

LOG

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Senate Support Growing to Ban Alaska Oil Export

25 Senators Co-Sign Letter of Support

AGAINST a backdrop of skyrocketing prices at the nation's fuel pumps, the fight over whether to export Alaskan-produced oil to Japan is heading for the finish in Congress.

At presstime, floor action on the crucial Export Administration Act Amendments of 1979, which will ban the export or swap of Alaskan oil, had not begun. But the measure, which was favorably reported by House and Senate committees last month, is expected to come up for a vote in both Houses in short order.

Anticipating an all-out battle, supporters of the legislation are marshalling their forces. In a "Dear Colleague" letter, 25 U.S. Senators urged colleagues to vote yes on the legislation that will guarantee Alaskan oil for domestic use.

"No issue is of more concern to the American people," the Senators' letter said, "than the availability of sufficient supplies of reasonably priced fuel.

"We owe it to the nation," the

Senators continued, "to exercise necessary control over proposals to send American oil overseas."

With the letter, the 25 Senators, who hail from all areas of the country, join scores of consumer, public interest and labor groups in calling for passage of the bill.

The growing number of supporters of the measure, including the Consumer Federation of America and the AFL-CIO, have argued loud and long that exporting Alaskan oil to Japan would:

- jeopardize U.S. national and energy security;
- deprive the American people of a badly-needed fuel source and;
- cause the loss of tanker and shoreside employment connected with domestic transport of the crude.

The only beneficiaries of an Alaskan oil export or swap would be the North Slope oil producers.

Backed by Federal Energy

Secretary James Schlesinger and the state legislature of Alaska, the oil companies have long been pushing for a go-ahead to move Alaskan crude to Japan and bring in replacement supplies from Mexico.

Because they could use foreign tankers for both ends of the exchange, the oil giants would

spend less to transport the crude overseas than to move it to the lower 48 United States.

As Congress votes the Export Administration Act Amendments, the choice is clearly one of people-vs-profits. The final tally on the measure will show whether Congress stands up for the best interest of the American people or the oil companies.

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The PRESIDENT'S Report



Paul Hall

Merger as a Solution

One of the biggest and most historic mergers in the history of the labor movement took place this month. It was the consolidation of the Retail Clerks International Union and the Amalgamated Meatcutters and Butcher Workmen.

The new organization will be known as the United Food and Commercial Workers, and it will represent a diversified membership comprising 1.3 million workers. This makes it the largest union affiliated to the AFL-CIO.

The consolidation of these two unions is a replay—in a very big way—of one of the most basic concepts of American trade unionism.

Merger is a concept that was born with the labor movement itself. And it is a concept that epitomizes the deep rooted meaning of the movement—strength through unity.

It has been the SIU's experience that a well planned, well timed merger is a tremendous plus not only for the merged organizations, but for the memberships of both unions as well.

A merger adds strength to an organization. It increases its resources. And it increases the merged union's ability to provide better services and representation to its members.

A merger can also provide new ideas and new direction to an organization since the officials of both unions can combine their experience and individual expertise to foster growth and progress.

Most importantly, though, a merger enables the new organization to become more effective in two extremely crucial areas. First, it adds to the effectiveness of the merged union in

maintaining and increasing the job security structure of its membership. Secondly, it enables the union to greatly expand its efforts in developing new job opportunities for its members.

You see, mergers are often worked out between two unions that were formerly in competition with one another for job jurisdiction common to both.

In a case like this, a merger would eliminate the problems of competition while at the same time foster cooperation.

The impact on the new organization formed by the merger of the Retail Clerks and Meatcutters remains to be seen. The positive results of merger often take a long time to surface.

In other cases, the results of merger come faster and are more pronounced. I am proud to say that the merger of the SIU-AGLIWD and the Marine Cooks and Stewards—exactly one year ago this month—falls into this category.

In fact, the SIU, MCS merger has been one of the most productive mergers in the modern maritime labor movement.

The reason I say this is because in the 12 short months since the merger, we have significantly expanded our job base on the West Coast for all SIU members.

The bottom line for any union must be jobs—that is, providing employment for the union's members.

Today, the SIU has considerably more jobs for SIU members to choose from than we had the same time last year. One of the biggest reasons for this is the cooperative efforts of all concerned in trying to make the SIU, MCS merger the success it has been.

Merger, of course, is not the answer to everything. However, in today's maritime industry—where the overall job picture is not good—it is extremely important that all maritime unions explore the possibility of merger.

The mergers we in the SIU have experienced in our history have been good to us. And it is my sincere belief that consolidation of efforts and resources among maritime unions today is absolutely necessary for the good of our industry and the maritime labor movement as a whole.

Again, merger is not the answer to everything. But to ignore it or to abandon it as a possible solution to problems is extremely shortsighted and a disservice to American maritime workers throughout the country.

SIU Sues USCG for Failure to Enforce Safety Laws

AFTER years of hammering at the Coast Guard for spotty enforcement of U.S. vessel inspection and other safety laws, the SIU has taken the Coast Guard to court.

In a suit filed in U.S. District Court in New York on May 31, the Union charged the Coast Guard and several other government agencies with failing to act "in accordance with their Congressional mandate to promote the safety of life and property at sea."

On behalf of all SIU members, the Union is seeking a formal Court declaration stating that U.S.-registered vessels "be seaworthy and fit for navigation and that working conditions and equipment be safe and fit for intended use."

The Union also wants a mandatory court order to compel the Coast Guard to enforce that declaration.

In addition to the Coast Guard, the SIU's suit names as

defendants: Secretary of Transportation Brock Adams; Coast Guard Commandant Admiral John B. Hayes; Secretary of Labor Raymond Marshall; Secretary of HEW Joseph Califano, and U.S. Surgeon General Julius Richmond. They are the chief executives of government agencies responsible for enforcing health and safety laws.

Manning, Health and Safety

The Coast Guard and other government agencies have 40 days to answer the Union's charges. The Union, in a 52-page document, cited dozens of violations of U.S. legal codes which the Coast Guard has either overlooked or failed to enforce.

Among the charges is the issue of insufficient manning. In numerous instances, the Coast Guard has allowed a U.S.-flag vessel to sail under-manned putting both crew and vessel in jeopardy.

The Union's suit states that by allowing a ship to sail under-

manned, routine maintenance of a vessel is sometimes impossible. Seamen are required to work "unreasonable amounts of overtime," and there's often no back-up crew to fill-in in case of death, injury or emergency.

The SIU has also charged the Coast Guard with inadequately enforcing health and safety laws and regulations, sometimes allowing major violations to exist. These charges include:

- The Coast Guard's failure to enforce the 3-watch standard required by law aboard all deep sea merchant vessels, and the 2-watch standard required on tugs and barges on voyages of less than 600 miles;

- Instead of inspecting an integrated tug/barge as two separate units, the Coast Guard treats them as a single vessel. This "permits the tug/barge to avoid compliance with many safety requirements of the vessel inspection and certification laws."

- Unsafe and unhealthy working conditions such as excessive

noise levels, offensive odors and fumes, unsafe cleaning supplies and equipment and inadequate fresh air breathing apparatus used for tank cleaning are allowed on many vessels;

- Crew quarters on some American vessels are improperly ventilated, in a unclean and unsanitary condition and are not equipped with proper plumbing.

These are among the documented hazards to both crew and vessel safety which back up the SIU's charge that the Coast Guard has repeatedly failed to enforce the rights of seafarers.

Despite the fact that the Union has notified them of health and safety violations on countless occasions, few corrective actions have been taken.

We therefore saw no other option than to appeal to the courts to compel the Coast Guard and other government agencies to "take all necessary measures to ensure the effective enforcement" of the laws of the United States.

Senate, 85-2, Passes Marad Bill: House Fight Looms

WASHINGTON, D.C.—As the *Log* goes to press, an important fight in the House of Representatives to save maritime jobs is about to begin.

For the second year in a row, Rep. Paul McCloskey (R-Calif.) is trying to cripple the Maritime Appropriations Authorization Act.

Meanwhile, however, the Senate gave resounding support to the Act by passing it by a vote of 85 to 2.

The Act covers fiscal year 1980. Drawn up by the U.S. Maritime Administration (Marad), the appropriations include: \$101 million for the construction differential subsidy (CDS) program; \$256 million for the operational differential subsidy (ODS) program; \$16 million for maritime research and development, and \$25.8 million for maritime education and training expenses.

The CDS and ODS programs enable the U.S. maritime industry to operate in the face of foreign competition.

Without these subsidies many companies would be forced to shut down. That would mean the loss of maritime jobs, both ashore and at sea.

It's particularly the CDS program that McCloskey has been attacking. He says it's "a burden" and wants the entire \$101 million allowance eliminated.

McCloskey also wants to bar funds from subsidized operators from going to maritime research organizations. McCloskey claims that these organizations illegally lobby on behalf of the merchant marine.

In addition, McCloskey wants

Congress to okay a change in U.S. law and allow subsidized American ship operators to purchase new vessels in low-cost foreign yards.

The ranking minority member of the House Merchant Marine and Fisheries Committee, McCloskey

had introduced these and other amendments to the Committee. They were all defeated.

However, he's likely to bring them up again during floor debate before the full House.

The SIU, along with Congress-

sional supporters of a strong merchant marine, have been successful in fighting McCloskey's attacks in the past.

We are ready to do the same now to insure a future for the U.S. merchant marine.

Carter Names Paul Hall To Post on Export Council

SIU President Paul Hall was sworn in as vice chairman of the newly-reorganized President's Export Council (PEC) last month in a White House ceremony presided over by President Carter and Vice President Walter Mondale.

The new Council, made up of 40 men and women representing a cross-section of private industry, labor and politics, will function as a Presidential advisory panel on matters of U.S. export trade. President Carter redesigned and expanded PEC as part of his overall National Export Policy.

Commerce Secretary Juanita M. Kreps, who will act as liaison between the Council and the President, said PEC "will be an important element in U.S. efforts to take advantage of export opportunities."

Reginald Jones, chief executive officer of the General Electric Co., was named chairman of the group. Other Council appointees include leaders of the business community; Georgia Gov.

George Busbee; Newark, N.J. Mayor Kenneth Gibson and vice presidents of the United Auto Workers and the Amalgamated Clothing & Textile Workers Unions.

The Council's membership is

rounded out by three U.S. Senators, and three Congressmen, along with several Cabinet members, the President's special representative for Trade Negotiations and the head of the Export-Import Bank.



President Carter greeted members of the new President's Export Council after the May swearing-in ceremony. From l-r are: Gov. George Busbee of Georgia; Council vice chairman Paul Hall and chairman Reginald Jones.

1st Seafarer Gets Increased Deep Sea Pension

When new pensioner Julio Alonso, 63, retired recently, it was a milestone not only for him but for the SIU as well.

Alonso, who first shipped with the SIU in 1942 as a wiper on the Bull Line's *Cornelia*, has become the first recipient of the Union's new \$400 per month deep-sea pension.

He qualified for the new pension (up from \$350 per month) by accumulating 125 days seetime this year. (The deep sea pension goes up another \$50 to \$450 per month in 1980. To qualify for the \$450 pension, a Seafarer need only accumulate 125 days seetime after June 16, 1980.)

However, Alonso, because of his overall seetime, will be getting more than his basic pension. He qualifies for five increments (\$25 per increment) under the Pension Increments Program. His five increments are worth an added \$125 per month to his basic pension. So Brother Alonso will receive a pension of \$525 per month.

A Seafarer qualifies for an

increment by continuing to accumulate seetime after becoming eligible for an Early Normal Pension (20 years seetime at 55 years of age). Brother Alonso accumulated five years seetime after becoming eligible for Early Normal Pension. So he will receive five increments amounting to \$125 per month.

But the financial security of the Pension doesn't stop here for Brother Alonso. Because he accumulated at least two years seetime after qualifying for Early Normal Pension, he is eligible for the tremendous benefits of the Pension Supplement Program. This Program provides him with a full year's pension bonus. In Brother Alonso's case, that amounts to \$6,300 (12 x \$525).

Also, as a pensioner, Brother Alonso and his dependents are still covered by the Seafarers Welfare Plan, thus providing continued security for his family during his retirement.

"No Pension Years Ago"

"We didn't have any pension plan at that time," said Alonso,



Seafarer Julio Alonso

referring to his early days at sea, "and there wasn't any OT for work on Sundays either. Thanks to the Union, all that's changed."

Another thing Alonso has seen change during a career that has spanned 37 years are the living conditions on ships. The *Cornelia*, his first ship, was 26 years old when he went aboard her in 1942. He shared a room with another wiper and three firemen on that ship, right next to the compartment that housed the ship's steering engine (a small steam engine that wasn't exactly quiet).

Alonso worked his way up from wiper to fireman and oiler, and eventually upgraded to electrician. He worked as electrician for his last 12 years at sea.

One of Alonso's regrets is that he never graduated from high school but, as he says, "I managed to do alright anyway... and I owe a lot to the SIU for that."

Interestingly enough, his son David earned his high school equivalency diploma at the Harry Lundeberg School, after going through the entry program some years back. "For this alone," brother Alonso remarked, "I am very grateful to the Union, that my son got his high school diploma."

Julio Alonso doesn't have any specific plans as yet for his retirement, but he does have a schedule worked out already. He'll spend half the year at his home in Puerto Rico (the winter months, of course), and the other half at his residence in Liberty, New York.

It sounds like a good plan to us. We wish brother Alonso all the best for his retirement years.

Trustees Revamp Rule on Initial Eligibility for Welfare Plan Benefits

In an effort to provide better benefit protection for new seamen and boatmen entering the maritime industry, the Board of Trustees of the Seafarers Welfare Plan has voted to change the rules governing initial eligibility for benefits.

The Trustees voted that as of May 1, 1979 a new employee need only accumulate 75 days of employment with an SIU-contracted company to establish his initial eligibility for benefits under the Seafarers Welfare Plan.

The Trustees studied this matter

very carefully and came to the decision that the old rule of initial eligibility of 125 days in the previous calendar year should be amended in the best interest of the SIU membership and their dependents.

Therefore, the new 75 day initial eligibility rule, as passed by the Trustees, is effective May 1, 1979.

The 75 day rule applies only to the establishment of initial eligibility.

After doing so, the employee must then work at least 125 days in each calendar year to maintain his welfare eligibility.

An example of how the new rule would apply is as follows:

• An employee begins work on May 1, 1979. He has from May 1, 1979 to Dec. 31, 1979 to accumulate 75 days of employment with an SIU-contracted company.

On his 76th day of employment he is immediately covered under the Welfare Plan for the remainder of the year and all of next year (1980), providing he accumulates at least one day employment in the six month period immediately preceding date of claim.

In the event an employee starts

later in the year and is unable to accumulate 75 days of employment by December 31, 1979 he shall be given an additional six months in which to accumulate the required number of days for initial eligibility.

However, for this employee to remain eligible for benefits in 1981, he must accumulate 125 days employment in 1980.

It is hoped that the new rule will more equitably meet the needs of the membership.

Any questions concerning the new rule can best be answered by writing to the Seafarers Welfare Plan, 675 4th Ave., Brooklyn, N.Y. 11232.

Seafarers Get 7½% Wage, Overtime, Vacation Increase

As of June 16, the financial security of deep sea SIU members moved up several notches as a 7½ percent hike in wages, regular overtime, premium and penalty rates went into effect. Vacation benefits also increased by the same percentage.

These increases come on top of the substantial gains Seafarers received as a result of the deep sea contract ratified last June.

The contract calls for 7½ percent increases in wages and regular, premium and penalty overtime rates for each of the three years that the pact is in effect.

The agreement negotiated last year created a brand-new formula for computing vacation benefits which brought Seafarers increases in

vacation pay ranging from 70 to 100 percent over previous rates, depending on rating sailed.

Though the dollar figure varies from rating to rating, this year's 7½ percent raises in wages, regular overtime, premium and penalty rates as well as vacation benefits, bring important gains to deep sea SIU members right across the board.

The Union views these gains as one step in a progression towards a better future for SIU members, not as the final step.

As SIU President Paul Hall said last June when the deep sea contract was ratified; "We should all look upon this agreement as a springboard for even further improvements in our lives as American seamen."

Borinquen Committee



On Mar. 28, the crew of the SS *Borinquen* (Puerto Rico Marine) was paid off at Port Elizabeth, N.J. While at it, the Ship's Committee and a member of the shoregang gathered for this photo. They were (l. to r.) Deck Delegate E. Greaux; Steward Delegate E. Lasso; Chief Steward John Nash, secretary-reporter; Engine Delegate Pedro Figueroa and AB Paul Flores of the shoregang.

Court Orders Crew Turnovers on 9 MSC Tankers

Union Fighting To Re-Establish SIU Crew Jurisdiction

WASHINGTON, D.C. — The U.S. District Court of Appeals has refused to issue an injunction barring the turnover of crews from SIU to NMU members on nine oil tankers chartered by the Military Sealift Command.

The nine vessels involved are five T-5 tankers formerly operated by Hudson Waterways, and four Columbia class carriers formerly operated by Cove Shipping.

As the *Log* goes to press, all but three of the vessels have been taken over by their new operator, NMU-contracted Trinidad Oil. The three remaining vessels—the *Susquehanna*, the *Columbia* and the *Hudson*—are scheduled for crew turnover in July.

Despite this setback, the battle over these vessels is far from over. The SIU is ready for a full 15-rounder in ongoing court fights to re-establish our jurisdiction on these vessels.

The Union's legal counsel is deeply emersed in the case, which is already in its second month, and could go on for another six to nine months.

U.S. Navy the Culprit

The culprit at the bottom of this complex case is the United States Navy. Back in Nov. 1978, the Navy's Military Sealift Command issued a "request-for-proposals" concerning the nine tankers.

This "request-for-proposals" was a formal call to interested U.S.-flag operators to submit commercial bids for operation of the nine vessels.

This is standard procedure in determining the award of Govern-

ment contracts to the private sector. Normally, the lowest bidder is awarded the contract.

The language in this "request-for-proposals" and its attachments was very specific. The language in Article 6 (Attachment C) stated: "The contractor shall pay the officers and crews serving aboard these tankers equal to the applicable standard union agreements for the industry..."

The key words in this statement, as the SIU sees it, are, "the applicable standard union agreements..."

Trinidad Low Bidder

Three SIU-contracted operators submitted sealed bids. They were Hudson Waterways and Cove Shipping, the former operators, and Zapata Corp.

All three companies used the SIU's Standard Tanker Agreement in formulating their bids.

However, when the results were announced on April 11, 1979, the low bidder was Trinidad Oil, an NMU company.

The Navy quickly awarded a five-year contract to Trinidad to operate the vessels and ordered turnover of the ship's crews.

The SIU, after examining and studying Trinidad's bid and Navy records, found that Trinidad—with the permission of the NMU—used a substandard contract in formulating their bid. The SIU's legal counsel immediately took action in the U.S. District Court, Washington, D.C., to block the crew turnovers.

Under the standard NMU contract, an NMU seaman receives the equivalent of 14 days pay for every 30 worked, representing the Vacation benefit.

However, Trinidad's bid reflected a Vacation benefit of only 5 days pay for 30 worked.

In addition, Trinidad's bid reflected a \$7 per man, per day

reduction in standard contributions to the NMU Pension and Welfare Plans.

The SIU maintained in court that since Trinidad used an obviously substandard agreement in submitting its bid, the bid was unlawful.

SIU companies submitting bids used standard union agreements. However, Trinidad did not use its standard agreement. The SIU stated that this gave Trinidad an unfair advantage over other bidders. It also violated the rules and conditions put on the bidding process by the U.S. Navy.

Open and Shut Case?

It appeared to be an open and shut case. But things rarely are open and shut in today's maritime industry.

With the blessing of the Navy, District Court Judge June L. Green, on May 25, 1979, refused to issue a preliminary injunction against the turnover of the ships to Trinidad. She said, in refusing to issue the injunction, that the SIU (and District 2, MEBA-AMO) did not

show probable success in demonstrating that "the 5-for-30 plan is substandard."

After her refusal, the SIU took the case to the U.S. Court of Appeals seeking a "stay" of the crew turnovers until the full merits of the case could be heard.

The Appeals Court issued the "stay" earlier this month. But 10 days later, the Court lifted the "stay" without explanation.

As a result, the ships have been awarded to Trinidad, despite the fact this court case is far from over.

Presently, the SIU is back in the District Court seeking a "partial final judgement" from Judge Green.

In addition to our argument that Trinidad used a substandard contract, we are maintaining that the bids do not meet the requirements of the Service Contract Act.

If the District Court judgement goes against the SIU, we will take the case before the Appeals Court. This could take from six to nine months to get a final ruling.

NMU Halts Merger Talk With SIU

Below is a reprint of an article which appeared in the June 1979 edition of the *NMU Pilot*, which announces the NMU decision to breakoff merger talks with the SIU as a result of the battle over the nine tankers awarded to NMU-contracted Trinidad Oil.

"NMU has withdrawn from merger discussions with SIU because of SIU's participation in the lawsuit against NMU and Trinidad Corporation, an NMU-contract company. In a notice of NMU's intentions, President Shannon Wall said:

"Widely disseminated and inflammatory statements by SIU officers and MEBA District 2 in support of lawsuit brought by two SIU/MEBA District 2 contracted com-

panies against Trinidad, Marine Transport Lines and NMU, precludes NMU's further participation in NMU/SIU merger discussions.

"Also, introduction of statements made at Ad Hoc Committee meetings to court proceedings raises serious ethical questions. Therefore, NMU hereby terminates immediately its participation in any Ad Hoc Committee meetings and proceedings as well as NMU/SIU merger discussions."

"Wall's notice was sent to President George Meany, Secretary-Treasurer Lane Kirkland and Frank Polara of the AFL-CIO; President Paul Hall of SIU, President Raymond McKay of MEBA District 2 and Professor John Dunlop, former Secretary of Labor and merger committee coordinator."

SIU Opposed to Panama Canal Toll Hikes

The SIU has come out strongly against a proposed 21 percent increase in tolls for usage of the Panama Canal.

The Union's main objection to the increases is that such a hefty hike will encourage shippers to seek alternate transportation modes to the Panama Canal, such as railroads.

Recent history has proven that each time Canal tolls go up, fewer ships transit the locks. And since U.S. flag vessels are among the chief users of the Canal, the U.S. merchant marine and maritime labor will be the first to suffer.

Dixie Boatmen Get Cost-of-Living Hike

As part of a contract negotiated by the SIU in 1977, SIU Boatmen working for the New Orleans-based Dixie Carriers Co. received a 5.6 percent cost of living wage adjustment effective April 6.

