Pensioner Horace Stanley Curry Sr., 77, died of heart failure in the Springhill Memorial Hospital, Mobile on Nov. 11. Brother Curry joined the SIU in

1945 in the port of Mobile sailing as a chief steward. He sailed 46 years. Seafarer Curry was born in Ohio and was a resident of Mobile. Interment was in the Elam Cemetery, Mobile County. Surviving are two sons, Horace Jr. of Mobile and Maurice; a daughter, Mrs. Elizabeth Wiggins of Satsuma, Ala. and a mother-in-law, Mattie.



Pensioner Paul Buddy McDaniel, 62, died of cancer in East Stroudsburg, Pa. on Dec. 21. Brother McDaniel joined the SIU in 1947 in the port of New

York sailing as a bosun. He sailed 36 years and was on the picketline in the 1961 N.Y. Harbor beef. Seafarer McDaniel upgraded at Piney Point in 1974. He was a veteran of the U.S. Navy in World War II. A native of Uvalde, Ga., he was a resident of Stroudsburg, Pa. Surviving are his widow, Bernadette; a son, Michael and a daughter, Elizabeth.

James Edman Matthews, 58, died of heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on Dec. 11. Brother Matthews joined the Union in the port of Houston in 1977 sailing as a deckhand on the towboat *Robert B.* (Western Towing) from 1975 to 1977. He was a veteran of the U.S. Army during World War II. Boatman Matthews was born in Livingston, Tex. and was a resident of Liberty, Tex. Burial was in the Menard Chapel Cemetery, Polk County, Tex. Surviving are his widow, Louise; a brother and sister-in-law, Mr. and Mrs. Earnest L. and Josephine C. Matthews Sr. of Houston and a sister, Mrs. Esther Scott of Liberty.

Pensioner Clarence Harold McKnight, 75, died of lung failure in the San Francisco USPHS Hospital on Nov. 26. Brother McKnight joined the Union in 1934 on the West Coast. He sailed 33 years. Seafarer McKnight was born in Colorado and was a resident of Sonoma, Calif. Burial was in Evergreen Cemetery, Oakland Calif.



Pensioner Thomas Metra Gower, 62, succumbed to cancer in the Norfolk USPHS Hospital on Dec. 2. Brother Gower joined the SIU in 1947 in

the port of New York sailing as a fireman-watertender. He was a veteran of the U.S. Army's Field Artillery in World War II. Seafarer Gower was born in North Carolina and was a resident of Chesapeake, Md. Interment was in Rosewood Memorial Park Cemetery, Virginia Beach, Va. Surviving are two sisters, Joyce and Mrs. Shirley Ambrose, both of Chesapeake.



Pensioner Gunnar Grahne, 75, died of a heart attack at home in Brooklyn, N.Y. on Dec. 8. Brother Grahne joined the SIU in 1942 in the port of New York

sailing as a bosun. He sailed 46 years. Seafarer Grahne was on the picketline in the 1961 N.Y. Harbor beef. A native of Finland, he was a naturalized U.S. citizen. Cremation took place in the Greenwood Crematory, Brooklyn. Surviving are his widow, Martha of Huntington, L.I., N.Y. and a sister, Ruth of Borga, Finland.



Pensioner Joseph Walter Kusmierski, 65, died of heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on Sept. 7. Brother Kusmierski

joined the SIU in 1945 in the port of New York sailing as a bosun. He was a former member of the NMU and a machinist. Seafarer Kusmierski was a veteran of the U.S. Navy in World War II. Born in Grand Rapids, Mich., he was a resident of Houston. Cremation took place in the South Park Crematory, Pearland, Tex. Surviving are his widow, Lillian and a daughter, Mrs. Sandra Ehlers of Bellview, Wash.



Pensioner Peter Heinrich Lohse, 80, passed away from natural causes in Booth Memorial Medical Center, Flushing, Queens, N.Y. on Dec. 14. Brother Lohse joined the SIU in 1946 in the port of New York sailing as a bosun. He

sailed 45 years. Seafarer Lohse was born in Bremen, Germany and was a naturalized U.S. citizen. He was a resident of Flushing. Interment was in Flushing Cemetery. Surviving are his widow, Irma; two sons, Peter Jr. and Reinhard and a daughter, Ingo.