This is the final COLA increase the 315 Dixie Boatmen will receive under the terms of the

In a letter to the Secretary of the Panama Canal Co., SIU Washington Representative Charles Mollard stated: "Inevitably, American-flag liner vessels using the Canal will lose their competitive edge to available alternates, and will be forced from the trade."

He also pointed out that if the increases are put into effect, the Panama Canal Co. could very well suffer a loss in overall revenue due to a cutback in use of the locks.

The Panama Canal Co. will make a decision on the toll issue within the next few weeks.

current contract which expires next year. The Boatmen received a 1.6 percent COLA in 1978.

Cost of living add-ons are based on increases in the Consumer Price Index and are intended to help American workers cope with the rising rate of inflation.

Point Revere Committee



Aboard a newly acquired SIU vessel last month are a crewmember and the Ship's Committee of the *ST Point Revere* (Point Shipping) at a payoff in Brooklyn, N.Y. They are (seated l. to r.) Chief Steward C. White, secretary-reporter; Oiler Mike Kraljevic, engine delegate, and Recertified Bosun Barney Swearingen, ship's chairman. Standing (l. to r.) are Chief Cook David Smith, steward delegate, and OS Gary Thomas.



Piney Point

The tug *Papa Guay* (Steuart Transport) was laid up for two months on June 17 for new engine and deck equipment. She will also undergo deck house modification.

Baltimore

The Norfolk, Baltimore and Carolina Line (NBC) plans to relocate their operations to the 8-acre old Conrail Pier on Clinton St. in the Canton area.

Great Lakes

The Luedtke Engineering Co. continues work on a dredging project at Point Mouillee, south of Detroit. It's a channel-deepening project which will permit loaded dredges and barges to approach the new, diked disposal area. (The diked disposal area is designed to take polluted materials for the next 10 years from the Detroit-Toledo area).

* * *

Hannah Inland Waterways is having built a new 290-foot liquid bulk barge at the Nashville (Tenn.) Bridge Co. The *Hannah 4001* will go into service on the Lakes. She will be delivered in August.

The barge will be able to carry 40,000 barrels of oil and chemicals. She will be 290 by 60 by 18½ feet and will be double skinned.

On July 1, the company will change its name to Hannah Marine Corp.

San Francisco

Chief executive of the SIU-contracted Crowley Maritime Corp. (world's top inland operator) Thomas B. Crowley, was elected U.S. chairman of the National Liberty Ship Memorial.

The memorial will place the preserved Liberty ship *SS Jeremiah O'Brien* in Golden Gate National Park here.

New Orleans

Delta Queen Line's paddlewheeler *Delta Queen* beat her sister steamboat the *Mississippi Queen* in the first leg of the initial 1,271-mile Great Steamboat Race from here to Cincinnati on May 18.

The two week race, the first in more than 100 years, began as the two steamboats left the Poydras St. Wharf headed toward Audubon Park as spectators lined the levees along the shores.

On board passengers competed in fishing and kite flying contests.

Philadelphia

More tug and barge activity was reported in the harbor here on the Delaware River due to the continuing N.Y. harbor tugboat strike in its third month.

Columbia-Snake Rivers System

A three-day conference in the Pacific Northwest late this month studied the status of the present and future locks on the Columbia-Snake Rivers System.

Studied were the Ben Franklin Lock and Dam Project and up-river navigation on the Columbia River from Pasco to Wenatchee, Wash.

The system stretches from Portland, Ore. to Lewiston, Idaho.

Mobile

The 5th U.S. Circuit Court of Appeals early last month denied a legal bid to tie up the Tenn-Tom Waterway on the widening of the 232-mile canal from 170 to 300 feet by the U.S. Corps of Engineers.

The challenge was by the Louisville & Nashville Railroad and environmentalists. Other challenges are expected in court on the canal's cost overrun.

The project was started in 1972 and is about 33 percent finished. Completion is now expected in 1986.

Washington, D.C.

With diesel fuel supplies on the nation's waterways down to 80 percent of normal and prices up 100 percent from January, inland fleet operators asked the U.S. Department of Energy to give them 100 percent of diesel fuel needs.

Some in the barge and towing industry saw dry tanks by summer.

Slowdown of water transportation would cripple export of U.S. crops and create domestic shortages of gas, heating oil, coal, jet fuel, steel and chemicals. The Farm Belt upriver would miss their fertilizers and fuel.

Barges and towboats move 22 percent of crude petroleum and its products in this country. They also move 35 to 40 percent of our agricultural products for export. Half of the barge traffic moves coal and oil.

A Tough Ordeal, But Welfare Plan Gave Him Peace of Mind

The past year was not an easy one for John Wright. His wife, Janice, passed away after a very long illness. And the ordeal took its toll on Brother Wright as well.

But as he says, "at least I know that Janice had the best of care."

The Union, through the Welfare Plan, did its best to minimize Brother Wright's problems.

The doctor and hospital bills for his wife's care kept coming and coming. Overall, the bills amounted to well over \$20,000. But because of the extent of coverage by the Seafarers Welfare Plan, the problems of bills were completely taken off his shoulders.

This is what the SIU Welfare Plan is all about. It's there to provide the membership not only with financial security. But to provide SIU members with the knowledge and peace of mind, that if one of their dependents becomes ill, the Welfare Plan will enable them to get the best possible medical care available. This means a great deal, considering the ever increasing cost of medical care in this country.



Pensioner John Wright

John Wright realizes this. And in addition, he singled out the Welfare Plan staff for "their kindness and generosity in handling my affairs."

Brother Wright, now 64 years old, recently retired from the Union. He's a real old salt, born in Calgary,

Alberta, Canada, and a deep sea sailor for more than 45 years.

John's history with maritime labor goes back to the bitter, bloody strike of 1934 on the West Coast.

He was initially a member of the Marine Firemen's Union in San Francisco. He joined the SIU in

1943. As an SIU member, he has accumulated 23 years seetime.

Upon his retirement, Brother Wright, a quiet man, said simply: "I'll always support my Union."

We wish John, now a resident of Brooklyn, N.Y., all the best in years to come.

Why not paint
a better future
for yourself

Come to HLS.
Upgrade to AB.

Course Starts August 16

To enroll, contact HLS or your SIU
Representative.





Headquarters Notes

by SIU Executive Vice President
Frank Drozak

A Golden Opportunity for Stewards

Job security.

That's something the SIU has fought hard to create and improve upon for maritime workers over the last 40 years.

But like a lot of things, job security comes in different forms, and is achieved in different ways.

Sometimes it's strictly up to the individual to go after and decide just how much job security he wants.

The SIU sets up its programs so that a man, through his own initiative and motivation, can add to the job security he already has.

The new *Steward Recertification Program* for chief stewards is such a program.

Did you ever stop to think where a ship would be without a steward department, or where a steward department itself would be without a good chief steward?

Quite obviously, a ship couldn't function without the steward department. And, by the same token, no steward department could function—and function well—without a good chief steward. So often, the difference between a good trip and a bad one is determined in the galley; whether or not the ship's a good feeder.

There's a lot more to the job of chief steward than just seeing that three good meals are put on the table each day. A good chief steward is

manager, nutritionist, an expert on food preparation, and teacher all rolled into one.

The SIU recognizes that the job of the chief steward is a vitally important one, and one that carries with it a tremendous amount of responsibility. It has its own challenges and, like jobs in other departments, is continually effected by the introduction of new technology.

It is with these thoughts in mind that the SIU decided to start the Steward Recertification Program.

Specifically, the six-week program will be a refresher course for chief stewards and will cover such subjects as inventory control, nutrition, advanced culinary skills, menu planning, and shipboard inspections by the Public Health Service. It will also include instruction in first aid and cardio-pulmonary resuscitation.

But the goals of the program go far beyond the specifics.

First of all, it is hoped that each steward who completes the recertification program will feel he's more knowledgeable than he was before; that he's an even better chief steward than he was.

Secondly, and since the chief steward is the guiding force of his department, the quality of the department itself will be upgraded.

Thirdly, an improved steward department is bound to improve the quality of life for everybody on a ship.

Then again, brothers, it will help us all. Because, when we improve things on the ships—making them even better than they already are—it perpetuates and adds to the good reputation of the SIU.

Job security is built on just that: a good reputation. It's one fact of life in our business. When we do a good job, people will take notice and will remember us.

The SIU has built itself up on its reputation over the last 40 years.

The new Steward Recertification Program is a golden opportunity for those chief stewards who want to increase their job security. It starts on Sept. 3, so don't wait to sign up.

You'll benefit from the Steward Recertification Program, and the whole Union will too.

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 wheelhouse 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**

See your SIU Representative or contact HLS for details

Trustees Drop Vacation Eligibility to 75 Days for Boatmen

THE Board of Trustees of the Vacation Plan has reduced the employment time requirements governing the eligibility for Vacation benefits for Boatmen.

The changes result from action by the Trustees in their regular review of the impact of new rules for SIU benefit plans.

The new rule requires that a Boatman accumulate 75 days employment with an SIU-contracted inland company to be eligible to collect Vacation benefits.

In other words, a Boatman filing for benefits today needs 75 days on the boat of an inland company signatory to the Vacation Plan to get his Scafarers Vacation check. The rule became effective May 1, 1979.

The old rule required that a Boatman accumulate 125 days employment before filing for vacation benefits.

The 125-day rule was designed after the Federal Government's ERISA law governing pensions. Initially, it was felt that one rule governing all our benefit plans, would be in the best interest of the SIU membership for maximum protection of the individual member.

However, after a review of the operation of the 125-day rule, which went into effect Jan. 1, 1979, the

Trustees felt that a 125 day employment requirement was restrictive on the Boatmen.

The Boatman, because of the time-off provisions in SIU inland contracts, needed an unduly long time to accumulate 125 days employment.

Take, for instance, the case of a Boatman working under a collective bargaining agreement which provides a Boatman shall work 40 days on and then have 20 days off.

Under this contract, it would take the Boatman over six months to accumulate 125 days employment. This is true for all Boatmen working a 2-on, 1-off schedule.

However, now under the new 75-day rule, it will take the same Boatman approximately four months to accumulate the required employment time for Vacation benefits (the same time as a deep-sea member).

When the SIU established the Industry Wide Inland Vacation Plan, the goal was to provide substantial Vacation Pay to Boatmen and to provide it regularly.

The SIU is confident that the new 75-day rule will answer the overall goal of our Vacation Plan to benefit our membership.

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



The Lakes Picture

'79 Season Looks Good

The International Association of Great Lakes Ports released a study last month on Great Lakes shipping and port prospects for 1979. The Association is predicting that the overall shipping picture for this year looks very good, both for the Lakes and the St. Lawrence Seaway. The 1978 shipping season on the Seaway was a near-record year, the report noted. Even though general cargo shipments were way down in 1978, due to reduction in U.S. steel imports as a result of trigger pricing, active grain trade offset the decline in steel carriage. This trend is expected to continue in 1979.

Winter Navigation

The Great Lakes Basin Commission, an eight-state regional planning group, has issued a formal challenge to the Army Corps of Engineers' recommendations that year-round navigation on the Great Lakes be approved by Congress.

A Commission report, made public on May 16 said, among other things, that the Army Corps of Engineers had overstated the economic benefits of winter navigation to the Great Lakes region.

A draft report on the feasibility of year-round navigation, eight years in the making, included the Corps' contention that the extended shipping season would benefit the nation to the tune of \$337 million per year. Included in that figure is an estimated \$261 million in what the Corps called "transportation rate savings."

The Army Corps of Engineers' draft study, issued in March, advocated phasing in year-round shipping on the upper Great Lakes. In addition it would extend the shipping season to 11 months on the Welland Canal, Lake Ontario and the St. Lawrence River.

The tenure of the experimental winter navigation program expired last year. The program will be scuttled unless Congress votes to extend it.

St. Lawrence Seaway

As the St. Lawrence Seaway moves into its 20th year, many are marking the occasion by remembering the Seaway's early days and evaluating the network's success.

When the Seaway, jointly financed by Canada and the U.S. at a cost of \$400 million first opened in 1959, the Queen of England and then-President Eisenhower were on hand for the official opening.

Its 20th anniversary is being feted more quietly. But many are saying the Seaway's success has far outstripped the hopes of its original planners. The waterway is not only solvent, but, some advocates contend it has returned as much as \$60 million to the U.S. Treasury.

One of the big selling points of the Seaway and other waterways to

shippers these days is that it is an efficient, economical transit system. With fuel at a premium, water transport boasts mileage averaging 600 ton miles per gallon compared to 200 for rail transport, 58 for trucks and four for planes.

The St. Lawrence Seaway network encompasses 16 locks, three rivers, the five Great Lakes and three smaller lakes in the St. Lawrence. But the Seaway project itself involved building or upgrading seven locks between Montreal and Lake Ontario and eight in the Welland Canal.

Chicago

Hearings are scheduled before the House Merchant Marine & Fisheries Committee and an investigation will be made by the General Accounting Office into why Chicago's port is underused by both commercial and government shippers.

An aide to Rep. Bennett Stewart (D-Ill.) said that "quite a few government agencies are not using the port facilities here." Rep. Stewart requested the GAO investigation to determine what transportation modes are being used for government cargoes.

It's the opinion of Rep. Morgan Murphy (D-Ill.) who requested the House Committee hearings that "the Great Lakes region has not been the favorite among Government agencies in commerce."

Duluth

The newest vessel in the Kinsman fleet, the *William A. McGonagle*, entered service last month after loading grain in Duluth. The company will not be running the *Kinsman Enterprise* or the *Henry Steirbrenner*.

* * *

Another Kinsman vessel, the *Harry L. Allen*, which was destroyed in a fire at a Duluth grain elevator last winter, was sold for scrap recently.

* * *

The *Alastair Guthrie* (Kinsman) flooded and her stern hit bottom as she finished loading a cargo of grain in Duluth harbor recently. The flooding was caused by a valve malfunctioning. The defective valve controlled the flow of water coming into the ship's engine cooling system. Though the flood mark in the ship's engine room reportedly hit 15 feet at one point, the fact that the harbor was only 27 feet deep kept the *Guthrie* from sustaining any serious hull damage when her stern hit bottom. Coast Guard inspectors said, however, that electrical and boiler equipment damage was heavy.

Algonac

Number 21 in American Steamship Co.'s SIU-crewed fleet of lakers will be delivered in late August. The thousand footer is the eighth vessel to be built under American Steamship's shipbuilding program which was begun in 1973.

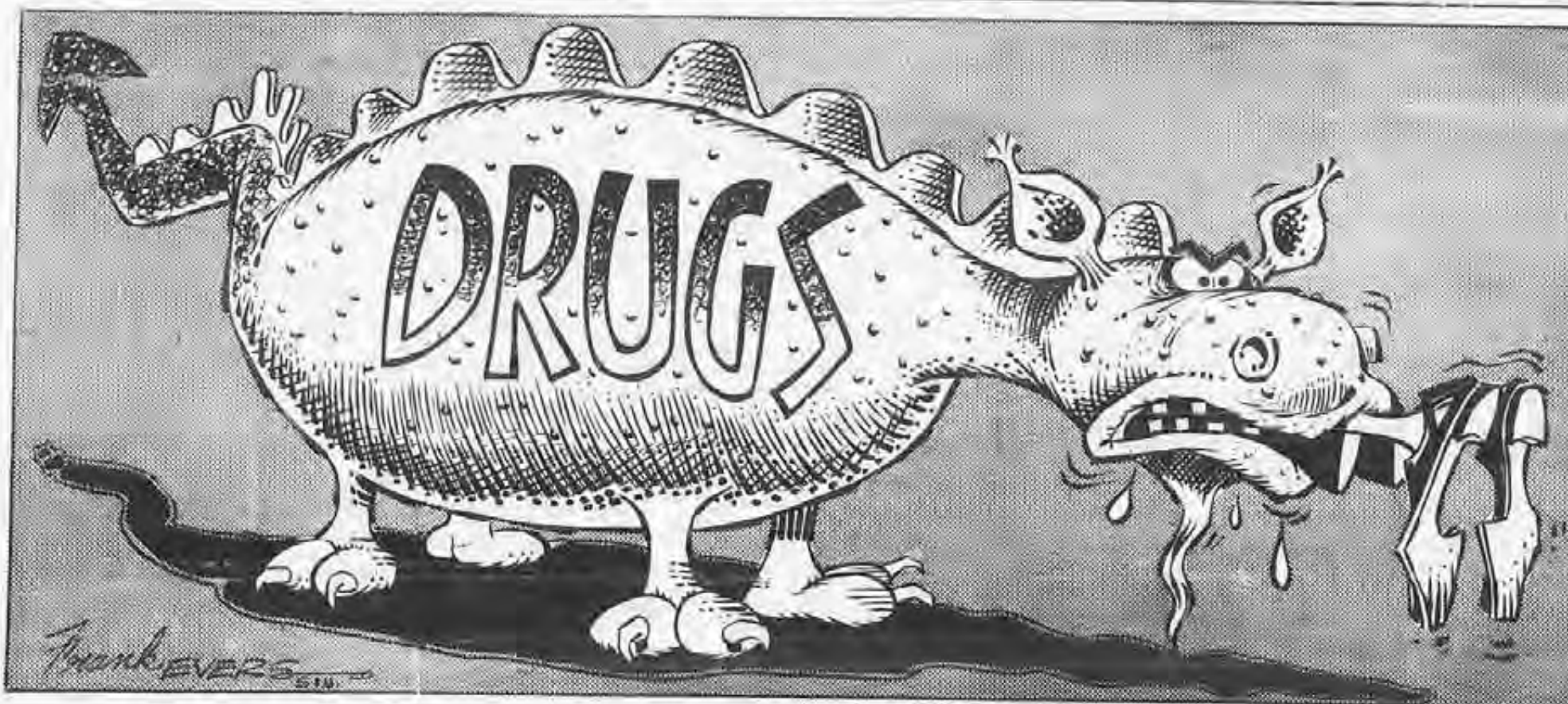
* * *

SIU members completed fitout of the *L. G. Harriman* (Huron Cement) in early June. The cement carrier, which was built in 1923, was used as a floating storage silo from 1976 through 1978 when she re-entered active service.

* * *

The SIU is currently in negotiations with Straits Car Ferry on behalf of the SIU crew of the *Chief Wawatam*. The negotiations are expected to be wrapped up some time in June. Last month's *Log* mistakenly reported that the SIU was holding contract talks with Straits Transit Inc.

A MESSAGE FROM YOUR UNION



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

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1979

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

Health of Seamen. The House Merchant Marine and Fisheries Committee is holding hearings this month regarding the health and medical care of merchant seafarers. Included in the hearings will be an evaluation of the medical standards and facilities of the U.S. Public Health Service hospitals and clinics.

Railroad Deregulation. The Senate Commerce, Science and Transportation Committee is holding a series of meetings this month on the Railroad Deregulation Act. Senator Russell Long (D-LA) will be chairing the hearings. We will be watching these meetings closely since they will result in recommendations on railroad freight rates which will directly affect the economic health of the inland waterways industry.

Water Projects Authorization. The Senate Environment and Public Works Committee will be holding a series of hearings this month regarding a number of water policy and project proposals. Several of these proposals will affect the inland waterways. Senator Mike Gravel (D-Alaska) will be chairing the hearings.

Merchant Marine Contracting. The Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee held a hearing June 11 on a proposal to permit negotiated contracting beyond the June 30, 1979 cutoff for Maritime Administration sponsored subsidy and Title XI programs.

Vessel Sales. The House Merchant Marine Committee will be holding a hearing this month on a bill regulating the sale of U.S.-documented ships.

Ocean Mining. The Oceanography Subcommittee of the House Merchant Marine and Fisheries Committee will mark up legislation regarding Deep Sea Mining sometime this month. Afterwards, the Mines and Mining Subcommittee of the House Interior and Insular Affairs Committee will mark up its version of the ocean mining bill.

Outer Continental Shelf. The House Select Committee on the Outer Continental Shelf will continue its oversight hearings on offshore oil and gas development. Hearings are scheduled for July 9 and 23.

Panama Canal Authorization. The Panama Canal Subcommittee of the House Merchant Marine and Fisheries Committee will hold hearings on July 16 and 18 on Panama Canal Authorization legislation.

Small Vessel Manning. The Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee will conduct hearings beginning next month on manning requirements for small commercial vessels.

Carter Signs Anti-Rebating Legislation

President Carter has signed legislation which will strengthen the provisions prohibiting rebating practices in the U.S. foreign ocean-borne trades. The bill was adopted by a voice vote earlier this month in both the House and Senate.

During floor debate, Senator John Warner (R-VA) pointed out that "the Merchant Marine Act of 1936 declares that it is the maritime policy of the United States to have a merchant marine fleet sufficient to carry... a substantial portion of the waterborne export and import foreign commerce of the United States." He noted, however, that "it is now perfectly clear that these policy objectives have not been achieved and, in fact, that the U.S. is in the grip of an accelerating downward spiral."

According to Senator Warner, this bill would help this situation by giving the Federal Maritime Commission "the authority it needs to do an effective job" of combating illegal rebating, "a primary factor in the demise of the U.S. liner fleet."

As passed, this legislation:

1. gives the FMC authority to suspend the tariff of any carrier which fails to respond to a subpoena or discovery order in a rebating investigation;
2. increases penalties for violations;
3. requires certification of a corporate policy against rebating; and
4. empowers the FMC to assess civil penalties for rebating violations.

Inland Waterways Scholarship Winners Tour Capital



Twenty SIU Boatmen came to Washington this month for a first-hand look at their Union's legislative and political action organization. The Boatmen came to the nation's capital from the Harry Lundeberg School in Piney Point where they are participating in the Towboat Operator Scholarship Program.

During their visit, they toured the Capitol Building where they posed for a photo before going on to view the House and Senate chambers. Participating in the program were: William Morris, Daniel

Baumann, Jose Charriez-Cotto, Daniel Minnier, Charles West, William Horne, Joseph Carter, Robert Marshburn, Paul Shipman, and Benjamin Shawn. Also, Dennis Dietz, Harold Steen, David Frank, Raymond Noakos, Robert Dallas, Thomas Duffee, Kevin Brady, Donald Thayer, Michael O'Donohue and Jerald Augoin. Accompanying them on their tour were SIU Legislative Representatives Betty Rocker and John Iaccio. Also on the tour were HLS instructor, Captain Irwin Gros, and Nick Marrone, Port Agent, Piney Point.



House Committees Hold Hearings On Deep Sea Mineral Resources

Subcommittees of both the House Merchant Marine Committee and the Interior Committee held hearings earlier this month on the Deep Seabed Mineral Resources Act.

Phillip Hawkins, representing Ocean Mining Associates, testified before the Subcommittee on Mines and Mining that it would appear advantageous to locate processing operations in the United States and retain the protections accorded to American-flag vessels.

Hawkins warned, however, that the ocean mining industry must be prepared to face competition which might take advantage of low cost energy and other competitive advantages offered offshore. As a result, he urged the early enactment of "ocean mining legislation containing the maximum flexibility to compete in a highly competitive world industry."

Marne Dubs of Kennecott Copper Corporation testified before the Subcommittee on the Merchant Marine. Dubs praised the compromises reached in the 95th Congress on ocean mining legislation (H.R. 3350) and stressed the need for a "grandfather rights" clause in the present legislation.

Dubs expressed his support for the present language in the bill which would require the mining vessel and at least one of the transport vessels per mine site to be documented under the laws of the United States.

Senate Passes MARAD Authorizations

The Senate, by a voice vote of 85-2, has passed legislation which authorizes operating funds for a variety of Maritime Administration programs for fiscal year 1980.

The Senate bill was managed on the floor by Senator Daniel Inouye (D-HI). He was joined by Senator John Warner (R-VA), ranking Republican on the Subcommittee on Merchant Marine. Senator Warner spoke in strong support of S. 640 and concluded his remarks by stating that:

"Unless the Congress of the United States begins to give greater support to the U.S. merchant marine...our country will no longer have a merchant marine."

The Senate also accepted by voice vote two amendments relating to the fishing industry.

The first, offered by Senator Lowell Weicker (R-CT), extends the Title XI and capital construction fund provisions to shoreside facilities used for landing, processing, storing and distributing fish.

The second, offered by Senator Ted Stevens (R-Alaska), would allow states to qualify as a first mortgager for purposes of the Merchant Marine Act, 1920. This means fishermen would not have to pay a one-half of one percent annual trustee charge for loans.

T.I. Calls for Guaranteed Fuel Allocation for Tugs and Towboats

The Transportation Institute has requested the Economic Regulatory Administration (ERA) to guarantee that tug and towboat operators are allocated the fuel necessary to continue the crucial job of moving energy and farm cargoes by water.

Herb Brand, president of the Washington-based marine transportation research organization, said that "without the guaranteed availability of diesel fuel, tugs and towboats...will be unable to provide this country with essential water transportation service."

Brand, also warned that without the fuel necessary to operate tug and towboats, "a crucial link in our energy and foodstuffs transportation system will be broken."

He pointed to the fact that water carriers are the most economic and fuel-efficient mode for the carriage of bulk commodities and that over 60 percent of these commodities consist of energy products such as coal and petroleum products and over 10 percent are farm and food products.

Brand concluded that if the nation's tug and towboat fleet is not guaranteed its necessary fuel supplies, "the disruption in the massive movements of energy and farm cargoes by water will have a ripple effect in other essential segments of our industry, not the least being heavy industry and public utilities."

Congress Acts on Alaska Lands Bill

The House of Representatives late last month adopted legislation which sets aside approximately 110 million acres of land in Alaska as national parks, park reserves, wildlife refuges and forests. This version of Alaska Lands legislation (the so-called Udall-Anderson substitute) was supported by the Carter Administration and a coalition of environmental organizations.

Under this bill, approximately 67 million acres would be classified as wilderness. It allows mining of valid existing claims, and requires that the National Petroleum Reserve in Alaska be opened to private oil and gas leasing.

In the Senate, meanwhile, similar legislation (S. 9 and S. 22) is pending before the Committee on Energy and National Resources.

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

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

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

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

SUPPORT SPAD

GAO Says USCG Should Do Better in Promoting Safety

The General Accounting Office (GAO) has made Congress aware in a critical report that the Coast Guard must step up its efforts to promote safer marine transportation.

GAO claimed that "increased marine traffic and volume of cargo, including hazardous material, has led to a growing number of serious accidents."

This is why so-called "discrepancies" such as buoys being offstation, missing aids relocated without adequate notice, or structural problems—"need to be corrected as quickly as possible to minimize the risk to mariners and the possibility of legal action."

GAO disclosed that as of October, 1978, 34 marine accident lawsuits were pending "with a potential cost to the Government of almost \$29 million."

Among the recommendations suggested by GAO to improve the Coast Guard's response to aid discrepancies were:

- Establishing performance standards based on sound data rather than intuitive judgment.
- Making greater use of specially trained and equipped repair teams.
- Reassessing workload distribution for buoy and construction tender, giving consideration to transit times and age of tenders.

GAO also emphasized that the Coast Guard should exercise its authority to mark sunken vessels if the owner cannot or will not do so.

Finally, GAO criticized the Coast Guard for not evaluating "simpler, less costly alternatives for vessel traffic management before establishing vessel traffic service systems in the ports of New York, New Orleans, and Houston. This has resulted in unnecessary expense to the Government and increased burdens on mariners and the Coast Guard."

Carter Nominates Nemirow To Top Marad Slot

President Jimmy Carter has nominated Samuel B. Nemirow, as Acting Assistant Secretary of Commerce for Maritime Affairs, to fill the slot vacated by Robert J. Blackwell last April. Nemirow had served under Blackwell for seven years.

Nemirow, a native of Connecticut, has been with the Maritime Administration since 1972, serving in a variety of positions, including General Counsel, member of the Maritime Subsidy Board, and Deputy General Counsel for Maritime Aid Contracts.

Before joining Marad, he was with the Department of Transportation and the Federal Maritime Commission. Mr. Nemirow holds several awards, including the Commerce Department's second highest, the Silver Medal, received in recognition of the role he played in formulating the U.S./U.S.S.R. Maritime Agreement.

LOS ANGELES HARBOR



A Look at SIU's Expanded Operations



The *Santa Mariana* and her three sister passenger ships are regular callers to Los Angeles enroute to South America. SIU-contracted Delta Line bought these vessels from Prudential Line last year. They are providing scores of new job opportunities to SIU members on the West Coast.

THE SIU has always been an important presence in the heavy traffic moving in and out of the Los Angeles Harbor area.

In the last few years though, the Union's activities and scope of representation on the West Coast have broadened tremendously. As a result, hundreds of new jobs of many varieties in the L.A. Harbor area have been created for the men and women protected and represented by the SIU.

SIU members are employed in passenger and cargo transport, in service work in the L.A. Harbor, as well as in nearby shoreside jobs, to a greater extent than ever before. And there are as many reasons for the Union's increased presence in the area as there are kinds of jobs for SIU members. Here are some of them:

- **Tanker trade.** Alaska's oil fields yield 1.2 million barrels of crude a day. Much of that oil is moved by tanker from Alaska's north slope to the West Coast. Many of the tankers carrying

Alaskan crude into and out of L.A. Harbor are crewed by SIU members.

- **Passenger ships.** Last year the SIU-Contracted Delta Steamship Co. bought Prudential Lines. Included in the sale were four passenger ships which frequently call at Los Angeles bound for South America or the Carribean. The *Santa Maria*, *Santa Mariana*, *Santa Magdalena* and *Santa Mercedes*, with their SIU crews, represent a rebirth for the Union's fleet of cruise ships.

- **Tugs and barges.** Expanded job opportunities for SIU Boatmen in L.A. Harbor were made possible by the activities of SIU-contracted Crowley Maritime.

Overall, Crowley's activities have opened up 200 jobs for SIU Boatmen in the company's tug and barge fleet in Los Angeles. Crowley boats do shipdocking work, they bunker ships and are involved in lightering tankers offshore.

In addition, SIU members are

manning Alaska Construction's "crew barges" which function as living quarters for construction crews while they are building offshore oil platforms.

- **MCS merger.** The final details of the Marine Cooks & Stewards merger with the SIU AGLIWD are now completed. The East-meets-West unification

has turned out to be tremendously successful and beneficial to all concerned.

As a result of the merger, hundreds of West Coast steward department personnel now enjoy the job security and protection the SIU offers.

Since the SIU and the MCS

Continued on Page 12



When the SIU-manned passenger ship *Santa Mariana* (Delta Line) called in the port of Los Angeles recently, SIU officials Ken McGregor, patrolman (seated left) and Joe Goren, co-port agent (seated second from left) visited the vessel. Along with them are the ship's committee, including: Charles Jackson, engine delegate; Herman Ulrich, educational director; Marvin Garrison, secretary-reporter; Juan Osorio, steward delegate; Al Resendez, sailing reefer maintenance; Herwood Walters, ship's chairman, and J. A. Rusheed, deck delegate.

LOS ANGELES HARBOR

Continued from Page 11

have become one Union, we've consolidated our Union halls under one roof. In order to better service the expanded SIU membership we're in the process of extensively remodeling the former MCS hall at 350 Fremont St., in San Francisco.

Because of the merger, the SIU's deep sea membership has grown. But the merger has also brought nearly 500 culinary workers who staff the former luxury liner *Queen Mary* under the SIU banner.

The *Queen* is now permanently moored in L.A. Harbor, where she's used as a floating hotel and museum. And the former MCS waiters, busboys, cooks and kitchen helpers are now represented by the SIU.

Los Angeles harbor is a stop-off point for many SIU members bound for distant ports. Seafarers crewing SIU-contracted Sea-Land and Delta ships are often seen passing through the harbor. And SIU-crewed tankers with their cargoes of Alaskan oil call there regularly.

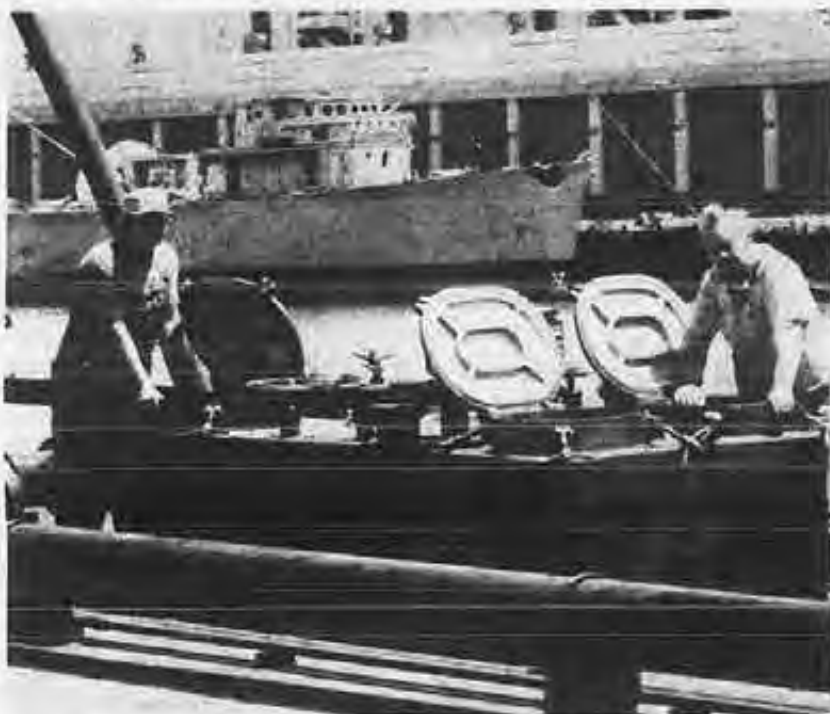
But the harbor is home to Union boatmen who provide necessary in-port services. And for the SIU members represented by the Union's industrial division who can be found shoreside in the L.A. area, working in shops and factories like Paulsen Wire Rope.

The growth of the SIU in and around the L.A. Harbor has been truly significant. That growth has meant greatly expanded job opportunities and job security for SIU seamen, boatmen and industrial workers.

During the days of the gold rush, California was known as the golden opportunity state. For SIU members, the L.A. Harbor area offers more golden opportunities now than ever before.



The SIU has greatly expanded its job opportunities for Boatmen in the L.A. harbor area as a result of activities of SIU-Contracted Crowley Maritime. On the tug, *Howard H.*, recently in L.A. area are some of the crew along with SIU Patrolman Ken McGregor, left. They are, (l. to r.): Bill Haynie and Mike Privette, able seamen; Ken Hunt, captain, and Dave Domanque, mate.



Much of the SIU's work in L.A. area has to do with lightering tankers offshore and bunkering ships. On the job aboard Barge 203 recently are tankermen Jim Wilson, left, and Tom Hultren.



On the tug *Feather River*, recently, which is part of the Crowley operation in L.A. area are young Boatmen William Daughtry, captain, (left) and Lloyd LaBeach, cook.



A happy crew is a good crew. And the crew of the tug *Spartan* appear happy in this photo taken recently before a day's work in L.A. harbor. They are (l. to r.): N. Forman, mate; J. Luke, able seaman; Ron Echeverio, chef; Steve Warford, captain, and Andrew Cleland, engineer.

LOS ANGELES HARBOR



The *Queen Mary*, once the Queen of the Sea, is still a Queen. But today she's a floating hotel, restaurant and museum anchored in Long Beach. She is manned by as many as 500 SIU members in the busy summer season working as waiters, bartenders and more.



Aboard the *Queen Mary*, outside one of the restaurants on the ships are SIU waiters (l. to r.) Daniel Macias, Ramon Salcido, Angel Santana and Jack Cuerdon.



In the Lady Hamilton Restaurant aboard the *Queen Mary* are pretty SIU members (l. to r.) Chris Stratton, Carol Leydon, and Carol Tomich, all waitresses, and Harriet Tomich, hostess.



Aboard the *Queen Mary* at the seafood bar in the Lady Hamilton Restaurant are O. Erives, bartender; Mario Tejada, cook and Gabriel Juarez, cook.



The SIU also has industrial shops under contract in L.A. areas including Paulsen Wire Rope. Photo shows four Paulsen workers along with Jesse Solis, SIU representative, on the left.



On the SIU-manned tug *Howard H* are SIU Boatmen (l. to r.) D. Domanque, mate; Stig Ehrulund, cook and W. Haynie, able seaman.

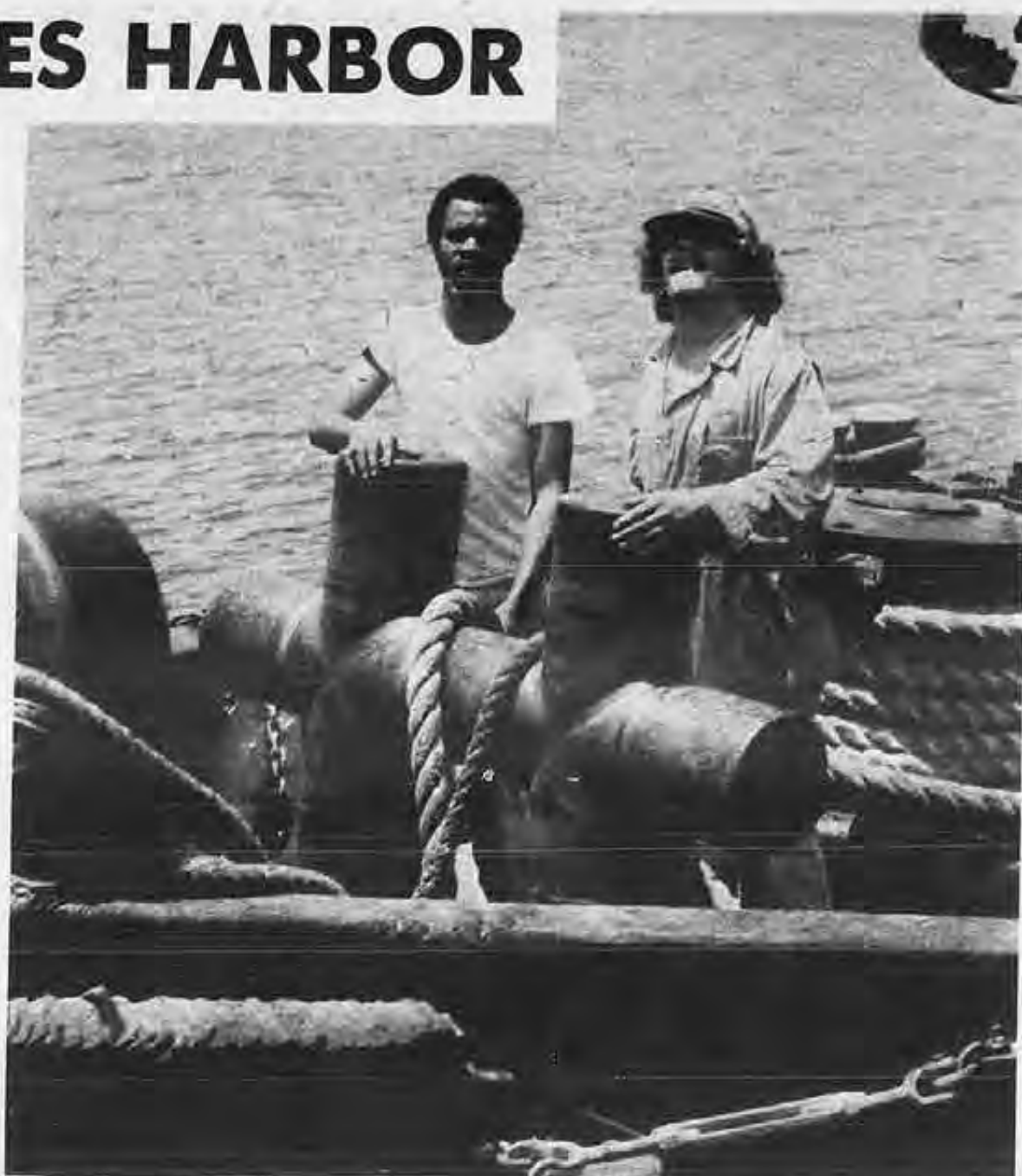


Standing outside the wheelhouse of the SIU-manned tug *Guide* is Boatman John Boleyn, mate.

LOS ANGELES HARBOR



Holding up life ring bearing the name of their tug, *Feather River*, are SIU Boatmen Grover Kelley, engineer, and Wayne Katez, mate.



Aboard their hard working tug *Guide* in L.A. harbor are SIU Boatmen Howard George, engineer, and William Cox, cook.



The SIU-manned tug *Catano* participates in all types of harbor work including lightering and bunkering. The tug's barge is manned by SIU barge tankermen (l. to r.) Richard Perkin, John Bradley and Frank Rodriguez.



The SIU-manned tug *Howard H* does a lot of hard work in L.A., as can be seen by heavy equipment on deck.



The SIU-manned tugs *Escort* and *Glory* shown tied up in L.A. harbor before going out for a day's work.



SIU Boatmen aboard tug *Envoy*, which is part of the SIU's expanded operations in L.A. harbor are (l. to r.) Bob Clinton, mate; Steve McCleary, captain, and Larry Jamison, cook.



Capt. Joe Bradshaw (left) and Chief Engineer Jerry Gould working in the dredge's wheelhouse.



AB Charlie Scherons (right) hands up stores to AB Dave Nman.

SIU's New Honey Is Hopper Dredge Sugar Island

The new honey of the SIU-crewed dredging fleet these days is the brand new, self-propelled hopper dredge *Sugar Island*.

Built by North American Trailing Co., she's the second self-propelled hopper dredge to be built, owned and operated by a private company. And the second to carry a top-to-bottom SIU crew.

Like her two-year-old twin sister the *Manhattan Island*, she measures 281 feet and has a loaded draft of 19½ feet. And like the *Manhattan Island*, when the *Sugar Island* opens her split hull and empties her 3600 cubic yard capacity hopper, she stops traffic.

Both dredges are the end result of pioneering hydraulic technology. Their hulls are split down the middle and open so dredged materials can be dumped at sea. The hulls are hinged forward and aft by special systems that include hydraulic rams.

Using water pressure, the rams add an extra measure of control to the dumping process. They prevent sudden impacts to the hull and also hold the hull bottom steady when it's open, up to a maximum span of 16½ feet.



Dredging last month in Galveston Harbor is the hopper dredge *Sugar Island* (N. American Trailing)

The *Sugar Island*, which runs under 6750 hp, has a 70 foot dredging capacity. Her two dredge pump systems each include a suction pipe that measures 27 inches in diameter and a 24 inch discharge pipe which work at a combined 1700 hp.

She is now working off Galveston.

The brand new hopper dredge is both a source of jobs and a source of pride to the SIU.

The Union has been working for the creation of a privately operated dredging fleet to work side-by-side with the Army Corps of Engineers for many years.

The *Sugar Island* and the *Manhattan Island* are the two solid cornerstones of that fleet.



In the galley, Chief Cook Vernon Johnson (left) shows GSU Joe Lebeau the ropes. He got his chief cook's endorsement at Piney Point last year.

LETTERS



TO THE EDITOR

Batman's Son Wins \$10,000 Grant

My family and I wish to thank the SIU for the many benefits provided to members and dependents.

We are very proud that our youngest son, Lewis, was recently awarded one of the SIU's Annual \$10,000 Charlie Logan Scholarships. This was of a financial relief and will insure the uninterrupted education of both our children.

I urge all members to encourage their children with college aspirations to prepare themselves and apply for the Scholarships.

Sincerely and Fraternaly,
Leslie W. Collier III
Coinjock, N.C.

He's an Engineer Now

As you will know a college education is a necessity in today's world. Whether be in business, medicine or engineering there is a great demand for educated men and women. Unfortunately in this time of financial stress the expense of such an education is immense. Most of the American middle class does not have the financial capacity to send their children to college without a great deal of sacrifice.

I am ever in the SIU's debt for giving me the opportunity to be one of those educated people. The SIU has allowed me to get a well-rounded education in the process of becoming a mechanical engineer.

This engineering field encompasses an unlimited range of work. Its scope ranges from nuclear and conventional power plants to the design and construction of submarine support systems.

As you can see the opportunities for learning and for advancement facing me are countless. The SIU Scholarship Program has assisted myself and others to achieve goals which otherwise would have been beyond our grasp. I sincerely hope that the Union can continue and enlarge this program to aid its members and their families. As a recipient of this scholarship I consider it a great honour and will strive to reflect this honour in my future work.

Now I wish to thank the SIU for the opportunity to gain the education needed to achieve my personal goals. Without the assistance of the seafarer's Union my future would not look as bright as it does right now.

Very truly yours,
Edward V. Gilabert

Word of Thanks From Pensioner

I want to convey my heartfelt thanks to the SIU and especially to the Seafarers Welfare Plan for the manner in which this office so efficiently handled my claims when I became permanently disabled. This was truly a kind gesture. All I can say is long live the SIU. Thanks again to our International President Paul Hall and the thousands of brother members which make up this fine organization.