Pensioner Charles Clarke, 75, passed away from natural causes in the Port Antonio (Jamaica) Public General Hospital on Apr. 30. Brother Clarke joined the Union (the merged MC&S) in 1942 in World War II on the West Coast sailing as a chief steward later on the *SS Angelo Petri* (United Vintners). He was a resident of Port Antonio. Surviving are his widow, Ruby and a son, Ian.



Pensioner Pedro Crespo Esteban, 72, died of heart failure in the Binangonan General Hospital, Morong, Rizal, P.I. on Oct. 4. Brother Esteban joined the

SIU in the port of San Francisco in 1955 sailing as a chief cook. He sailed 21 years and walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Esteban also sailed during the Vietnam War. He was born in Paete, Laguna, P.I. and was a resident of San Francisco. And he was a naturalized U.S. citizen. Interment was in the Municipal Cemetery, Paete. Surviving are his widow, Simplicia of San Francisco and three sons, Nathan also of San Francisco; Bayani and Diva of Binangonan.



Pensioner Eugenio Reyes Gatmaiton, 76, died of a heart attack at home in Brooklyn, N.Y. on Dec. 14. Brother Gatmaiton

joined the SIU in 1946 in the port of New York sailing in the steward department. He sailed 42 years. And he was on the picketlines in the 1961 N.Y. Harbor strike and the 1962 Robin Line beef. Seafarer Gatmaiton was born in Manila, P.I. and was a naturalized U.S. citizen. Burial was in Cypress Hills Cemetery, Brooklyn. Surviving are his widow, Mary of Dorado, P.R. and a daughter Julie of Brooklyn.

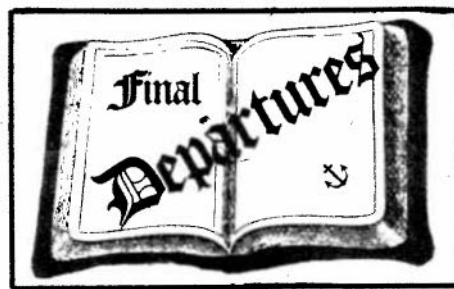


Pensioner Egbert Williamson "Ol' War Horse" Goulding, 76, succumbed to emphysema at home in the Bronx, N.Y. on Oct. 3. Brother Goulding joined

the SIU in 1939 in the port of New York sailing as a chief steward. He sailed for 41 years. Seafarer Goulding attended the 1970 Piney Point Crew Conference No. 9. He was born in Jamaica, B.W.I. and was a naturalized U.S. citizen. Interment was in Woodlawn Cemetery, the Bronx. Surviving are a son, Rodney and a daughter, Mrs. Lorraine R. Rivers of the Bronx.

Pensioner Bergljoth Irene Skramstad, 58, died of arteriosclerosis in the San Francisco USPHS Hospital on Nov. 29. Sister Skramstad joined the MC&S in 1962 sailing until 1976. She was also a beautician for 15 years. A native of Norway, Seafarer Skramstad was a resident of San Francisco. Cremation took place in the Olivet Memorial Park Cemetery, Colma, Calif. Her ashes were sent to Norway. Surviving is her brother, Arne of Gyesasen-Flisa, Norway.

Penioner Juan Fuentes Ramos, 68, died of Hodgkin's Disease in the San Francisco USPHS Hospital on Nov. 5. Brother Ramos joined the MC&S in 1946 sailing as an officers BR for States Lines. He was born in Gregario Ramos, P.I. and was a resident of San Francisco. Interment was in the Woodlawn Memorial Park Cemetery, Colma, Calif. Surviving are his widow, Fely and a daughter, Joan of Macaladat, Cabauan, Isabela, P.I.



Pensioner James Anderson Boggs, 57, died of pneumonia in the Bess Hospital, Portland, Ore. on Nov. 28. Brother Boggs joined the

Union in the port of Portland in 1953 sailing as a steward for the Matson Line from 1946 to 1978. He was born in West Virginia and was a resident of Portland. Seafarer Boggs' burial was in Rose City Cemetery, Portland. Surviving are his widow, Betty; a stepson, Richard M. Stuck of Portland; his parents, Mr. and Mrs. Issac O. Boggs of Clay, W. Va. and a sister, Mrs. Lona Smith of Portland.