Fraternaly,
Paul Capo, Retired
Metairie, La.

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Savannah, Ga.

A Smooth Retirement

Just a note of thanks and appreciation to the Union for the splendid job they have done in handling my retirement. I am proud to say I haven't missed a payday. I appreciate the privilege I have had to belong to a great Union.

Fraternaly,
Delmas A. Cornelius

Living and Loving It on Pension

Hi y'all. I'm living good in Bisbee, Arizona. Plenty of mountains, fresh air. And no crime. Rent is cheap and jobs available. I'm enjoying every day on my pension. Miss the sea, though!

Fraternaly,
Joe Scaramutz, Retired
Bisbee, Arizona

This QMED can count on a great future.



He knows diesel engines . . . He's ready for the diesel-powered ships that are coming off the ways. He's got job security for today and tomorrow.

You can have it, too. Just take the diesel engines course for QMED's at HLS.

It starts July 23

Sign up now!

Contact HLS or your SIU Representative.

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In the latest travesty, the Supreme Court has, in effect, granted the Amerada Hess Corp. leave to continue hauling Alaskan crude to the U.S. East Coast via its Virgin Islands refinery on foreign flag tankers.

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Moving foreign crude to the St. Croix refinery may currently be outside the jurisdiction of the Jones Act. But moving Alaskan oil from Valdez to the Virgin Islands and from the Islands to the U.S. East Coast on foreign

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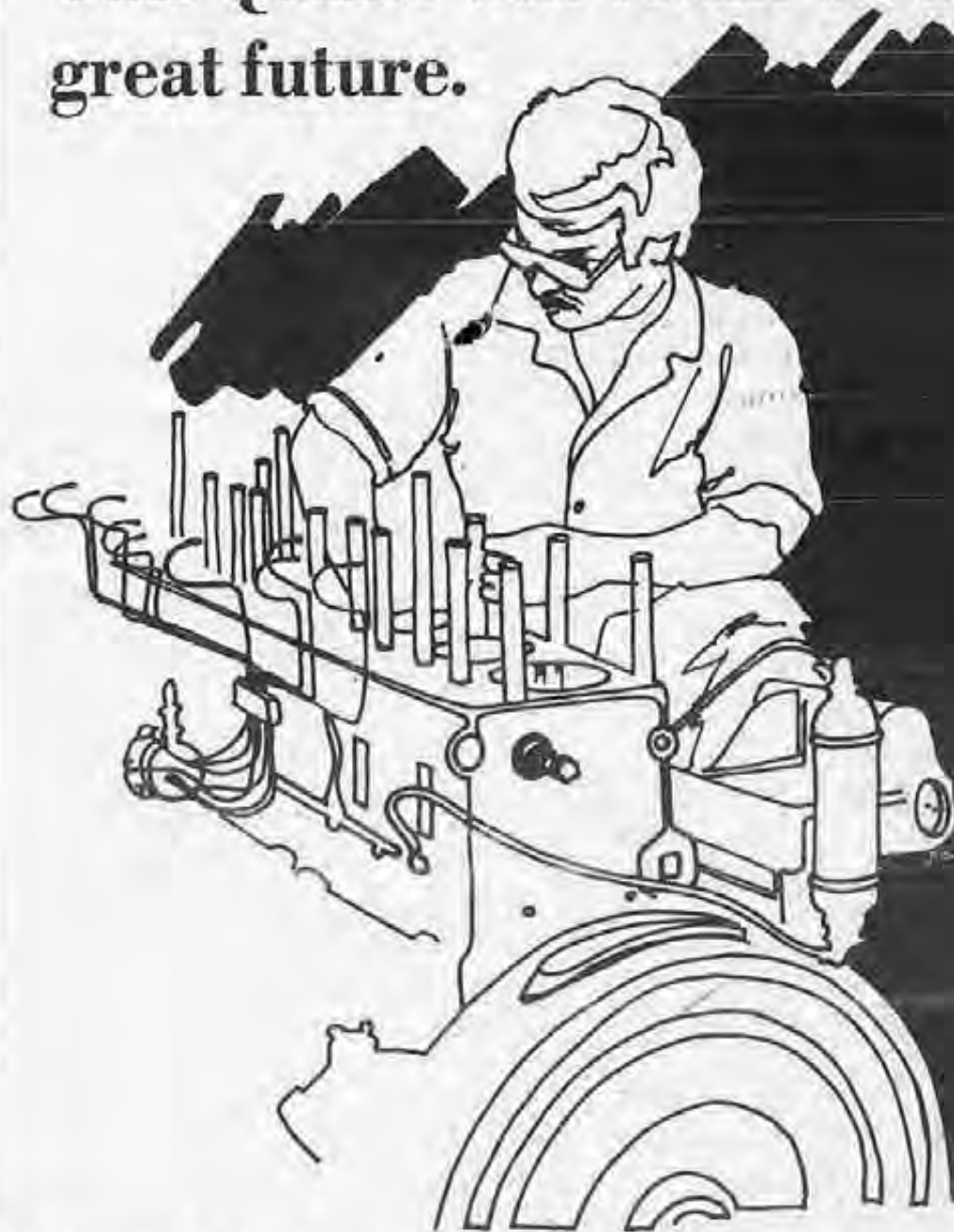
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A large crowd was on hand to honor the merchant marine on Maritime Day.



SIU N.Y. Port Agent Jack Caffey, left, and Congressman Leo C. Zeferetti (D-N.Y.) stand before the wreath presented in memory of seamen who gave their lives in service of the country.



During the ecumenical service in New York's St. Paul's Chapel are, l. to r., The Rev. Monsignor Thomas McGovern, New York Port Chaplain; Adm. A. B. Engel, USCG, (ret.), U.S. Merchant Marine Academy Superintendent; Jack Caffey, SIU N.Y. Agent; James P. McAllister, McAllister Associates; Captain James Fleishell, USCG, Captain of the Port of N.Y.; John Bowers, Exec. V.P., I.L.A.; and The Rev. James R. Whittemore, director, Seamen's Church Institute of New York and New Jersey.

Maritime Day—Remembering Our Merchant Marine

An impressive and solemn ecumenical service, complete with trumpet and organ accompaniment, was held in New York's historic St. Paul's Chapel on May 21, honoring merchant seamen who have given their lives for the country.

Officiating at the service which was part of New York's Maritime Day ceremonies, were the Rev. Monsignor Thomas McGovern, port chaplain, New York, and the Rev. James R. Whittemore, director of the Seamen's Church Institute of New York and New Jersey.

The SIU, represented by N.Y. Port Agent Jack Caffey, participated in the dedication of a memorial wreath, which was followed by one minute of silence and the tolling of a lone church bell.

The ceremonies continued a short time later on the outdoor plaza of the World Trade Center. The packed audience was treated to an impressive musical pageant put on by midshipmen from the U.S. Merchant Marine Academy at Kings Point, N.Y.

One of the highlights of the day was a speech delivered by Rep. Leo C. Zeferetti, (D-N.Y.), a solid friend of maritime. Zeferetti made no attempt to gloss over the deplorable condition of the U.S. merchant marine and the maritime industry in general.

"Unfortunately," said Zeferetti, "we are no longer a leader among the maritime nations of the world." He went on to point out that the neglect of the merchant marine has resulted, in 1978, in the loss of "more than \$7 billion, which was paid into the coffers of foreign-flag shipping companies."

Zeferetti, a strong advocate of cargo preference legislation, called for a new merchant marine that can "meet and beat the competition by being big enough and fast enough and dependable enough to carry its share of the load. We cannot be satisfied with merely staying afloat."

New York's Maritime Day observance closed with the traditional wreath ceremony and musical response. A wreath in

memory of seamen who gave their lives in service of the country was brought before the speakers' platform by sponsors representing government, labor and management.

Maritime Day is normally observed on May 22, the day the

SS Savannah, first steamship to ever cross the Atlantic Ocean, departed Savannah, Ga. on her historic voyage in 1819. Ceremonies were held in New York a day earlier this year to coincide with its observance of World Trade Week.

The Future Is Now

Are You Ready for It?



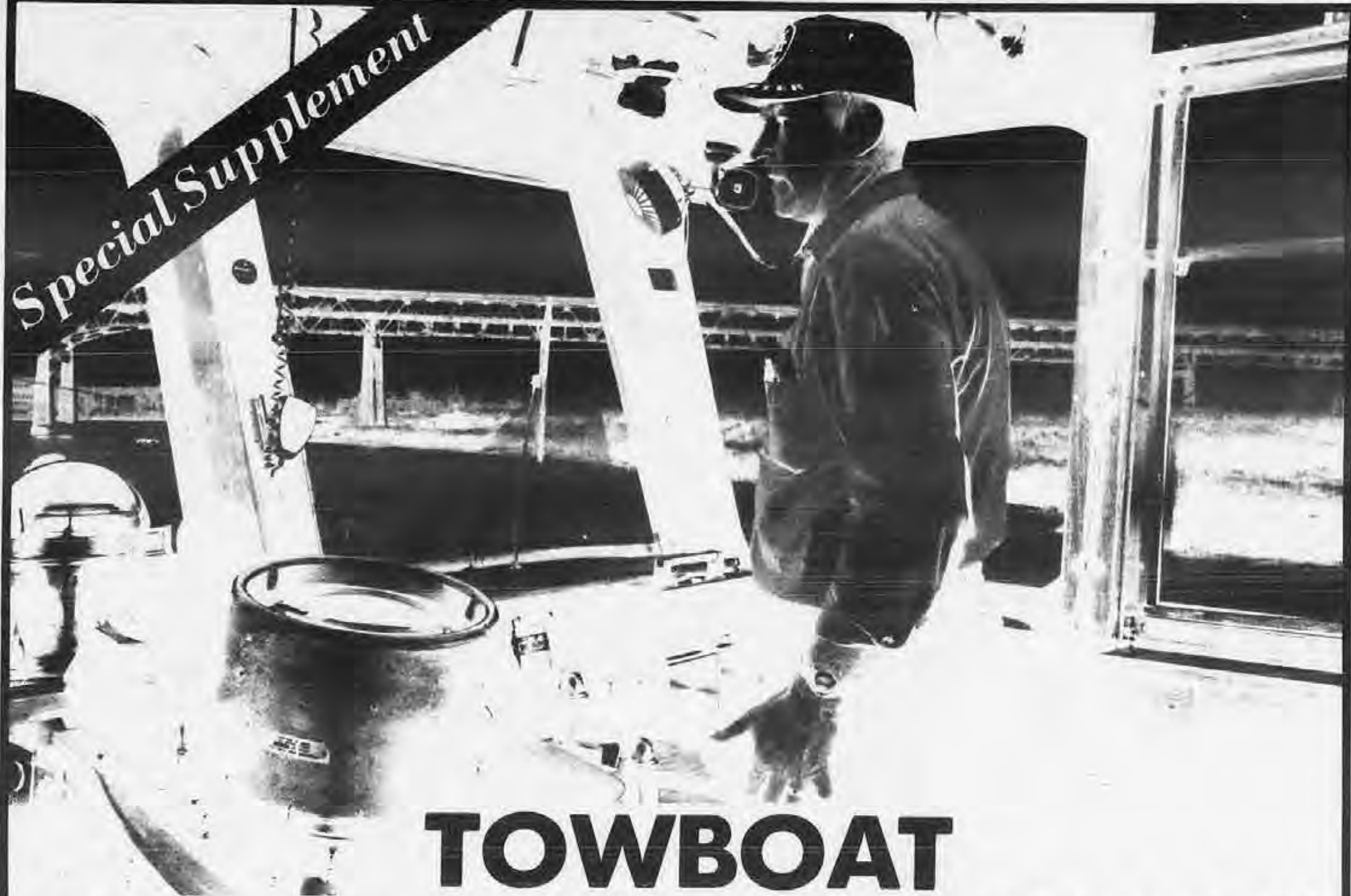
You Can Be!

Take the LNG Course at HLS.

Course Starts August 20.

See Your SIU Representative or contact HLS to enroll.

Special Supplement



TOWBOAT OPERATOR SCHOLARSHIP

Over 100 SIU Boatmen Have Gotten Their Licenses

TALKING about the Transportation Institute Towboat Operator Scholarship, SIU Boatman James Widgeon said, "I just hope others can go through the Program and grasp the opportunity."

Grasp the opportunity! Those are really the key words to keep in mind. This Program is a unique chance to improve your job skills. It's being offered by the Transportation Institute in cooperation with the SIU and the Lundeberg School. It's a tremendous opportunity for SIU Boatmen.

On the following pages, articles appear about some of the Boatmen—both young and old—who took advantage of this benefit.

The Scholarship Program is a three-month course during which you receive a weekly stipend of \$125. Also, your tuition, room, board, and books are free.

You will be taught by instructors who are dedicated to helping

you get that license. As you will see in the following interviews, the Boatmen were impressed with the quality and dedication of the teachers at the Lundeberg School.

Also, HLS is well equipped for hands-on training. The School owns a pushboat, a tug, and barges.

An important plus is that all the boathandling time at the School is credited as work time by the Coast Guard. Further, if you went through the HLS Deckhand and/or Tankerman Program, that time is counted as work time as well.

A number of Scholarship winners also remarked about the pleasant surroundings at the Lundeberg School. Boatman James James put it this way, "It's a terrific deal all around."

Licensed Boatmen in Demand

Most importantly, the Program makes your skills more saleable and gives you greater flexibility.

The Boatmen on these pages

have either gotten better jobs at much higher pay or are well on their way because of the Program.

Some of them who wanted a change, have been able to move on to other SIU contracted companies. This mobility is made easier because there are over 100 inland companies under contract with the SIU. Through the Union Hiring Hall you can move from one company to another. With the license and the SIU membership in your hand, you're not locked into one place.

In 1978 the Program was established by the Washington, D.C.—based Transportation Institute in order to have enough capable mates and pilots for the Institute's member companies.

T.I. is a maritime research and educational organization. It is composed of 174 companies involved in inland waters, harbors, and deep sea transportation.

Herb Brand, president of T.I., said that the companies are very happy with the quality of work-

manship displayed by the more than 100 Boatmen who have completed the course.

"When the Institute established this Program, it did so because it felt that the companies' employees are the best potential source for obtaining additional skilled manpower. Our feelings have proven correct. The graduates of the Program have gone back to the boats and have done an outstanding job. We could not be happier about the results of this unique Program. It is helping to keep the industry growing."

A class just ended at the School and another will begin on July 9. The next class after that starts on Oct. 1.

If you would like to apply for the Scholarship or would like to find out more about it, simply contact your SIU representative or write to:

**Towboat Operator
Scholarship Committee
Harry Lundeberg
School
Piney Point, Md. 20674**

It's a 'Don't Miss' Opportunity for Inland Members

As Mate With Crowley, He's Moving Biggest RO/RO Barges in World

One of the oldest Boatmen to go through the T.I. Towboat Operator Scholarship Program is **Brother James S. James**.

At 55 when he was in the first Scholarship class over a year ago, Brother James realizes that age is no barrier to upgrading. He just completed the six-week Celestial Navigation course at the Harry Lundeberg School. And he plans to go back to the HLS to remove the tonnage limitation on his mate's license.

As Brother James put it, that course plus Celestial Navigation "gives me the world to go to."

Formerly a deep sea able seaman with SIU-contracted Sea-Land Service, Brother James made use of the Union Hiring Hall to work for Crowley Towing

and Transportation out of Jacksonville, Fla.

He now uses the mate's license he got through the Scholarship Program to push the world's biggest roll-on roll-off barges.

Talking about the Program, Boatman James said, "It's the finest opportunity in the world for anybody." He added that the Lundeberg School has "top instructors with unlimited patience."

Brother James also remarked about "the nice setting" at the School which is located in Piney Point, Md. He said "the accommodations and vocational classes are as fine as can be."

Born in San Antonio, Tex., Boatman James now lives with his wife in Riverview, Fla.



Boatman James James (left) helps hold up certificate of appreciation given by the first Scholarship Program class to HLS instructors. Brother James, one of the oldest boatmen to go through the course, is now a mate with Crowley Towing and Transportation. Holding the other end of the certificate is Capt. Irvin Gros, an instructor at the Lundeberg School.



Working as a steersman for National Marine on the *National Hero*, Brother Keith Foil (left) is shown here with Capt. William J. Greer. Boatman Foil had high praise for both the Scholarship Program and the help he's getting now from Capt. Greer.

Keith Foil Zeroing In on Pilot's Job With a Little Help From a Friend

SIU Boatman Keith Foil is grateful for a number of things concerning his job.

First, he's glad he applied and got accepted to the Lundeberg School Entry Trainee Program in 1975. Second, he's thankful there was a Scholarship Program available to help him get his license. And third, he's very happy that he got aboard the same National Marine boat as Captain William J. Greer.

First things first. Foil was working as a carpenter in New Orleans' French Quarter when he and a friend decided to ship out to earn some money for a business venture. At the SIU Hall Foil was told about HLS. It took a year but he finally applied and went through the Entry Trainee Program.

Foil liked his career as a Boatman so much he stayed with it and subsequently returned to the School for the Inland-Western Rivers course and the AB Tugs and Tows-Any Waters class.

He then went through the third Towboat Operator Scholarship Program. "Without the Scholarship I would not have been able to afford the Towboat Program," Foil said. He particularly appreciated the teachers at the School who, he said, "really care."

He also greatly appreciates the help he's been getting aboard the *National Hero* from Capt. Greer. "This man has done everything in the world to help me. He helped me get into National Marine's Steersman Program. And because we're on the same watch, he explains everything about the river to me."

Foil, who is 25 years old, said, "Capt. Greer is willing to help people out. It's people like him that make the Union."

A utility tankerman before he entered the Scholarship Program, Brother Foil is now a pilot trainee and hopes to be a full-fledged pilot in about three months. With the help of the Scholarship Program and Capt. Greer he should be well prepared for it.

Only 23, George Mowbray Sailing Mate With G&H Towing

Just as Brother James James knows you're never too old to upgrade, Boatman George Mowbray knows you're never too young.

Twenty-three years old now, Brother Mowbray graduated from the first Towboat Operator Scholarship Program over a year ago. He just completed the Celestial Navigation course at the Harry Lundeberg School and he plans to go back there in October for the First Class Pilot course.

Sailing as a relief mate with G&H Towing, Mowbray works in the Houston and Galveston, Tex. area. Because of the Celestial Navigation course, he hopes to get a regular boat soon.

He joined the Union in 1977 after completing the Entry Trainee Program at the Lunde-

berg School.

Born in Wilmington, N.C., Mowbray now lives with his wife in Dickinson, Tex.

Commenting on the Program's advantages Brother Mowbray noted that he is "making more money now." He added that he will be earning even better pay with both the Celestial Navigation and First Class Pilot courses behind him.

Boatman Mowbray noted that he was "impressed with the Scholarship Program. The instructors really help if you're willing to learn. I recommend this course to anyone who has the time."

Brother Mowbray summed up his feelings about the Program when he said, "It's foolish to pass it up."



George Mowbray is shown in the wheelhouse of the tugboat used at the Lundeberg School for training. Brother Mowbray, who recently completed the Celestial Navigation course at HLS, graduated from the first Scholarship class over a year ago. He is now working relief mate with G&H Towing out of Houston and Galveston, Tex.

Boatman Ron Meinke Doubled His Pay With His License

Going through the T.I. Towboat Operator Scholarship Program made "a lot of difference" to **Brother Ron Meinke**. For one thing, it "doubled" his pay.

Boatman Meinke was working as a deckhand for C.G. Willis when he participated in the second class. After completing the Program, he got several jobs through the SIU Hiring Hall including his present one with Express Marine.

Now Brother Meinke is a mate aboard the Tug *Active* out of Camden, N.J. His boat works in

the Chesapeake and Delaware Bays and goes as far as New York and Providence, R.I. The *Active* usually pushes a petroleum or coal barge.

Commenting about the Scholarship Program, Brother Meinke said "a lot of men don't seem to understand the Program. It's very worthwhile—every bit of it. I recommend it to anyone who wants to stay in the business." He added, "it's the only way to go."

Boatman Meinke says he believes "in having a good education." Right now he's looking into the possibility of taking more courses at the Lundeberg School.

A native of Cleveland, Ohio, Boatman Meinke, who is 37-years-old, lives in Virginia Beach, Va. He joined the SIU in 1972.

Brother Meinke became a boatman after getting out of the Navy. He says he's "enjoyed every minute" of his work. "It's been good to me."

With his new job as mate and his plans to upgrade even further, Brother Meinke's future as a boatman will continue to be good.



A graduate of the second class of the Scholarship Program, Boatman Ronald Meinke went from deckhand with CG Willis to mate with Express Marine.

Boatman James Pope Went From Deckhand to Pilot With Scholarship

"It's worth more than anything it may have cost to put it together," is the way SIU Boatman James Pope described the Towboat Scholarship Program.

A graduate of the second class, Brother Pope used his license to go from deckhand to pilot with SIU-contracted Western Towing.

He's now on the *Bronco* which mainly works in the Houston, Tex. area. Brother Pope's boat loads many of the LASH vessels that come into Houston.

Pope admits that when he went to the Lundeberg School for the Program, "I didn't know what to expect. I was really surprised. The School does a tremendous job."

Since his mother is a teacher, Brother Pope is familiar with the teaching profession. He said, "I was very impressed with the instructors at the School. Because of the teachers in the Scholarship Program, anyone who was willing to apply himself, could succeed in getting a license."

He added, "considering the short time they had and the tremendous amount of material that had to be learned, the teachers couldn't have been better."



A pilot now with SIU-contracted Western Towing, Brother Pope was a deckhand before he graduated from the second T.I. Towboat Operator Scholarship class.

Brother Pope, 29, was born in Waco, Tex. and now lives in Crockett, Tex. with his wife and three children.

Asked how he became a boatman, Brother Pope said he's always been interested in the water. He first tried working on a shrimp boat and then sailed on a charter fishing boat.

When a friend of his suggested he become a boatman, he followed it up. Now, with the help of the Towboat Operator Scholarship Program, he's piloting his own boat.



Only 21 years old, Brother John Brown is already a captain with Crescent Towing of New Orleans, La. He is shown here in the fall of 1978 aboard the *Elizabeth Smith* on which he was a relief captain. Now he's captain of the *Jason Smith*.

John Brown's a 21-Year-Old Captain Thanks to Scholarship

"I don't think I would have been able to go through the Towboat Operator Program without the Scholarship," said Boatman John Brown.

A very young graduate of the Program, Brother Brown is only 21 years old. He went through the first class over a year ago and is now a captain with SIU-contracted Crescent Towing.

Brown's boat, the *Jason Smith*, works between Baton Rouge, La. and the Huey Long Bridge in New Orleans.

As a result of the T.I. Scholarship Program, Boatman Brown said he now has "a better job with better money." He was working

as a deckhand with Crescent when he entered the Program.

Brother Brown had high praise for the Harry Lundeberg School. "It's a real fine place. It gives you so many opportunities. And the teachers are the best. They take their weekends off to help you."

Boatman Brown is planning to go to the HLS for his pilot's license. He'll be following a family tradition. "My Dad was a river pilot and years ago he also worked for Crescent."

Brother Brown, who lives in New Orleans, joined the SIU in that city three years ago, soon after he graduated from high school.

Towboat Program Will Help Dave Marotta Go a Long Way

As Dave Marotta put it, he left his job at an electrical appliance company in Schenectady, N.Y. because "there was no chance of advancement."

That's why he eventually went through the Lundeberg School Entry Trainee Program, joined the Union, and took a job with National Marine.

He didn't stop there. Brother Marotta participated in the first Towboat Operator Scholarship Program. He's now a steersman for National Marine on the *National Goal*. The boat runs from Mobile to Houston and usually pushes crude oil barges.

Brother Marotta says he "definitely recommends the Scholarship Program" to other Boatmen. Talking about the Lundeberg School he suggested that "if a young man gets a chance to go to HLS he should take the opportunity. Through the School you are able to upgrade at an earlier age than you would otherwise."



Brother Dave Marotta, 23 years old, is a steersman with National Marine aboard the *National Goal*.

Marotta himself is 23. After he had left his job in Schenectady, N.Y., he went to Florida where he was working on sailboats.

When he heard about the towboat industry, Marotta went to the SIU Hall in St. Louis, Mo. That led to his application and acceptance into the HLS Entry Trainee Program in 1976.

Without His Scholarship, John Varner Would Still Be a Deckhand

After River Boatman John Varner finished the second Scholarship class, he felt like seeing a little more of the U.S.

He had been a deckhand on the Rivers with National Marine. But through the SIU Hiring Hall in Piney Point, Md., he found a job on the West Coast.

At 27 years of age Brother Varner is a mate in Long Beach Harbor for Crowley Towing and Transportation. And in his spare time he's basking on the beach under that California sun.

The T.I. Scholarship Program

has surely given him mobility as well as a better job.

As Brother Varner said, if it wasn't for the Program, "I'd still be a deckhand." He added that because of the Scholarship, "I've been able to broaden my experiences."

Like other Boatmen who have been through the Program, Varner feels that he could not have gotten the license on his own. "The teachers at the School helped give me self-discipline." He also thinks the "academic work really helped."

Since he plans to continue with

his college studies, Boatman Varner was particularly pleased with the college credits he received while attending the Program.

Through an agreement between Maryland's Charles County Community College and the HLS, college credits can be earned by successfully completing certain courses.

Boatman Varner received five credits for the Towboat-Western Rivers class and eight credits for the Towboat-Inland Course. Both of these he completed while in the Scholarship Program.



Because of the Scholarship Program and the SIU Hiring Hall, Boatman John Varner is now a mate in Long Beach Harbor, Calif. for Crowley Towing and Transportation.

John Finch: You Can't Beat It, Free Everything and a License

In discussing the Scholarship Program, John Finch hit the nail on the head when he said, "You're being paid to go to school."

Besides pointing to the weekly stipend given to the Program's participants, Boatman Finch



A graduate of the third Scholarship class, Brother John Finch is now a mate on the East Coast with IOT.

noted that tuition, room and board, and books are free.

Brother Finch, who graduated from the third Scholarship class, said the Program "is very good for young and old—for anyone willing to learn."

A mate now with the SIU-contracted Interstate and Ocean Transport on the East Coast, Finch had been an ordinary seaman with Harbor Towing when he entered the Program.

On his present boat, the *Wycomico*, Brother Finch is pushing oil barges on the Chesapeake Bay and its tributaries.

Boatman Finch decided to switch from Harbor Towing after receiving his 200-mile ocean mate's license since that endorsement will be more useful with IOT.

Twenty-three years old, Brother Finch was an entry trainee at the Harry Lundeberg School in

1975. He had heard about the School through a brother who attended HLS and told him "it was really great."

Another of Finch's brothers, Stewart, completed the fourth Towboat Operator Scholarship

Program. The brothers are following in their father's footsteps. He's also an SIU Boatman for Harbor Towing.

Born in Washington, D.C. Brother John Finch is now living in Millersville, Md.

NBC Has a Winner in Scholarship Grad James Widgeon

James Widgeon wanted to follow in his brother-in-law's footsteps and see the world. That's why he went through the Lundeberg School Entry Trainee Program in 1972.

Well, Brother Widgeon didn't quite make it around the world. In fact he didn't make it past the Eastern Seaboard. But he's satisfied.

After working deep sea for three months, he became a Boatman for SIU-contracted NBC Lines and has been with the company for 6½ years.

Following completion of the Scholarship Program, Brother Widgeon received his license and soon went from deckhand to full time mate and relief captain. He usually works on the *Martha M* traveling from Norfolk to Baltimore and Philadelphia. The boat pushes old Navy LST barges carrying containerized cargo and roll-on roll-off cargo.

Widgeon noted that the extra money he earns in his new job is "very helpful."

Talking about the Scholarship Program he said, "it was outstanding. Ninety percent of it for me was getting along with the people. And the teachers there were great. They gave help whenever I needed it."



An SIU Boatman with NBC Lines on the East Coast, Brother James Widgeon became a fulltime mate and relief captain for the company soon after completing the Scholarship Program.

He also added that the "setting at the Lundeberg School was very pleasant."

In 1972 Brother Widgeon had gone through the General Education Development Program at the HLS and received his Maryland high school diploma.

Boatman Widgeon, who is 23 years old, was born in Northampton County in Virginia. He now lives with his wife in Chesapeake, Va.

Scholarship Program Made Fred Shiferdek a Chief Mate

The T.I. Towboat Operator Scholarship Program "gets you what you want if you apply yourself," said Brother Fred Shiferdek.

Well Boatman Shiferdek did apply himself during the first Scholarship class and now he's working as chief mate for Crowley Towing and Transportation.

Brother Shiferdek, who was an AB for Crowley when he entered the Program, works on the Jacksonville, Fla. to Puerto Rico run.

Shiferdek first joined the SIU in 1965 and initially sailed deep sea in the deck department. He later switched to the towing industry.

Brother Shiferdek became familiar with boats at an early age. His father was a fisherman in



A chief mate for Crowley Towing and Transportation, Brother Fred Shiferdek was an AB for the company when he entered the Program.

the Florida area and so Shiferdek was "raised on a boat."

Born in Jacksonville, Boatman Shiferdek now lives with his wife and daughter in St. George, Ga. which is not far from the Florida border. He is 35 years old.

SECURITY IN UNITY



Dispatchers Report for Deep Sea

MAY 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	11	0	0	10	4	2	4	2	1
New York	107	32	5	84	60	9	143	35	10
Philadelphia	10	4	2	12	11	2	7	4	1
Baltimore	18	7	3	40	28	4	27	5	4
Norfolk	23	4	7	32	7	14	18	7	2
Tampa	6	4	6	5	5	2	12	2	4
Mobile	21	4	2	20	11	1	28	3	3
New Orleans	86	18	5	74	31	7	129	31	14
Jacksonville	34	13	1	37	14	2	46	14	4
San Francisco	58	8	6	80	20	10	57	5	3
Wilmington	25	4	8	12	4	3	46	11	13
Seattle	43	8	15	22	9	11	81	10	19
Puerto Rico	8	3	0	13	7	1	18	2	0
Houston	100	16	13	105	40	18	136	22	13
Piney Point	13	0	0	16	11	0	0	0	0
Yokohama	1	0	0	2	0	1	1	0	0
Totals	564	125	73	564	262	87	753	153	91
ENGINE DEPARTMENT									
Boston	1	4	0	1	6	0	1	2	2
New York	73	32	7	68	54	3	115	49	13
Philadelphia	9	7	0	9	10	1	12	8	0
Baltimore	9	8	0	30	13	2	22	9	0
Norfolk	18	8	3	13	13	6	22	6	0
Tampa	5	3	1	1	4	2	7	3	2
Mobile	26	3	0	17	9	0	32	10	0
New Orleans	73	20	4	40	31	3	117	20	2
Jacksonville	23	11	1	16	6	2	38	16	2
San Francisco	40	13	3	56	11	2	40	12	3
Wilmington	8	6	2	7	4	0	22	8	6
Seattle	31	8	3	16	11	7	48	10	5
Puerto Rico	11	2	1	9	7	2	15	3	0
Houston	56	17	5	67	32	6	92	24	9
Piney Point	11	0	0	13	11	0	0	0	0
Yokohama	1	1	0	1	0	0	1	1	1
Totals	393	143	30	364	222	36	584	181	45
STEWARD DEPARTMENT									
Boston	2	1	1	5	0	0	2	1	1
New York	34	12	2	52	34	4	59	21	8
Philadelphia	3	0	3	3	5	2	4	1	2
Baltimore	4	4	1	20	11	8	11	4	0
Norfolk	12	3	3	12	8	16	17	3	1
Tampa	3	0	1	1	1	1	4	2	1
Mobile	7	0	0	17	7	0	17	0	0
New Orleans	38	4	0	46	17	9	63	10	1
Jacksonville	15	2	0	14	6	0	30	4	0
San Francisco	16	1	9	28	12	34	36	4	7
Wilmington	5	2	1	5	1	0	23	4	1
Seattle	14	4	2	8	5	12	29	6	7
Puerto Rico	7	1	1	6	5	2	11	1	2
Houston	28	3	2	36	22	25	61	5	4
Piney Point	4	2	0	4	24	0	0	0	0
Yokohama	0	0	0	0	2	0	0	0	0
Totals	192	39	26	257	160	113	367	66	35
ENTRY DEPARTMENT									
Boston	0	6	4				1	8	6
New York	31	104	70				34	164	189
Philadelphia	3	23	4				6	21	4
Baltimore	18	21	17				24	30	34
Norfolk	9	13	19				11	13	13
Tampa	2	11	7				5	16	10
Mobile	5	19	2				10	21	6
New Orleans	26	51	24				37	83	39
Jacksonville	11	25	7				17	38	11
San Francisco	13	33	35				32	32	47
Wilmington	1	17	48				7	41	99
Seattle	9	21	35				25	38	54
Puerto Rico	5	17	5				21	20	16
Houston	26	67	41				31	81	60
Piney Point	5	44	0				0	0	0
Yokohama	1	0	1				1	1	1
Totals	165	472	319	0	0	0	262	607	589
Totals All Departments	1,314	779	448	1,185	644	236	1,966	1,007	760

*"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.

During the month of May, shipping was excellent for SIU deep sea members. A total of 2,065 jobs were shipped through the Union's network of hiring halls. Overall, the 2,065 figure is an increase of 236 jobs over the previous month. What is especially significant is that of all the jobs shipped in May, only 1,185 were filled by "A" seniority people. Basically, this means that shipping is good to excellent for all SIU members, no matter what their rating or seniority is in the Union. It means job security for all deep sea members.

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& Inland Waters
United Industrial Workers
of North America

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3-Year Contract Won For Boatmen at Harbor Towing

The SIU has negotiated a new three-year contract with the Harbor Towing Co., of Baltimore, bringing substantially increased wages, pension and welfare benefits to Boatmen who work on the company's tugs and barges.

In addition, the SIU has succeeded through this contract, in bringing the benefits of the SIU Industry Wide Inland Vacation Plan to these Boatmen.

Harbor Towing operates tugs, a harbor boat and barges in the Baltimore area.

In addition to increased wages and a built-in cost of living adjustment (COLA), the contract provides for new major medical coverage, and a greatly increased death benefit.

Effective June 1, 1979, Harbor Towing Boatmen planning on retirement will be eligible for a \$50 per month increase in pension, raising the monthly pension benefit from \$340 per month to \$390 per month. To get this increase, the employee need only accumulate 125 days employment after June 1, 1979.

Effective June 16, 1980, Harbor Towing employees will receive an additional \$50 increase in the pension benefit bringing it up to \$440 per month.

To qualify for this increase, the Boatmen need only accumulate 125 days employment after June 16, 1980.

In addition to the increase in the basic pension, the SIU also succeeded in gaining the Early Normal Retirement Pension benefit (20 years employment time at 55 years of age) for these Boatmen for the first time. Because these Boatmen now have the Early Normal Pension, they also qualify for the Early Normal Pension Increments program and the Special Pension Supplement Program for employment time accumulated after June 1, 1979.

The Increments Program provides that once the Boatman qualifies for the Early Normal Pension, he can get an additional amount, or increment, on top of his monthly pension for every additional full year (365 days) that he works. He can get a maximum of seven increments. Each increment is worth \$25 per month increase in the pension.

The Pension Supplement Program provides one full year of Pension benefits in a lump sum as a bonus to the eligible Boatman who works two full years (730 days) after qualifying for the Early Normal Pension.

The new Death Benefit coverage provided for active Harbor Towing employees has been greatly increased according to terms of the new contract. Whereas \$5,000 used to be the maximum benefit, families can now receive graduated benefits as high as \$20,000 in the event of an active member's death.

Major medical coverage for dependents of Boatmen have also been won. Major medical provides 80 percent of all charges over and above expenses covered by the basic Welfare Plan. This is

a milestone gain for these Boatmen.

Improvements have been realized in other areas as well. The new contract provides for an increase in the optical benefit (to \$40), extended coverage for dependents who are full-time students (from 19 to age 25), and payment for emergency treatment received in a doctor's office.

With the backing of the SIU, employees of Harbor Towing have won a contract that will further improve the quality of life for them and their families.



The team that negotiated the new three-year contract with Harbor Towing Co. Pictured, front row, l. to r., are Boatmen Curtis Hintze, Matt Wesley, and Gerard Tyler. Back Row, l. to r., George Costango, Baltimore port agent, and Boatmen Arthur Kinsella, Mike Furnan, Gerry Cifarelli, and Stanley Knopp.

New 3-Year Pact Brings Inland Vacation Plan to Hannah Boatmen

The SIU has wrapped up a solid, new three-year agreement for SIU Boatmen who crew Hannah Inland Waterway Corp.'s Great Lakes fleet of tugs.

The package includes substantial wage increases over the three years of the agreement, as well as improved welfare and pension benefits. The agreement also includes first-time coverage for Hannah Boatmen under the SIU's Inland Vacation Plan.

In less than three years, the SIU has achieved coverage for nearly 95 percent of all SIU Boatmen under the Inland Vacation Plan.

The Hannah agreement covers 50 Boatmen who work the six active tugs in Hannah's fleet which are

Waterman to Build Its Third RO/RO

The Waterman Steamship Corp. will build its third roll on/roll off.

Construction subsidy was okayed last October to build the first two ships at the Sun Shipbuilding and Drydock Co. in Chester, Pa. The third ship will cost \$73 million to build.

She will be able to carry 1,500 20-foot containers on the Gulf-Indian Ocean run. The others will sail on the Gulf-Northern Europe run.

Waterman is also in the process of building two LASH ships.

involved in oil and petro-chemical transport. The ice-breaking tugs run year-round in the Great Lakes area. But the company's primary contract is to keep the region's Edison power plants supplied with fuel.

With the new contract, Hannah

employees join other SIU Boatmen in receiving the best vacation benefits in the industry under the Union's Inland Vacation Plan.

The new contract also makes Hannah employees eligible for a major increase in pension benefits.

In addition, through increased employer contributions to the Seafarers Welfare Plan negotiated by the Union at the bargaining table, Hannah Boatmen are now entitled to greatly expanded welfare coverage for themselves and their families.

Boatmen Crew New Tug Laura Haden in Galveston

The tug *Laura Haden*, the second of 11 new boats to be built for Texas-based G & H Towing Co., was crewed by SIU Boatmen earlier this month in Galveston.

The first boat in the series, the *Titan*, was delivered to the company in April. Three more tugs are presently on the ways at the Diamond Shipyard in Savannah, Ga.

All 11 tugs will be of identical construction and horsepower (3,200), and will carry a crew of nine.

Of the three new tugs now under construction, the first is due out in about six weeks. As yet, she's unnamed. The other two tugs are due out in six to eight months.

All of the new G & H harbor tugs will operate out of Galveston, Texas.



Part of the crew of the new *Laura Haden* are, l. to r., J.R. Branch, mate; J.L. Payne, chief engineer; S.H. Lederman, deckhand; and David Tisdale, deckhand.

Retail Clerks, Meatcutters Merge: Biggest in AFL-CIO

A milestone in labor history was reached this month as the Retail Clerks International Union and the Amalgamated Meatcutters & Butcher Workmen voted to merge their unions into the United Food & Commercial Workers.

The new UFCW, with a collective membership of close to 1.3 million, is now the largest AFL-CIO affiliated union.

The nearly unanimous merger votes, capping seven years of on-again, off-again negotiations, were taken at what were to be the final conventions of the Retail Clerks and the Meatcutters as separate

unions.

Following the ratification votes, delegates met together in Washington, D.C. to launch the founding convention of the infant union.

President Jimmy Carter, AFL-CIO Secretary-Treasurer Lane Kirkland and SIU head and AFL-CIO Senior Vice President Paul Hall were on hand to hail the historic merger along with other prominent labor and political leaders.

This is a "notable achievement, not just for the labor movement, but for our country," President Carter told UFCW convention

delegates.

Serving as temporary chairman of the merger convention Lane Kirkland told cheering delegates that in today's world, the labor movement, "needs all the unity we can muster."

Kirkland then yielded the chair to William H. Wynn who will serve as President of the new UFCW. Wynn had been President of the Retail Clerks since 1977.

Harry R. Poole, President of the Meatcutters since 1976, was named one of two UFCW Executive Vice Presidents, along with Thomas G. Whaley, formerly Secretary-

Treasurer of the Clerks. Samuel J. Talarico, who was Secretary-Treasurer of the Meatcutters, will hold the same post in the UFCW.

In his first speech as UFCW President, Wynn admitted that the new name still sounded a little strange. But "in short order," he predicted, "we will not only be comfortable with our new name but proud of it and of our merged unions."

The UFCW will be "a dynamic organizing union," Wynn promised. "Combining of resources will produce more effective service to the membership."

NLRB Upholds SIU, MFU, SUP in Valerie F. Beef; Await Injunction

The National Labor Relations Board has upheld the contention that West Coast seamen who had manned the integrated tug barge, the *Valerie F.*, were entitled to their jobs back.

NLRB Regional Director Natalie Allen found that the employers operating the *Valerie F.* had unlawfully discriminated against members of the former Marine Cooks & Stewards Union, the Sailors Union, Marine Firemen's Union and the Marine Engineers Beneficial Association.

Director Allen said the Board will seek a Federal Court injunction barring the employers from hiring only persons from the Masters, Mates and Pilots, for all jobs on the tug, from Captain to messman.

In addition to upholding the unions' claims, the Board dismissed counter charges by the employers and MMP that the West Coast unions were themselves being unfair.

Both the tug and its barge have been idled for the past month, as members of the SIU Pacific and A&G Districts, along with the

MEBA, maintained round-the-clock picketing. The tug itself is being picketed in San Francisco while its loaded barge is being picketed in the port of Stockton, Calif.

Until earlier this year, the *Valerie F.* was manned by unlicensed deck, engine and stewards from the SUP, MFU and MCS (now SIU), licensed engineers from the MEBA and mates from MMP. The vessel carries bull rice from California to Puerto Rico and chemicals on its return voyage.

In March of this year, the boat was laid up in Jacksonville for repairs and the crew paid off. Several weeks later, Bulk Foods Incorporated, announced the transfer of the vessel to a new company. However, when it was reactivated, only crew members were hired who claimed to be members of the Masters, Mates and Pilots. Even the Cook and messman were said to be members of the MMP, in addition to members of the unlicensed deck and engine departments and members of the licensed engine department.

In affidavits supporting their charges of unlawful discrimination, the West Coast unions pointed out that the new operators of the vessel were the same people as were in Bulk Foods, which claimed bankruptcy.

Not only were the company personnel the same, the offices, phone numbers and operating procedures were the same as before. Inasmuch as Bulk Foods owed the various union pension and welfare funds nearly \$100,000, the union alleged, it was clear that the so-called new company was a dummy

company, and the paper transfer, together with the agreement with MMP, was a gimmick to get out from under the legal debts owed to the unions' funds.

A Federal injunction will have the effect of dissolving the agreement Bulk Foods and the Rice Growers Association have with MMP and ordering the employers to rehire the discharged seamen.

In San Francisco, SIU Representative Ed Turner said, "If there ever was a case that proves that the maritime unions should merge and get together, then it is the *Valerie F.*"

SOHIO Drops Plan to Build Long Beach Terminal, Pipeline

In another about-face, the Standard Oil Co. of Ohio (Sohio) has announced it is terminating its California-to-Texas pipeline project. The proposed \$1 billion oil terminal and pipeline facility was intended to channel 500,000 barrels of Alaskan crude daily to the Midwest via Long Beach, Calif.

This is not the first time Sohio has changed its mind. Last month the *Log* reported that Sohio had decided to go ahead with the crude transfer facility. This was a reverse of a March statement that they were cancelling the project.

Announcing the oil company's withdrawal from the project, Sohio Chairman Alton W. Whitehouse cited regulatory delays which had tied the facility up for five years. "Today," Whitehouse said, "the project's economics are marginal at best and do not support inherent risks."

The change in the West Coast oil picture was believed by many to be a major factor in Sohio's decision to scrap the project. Five years ago, there was more oil on the West Coast than the refineries there could handle. But with cutbacks in Iranian oil imports, the glut of crude in California has diminished and a Sohio spokesman said recently that the need for a pipeline capable of handling 500,000 barrels of oil was "reduced."

There would, however, be plenty

of oil to fill the 1,000 miles of pipeline Sohio had proposed to build if North Slope oil fields were operated at maximum production levels. Right now Alaska's oil fields yield 1.2 million barrels a day. Production could be stepped up to 1.8 million.

"This significant gain (in production)," a recent *New York Times* editorial stated, "has been stalled by a lack of suitable markets."