Samuel Mixon Jr., 22, died in

City Hospital, St. Louis, Mo. on Oct. 30. Brother Mixon joined the Union in the port of San Francisco in 1976 sailing as a chef utility. He sailed for the Delta Line from 1978 to 1979. Seafarer Mixon was a graduate of the MC&S Steward Training School, Santa Rosa, Calif. in 1976. A native of St. Louis, he was a resident there. Interment was in Greenwood Cemetery, Hillsdale, Mo. Surviving is his mother, Mrs. Annette Mixon of St. Louis.



Pensioner Leon Mars Sr., 74, died of lung failure in the L.O. Crosby Memorial Hospital, Picayune, Miss. on Nov. 9. Brother Mars

joined the Union in the port of New Orleans in 1954 sailing as a chief engineer for Coyle Lines. He was a former member of the MAW Union Local 1356. Boatman Mars was born in Gainesville, Miss. and was a resident of Picayune. Burial was in New Palestine Cemetery, Picayune. Surviving are his widow, Mineola; a son, Lawrence and two daughters, Lynita and Betty Ann.



Pensioner James Heyward Maxey, 53, succumbed to arteriosclerosis at home in Parkers Ferry, Charleston, S.C. on Oct. 8. Brother

Maxey joined the SIU in the port of New York in 1953 sailing as an AB. He sailed 26 years and was a ship's delegate. Seafarer Maxey was born in Smoaks, S.C. Burial was in Live Oak Cemetery, Walterboro, S.C. Surviving are his mother, Mrs. Lillian Adicks of James Is., Charleston; a brother, Paul T. Capo, also of Charleston and two sisters, Mrs. Gwen Herron Wren and Pamela Adicks, both of James Is.

1980 Upgrading Course Schedule

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

SIU members are reminded that this

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

Course Name	Starting Dates
LNG	February 4 March 31 April 28 May 26 June 23 July 21 August 18 September 15 November 10
QMED	May 22 September 25
FOWT	March 13 April 10 May 8 July 3 July 31 September 25 October 23 November 20
Marine Electrical Maintenance	May 12 August 18
Marine Electronics	February 18 June 23 September 29
Refrigeration Systems maintenance & Operations	February 18 June 23 September 29
Pumproom Maintenance & Operation	March 31 August 4 November 10
Diesel Engineer (Regular)	March 31 May 12 July 7 September 15 October 27
Diesel Engineer (License)	March 3 July 7 October 27
Welding	April 14 June 9 October 27
Conveyor	February 11
Engine Room Automation	May 12 September 15
Towboat Operator	January 21
Towboat Operator Scholarship Program	April 7 July 7 September 29
Celestial Navigation	March 17 August 4
1st Class Pilot	October 6
Quartermaster	March 3 May 26 October 13



Course Name	Starting Dates
Able Seaman	March 27 April 24 May 22 June 19 July 17 August 14 September 11 November 6
Steward Recertification Program	March 10 May 12 July 14 September 8 October 13
Bosun Recertification Program	February 11 April 7 August 11
A Seniority Upgrading Program	February 4 March 10 April 7 May 5 June 9 July 7 August 11 September 8 October 6 November 10 December 8
Lifeboat	February 14 February 28 March 13 March 27 April 10 April 24
Tankerman	May 8 May 22 June 5 June 19 July 3 July 17 July 31 August 14 August 28 September 11 September 25 October 9 October 23 November 6 November 20 December 4 December 18
Assistant Cook	These courses will be scheduled as needed to accomodate applicants.
Cook & Baker	
Chief Cook	
Chief Steward	



Why Not Apply for an HLS Upgrading Course Now!

HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)

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

Address _____
(Street)

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

Deepsea Member ☐

Inland Waters Member ☐

Lakes Member ☐

Book Number _____ Seniority _____

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

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

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

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

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

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

SIGNATURE _____

DATE _____

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

Keep US Anchored in Washington



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