That suitable market, as far as North Slope oil producers are concerned is Japan. The oil companies have long wanted Congress to okay an oil swap deal where Alaskan crude would be exported to Japan and replacement supplies brought in to the U.S. from Mexico.

But the swap looks good to the oil companies. They could save money in transportation costs by using foreign-flag tankers for the U.S.-to-Japan run.

Today, any oil swap involving Alaskan crude is prohibited by U.S. law. But Congress will soon decide whether to allow Alaskan oil exports or bar them completely as they prepare to vote the Export Administration Act of 1979.

As Congress gets ready to decide the fate of Alaskan oil, the SIU hopes that the interests of the American people will carry more weight than the North Slope oil producer's greed for profits.

U.S. Unemployment Stays at 5.8% as Economy Slows Down

WASHINGTON, D.C.—The nation's unemployment rate stayed at 5.8 percent in May. The lack of significant employment growth showed that there is an economic slowdown throughout the country.

Total employment went up by 144,000 workers to 96,318,000 working last month. The overall labor force increased by 136,000 workers to 102,247,000. The small gain in employment was far below the 350,000 monthly average during the last six months.

In major industries, only transportation, construction, public utilities and wholesale and retail trade had sizable job gains in May. Since last August, the jobless rate has hovered in the 5.7 to 5.9 percent range.

The black jobless rate was 11.6

percent, more than double that of whites' 5.2 percent. Teenage joblessness rose to 16.8 percent, four times higher than adult males' unemployment rate of 3.9 percent. Adult females had their rate go up to 5.8 percent.

Chief AFL-CIO economist Rudy Oswald said that he believed joblessness would climb even higher than the 6 to 7 percent predicted for the rest of the year because declining worker purchasing power would be an additional damper on the economy.

Secretary of Labor Ray Marshall said that \$75 million appropriated would help private companies train poor workers for permanent jobs. He hoped \$325 million would be voted in 1980. Tax rebates go to employers who train unskilled workers for 200,000 expected jobs.

Pensioner's Corner



Miguel Marquez, 65, joined the SIU in the port of Houston in 1962 sailing as a fireman-watertender. Brother Marquez was born in Quere-taw, Mexico and is a resident of Galveston.



Stanton Brown Marshall, 65, joined the SIU in 1943 in the port of Boston sailing as a fireman-water-tender. Brother Marshall was born in Connecticut and is a resident of Old Saybrook, Conn.



Christopher "Scotty" McBrien, 65, joined the SIU in the port of New York in 1951 sailing as chief electrician. Brother McBrien is a wounded veteran of the U.S. Army Transportation Corps in World War II sailing on the troopship *SS Queen Mary* from 1940 to 1941. He was born in Alloa, Scotland, is a naturalized U.S. citizen and is a resident of San Francisco.



Justino Santana Molina, 59, joined the SIU in 1944 in the port of Philadelphia sailing as a chief cook and chief steward. Brother Molina was born in Puerto Rico and is a resident of the Bronx, N.Y.



Evangelos P. "Angelo" Nonis, 65, joined the SIU in the port of New York in 1953 sailing as a deck engineer. Brother Nonis sailed 28 years. He is a veteran of the Greek Army. Seafarer Nonis was born in Volos, Greece, and is a resident of Evia, Greece.



Teodoro Ruiz, 65, joined the SIU in 1940 in the port of New York sailing as a bosun. Brother Ruiz was born in Puerto Rico and is a resident of Fajardo, P.R.



Nickolaos G. Saslos, 52, joined the SIU in the port of New York in 1964 sailing as a QMED which he earned at the HLS in 1974. He is also a pump machinist. Seafarer Saslos was on the picketline in the 1963 Rotobroil beef. He is a veteran of the Greek Army during the Civil War from 1948 to 1951 and sailed in the Greek merchant marine. Born in Athens, Greece, he is a resident of Chalkis, Euboea, Greece.



Dale Susbilla, 74, joined the SIU in the port of Wilmington, Calif. in 1968 sailing as a QMED and chief electrician. He upgraded to chief electrician in 1973 and QMED at Piney Point in 1977. Seafarer Susbilla also graduated from the HLS Refrigeration Container Course and Advanced Electrical Procedures Course in 1976. He also sailed with the U.S. Military Sea Transport Service. Born in the Philippine Islands, he is a resident of Carson, Calif.



Laurence Mistrot Young, 68, joined the Union in the port of Houston in 1957 sailing as a captain and pilot for the G&H Towing Co., Galveston from 1946 to 1979 and the U.S. Army Corps of Engineers from 1939 to 1941. Brother Young is a veteran of the U.S. Coast Guard in World War II. He was born in Galveston and is a resident of Freeport, Tex.



Ferdynand Szoblik, 69, joined the SIU in 1944 in the port of New York sailing as a chief cook. Brother Szoblik sailed 50 years. He also sailed on the Polish, French and English merchant marine fleets. Seafarer Szoblik was on the picketline in the 1961 Greater N.Y. Harbor strike. And he attended two Piney Point Educational Conferences. Born in Poland, he is a naturalized U.S. citizen and is a resident of Houston.



Floyd Walker, 62, joined the SIU in 1946 in the port of Mobile sailing as a cook and chief steward. Brother Walker is a veteran of both the U.S. Navy and the U.S. Coast Guard in World War II. He was born in Alabama and is a resident of Lillian Ala.



Robert Stanley McKenney, 66, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for Baker-Whiteley from 1969 to 1979. Brother McKenney is a former member of the ILA, Local 1510. He was born in Northeast, Md. and is a resident of Baltimore.



Orville Wesley Pruitt, 56, joined the Union in the port of Baltimore in 1957 sailing as a captain for the Steuart Oil Transportation Co., Piney Point, Md. from 1961 to 1979. Brother Pruitt was formerly a member of the United Steel Workers. He is a veteran of the U.S. Coast Guard (USCG) in World War II. Boatman Pruitt graduated from HLSS Towboat Operators Course. Boatman Pruitt was born in Tangier, Va. and is a resident there.



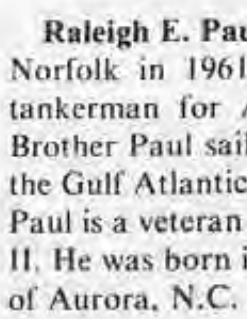
John Rile Steele, 72, joined the Union in the port of New Orleans in 1969 sailing as a cook for the Red Circle Transportation Co. from 1968 to 1979 and for the Oil Transport Co. from 1927 to 1966. Brother Steele is a veteran of the U.S. Army Signal Corps in World War II. He was born in Marlboro, Mass. and is a resident of Tampa.



Frank C. Tiedeman, 60, joined the Union in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad from 1939 to 1979. Brother Tiedeman was also a member of the UMW and IBT. He is a veteran of the U.S. Army in World War II. Boatman Tiedeman was born in Paterson, N.J. and is a resident of Forest Park-Clayton, Ga.



Paul Henry Latour, 63, joined the Union in the port of Duluth, Minn. in 1961 sailing as a linesman, coal passer and fireman-watertender for the Great Lakes Towing Co. from 1941 to 1979. Brother Latour is a former member of the General Drivers Union, No. 346 from 1937 to 1940. He was born in Duluth and is a resident there.



Raleigh E. Paul, 55, joined the Union in the port of Norfolk in 1961 sailing as a cook, deckhand and tankerman for Allied Towing from 1972 to 1979. Brother Paul sailed 30 years. He was an organizer in the Gulf Atlantic Towing Co. drive in 1960. Boatman Paul is a veteran of the U.S. Air Force in World War II. He was born in Ronsonville, N.C. and is a resident of Aurora, N.C.



Howard Norman Negard, 65, joined the Union in the port of Duluth in 1961 sailing as an oiler and linesman for the Great Lakes Towing Co. from 1944 to 1979. Brother Negard was also a Harry Lundeberg School of Seamanship upgrader. He was born in Duluth and is a resident there.



Mohsain Saleh Ahmed, 65, joined the Union in the port of Detroit in 1968 sailing as an OS and in the steward department for Kinsman Marine from 1967 to 1979. Brother Ahmed was born in Yemen and is a resident of Lackawanna, N.Y.



Homer Ronald Bourque, 64, joined the Union in the port of Lorain, Ohio in 1961 sailing as a deckhand and fireman-watertender. Brother Bourque is a former member of the International Union of Operating Engineers, Local 25. He is a veteran of the U.S. Navy in World War II. He was born in Quebec Province, Canada, is a naturalized U.S. citizen and is a resident of Sault Ste. Marie, Mich.



Teddy Edward Korenich, 65, joined the Union in the port of Detroit in 1969 sailing as a deckhand and deck watchman. Brother Korenich was born in Wardner, Ida. and is a resident of Germfask, Mich.



Julio Alonso, 63, joined the SIU in 1942 in the port of Mobile sailing as a chief electrician. Brother Alonso was on the Sea-Land Shoregang, Port Elizabeth, N.J. He is also an auto mechanic. Seafarer Alonso was born in Puerto Rico and is a resident of Liberty, N.Y.



William F. Barth, 62, joined the SIU in 1944 in the port of Philadelphia sailing as a chief steward and chief cook. Brother Barth sailed on the old Robin Line. He also sailed inland on the tug *Saturn* (Curtis Bay) in 1972. Seafarer Barth was born in Philadelphia and is a resident there.



Henry Bursey, 63, joined the SIU in the port of New York in 1962 sailing as a 3rd cook. Brother Bursey sailed 36 years. He hit the bricks in the 1962 Robin Line beef. Seafarer Bursey was born in Lake Village, Ark. and is a resident of Oakland, Calif.



Stanley E. Duda, 59, joined the SIU in 1941 in the port of New York sailing in the deck department. Brother Duda was born in Brooklyn, N.Y. and is a resident of Elmont, N.Y.



James Daniel Johnson, 61, joined the SIU in the port of New Orleans in 1955 sailing as a cook for 34 years. Brother Johnson is a veteran of the U.S. Army in World War II. He was born in Louisiana and is a resident of New Orleans.



Roy Edward James, 71, joined the SIU in 1947 in the port of Mobile sailing as a fireman-watertender. Brother James sailed 42 years. He is a veteran of the pre-World War II U.S. Army. Seafarer James was born in Michigan and is a resident of Galveston.

LNG El Paso Southern Building Rep as a Good Feeder



A longrange shot catches the LNG El Paso Southern (El Paso Gas) offloading her cargo recently at an offshore unloading point near Cove Pt., Md.



Setting the dinner table for hungry seagoing chow hounds is GSU Mike Riggs.



Baker James Morgan checks rolls he just baked. Brother Morgan has been in the SIU since 1945.



Chief Cook Robert Brown trims the steaks. He's been sailing with the SIU since 1946.



Getting the dishes ready for the next meal is GSU Ron Johnson.

Help Your Brother Down the Road to Sobriety

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.

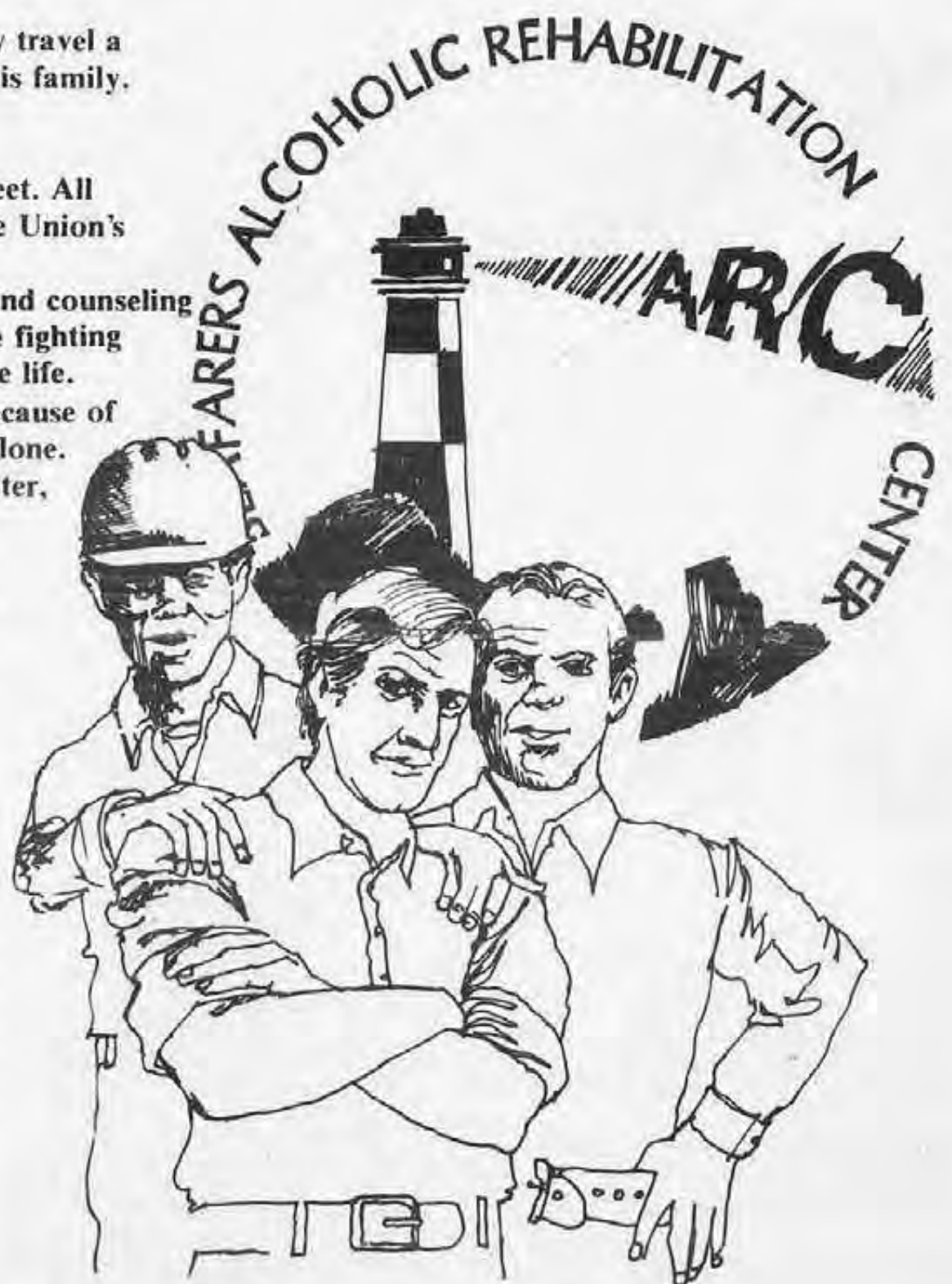
Name Book No.

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



Attention engine department members who hold an endorsement as QMED!

Do you want to learn how to work on diesel engines? Well, by taking the Diesel Engines course at the Harry Lundeberg School you can learn about the maintenance and operation of diesel engines.

The industry needs qualified seafarers to work on diesels. You can be the answer to this need. There are more diesel-propelled vessels coming off the ways every day. The Diesel Engines course will give you the skills you need. One seafarer who recently went through the course wrote to the school saying, "The diesel course really helped me. Because of the shop training, I am confident with diesel engines that I work with."

You can gain this confidence, too. The course consists of extensive practical training and classroom sessions. These include: high and low speed diesel engine operations, the construction and principles of various diesel engines, and the operation and maintenance of diesel engine plant auxiliary systems.

Shop training consists of the complete overhaul of six General Motors, 6 cylinder 71 series diesel engines and auxiliary equipment. Students learn the use of various gauges, meters and instruments. They tear the engines down to the crankshafts, inspect the parts and measure for wear. By using the manufacturer's manual, the students reassemble the engines, time and tune them.

One of the instructors for the course commented, "The students are amazed to see how the engines look when they are torn down. They are reluctant to put them back together. But when they successfully



If any parts show wear, they are replaced. The students learn how to measure for any deterioration.

For QMED's Today— Diesels are the Key

The shop training is very important to the success of the diesel engines course.



assemble and tune the engine on their first try, they are more confident in their abilities."

The students in the diesel engines course gain know-how and confidence about diesel engines. They can work on a diesel propulsion vessel. They can maintain the engine and its auxiliary systems. The QMED who takes the diesel engines course is qualified. He is a very valuable member of the engine department. You can be this person. Take the Diesel Engines course at HLS. Have a secure future. For more information, contact the Harry Lundeberg School, Vocational Education Department or your SIU representative. The next course starts September 3. It's your chance to learn about diesel engines.

Through the use of a micrometer, diesel engines student measures the piston rings.



During the diesel engines courses, the students overhaul six GM six cylinder 71 series diesel engines.

Final Departures



Melvin Harold Ecker, 53, died of heart failure in Livingston (Tex.) Memorial Hospital on Mar. 5. Brother Ecker joined the Union in the port of

Houston in 1957 sailing as an AB and mate for G & H Towing from 1957 to 1979. He was a veteran of the U.S. Army in World War II. Born in Stillwater, Minn., he was a resident of Houston. Burial was in the Galveston (Tex.) Memorial Park Cemetery. Surviving are his widow, Lillian of Livingston; a daughter, Mary Ann; his father, Rudolph; a sister, Mrs. Lois Walker of Galveston and a stepson, Larry Dean Curlee.



Bruce Oscar Blair, 50, succumbed to blood poisoning in St. Joseph's Hospital, Houston on Feb. 22. Brother Blair joined the Union in the port of

Chicago in 1978 sailing as a 2nd and chief cook. He sailed on the *M/V Gauntlet* and *Adventurer* (Caribe Tugboat) from 1977 to 1978. And for Crowley Marine and the American and Reiss Steamship Cos. Boatman Blair was a veteran of the U.S. Army in World War II. Born in Plainview, Tex., he was a resident of Slaton, Tex. Surviving are a son, Barney of Lubbock, Tex. and his father, Edgar and mother, Neta.



Pensioner Garland Lester Hogge, 66, died of arteriosclerosis in St. Mary's Hospital, West Palm Beach, Fla. on Mar. 10. Brother Hogge joined the Union

in the port of Baltimore in 1957 sailing as a captain for Baker, Whiteley Towing Co. from 1950 to 1976. He was born in Samos, Va. and was a resident of Cockeysville, Md. Interment was in the Dulaney Valley Cemetery, Cockeysville. Surviving are his widow, Mabel; a son, Charles and a daughter, Carol Lynn.



Carl Maurice Noonan, 53, succumbed to cancer in the Paul Oliver Memorial Hospital, Frankfort, Mich. on Apr. 14. Brother Noonan joined the Union

in the port of Elberta, Mich. in 1954 sailing as a cabinwatch and porter on the *M/V Viking* (Ann Arbor (Mich.) Car Ferries) from 1947 to 1978. He was a veteran of the U.S. Navy in World War II. Laker Noonan was born in Empire, Mich. and was a resident of Brethern, Mich. Interment was in the Brethern Cemetery. Surviving are his widow, Harriet and a brother, Glen of Maple City, Mich.

Daniel Ulus Knapp died on Mar. 28. Brother Knapp sailed with National Marine Service in 1976 and 1978 out of the port of St. Louis.



Pensioner John Joseph Kurcap, 85, passed away from pneumonia in the Dorchester (Md.) General Hospital on Apr. 15. Brother Kurcap joined the

Union in the port of Baltimore in 1956 working as a vessel tender and shop watchman for the Curtis Bay Towing Co. Boatman Kurcap was born in Maryland and was a resident of Cambridge, Md. Burial was in St. Stanislaus Kostka Cemetery, Baltimore City, Md.



Terry Lee Ostermeier, 25, died in Metairie, La. on Mar. 7. Brother Ostermeier joined the SIU in 1974 following his graduation from the H.I.S. Entry

Trainee Program. He sailed BR/Utility on the *LASH Sam Houston* (Waterman). Seafarer Ostermeier was born in Pipestone, Minn. and was a resident there and in New Orleans. Interment was in Woodlawn Cemetery, Pipestone. Surviving are his parents, Mr. and Mrs. Donovan and Audrey Ostermeier of Pipestone; five sisters, Lynette, Debra, Marcia, Shelly and Mary.



Pensioner John Paerels, 72, passed away on Apr. 26. Brother Paerels joined the SIU in 1946 in the port of

New York sailing as a bosun. He sailed 53 years. Seafarer Paerels was a member of the SUP from 1934 to 1946. And he was a veteran of both the U.S. Navy and U.S. Army in World War II. Born in Louisiana, he was a resident of Long Beach, Calif. Surviving are his widow, Fermina; two sons, Emilio and Johnny and a stepdaughter.



Angel Luis Rios, 56, died on Apr. 23. Brother Rios joined the SIU in 1944 in the port of New York sailing as a chief

cook and baker for Sea-Land and Puerto Rico Marine. He was aboard the *SS Mayaguez* (Sea-Land) when she was seized by the Cambodians on May 26, 1975. Seafarer Rios was on the picket-line in the 1961 N.Y. Harbor strike. In 1960, he was the winner of a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS France*. A native of Arecibo, P.R., he was a resident of Catano, P.R. Surviving are his widow, Ana; three sons, Angel Jr., Eduardo and J.E. Rios of Carolina, P.R.; two daughters, Maria and Maria Del Rosario and his mother, Candelaria of New York City.



Pensioner William Lee Jones, 65, died of a heart attack in Blount Memorial Hospital, Maryville, Tenn. on Feb. 7. Brother Jones joined the SIU in

the port of Mobile in 1951 sailing as an AB for 42 years. He was born in Georgia and was a resident of Tallassee, Tenn. Burial was in Chilhowee Cemetery, Tallassee. Surviving are his widow, Lydia; a daughter, Billie Lee of Chilhowee and his mother, Mrs. Mary J. Davis, also of Chilhowee.



Pensioner Wesley O. Reed, 70, died of a heart attack at home in Elberta, Mich. on Apr. 6. Brother Reed joined the Union in the port of Elberta in 1953.

He sailed as wheelsman and AB for the Ann Arbor (Mich.) Car Ferries. Laker Reed was born in Michigan. Burial was in Blaine Twp. Cemetery, Benzie County, Mich. Surviving are his widow, Pansy and three daughters, Mary, Nina and Norma.



Raymond Louis Sheldon, 55, died of heart failure in Deland, Fla. on Mar. 17. Brother Sheldon joined the Union in the port of

Frankfort, Mich. in 1972. He sailed 37 years as a bosun and cook and baker. From 1970 to 1978 he sailed aboard the *Challenger* (Cement Transit). Laker Sheldon was a veteran of the U.S. Army in World War II and a USAF airman in 1950 at Selfridge AFB, Mt. Clemens, Mich. Born in Detroit, he was a resident of Deland. Interment was in Deland Memorial Gardens. Surviving are his widow, Minnie; a daughter, Marie Ann and his parents, Mr. and Mrs. Lee and Helen Sheldon.



Joel Ward Strzelecki, 23, died in Rogers City (Mich.) Hospital on Feb. 9. Brother Strzelecki joined the Union in the port of Alpena, Mich. in 1977

sailing as an AB on the *M/V Charles Wilson* and on the *SS McKee Sons* (American Steamship) from 1977 to 1978. He was a former member of the United Steelworkers Union. Laker Strzelecki was born in Rogers City and was a resident there. Surviving are his parents, Mr. and Mrs. Clarence and Adeline Strzelecki of Rogers City.



Clarence John Walta, 41, died of lung failure in Mercy Hospital, Moose Lake, Minn. on Apr. 1. Brother Walta joined the Union in the port of San

Francisco in 1964. He sailed as a chief steward, cook and baker. From 1975 to 1978, he sailed for the S & E Shipping Co. Laker Walta was a veteran of the U.S. Army in the Korean War. Born in Duluth, Minn., he was a resident of Askov, Minn. Burial was in Sunnyside Cemetery, Willow River, Minn. Surviving are two sons, Michael and Rickey; three daughters, Linda, Susan and Mary; his parents, Mr. and Mrs. Adolph and Marie Walta, all of Askov and a stepbrother and sister-in-law, Mr. and Mrs. Robert and Elizabeth Oliver of El Paso, Tex.

Pensioner William E. Hart, 55, died on Jan. 1. Brother Hart joined the SIU in the port of New York in 1955 last sailing as a QMED. He sailed 34 years. Seafarer Hart hit the bricks in the 1961 N.Y. Harbor beef. He was a veteran of the U.S. Navy in World War II. Born in New York City, he was a resident of Bisbee, Ariz. Surviving are his widow, Loretta of Wilmington, Calif. and two brothers, T. J. McCarthy of Queens, N.Y., N.Y. and Michael "Mickey" Hart, also of Queens and a sister, Mrs. Joseph (Mary) "Pat" Hughes of Davie, Fla.



Pensioner Edgar Long Jr., 48, died on Apr. 15. Brother Long joined the Union in the port of Norfolk in 1959. He sailed as a deck-

hand. Boatman Long was a veteran of the U.S. Army during the Korean War. A native of Person County, N.C., he was a resident of Hurdle Mills, N.C. Surviving are his widow, Martha; a son, Michael; and two daughters, Martha and Marsha.



Pensioner Edward L. McElroy, 67, died of a heart attack in Holmdel County, N.J. on Mar. 5. Brother McElroy joined the Union in the port of New York

in 1960 sailing as a deckhand and tug dispatcher for the Penn-Central Railroad from 1936 to 1975. He also was a longshoreman for the Harborside Warehouse from 1935 to 1936. Boatman McElroy was a member of the International Organization of Masters, Mates and Pilots Union from 1936 to 1960. Born in Jersey City, N.J., he was a resident of Keyport, N.J. Surviving is his widow, Mary.



Recertified Bosun Lonnie Clovis Cole Jr., 52, died of a lung clot in Randolph Hospital, Asheboro, N.C. on Mar. 9. Brother Cole joined the SIU in

1947 in the port of Norfolk. He sailed 34 years, and graduated from the Union's Bosuns Recertification Program in November 1975. Seafarer Cole was a veteran of the U.S. Navy in World War II. One of his daughters, Cynthia Cole was a 1975 SIU scholarship winner. Cole was an avid fisherman. Born in Randolph County, N.C. he was a resident of Asheboro, N.C. Burial was in Oaklawn Cemetery, Asheboro. Surviving is his widow, Frances Marie; two daughters, Joy and Cynthia and his parents, Mr. and Mrs. Lonnie and Lila Cole Sr. of Seagrave, N.C.



Pensioner Joseph Fazio, 84, died on Nov. 7, 1978. Brother Fazio joined the SIU in 1947 in the port of New Orleans sailing as a cook. He was born in

Italy and was a resident of Chalmette, La. Surviving is his widow, Josephine.



Pensioner Carl E. "Red" Gibbs, 68, succumbed to arteriosclerosis in Jacksonville, Fla. on Mar. 18. Brother Gibbs joined the SIU in 1938 in the port of Balti-

more sailing as a bosun. He sailed 30 years and during World War II and the Vietnam War. Seafarer Gibbs also attended the 1970 Piney Point Crews Conference No. 7. And he was a veteran of the pre-World War II U.S. Army. Born in Virginia, he was a resident of Jacksonville. Interment was in Riverside Memorial Cemetery, Jacksonville. Surviving are a stepdaughter, Trinda Tressler; a nephew, Russell Ardeel Gibbs of Ellicott City, Md.; a niece, Margaret Lester of Roanoke, Va. and a cousin, Barbara Ann V. Nugent of Jacksonville.

SIU Scholarship Winner Eyes Architectural Engineering Career

When he won the SIU's \$10,000 four-year college scholarship in 1972, Thomas H. Rood planned a degree, and a career, in architectural engineering.

The son of Seafarer Donald L. Rood said the field of architectural engineering had interested him since high school because "it involves the most important aspects of construction today, including the challenges of high-rise buildings and urban renewal projects in developing alternative city systems."

In 1972, Tom went to Penn State University to begin his training as an architectural engineer. But in his junior year, he switched his major to business which he now describes as a "mistake."

It turned out that a career in business wasn't what he wanted to do so Tom took a job and some time off from school to reevaluate his plans. While working as the shipping manager in a bookstore near the University, he decided to go back to his architectural engineering.

Tom is excited about the prospect of starting on the career ladder as an architectural engineer, especially now, because, he explains "in the field they are finally starting to concentrate on the environmental impact of construction."

Tom feels his particular interest in urban renewal work fits right in with the growing ecological concerns in the field and he's looking forward to his first job. "After graduation I'll have to start at the bottom," Rood

said, "working as a draftsman or an assistant in an engineering firm and begin working my way up."

When he has free time from his demanding class work, Tom pursues his hobby of stamp collecting. He also likes being outdoors and is a member of the University hiking club. "There are plenty of places to hike and camp around here," Tom said, "because this campus is pretty much in the middle of nowhere."

Another interest of Tom's is reading and he describes himself as "a real science fiction buff," which, he adds, runs in the family. "I picked up my interest in science fiction from my father."

Tom's father, Seafarer Donald L. Rood, sails in the deck department

and has been a member of the SIU since 1945. "Right now," Tom said, "my dad's on a Sea Land ship which makes regular runs between Port Elizabeth, N.J. and Rotterdam."

Even though his father has been a seaman for the better part of the last 35 years, Tom said he never really considered shipping out himself. "My father and I talked about it quite a bit," Tom said, "but dad always told me whatever career I chose was up to me. He just wanted me to know seafaring was open to me if I wanted it."

Seafarer Rood is happy about his son's career choice and was very proud when Tom won the SIU college scholarship.

Tom described himself as "ecstatic" when he got the news he'd won the Union's college award. "I wasn't sure I'd get it," he said, "and was very pleased when I did. I think it's an extremely worthwhile program which can help a lot of people get the kind of education they want."



Dispatchers Report for Great Lakes

MAY 1-31, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqrs.)	74	20	11	75	83	7	55	11	15
ENGINE DEPARTMENT									
Algonac (Hdqrs.)	44	27	5	35	31	1	41	22	15
STEWARD DEPARTMENT									
Algonac (Hdqrs.)	13	1	1	24	7	4	9	1	5
ENTRY DEPARTMENT									
Algonac (Hdqrs.)	47	101	33	0	0	0	45	93	104
Totals All Departments	178	149	50	134	121	12	150	127	139

*"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.



Thomas Rood

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.

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.

The following is a list of recommended attorneys throughout the United States:

NEW YORK, N.Y.—Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tel. #(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.—Combs, Archer & Peterson
Americana Building
811 Dallas Street
Houston, Texas 77002
Tele. #(713) 659-4455

TAMPA, FLA.—Hamilton, Douglas and Bennett, P.A.
2620 W. Kennedy Blvd.
Tampa, Fla. 33609
Tel. #(813) 879-9482

SAN FRANCISCO, CALIF.—John Paul Jennings, Henning and Walsh
100 Bush St., Suite 1403
San Francisco, Calif. 94104
Tel. #(415) 981-4400

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

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

LOS ANGELES, CALIF.—Bodle, Fogel, Julber, Reinhardt, Rothschild & Feldman
5900 Wilshire Boulevard
Los Angeles, Calif. 90036
Tel. #(213) 937-6250

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

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

BOSTON, MASS.—Mr. Joseph Orlando
Latti & Flannery
95 Commercial Wharf
Boston, Mass.

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, Ill. 60603
Tele. #(312) 263-6330



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FOWT—August 30
Marine Electrical Maintenance—August 20
Welding—August 20
Able Seaman—August 16
Automation—August 6
Steward—August 20
Chief Cook—August 6
Cook and Baker—August 6
Assistant Cook—September 3
Lifeboatman—August 2, 16, 30
Tankerman—August 2, 16, 30
Diesel Engines—September 3

Dispatchers Report for Inland Waters

MAY 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	1	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	2	0	0	1	0	4	15	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	0	1	3	2	4	2	2
Mobile	9	0	2	0	0	0	17	0	2
New Orleans	1	7	9	2	3	5	6	10	54
Jacksonville	0	6	6	1	4	6	2	5	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	12	17	3	1	1	3	23	34
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	1	5	0	0	1	0	1	9
Houston	2	8	8	2	6	7	7	12	17
Port Arthur	8	7	10	10	9	17	6	4	7
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	24	13	2	27	5	3	28	14
Piney Point	5	48	0	4	50	0	0	0	0
Paducah	3	8	68	5	9	39	4	2	92
Totals	41	123	138	30	113	83	56	103	234
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	1	0	20
Jacksonville	0	1	0	0	0	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	1	0	0	0	0	1	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	1	2	3	2	2	3	1	1	4
Port Arthur	0	0	0	0	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	1	0	0	3	0	0	0	0
Totals	1	6	5	2	6	3	3	3	31
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	1	1	0	0	0	1	0
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	2	0	0	3	1	0	8
Jacksonville	1	1	2	1	1	1	1	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	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	1
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	1	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	3	2	0	4	0	1	4	2
Piney Point	0	0	1	0	0	0	0	0	0
Paducah	1	0	18	1	0	11	0	0	13
Totals	4	4	27	4	5	15	4	5	28
Totals All Departments	46	133	170	36	124	101	63	111	293

*"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.

Digest of Shipboard Meetings



OGDEN WILLAMETTE, (Ogden Marine), April 17—Chairman, Recertified Bosun H. C. Hunt; Secretary P. Franco; Educational Director J. Rounds; Deck Delegate Wm. J. Smith; Engine Delegate F. Ramos; Steward Delegate J. Campfield 3rd. No disputed OT. Report to Log: "A very special ship's meeting was held in the Port of Baytown, Texas and we are all very thankful to God we are here to hold it. A not so Happy Easter Sunday morning at about 0230 the general alarm went off to man the stations. The lifeboats were ready in less than five minutes. There was fire and smoke on the bow. The Captain ordered all hands to the bow and all hands responded in seconds. We had a collision with a Venezuelan cargo ship. We had hit her in the stern and her stern section was now imbedded in our bow. But what this special meeting is all about is the way the crew and officers came through with quickness, calmness and efficiency. No one lost their cool. We just want to celebrate that all of our brothers are here to say, hello!"

STUYVESANT (Cove Shipping), April 8—Chairman J. B. Lundborg; Secretary W. Higgs, Sr.; Educational Director J. Moore; Deck Delegate Joseph A. McDougall; Engine Delegate Alfred R. Long; Steward Delegate R. C. Collins. Some disputed OT in steward department. Crew gave a vote of thanks to the steward department for a job well done. Report to Log: The chairman received the following from Franklin P. Liberty, master—"Dear Bosun: A note to commend you and the deck department for the fine work you all did during our stay at Parita Bay. Your fine work resulted in our not losing any cargo time and I wish to thank you all for a job well done."

OVERSEAS OHIO (Maritime Overseas), April 15—Chairman, Recertified Bosun Ben Mignano; Secretary C. Shirah; Educational Director D. White; Deck Delegate J. Doyle; Engine Delegate E. Murry; Steward Delegate L. Ross. No disputed OT. Chairman discussed the importance of donating to SPAD and also for all crewmembers to read the Log so you will know what is going on in the Union. Next port Marcus Hook, Pa.

EL PASO SOUTHERN (El Paso Marine), April 15—Chairman, Recertified Bosun B. C. Browning; Secretary Huston; Educational Director E. Deland; Deck Delegate Paul Butterworth. Some disputed OT in deck and engine departments. Chairman thanked the crew for a smooth trip. Also the steward department for an excellent Easter dinner. Report to Log: "Had a nice Spring cruise this trip, made a slow trip around the Azores sightseeing and stopped over in Gibraltar for the night. Then we sailed up the Spanish coast to Malaga and then across the Mediterranean to Arzew. We spent sixteen hours loading and then sailed for home, Cove Point, Md."

ACHILLES (Newport Tankers Inc.), April 15—Chairman, Recertified Bosun Perry Konis; Secretary C. A. Guerra; Educational Director I. Hatzagannis; Steward Delegate Francis Gordon Shaw. No disputed OT. Chairman gave a vote of thanks to all department delegates for a job well done. Observed one minute of silence in memory of our departed brothers.

OGDEN CHALLENGER (Ogden Marine), April 29—Chairman, Recertified Bosun F. H. Johnson; Secretary R. De Boissiere; Educational Director W. Turner; Deck Delegate W. V. Luyn; Engine Delegate J. Flynn; Steward Delegate Emanuel Lowe. No disputed OT. Educational Director discussed the importance of safety aboard ship because the life you save may be your own. Urged all to report any unsafe conditions so they can be made safe. Report to Log: "A vote of thanks to Chief Steward R. De Boissiere for a job well done. A special vote of thanks to Emanuel Lowe whose cooking and preparation of food is unequalled. He had made us all gain weight. Our hats are off to him, he is leaving and we all will miss him. Also a thank you to Baker Osborne Williams and Third Cook Thurman Olds. A special vote of thanks to Chairman F. H. Johnson for his leadership and concern for the well-being of the ship and deck department. He has made this ship a wonderful place to be with his humour and assistance. It is greatly appreciated. A vote of thanks to the engine department and to Ancient Mariner J. Kavanagh. Observed one minute of silence in memory of our departed brothers." Next port Guyanille.

AMERICAN HERITAGE (Apex Marine), April 16—Chairman, Recertified Bosun Juan Vega; Secretary M. Deloatch; Educational Director C. Merritt; Steward Delegate Teddy E. Aldridge. Chairman discussed the importance of members upgrading themselves at Piney Point and the importance of participating in SPAD. Some disputed OT in deck and engine departments. The chairman extended high praise to the Steward M. Deloatch and the Chief Cook T. Aldridge for the best menus and the very best preparation of food. A vote of thanks is not enough. Gourmet is the best way to describe them. Chairman to see about a better gangway in the Port of St. Croix and other ports before an accident happens. Next port Delaware.

SEA-LAND COMMERCE (Sea-Land Service), April 22—Chairman, Recertified Bosun Lothar Reck; Secretary E. Caudill. \$190 in movie fund. No disputed OT. Chairman held a safety meeting on this trip and safety films were shown. Also discussed the importance of donating to SPAD. Contributions to the American Marine Library were posted in the messhall. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

MONTICELLO VICTORY (Victory Carriers), April 15—Chairman Recertified Bosun Anthony Calderia; Secretary Duke Hall; Educational Director Juan Rodriguez; Steward Delegate H. Connolly. No disputed OT. Secretary reported that all members should take advantage of the upgrading classes at Piney Point to keep yourself ready and able to take a job on the new type of ships that are being introduced to the industry. The Log was received, read and discussed. Chairman urged all members to read it and to pass it on so all can read it and know what is going on in the Union. A vote of thanks from the crew to the steward department for a job well done by Juan Rodriguez. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

DELTA ARGENTINA (Delta Steamship), April 8—Chairman, Recertified Bosun Floyd Peavoy; Secretary N. Johnson; Deck Delegate B. R. Churchill; Engine Delegate R. E. Smith; Steward Delegate James Tucker. \$162 in movie fund. No disputed OT. Chairman urged all members to make an additional trip and that it is very necessary to wait until each man's replacement arrives. Also the importance of donating to SPAD. Secretary reported that the steward gave a vote of thanks to a fine deck gang and engine department and urged each member to upgrade as soon as possible. Educational Director gave a vote of thanks to the steward department for prompt service and good food. Next port Houston.

TRANSCOLORADO (Hudson Waterways), April 1—Chairman Nicholas Nagy; Secretary Thomas Ulisse; Educational Director Charles Gallagher; Deck Delegate Melvin Keeffer; Engine Delegate Troy D. Smith; Steward Delegate John G. Shaw. No disputed OT. Chairman advised all crewmembers to read Executive Vice President Frank Drozak's column in the April Log. Educational Director advised all to go to upgrading school at Piney Point for the endorsements necessary for job security. Anyone who has a drinking problem should contact the Union about entering the Alcoholic Rehabilitation Program. This can be done without any cost or hassle to the participant. Next port New Orleans.

PISCES (Apex Marine), April 15—Chairman, Recertified Bosun Roy Theiss; Secretary Fred Hicks; Educational Director Norman Gene; Engine Delegate M. Israel. \$9 in ship's fund. No disputed OT. Chairman urged all those who need upgrading should avail themselves of the opportunities at Piney Point as soon as possible. Secretary reported that the vessel has called at Wilmington, N.C., Charleston, S.C. and St. Petersburg, Fla. and foreign at St. Croix, Virgin Islands where the crew spent a memorable time ashore. Next port Jacksonville.

COLUMBIA (Cove Shipping), April 22—Chairman, Recertified Bosun H. C. Cain; Secretary C. Loper Jr.; Educational Director A. Avzangelis; Deck Delegate Jack Brown. No disputed OT. Chairman discussed the advantages of upgrading at Piney Point and the importance of donating to SPAD. Movies were exchanged at St. Croix, Virgin Islands. A vote of thanks to the steward and chief cook for a job well done. Next port St. Croix.

DELTA BOLIVIA (Delta Lines), April 1—Chairman, Recertified Bosun Luther Pate; Secretary J. Freeman; Engine Delegate Charles Bortz; Steward Delegate James Barclay. Chairman reported that there is a very good crew on board and that all members should take advantage of Piney Point and the upgrading programs. Received a letter from Jack Caffey regarding contract for these vessels. A vote of thanks to the steward department for a job well done.

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

SAM HOUSTON
ANCHORAGE
SEA-LAND RESOURCE
SEA-LAND VENTURE
POINT JULIE
OGDEN WABASH
OGDEN CHARGER
SANTA MARIA
SEA-LAND PRODUCER
SEA-LAND TRADE
PUERTO RICO
BORINQUEN
DEL SOL
SEA-LAND SAN PEDRO
POTOMAC
BAYAMON
FLOR
MOHAWK
SEA-LAND PIONEER
SEA-LAND EXCHANGE
THOMPSON PASS
SUGAR ISLANDER
ST. LOUIS
DELTA ECUADOR
MOUNT VERNON VICTORY
SANTA MAGDALENA
AGUADILLA
ZAPATA ROVER
MAYAGUEZ
GOLDEN MONARCH
DELTA PERU
CONNECTICUT
ALLEGIANCE
OVERSEAS VIVIAN
OVERSEAS ALEUTIAN
OGDEN CHAMPION
BOSTON
LEO
ATLANTIC
ARECIBO
SEA-LAND ADVENTURER
JEFF DAVIS
MARYLAND
CHARLESTON
WESTWARD VENTURE
COVE COMMUNICATOR
MOUNT WASHINGTON
SANTA MARIANA
SEA-LAND GALLOWAY
WALTER RICE
SEA-LAND HOUSTON
DELTA COLUMBIA
TRANSCOLUMBIA
TEX
DELTA PANAMA
OVERSEAS JOYCE
HUMACAO
CANTIGNY
OVERSEAS WASHINGTON
GUAYAMA
DELTA SUD
TAMARA GILDEN
SEA-LAND CONSUMER
BRADFORD ISLAND
COVE NAVIGATOR
SUSQUEHANNA
OVERSEAS HARRIETTE
JACKSONVILLE
OVERSEAS ULLA
BALTIMORE
SEA-LAND ECONOMY

HLSS President Gives SIU's Views on Education to Senate Hearings

"It is difficult to measure what an educational achievement means to an individual, but at the Lundeberg School we have seen students of all ages begin to believe in themselves."

This was how Hazel Brown, president of the Lundeberg School, summed up the full meaning of the many and varied educational programs which have been pioneered at the SIU's School at Piney Point.

Ms. Brown made her remarks at a special hearing of the Senate Committee on Human Resources earlier this month. The Senate had called the hearing to examine the

problems of the nation's educational system with respect to preparing young people and adults for "their working lives."

The hearings were initiated by a worried Senator Harrison A. Williams Jr. (D-N.J.). In explaining the reason for the hearings, Senator Harrison said:

"We are told in the popular press that college may no longer be a desirable route to the world of work. ... Some observers are more pessimistic and claim that changes in the economy, the nature of the work force and the cost of post secondary education make college education a less and less desirable investment for

more and more people."

Ms. Brown presented to the hearings the SIU's belief and commitment to education as the key to advancement not only in maritime, but in all work environments.

She said "SIU members have accepted the advent of automation and have been attending upgrading, recertification, and retraining courses. During 1978, 175 seafarers earned licenses, 1,068 earned endorsements, and 496 received certificates of achievement for successfully completing advanced courses in their vocational fields. All

the vocational courses are approved and evaluated by the United States Coast Guard."

Ms. Brown added: "Since the Lundeberg School's beginning, the SIU membership has become more involved and interested in education. The school now offers college courses in cooperation with the Charles County Community College. The Lundeberg School has become a satellite program of the Community College. All courses have been evaluated by the American Council on Education and given recommended college credits.



Lundeberg School President Hazel Brown described the highly successful educational programs at the Harry Lundeberg School as she testified before the Senate Committee on Human Resources earlier this month.

Commerce Sec. Backs Build, Man American in Ocean Mining Bill

WASHINGTON, D.C.—The use of American-built and registered ships in the deep sea mining industry has been endorsed by U.S. Secretary of Commerce Juanita Kreps.

Her department changed its previous position and now backs the Deep Seabed Mining bills before Congress.

The SIU and the AFL-CIO's Maritime Trades Department have been strong supporters of these bills.

Kreps is now working within the Carter Administration to win support for the legislation.

In a letter to the director of the Office of Management and Budget, she wrote, "... The Department of Commerce urges the Administration to adopt a position requiring all mining vessels used under U.S. license to be constructed and

documented under the laws of the United States."

She pointed out that U.S. control would help protect the environment and the safety of the mining sites.

Also, Kreps said that American documentation "will assure U.S. control over these operations in the event of war or other national emergency."

The Commerce Secretary noted that construction and registration in the U.S. would also mean more jobs for Americans.

Finally, she noted that "the long-term financing which might be available to U.S.-built recovery vessels under Title XI of the Merchant Marine Act, 1936, could make them extremely attractive to the consortia involved in deep seabed mining."

Notice to Members On Shipping Procedure

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

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

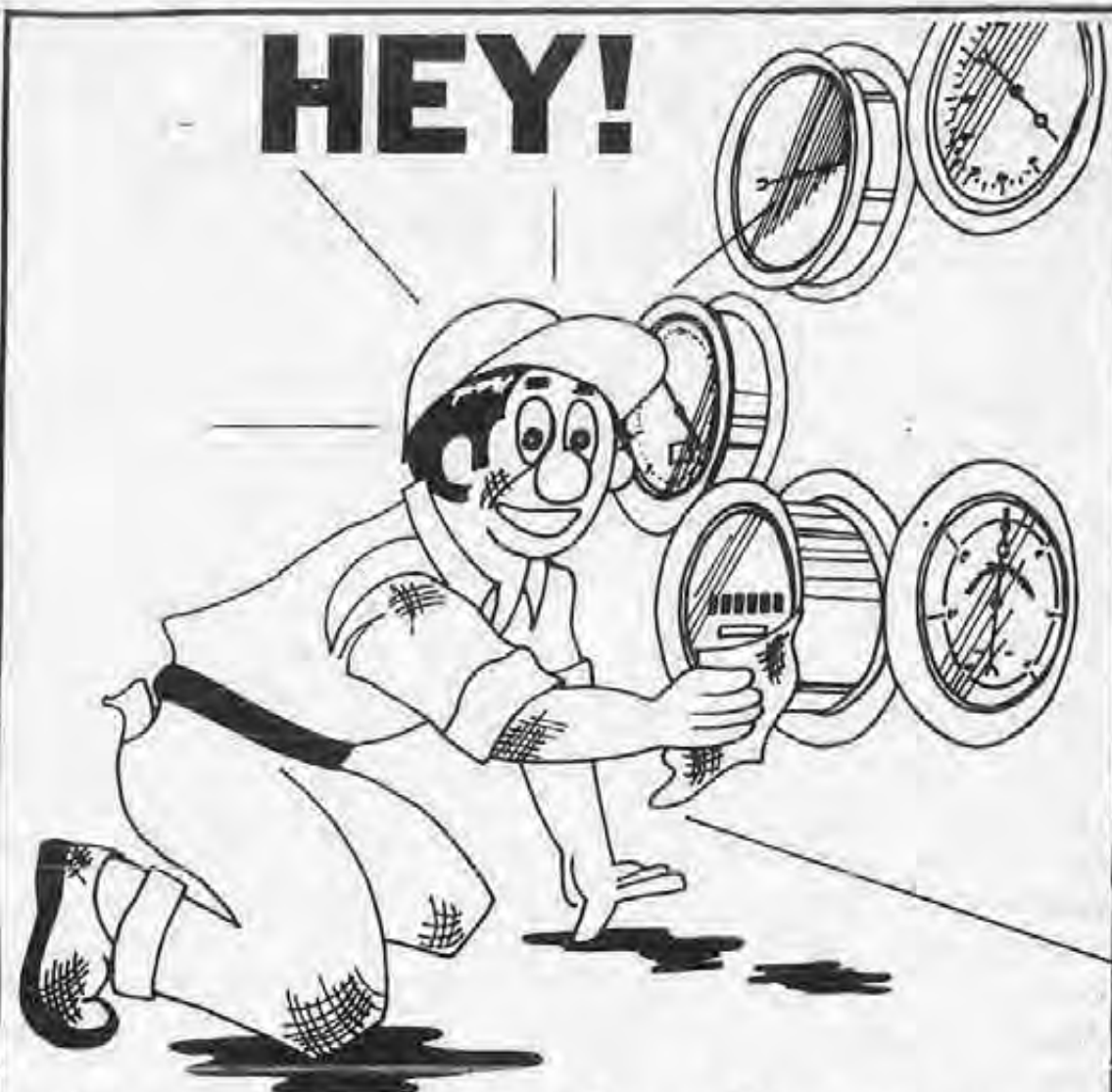
In addition, when assigning a job the dispatcher will comply with the following Section 5, Sub-section 7 of the SIU Shipping Rules:

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

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

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

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



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Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674

Phone: (301) 994-0010

SIU's McCartney Keynotes Bay Area Memorial Day Services

SIU Representative George McCartney was the principal speaker at colorful Memorial Day services in San Francisco. The services were held at Woodlawn Memorial Cemetery.

Sponsored by the American Legion and Veterans of Foreign Wars, the ceremonies paid tribute to the men and women who served in the nation's merchant marine as well as in the Armed Forces.

Following ceremonial raising of the flag and lowering to half mast by a color guard from the U.S. Marine Corps, the assembled throng heard from a number of dignitaries. They included SIU Representative Ed Turner and former

San Francisco Mayor, Elmer Robinson.

In his speech to the assembled throng, of people, McCartney stressed that the best way citizens of America could honor its war dead was to make sure the nation remained strong.

He said in part: "Our Armed Forces, Coast Guard and Merchant Marine are bulwarks of our defense against the enemies in the world. We must keep those defenses strong. In order to continue to honor our dead in peace, we must be strong enough to ensure that we do have peace."

The memorial service concluded with the traditional rifle volleys and "Taps", by members of the color guard.



Seafarer John Alberti, one of 12 going through the Bosun Recertification Program, looks over some of the equipment at Coast Guard Headquarters in the port of New York. This phase of Bosun Program gave participants a first-hand look at a sophisticated vessel traffic system.



Seafarers participating in Bosun Recertification Program get a rundown from Coast Guard spokesman on how USCG monitors traffic in the busy port of New York.

Bosuns Set to Wrap Up 1st Recertification Class of '79

A new group of 12 recertified bosuns will soon turn to after their two-month recertification class finishes up in New York early next month.

This will be the first class to graduate since the Seafarers Appeals Board reinstated the Bosun Recertification Program in January. Two more classes will be held this year, with one beginning on Aug. 6 and another beginning on Nov. 30.

The bosuns spent the first 30 days of the class attending various training sessions at the

Harry Lundeberg School in Piney Point, MD. Field trips were taken from there to pertinent locations in the Washington, D.C. area, including the U.S. Capitol Building, Transportation Institute, and the headquarters of the AFL-CIO.

Besides touring SIU facilities and attending more training sessions, a number of educational field trips were taken by the bosuns during their month-long stay in New York. Among the places visited were Coast Guard headquarters, the El Paso ship

simulator at La Guardia Airport, the U.S. Public Health Service, the Sea Land offices, and the Marine Port Council of Greater New York.

All respects of Union operations, as well as the various factors—political and otherwise—that effect Union members, the maritime industry, and labor in general will be covered by the bosuns before they complete the class.

Bosuns are important men on SIU ships. Besides the fact that they coordinate work on deck,

they're also cast in the role of Union representative and ship's chairman. This is one reason why the Bosun Recertification Program was started in the first place. The Union recognizes the unique and important role of the bosun on SIU ships.

The SIU wants its bosuns to be well informed, not just about the new equipment going onto the ships, but about the political and other forces that effect us as well. The Bosun Recertification Program is one way for us to remain strong—through education.



Bosuns took field trip to the El Paso training center near LaGuardia Airport in New York to view bridge, engine console and cargo room simulators similar to the equipment on LNG ships operated by El Paso.



El Paso technician gives bosuns a look see at the company's LNG cargo room simulator. Crews for El Paso's LNG ships go through training on these simulators.

A Seniority Upgraders

Stephen J. McGurgan



Seafarer Stephen J. McGurgan, 22, is a 1977 graduate of the Lundeberg School. In 1978, he upgraded to AB there. He has his lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. He resides in Kensington, Conn. and ships from the port of New York.

John Carroll Carr Jr.



Seafarer John Carroll Carr Jr., 21, graduated from Piney Point in 1976. He upgraded there in 1977 to FOWT, and to QMED earlier this year. Brother Carr has the lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Brother Carr lives in Arnold, Mo. and ships from the Gulf.

Thomas L. Gary



Seafarer Thomas L. Gary, 24, graduated from the Harry Lundeberg School in 1973. Brother Gary upgraded to FOWT there in 1975 and to QMED this year. He also completed the GED High School Equivalency Program. He has his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. A resident of Atlantic Beach, Fla., he ships from all ports.

Joseph Boevink



Seafarer Joseph Boevink, 26, is a 1975 graduate of the Lundeberg School's Entry Program. He upgraded to AB at HLS in 1977. Brother Boevink plans to take the LNG and Tankerman Courses at the School. He has his lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. He was born in San Jose, Calif., lives in Panama City, Fla. and ships out of all ports.

Alan H. Nelson



Seafarer Alan H. Nelson, 27, graduated from the HLSS in 1968. He upgraded to FOWT there in 1970. Brother Nelson is enrolled for the QMED Course at Piney Point for Oct. 1. He has the firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in Baltimore where he resides and ships out of the ports of Baltimore and Piney Point.

Angel Mercardo



Seafarer Angel Mercardo, 27, graduated from the Harry Lundeberg School of Seaman's Entry Trainee Program, Piney Point, Md. in 1975. He also upgraded to FOWT there in 1978. In October, Brother Mercardo will upgrade to QMED at the HLSS. He has his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. A native of Brooklyn, N.Y., Mercardo ships out of the port of New York.

Dropped Out in 10th Grade, He Gets His H.S. Diploma at HLS

SIU member Jim Riccio of Cleveland, Ohio recently completed the high school equivalency program at the Lundeberg School and achieved his high school diploma.

After dropping out of school in the 10th grade, Seafarer Riccio found HLS "to be the best place to get your diploma." He has been a member of the SIU since 1975 and found out about the GED program by reading the Log.

Seafarer Riccio commented, "The GED program is very good. It is a good opportunity to get a diploma in a short time." He was among 18 other students in a class which recently achieved their high school diplomas through the program at the Lundeberg School. This was the largest graduating class since the GED program has been in existence.

When asked what he liked most about the program, Seafarer Riccio said, "The classes were small and all the teachers were very helpful. They would help you with any area of study in which you are weak." The high school equivalency program is very individualized. "You can learn more when you are working individually," said Seafarer Riccio.

Even though this was his first visit to the Lundeberg School, Jim Riccio has plans of returning to upgrade sometime in the near future. He would like to recommend the high school equivalency program to his fellow Seafarers and encourages everyone to take advantage of this program.



Jim Riccio

The high school equivalency program is open to all members in good standing. For further information contact your SIU representative or write to the following address:

Academic Education Department
Harry Lundeberg School
Piney Point, Md 20674

Personals

Anton Bruun Crew

Anyone that was aboard the SIU Research Vessel "Anton Bruun" in the 1960's in the Indian Ocean, and has a crew list, please send a copy to Jack (Saki Jack) Dolan, Chief Steward, 62 Galloway Road, Warwick, N.Y. 10990. He needs it to finish an article for the Log.

Big Bad Tom call your long lost Brother-In-Law Little Bad Bill in California, 714-889-1743.

John Liningston

Please contact your sister Mrs. K. A. Waddell, 5861 Hollyhurst Way, Sacramento, Calif. 958232. She is anxious to hear from you.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	July 2	2:30 p.m.	7:00 p.m.
Philadelphia	July 3	2:30 p.m.	7:00 p.m.
Baltimore	July 5	2:30 p.m.	7:00 p.m.
Norfolk	July 5	9:30 a.m.	7:00 p.m.
Jacksonville	July 5	2:00 p.m.	—
Algonac	July 6	2:30 p.m.	—
Houston	July 9	2:30 p.m.	7:00 p.m.
New Orleans	July 10	2:30 p.m.	7:00 p.m.
Mobile	July 11	2:30 p.m.	—
San Francisco	July 12	2:30 p.m.	—
Wilmington	July 16	2:30 p.m.	—
Seattle	July 20	2:30 p.m.	—
Piney Point	July 14	10:30 a.m.	—
San Juan	July 5	2:30 p.m.	—
Columbus	July 21	—	1:00 p.m.
Chicago	July 3	—	—
Port Arthur	July 10	2:30 p.m.	—
Buffalo	July 18	—	—
St. Louis	July 13	2:30 p.m.	—
Cleveland	July 12	—	—

What's Wrong?



If you can find out and fix it, you've got great job security and good pay.

So take the Marine Electrical Maintenance Course at HLS. It starts August 20.

See your SIU Representative or contact HLS to enroll.

22 Qualified Men for the Engine Department



Here's 22 more QMED graduates at the Harry Lundeberg School of Seamanship, Piney Point, Md. They are (front row l. to r.) J. Galeas, A. Shaw, R. Barnes, C. Martinez, E. Haynie and I. Abas. In the middle row (l. to r.) are L. Gayle, D. Dokulil, R. Hipp, J. Fisher, M. Mefflerd, G. Hughes, W. Davidson and M. Phillips. The back row (l. to r.) are T. Taylor, J. Hall, T. Gary, J. Carr, M. Freeman, B. Fowler, K. Craig and D. Turner.

Taking to the Lifeboats



Showing off their Lifeboat Course diplomas are (l. to r.) graduates E. Olsen, C. Jefferson and A. Wooten.

LNGers—Deck and Engine



Deck and engine department LNG Course graduates have their picture taken after graduation. They are (front l. to r.) H. Nakea, Recertified Bosun Aubrey Waters, J. Cade and Recertified Bosun Tom Brooks. Standing (l. to r.) are R. Dawson, W. F. Murphy, J. Wells, H. Bennett and B. Hassen.

A New Cook & Baker



New Cook and Baker Ronald Jones shows diploma.

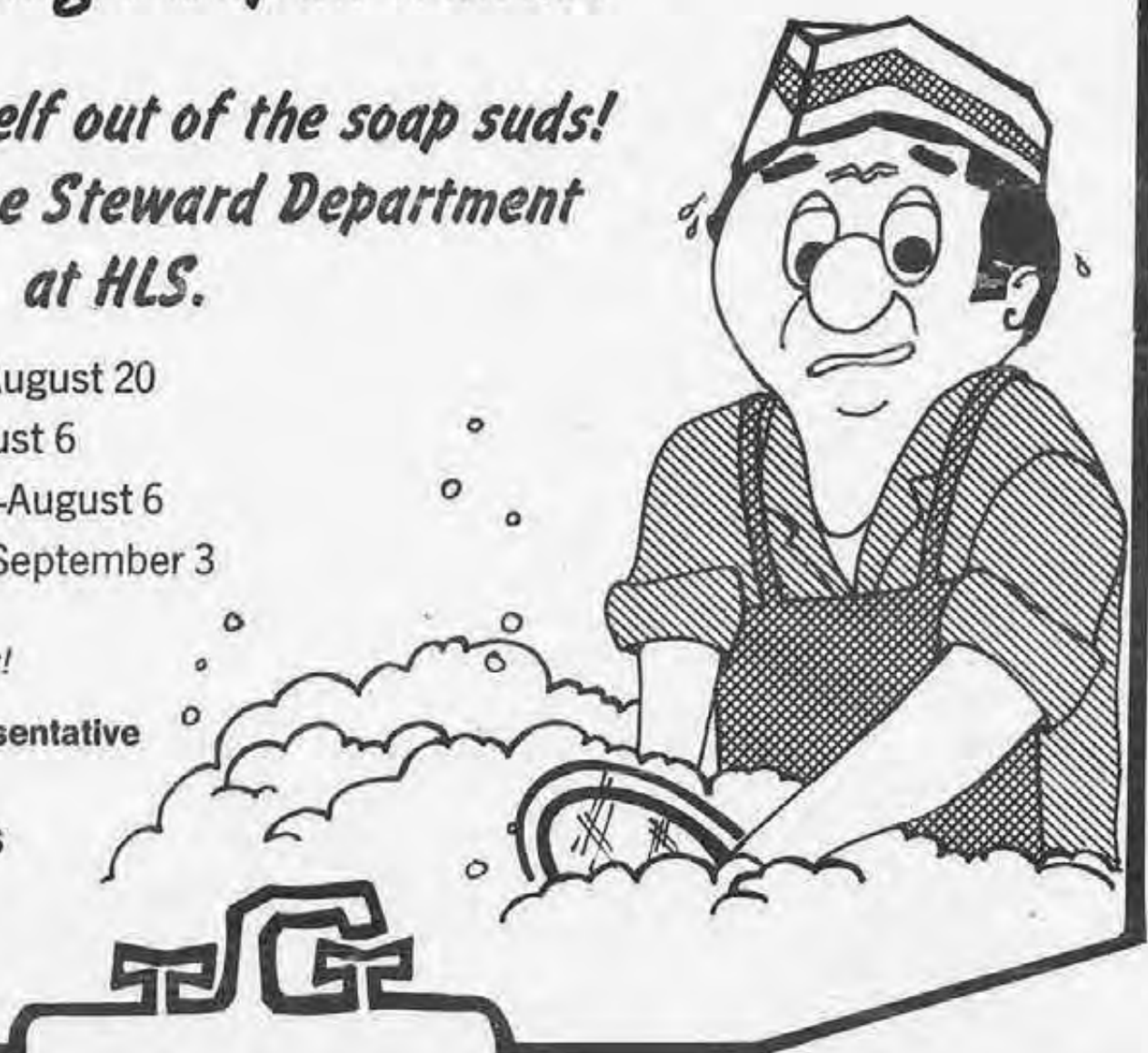
Are You Getting Dishpan Hands?

Well, get yourself out of the soap suds!
Upgrade in the Steward Department
at HLS.

Chief Steward—August 20
Chief Cook—August 6
Cook and Baker—August 6
Assistant Cook—September 3

Sign Up Now!

See Your SIU Representative
or
Contact HLS



What is job security? And what's the Union doing to protect the job security of the membership?

That was the main point of discussion at a recent ship's Union meeting aboard the **ST Ogdén Willamette**. And the answer Bosun Leo Paradise, ship's chairman, and steward Paul Franco, ship's secretary came up with was—plenty.

Brother Paradise pointed out an article in the January issue of the **Log** called "Common Cause Study Flawed." That article, originally published in an independent newsletter, scored a report by Common Cause which had praised Rep. Paul McClosky (R-Calif.) as a champion of the public interest because he worked to defeat the labor-backed cargo preference bill.

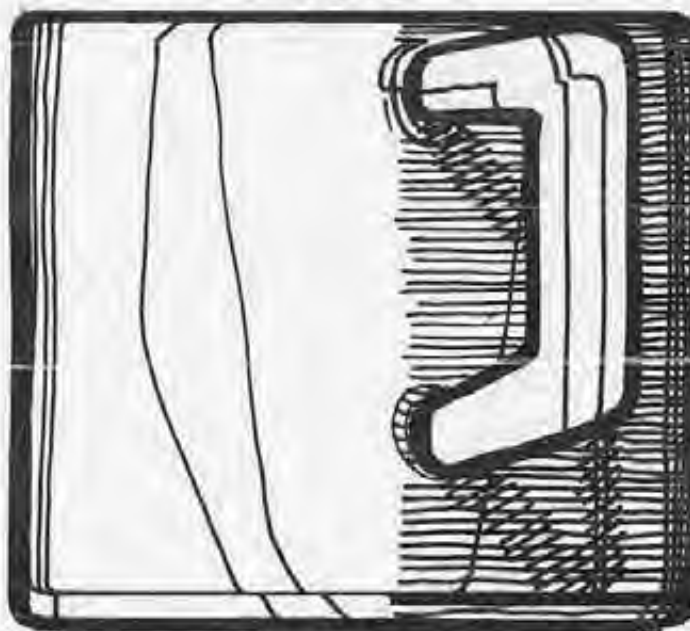
The article concluded that Rep. McClosky opposed U.S. maritime for one reason—because he lined his pockets with contributions from the oil industry and American-owned foreign flag interests.

"All SIU members should read this article, not once, but twice," Brother Paradise said. "Rep. McClosky is out to break all of us in the maritime industry. He's out to destroy everything we've fought for over the years—new ships, improved job security and a strong U.S. merchant fleet."

"It's our SPAD donations that fight the enemies of U.S. maritime like Rep. McClosky," Paradise said urging everyone to sign the new SPAD checkoff authorizing the Seafarers Vacation Plan to deduct 30 cents a day from their vacation benefits for the SPAD fund.

**FOR
SALE!
JOB
SECURITY
30¢
PER
DAY**

**"SPAD is the way—
who misses
30 cents a day?"**



"Our voluntary SPAD contributions have brought the SIU out on top of battles before," Paradise continued, and if we all sign the SPAD checkoff we're giving our Union support to fight for us in Washington in the future."

"Now is the best time to sign the SPAD checkoff," Paul Franco, ship's secretary added, "The fight is in round one and there are 14 more rounds to go."

Round 2 is right around the corner. Brother Franco noted that the SIU has launched an all-out effort to get Congress to overturn a recent court ruling allowing the Amerada Hess Corp. to use foreign flag tankers for the Alaska oil run. (See December **Log**, "Hess Gets OK to Use Foreign Flags for Alaska Oil.")

"If Hess gets away with this," Brother Franco warned, "so will others. Think about how many of our jobs will be lost," Franco said, painting a picture of a job call at an SIU hall where Seafarers look up at a blank shipping board and then at each other, wondering what went wrong.

"That's when it's too late," Franco said, "but it's not too late now. Let's sign the SPAD checkoff to make sure our future will be secure."

The **Willamette** ship's committee talked about two of the ways in which SPAD contributions have enabled the Union to work to make the present and future jobs of Seafarers more secure.

"We wouldn't be at the top of the industry now if it weren't for SPAD," Brother Franco said, "and we have to fight to stay on top."

ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO:

DATE _____

Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print)

Member's Signature

Social Security Number

Members Home Address

City State Zip

Book Number

Port

OFFICE COPY



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